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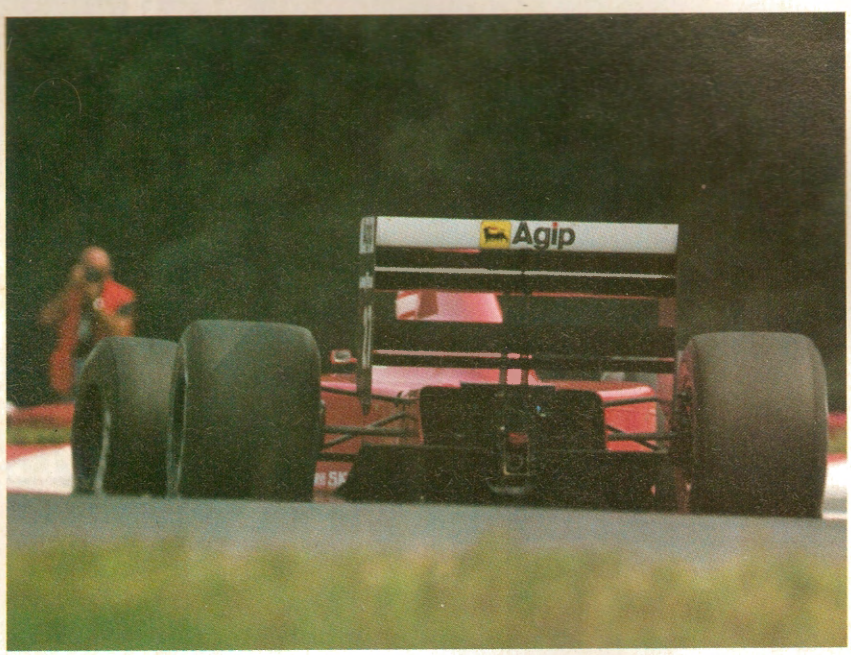
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MANSELL MAKES HIS DAY

In front of a capacity crowd, Nigel Mansell clawed his way up from 12th place on the grid to claim his second victory of the year in what was undoubtedly one of the best Formula 1 races in a long while. **26**

STIG STARS IN TV SOAP OPERA

Take six drivers, five cars, and five stages, and you too could create your own mini TV series for the BBC. The star of this special – to be broadcast in the run-up to the RAC Rally – was Stig Blomqvist, but Mark Lovell was there at the finish. **55**



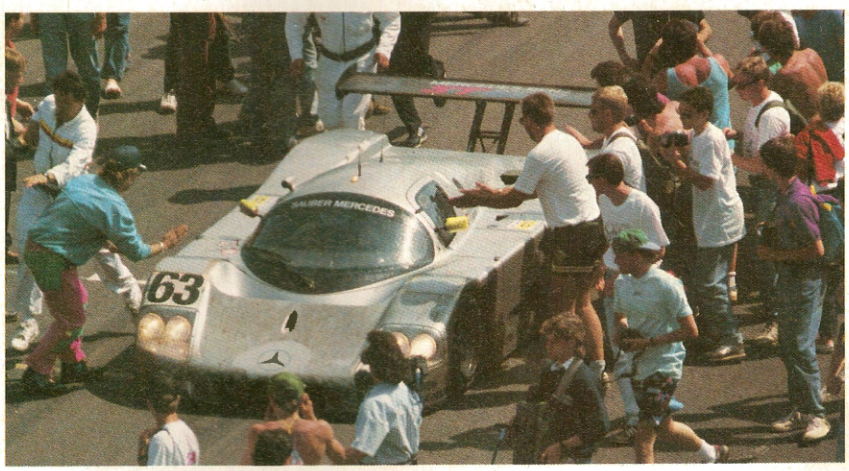


CARCASCI CLAIMS GOLD CUP

Brazilian Paulo Carcasci went one place better than countryman Ayrton Senna, scoring his maiden victory in the British F3000 Championship counter at Oulton Park. The Gold Cup was the prize for Carcasci, and jubilant team owner Colin Bennett. **39**

JOCHEN MASS: MERCEDES' QUIET ONE

The former Grand Prix driver joined Mercedes in 1988, and won this year's Le Mans, but his career has seemingly been dogged throughout by bad luck. How does the German see it? **44**



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Hungarian Grand Prix: Mansell celebrates, photo Zooom, report p26.

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Tourist Trophy cancelled

The RAC Tourist Trophy, the world's oldest motor race, has been axed.

The race was to have been run on September 9/10. Silverstone blames lack of competitor support for its demise, which has angered some potential competitors.

An announcement by Silverstone last Friday said: "The demise of the European Touring Car Championship brought the running of the race into question, but assurances from competitors earlier in the year regarding competing in the event have evaporated during the season as budgets have been put under pressure because of the escalating costs of competing in the British Touring Car Championship this year.

"The BRDC/Silverstone Circuits have supported the Tourist Trophy and touring car racing in general through its lean times as well as during periods of resurgence. So it is with much disappointment that this lack of competitor support has caused the organisers to reach this difficult decision."

This has produced an angry response from the Trakstar team which said: "The first approach we had from the BRDC about the TT was at Snetterton on the weekend of August 6.

"On that occasion we told the BRDC that to compete in the TT would need some form of financial assistance. Because the TT is a non-championship event, few teams included it in their budgets for the 1989 BTCC season.

"To run an RS500 for just this one event could cost £15,000 in wear, tear and fuel. Silverstone was unable to guarantee any TV coverage (which the event received in the previous two years) – in fact the whole important question of TV coverage remained unanswered until last week. Without TV, it is understandable that getting the required budget is an impossible task at this point in the season – and more importantly, the financial year.

"With the right financial assistance, the TT could have been a cracker. There are no clashing national championship rounds anywhere in Europe – and we are certain that top teams could have been encouraged with the right incentive."

Trakstar then asks why, if Silverstone can pay purse/start money to German Supercup cars and trucks, it cannot do the same for Group A.

Mike Smith, himself, had even more forthright comments: "We were going to get a budget together to run Johnny Herbert alongside myself and Robb Gravett. Johnny was very enthusiastic. To turn round and blame it on the BTCC competitors is a bit of a cheap trick. A bit petulant."



Mike Smith feels that more could have been done to save the TT.



Ayrton – haste cost dollars.

Hungarian fines

Ayrton Senna and Volker Weidler were both fined US$5000 by the stewards of the Hungarian Grand Prix after incidents during Friday practice.

Senna jumped out of his McLaren before it was weighed in the closing minutes of the first official qualifying session and sprinted to his pit to take over his spare car.

This contravened the Formula 1 World Championship Sporting regulations and the stewards decided on the fine.

Weidler's Rial was found to have an illegal rear wing and his lap times in the Friday session were declared void and he was fined.

The young German has not had it easy in recent races, having been excluded from both the British and German GP meetings. On no occasion, however, has the Rial looked like making the cut.

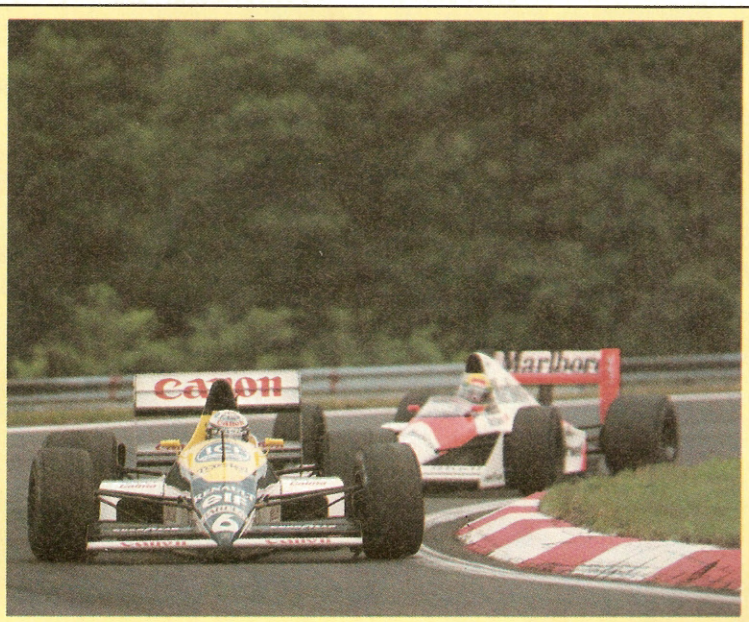


Cesare – eulogies.

Fiorio's tribute

Nigel Mansell's victory in Hungary drew praise from team boss Cesare Fiorio: "He is a great driver, one of the greatest Ferrari has ever had. His win today was one of the greatest I've ever seen."

Mansell's victory in Hungary came the day before the first anniversary of the death of Enzo Ferrari and, fittingly, Mansell dedicated what was certainly one of his finest performances to the memory of the Old Man of Maranello.



Riccardo's morale booster

For the first time in 17 Grands Prix, the McLaren-Honda team failed to take pole position in Hungary. Riccardo Patrese's incredible pole lap on Friday meant that not even Ayrton Senna could bump the Italian from the No 1 spot. It was Patrese's first pole since Monza '83 (full report p26).



Alboreto – kerb crawling.

Michele's Ribbing

Michele Alboreto cracked a rib when his Lola-Lamborghini ran over a kerb during pre-qualifying for the Hungarian Grand Prix.

Despite the pain, Michele continued his qualifying efforts, lining up 26th on the grid.

On Saturday night he had an X-ray and before the race, was given a pain-killing injection.

"I could drive without problem," he said. "It was frustrating to have to give up because of technical problems."

F1 future for Reynard?

Reynard is conducting design studies into Formula 1 and Indycar projects.

For several months now, there has been considerable speculation surrounding the future activities of Reynard Racing Cars in top-line international competition. There have been rumours of Formula 1 projects for the 1990 season, Indycars and even Sports-Prototypes.

The company, however, denies that any Grand Prix plans exist.

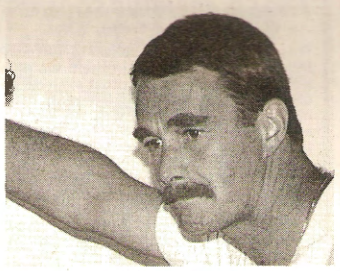
"Basically we get approaches to do F1 about three or four times a year," said managing director Rick Gorne. "We have serious discussions, but each time we decide somewhere down the road that it is not the package for us.

"We are not embarking on any F1 project at the moment, but I'm not saying it won't change next week."

We are convinced that, far from embarking on a project, Reynard has been studying possible F1 designs for some time – in case the correct package does come along. Similar design studies are also thought to be taking place for Indycars and, possibly, Sports-Prototypes.

In the past Adrian Reynard has spoken openly about what he would like to see before embarking on any Grand Prix project.

"One is a manufacturer with an engine and support," he told us, "the other is a big sponsor."



Nigel – questioning newcomers' respect.

Mansell angered

Nigel Mansell and Jean Alesi were involved in an incident during last Friday morning's unofficial practice session at the Hungaroring.

The contretemps culminated in Alesi 'brake-testing' Mansell as they entered the pitlane.

"When I came into F1, I had a lot of respect for the drivers there already, and I actually had heroes," said Mansell. "I looked up to people and the last thing I wanted to do was ever get in the way or cause problems. Some of the new drivers coming into F1 have no respect, no regard for anybody.

"And some of the antics they get up to is far less than professional. And I feel it's very disappointing."

Mansell talked to Ken Tyrrell and asked him to have a word with Alesi, but was willing to forget the incident if Alesi apologised. Jean did not.

"I decided that someone had to start making a stand against some of these drivers, so I chose to report the incident to FISA," said Mansell.

Alesi was unrepentant about what had happened. "It is not normal to think like he does," he said. "He finished a quick lap and stayed in the middle of the road. I tried to overtake but it was very difficult. When I got by, I was a bit angry."

No action was taken by FISA following Nigel's complaint.

Prost dictates F1 driver market

Alain Prost is holding Formula 1 to ransom as he continues to debate his future. The plans of several teams are in limbo pending his decision.

Prost has effectively tied up both driver and designer markets by engaging in discussions with Ferrari, Williams Renault and Benetton.

"We are waiting for his answer," said a Renault spokesman, echoing the frustration of other Prost suitors.

The latest to be affected by Prost's procrastination is John Barnard, who is reconsidering his decision to leave Ferrari.

Although involved in negotiations with Benetton and Ford (see separate story), Barnard revealed in Hungary that Prost's talks with the Scuderia would influence his plans.

"When Alain mentioned the possibility (of joining Ferrari) to me, it made me rethink my position," he said. "It would play an important role in what I decide to do. I'd like the chance to work with Alain again".

Although due to leave his post as Ferrari's technical director at the end of October, Barnard admits that he still has the option of staying on.

Meanwhile, Prost's dialogue with Williams and Renault has left both Riccardo Patrese and Thierry Boutsen hanging.



In which direction is Prost really looking for '90?

Patrese's position is particularly precarious because, unlike Boutsen, he does not have a contract for next year. Williams has him on an option for renewal which is due to be exercised or declined on September 1.

"Frank has to tell me if he wants to keep me," said Patrese. "If he wants me, then I will stay with Williams."

Patrese is also one of the drivers on the 'waiting list' to join Ferrari should Prost go elsewhere.

Similarly, Nelson Piquet's efforts to leave Lotus are affected by Prost. Nelson is known to have had tentative talks about a possible return to Williams, as well as sounding out a possible place at Benetton.

Also left in limbo at present, directly or indirectly, are Emanuele Pirro, Johnny Herbert, Ivan Capelli and Nicola Larini.

Barnard considers Ford offer

John Barnard is considering an offer to set up a Ford-funded technical group which would act as a research and design unit for the Benetton team.

Barnard confirmed in Hungary that he is involved in negotiations with team-owner Luciano Benetton.

"We're certainly involved in serious discussions, but we haven't finalised anything," he said.

Barnard stressed that his talks centre around the establishment of an independent technical group rather than joining Benetton's existing design staff. "It wouldn't be a situation of me working directly for the Benetton team. That's not something I'd look at doing.

"We're talking about a more independent type of set-up which would work for Benetton and Ford."

Barnard is reluctant to discuss details of the proposed GTO-style operation, which has already been dubbed FTO (Ford Technical Office).

But Ford's international motorsport boss Michael Kranefuss is more than happy to talk about the FTO concept, which is his brainchild.

"I'd like to see a situation that you have a race team which is a small, very efficient unit in the middle – the heart of the whole deal – which gets the engine from one side and fully-designed, developed and engineered pieces from another side," said Kranefuss. "It happens to be that a guy who would not only be capable, but would also be very much on my list, is John Barnard."

Kranefuss, who is unhappy with the Benetton team's management, instigated talks with Barnard . He believes Benetton needs a GTO-type operation to be in a position to challenge McLaren and Ferrari.

Kranefuss added that 'FTO' would not be funded entirely by Ford but "could see Ford Motor Company being interested in directing (to FTO) certain programmes that are of interest to us for future development of passenger cars, including even the assignment of engineers.

"That makes a lot of sense and it also happens to be of interest to somebody like John Barnard."

Mansell supports Prost courtship

Nigel Mansell is in total support of Ferrari's efforts to sign Alain Prost as his team mate next year.

"If it's Ferrari's wish to try and get Alain in the team, then I'll support it," Mansell told us in Hungary.

"With Alain, there'd be a lot of plusses, and probably a few minuses, but I wouldn't feel uncomfortable with that situation."

He admitted that Prost's presence at Maranello would require a re-negotiation of his contract, the recent renewal of which is believed to have stipulated that Mansell is the team's undisputed No. 1 driver.

"There are certain things contractually that they'll have to undo, but I don't see that as a problem," said Mansell.

"I'd support it for several reasons. Alain is a good driver, he's a very good test driver, and I think between us, we're probably two of the best in the pit lane for getting things done.

"I've never worried about who my team mate is, as long as they are above board, and Alain is certainly that. He is what I would call one of my few friends in the pitlane."

Hungarian doubts

There are doubts about the future of the Hungarian Grand Prix.

Instead of signing a contract for a further five years with the Hungarians last Friday, FISA's Vice-President (Promotional Affairs) Bernie Ecclestone gave an interview to the Hungarian news agency MTI. He apparently said that he was prepared to talk about a five year extension of the contract but that he would like to discuss with people who are experts in the motor racing and financial fields.

In the past, Ecclestone has had to negotiate with high ranking Hungarian officials who were not necessarily specialists in either.

With this back-drop, Ecclestone sat down on Friday evening with two Hungarian Under-Secretaries of State, together with an interpreter, and began to thrash out the future of the event.

It seems that Hungarians want improved financial terms and that the discussions failed to reach a conclusion, the two parties agreeing to postpone talks about the fate of the Eastern bloc's only Grand Prix until October 6.

Permanent Spa track?

Spa may become a permanent racing venue if the plans of the owners – Spa-Francorchamps Circuit Company – come to fruition.

The Belgian classic road circuit consists of public highways between La Source hairpin and Les Combes (the 'Pif-Paf' Malmedy) and from Stavelot Corner up to La Source. These are connected by track, closed to the public, which runs from the Pif-Paf to Rivage, Pouhon and Stavelot.

Such a plan would obviously be dependent on the by-passes for the public roads.

A section of motorway to the east of the track has been completed (although unopened) for several years. Similarly Francorchamps is linked to Stavelot by a main road to the west of the circuit. If this was upgraded traffic could be re-routed away from the track, allowing it to have a more permanent status.

In recent months the company (with help from the Belgian government and the local authorities) has spent US$4 million improving the track and paddocks in preparation for next week's Belgian GP.

Revisions at Dingle Dell

Brands Hatch has made some modifications to the borders of Dingle Dell corner prior to this weekend's FIA International F3000 round.

The move will come as a relief to drivers who voiced concern that any mistake there would be costly.

"The problem is that Formula 3000 cars run with very little suspension movement and a tall kerb or bumps can easily launch the car," explained a leading driver.

A circuit spokesman said: "Following a period of evaluation, modifications have been made to the kerbs and run-off areas at the entry to Dingle Dell Corner. On the right-hand apex the kerb has been replaced by a lower height, but slightly ribbed surface kerb, while on the left, standard FISA/FIM deterrent kerb has been installed.

"The run-off area in the straight-on position and to the rear of this kerb has been regraded level and the gravel trap adjusted to suit."

Group C drivers also commented on the corner at the recent WS-PC round.

Capelli to Benetton?

Ivan Capelli has been talking to Flavio Briatori of the Benetton team in recent weeks and it seems likely that he may leave Leyton House Racing at the end of the season to become Alessandro Nannini's teammate.

If this happens, both Emanuele Pirro and Johnny Herbert will have to look elsewhere for an F1 drive.

Herbert's name is being linked to both Tyrrell and Lotus, while Pirro is also thought to be negotiating elsewhere, lest a deal between Benetton and Capelli is confirmed.

Ivan is understood to be very upset with the reliablity of the March CG891 this year. Mauricio Gugelmin is expected to stay on at Leyton March.

Mendel to March

The Arrows team's chief mechanic Harry Mendel is expected to move to Leyton House Racing shortly to take over the position of team manager.

Mendel was formerly Niki Lauda's mechanic at Brabham, before moving to FORCE and Tyrrell. He has been chief mechanic at Arrows for the last couple of years.

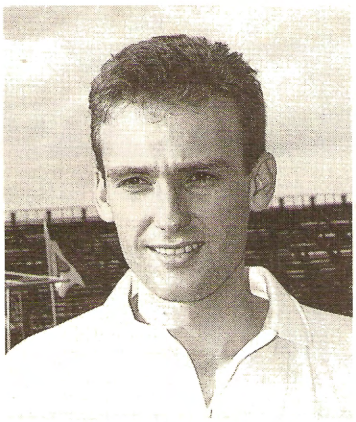
Although March is unwilling to confirm this move, it is speculated that he will work under Ian Phillips, who is taking a less hands-on role in the organisation of the team. Phillips will concentrate on future development of the outfit.

Gachot's sportscar debut

Onyx Grand Prix driver Bertrand Gachot is to make his Group C debut at the Nurburgring this weekend, at the wheel of Richard Lloyd's second Porsche 962.

Gachot has been in contact with the team for some time, and came close to driving at Brands Hatch last month. He will share the PCGB-backed car with Steven Andskar, who drove it at Le Mans. The Belgian will get his first taste of Group C in Friday's untimed practice in Germany.

Incidentally, the RLR team successfully tested Brembo carbon brakes at Silverstone last week, following the pad wear problems at Brands Hatch. It is likely that the new system will be run by both Tiff Needell/Derek Bell and Andskar/Gachot this weekend, marking a first for a Porsche.



Bertrand – second Richard Lloyd seat.

Greco at Bromley

Reigning Formula 3000 Champion Bromley Motorsport will be back in action at Brands Hatch this weekend.

Having fielded Gary Brabham in a year-old Reynard 88D earlier in the season, the team will install Marco Greco behind the wheel of an 89D for round 6 of the FIA International Championship at the Kent circuit.

Bromley has rented Racetech's redundant Reynard for the Brands Hatch and Birmingham races. Although Brabham always ran car no 2, the Lichfield-based team also had an entry registered for No 1 and it is this that Greco will drive.

Team boss Ron Salt discounted the possibility of anyone else driving the old 88D and revealed that his agreement with Greco is for Brands Hatch and Birmingham only. Brabham, as reported recently, will drive the Leyton March 89B for the remainder of the year.

STOP PRESS

As we closed for press we heard that, further to our story on page 9, David Brodie has lodged an appeal against the decision set down by the RAC MSA tribunal on August 8.

Brodie has submitted the requisite fee of £1000 and his appeal will be heard by the Stewards of the RAC in due course. Under RAC MSA rules, Brodie can continue racing until the appeal has been heard.

Anderson leaves Ligier



Ken – shock move!

Ken Anderson, the American shock absorber expert, is to leave the Ligier Formula 1 team and is planning to set up his own shock absorber consultancy company, to be based in England.

Anderson joined Ligier from Penske at the start of the year, to work with Richard Divila on the design of the JS33. Thereafter, he engineered Olivier Grouillard's car.

It is expected that Divila will continue with the team, although Guy Ligier has been rumoured to be looking for a star designer.

Profits for March...

The March Group has announced a profit of £117,000 in the six months to the end of April.

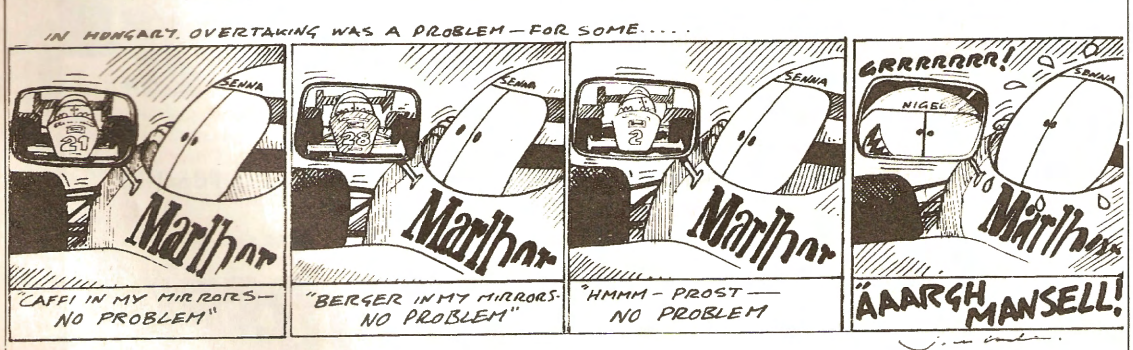
Chairman John Cowen says that the company, which recently sold its Formula 1, F3000 and wind tunnel operations to Leyton House, should return to profit making in 1990. A loss is still expected in the full year report.

...Losses for Spice

Gordon Spice, Chairman and founder of Spice plc, the USM car parts distributor has stepped down.

The company recently announced a £4.6 million loss for the first half year compared with a profit of £268,000 in the same period last year. The group plans a three-for-four rights issue at 20p a share to raise £2 million.

Spice is selling its 25 per cent interest in Spice Engineering to Gordon Spice.



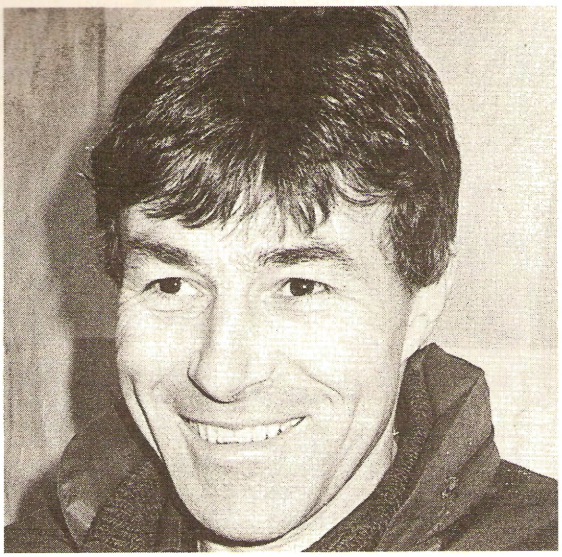
Brodie's six month ban

David Brodie has been suspended from racing for competing in the Esso British Touring Car Championship with illegal fuel.

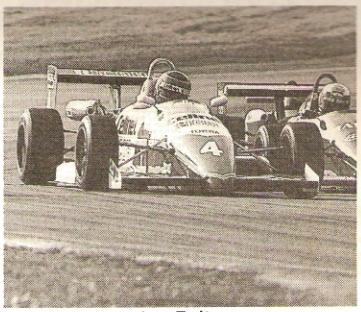
Brodie had appealed against a decision made by the Stewards of the Meeting at Thruxton on May 29, which stated that his fuel was illegal. However, this appeal was overturned by the court at the RAC MSA. Brodie Brittain Racing was found guilty of contravening rules M1.1.2(a) and M1.1.3, which refers to the use of a vehicle that is known to be ineligible.

The court banned Brodie for six months, and ordered him to pay £250 towards costs. On top of this, Brodie Brittain Racing was fined £500 and asked to contribute £250 towards costs.

Brodie had also been found guilty of using illegal fuel at the BTCC race at Thruxton on May 1, but the court considered the penalties imposed by the Stewards of the Meeting to be sufficient.



Brodie – fined as well as banned.



Intersport – back to Ralt.

Intersport's new Ralt

Intersport Racing has joined the ranks of Ralt owners.

From the next round of the Lucas British Formula 3 Championship, at Silverstone on August 28, team leader Paul Warwick will give up his Reynard for a brand new RT33, TOM'S Toyota power will be retained.

"It's not been an easy decision," Jim Wright of team sponsor Cellnet reported. "It's not just been the Reynard chassis that has been keeping the team from achieving the results it had hoped for. At the end of the day, though, it was Glenn's (Waters) decision and he is obviously keen that Intersport should record some strong results before the end of the season. He wants to continue in F3 next year, after all."

Warwick is in two minds about the change, though. "I can see why the change has been made," said Paul, "but I never asked for it to happen. As it is, I'm a little concerned that we will be starting so far behind the other teams that run Ralts. It could take us several races to catch up. Also, I think we're finally getting there with the Reynard..."

Paulo Carcasci will drive one of the team's Reynards (separate story) in selected races, providing a comparison.

Swell at the Glen

The Watkins Glen NASCAR race has quickly established itself as the biggest American road race of the season.

The point was emphasised this year by more than 100,000 spectators turning out for the weekend. Rumour suggests that a second Winston Cup race will be added to the schedule.

Now owned by the International Speedway Corporation, the Glen is clearly set for a long future of NASCAR racing. Unfortunately, it is extremely doubtful that F1, Indycars or Group C will ever reappear at the 'Home of American Road Racing'.

Big plans for Brno

The promotion of the Brno circuit in Czechoslovakia has been taken over by Italian former racer Maurizio Flammini.

Flammini's promotional work in recent years has included the burgeoning Italian Touring Car Championship, and the Czechs hope his involvement will bring further international events to this impressive facility.

Negotiations for a Formula 3000 meeting in 1990 have already taken place and it is hoped that a full-blown Czechoslovakian Grand Prix can be staged in 1991.

IROC future in doubt

The future of the IROC series is unknown after this year's finale at Watkins Glen last weekend.

This was the 13th season for the IROC and the 10th year using Chevrolet Camaros. However Chevrolet has shown little interest in renewing its contract and seems unlikely to continue its association with the series. Talks continue with Chevrolet while interest in the series has been shown by Pontiac and Chrylser.

AUTOSPORT telephone information

There's plenty of excitement on the AUTOSPORT International Racing Line this weekend as we feature the Formula 3000 action from Brands Hatch, and the Sports-Prototypes from the Nurburgring. Full previews run from today (Thursday) and results and the full story of the races on Sunday evening. On Monday we will also bring you the Pocono CART results.

The National Racing Line features Dunlop-AUTOSPORT 'Star of Tomorrow' action from Oulton Park on Saturday with British Touring Cars and RAC Formula Ford 1600 from Brands Hatch and Esso FF1600 from Snetterton on Sunday. The Rally Line ventures north for the Borders Rally, round 7 of the Esso Scottish Rally Championship. A preview will run from today with full results on Saturday evening.

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).

Paulo's Cellnet seat

Gold Cup winner Paulo Carcasci joined the Cellnet Intersport Formula 3 team last weekend. It is intended he will drive with the outfit for the rest of the season.

Carcasci is replacing Jason Elliott, who has moved to Swallow (see separate story) and is due to drive in the remaining televised rounds, ie at Brands Hatch on September 3, Silverstone on October 8 and the Cellnet Superprix.

"There is no more money coming from Cellnet," Jim Wright told us on Monday, "so we had to look at ways of reducing costs. So it seemed sensible to run just one car at those meetings where there is either no television coverage or where we aren't entertaining corporate guests."



Carcasci – three more F3 drivers.

Sun of a gun...

The General Motors Sunraycer, which won the World Solar Challenge in Australia in 1987, has set a world speed record for a solar-powered device.

The Sunraycer, driven by George Ettenheim, lapped the Indianapolis Motor Speedway at 66.191mph.

As a comparison, when one-lap qualifying records began at Indianapolis in 1914, Jules Goux recorded the fastest lap at an average speed of 98.13mph.

The Sunraycer will shortly be exhibited in the Smithsonian Institute in Washington.



BRIAN NAYLOR

Brian Naylor, a versatile driver in the late fifties and sixties, died last week on his boat in Marbella. He had a long history of heart trouble.

Naylor took part in seven Grands Prix, mostly at the wheel of the JBW-Maserati, debuting at the British GP in 1959.

His best performance was at Monza in 1960 when he qualified seventh and ran fourth until retiring eight laps from home with gearbox trouble.

He was perhaps most successful, though, in domestic Libre and sports-car races, achieving many wins and lap records with his Ferrari and Maserati-powered cars.

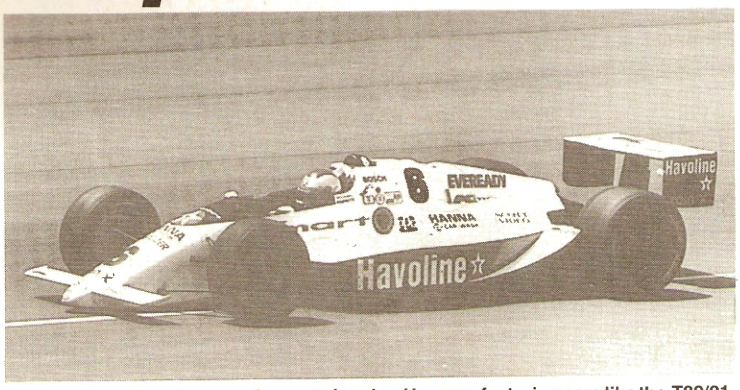
Lola's CART position

Mike Blanchet, joint managing director of Lola Cars, revealed the Huntingdon manufacturer's stance on the CART rules dispute earlier this week.

Commenting on a report that he had alleged a 1990 Lola Indycar would be faster than a current car, Blanchet said: "What I said in a letter to TrueSports boss Steve Horne was that it is our belief that our 1990 car will be faster than a *current* car modified to the 1990 regulations. This is a very different matter altogether.

"It is also wrong to claim that the impetus behind the moves to rescind the 1990 regulations was the letter that I sent to TrueSports. This letter was in fact a direct result of the subject being raised and not the cause of it."

Lola appreciates the concern of team owners that its 1989 cars would be potentially unsaleable if performance was substantially less than 1990 cars designed specifically to the new rules but feel that that possibility has been exaggerated.



CART's uncertainty ignores the costs involved in manufacturing cars like the T89/01.

Angry not only at the potentially wasted investment in design and tooling already committed to the 1990 car, Blanchet sees deeper ramifications if the projected rule changes are not carried through. "It will surely be hard for CART to retain credibility if regulations that were put forward for safety reasons are pushed aside."

Significantly perhaps, Lola's MD points out that late changes of this magnitude could hand a significant advantage to those manufacturers who are not committed to a production run.

UK ban for Brack

Kenny Brack has been given a three month ban by the RAC MSA for using illegal fuel in the Lucas British Formula 3 Championship.

The Stewards of the Meeting at the Silverstone round on June 4 found the fuel in Kenny's Exclusive Autosport Reynard-Spiess VW to be illegal. Brack accepted the decision, and his ban has been suspended for six months. Team entrant Brian Murphy wasn't present at the hearing, having left the country.

As well as the ban, the Swede has had two maximum scores deducted from his tally, leaving him on a score of minus 18 points in the Lucas series.

Johnson's Glen shunt

Australian Touring Car champion Dick Johnson crashed heavily at Watkins Glen last Sunday and dislocated his left knee.

Johnson was making his last of four NASCAR appearances in a Ford owned by compatriot Bob Gaydon. Johnson qualified 18th and ran well in the team's ageing Thunderbird which is amazingly built around a 10-year old chassis.

The Australian team hopes to be able to run a few more NASCAR races next year.

Needham's promising debut

A new Formula 3 driver – Chris Needham – burst onto the Lucas British Championship scene at Oulton Park last weekend, impressing the establishment with his speed.

Needham was driving the ex-Ken Bowes Ralt-TOM'S Toyota RT32, entered by Havard Racing with backing from Roadferry Express.

He outpaced class pace-setter Fernando Plata during qualifying and was awarded the Uniden Award of Merit.

Unfortunately, Chris failed to start the race (see report, page 40), and the former karter appears to have blown his entire budget on this one outing.

PREVIEW: NURBURGRING WS-PC

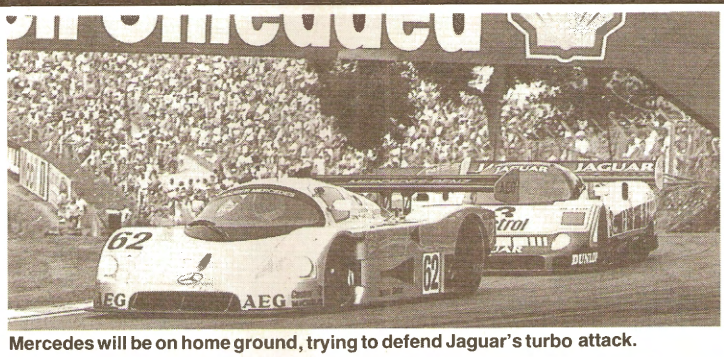
Jaguar's turn?

After a four week break since the exciting Brands Hatch race, the WS-PC teams reform at the Nürburgring this weekend, at the start of a busy schedule of three rounds in a month.

The German event has provided some crazy, dramatic races in the last few years. Remember 1986, when the works Porsches were involved in a huge crash behind the pace car? Or last year's ridiculous two part night-and-day race? What those particular races had in common was the torrential rain which so often dumps itself on the Eifel mountains. Tyres will be an important factor...

The other common factor between '86 and '88 was victory for Sauber-Mercedes, and indeed the 'Ring brought the first win for the Hinwil team three years ago. Once again the team must start favourite, having shown very well in testing last week. Mercedes may have already put the championships almost beyond the reach of the opposition, but the fight between Schlesser and Baldi is still open.

Silk Cut Jaguar will be determined to avenge its series of defeats this year on Merc's home soil. The team is expected to run two XJR11 turbo cars, and will be going all-out for overall victory, having gained some satisfaction from the recent Portland IMSA win.



Mercedes will be on home ground, trying to defend Jaguar's turbo attack.

However, both Jaguar and Mercedes will have plenty of opposition, most notably from Joest Racing, Bob Wollek and Frank Jelinski. On the pace everywhere, and with a superb top three finishing record, the team can be expected to shine at a circuit where it tests regularly.

The Japanese challenge is getting stronger all the time. Julian Bailey and Andrew Gilbert-Scott will be sharing the Nissan, which proved its worth with victory in the Diepholz Supercup race for Martin Donnelly, while Geoff Lees will be partnering Johnny Dumfries in the Toyota. The latter has a revised and hopefully more economical engine, which should make the car a realistic contender on race day. And its Bridgestone wet weather tyres may prove useful.

Of the rest, the strongest challenge is likely to come from the RLR Porsches (with Onyx GP driver Bertrand Gachot joining), the best of the Brun 962s, and the works Spices, which once again will be well on the pace through the twisty bits. And don't forget Aston Martin.

PREVIOUS WINNERS

1984 Stefan Bellof/Derek Bell	Porsche 956
1986 Mike Thackwell/Henri Pescarolo	Sauber-Mercedes C8
1987 Eddie Cheever/Raul Boesel	Jaguar XJR8
1988 Jochen Mass/Jean-Louis Schlesser	Sauber-Mercedes C9-88

BRIEFLY

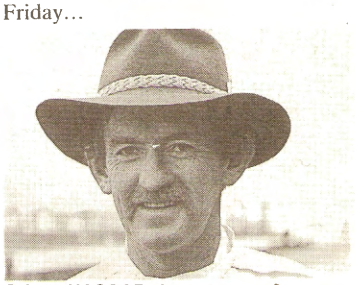
■ Most of the F1 fraternity will be at Monza this week for a three-day FOCA test which was scheduled to begin on Wednesday (yesterday).

■ Guy Ligier is believed to be having some difficulty with his longtime sponsors Gitanes, following apparent attempts by the cigarette company to bring about a restructuring of the team.

■ Mercedes, Jaguar and Toyota completed two days of testing at the Nurburgring last week, in preparation for this weekend's WS-PC round. All three set comparable times, in the 1m27s bracket.

■ The engine and turbo of Robb Gravett's Trakstar Sierra RS500 have been declared legal. They were checked by Tony Parsfield of the RAC MSA after the Snetterton round of the Esso BTCC on August 6.

■ The organisers of the Tooheys 1000 at Bathurst have come up with a novel idea to help the fastest cars avoid being baulked during qualifying. The fastest 20 cars in Thursday qualifying will have their own exclusive session on the Friday...



Grice – NASCAR chance.

■ Allan Grice is to contest three NASCAR races at the end of the season with the Rahmoc team.

■ Former Vauxhall Lotus frontrunner Andy Sim was spotted sponsorship hunting at Oulton Park's Gold Cup meeting last weekend. Should the talented Scot find the money he seeks, he hopes to compete in several formula 3 races before the end of the season, moving up to British Formula 3000 for 1990.

■ Antonio Simoes is travelling to Italy this week to collect a new Alfa Romeo engine for his DAD-run Ralt.

■ Formula Fordster Neil Cunningham is due to have three days testing in a GJ Motorsport F3000 car before the end of September. He has tested an F3000 chassis before, at the end of 1987, but lack of finance has kept Gary Brabham's former FF2000 team mate in the junior categories since then.

■ Sportscar racing enthusiast Mary Nichols was involved in nasty road accident last week, and is currently recovering from head injuries in the Derriford Hospital in Plymouth, where she works as a radiographer. Mary, who has been attending Endurance races with husband John for over 20 years, hopes to be back on the scene at Donington on September 3. AUTOSPORT wishes her a speedy recovery.

■ Our apologies are due to Sports-Seen. *Radio Le Mans the Video* was not, of course, released by Duke Marketing, as stated in last week's *Armchair Enthusiast* but by Sports-Seen. copies are available now for £19.95 by writing to the company at Tattenhall, Lane, Tattenhall, Nr Chester CH3 9NH, tel: (0829) 71222.

PREVIEW: BRANDS HATCH F3000

A sixth winner?

Brands Hatch sees the start of what promises to be a hectic week of British-based Formula 3000 action.

The FIA International Championship could not be any tighter with Andrea Chiesa currently topping the table with a mere 15 points after five races.

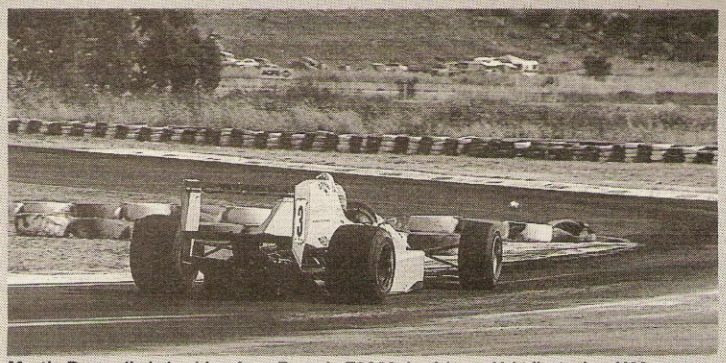
Realistically, Eddie Jordan Racing must be regarded as favourite to win at Brands, such has been the consistent quality of its showings to date. But which one of its recent Grand Prix debutants will emerge on top?

Incredibly, Martin Donnelly has yet to get himself on the scoreboard. And I'm talking about points finishes here, not race wins! The Ulsterman has been dealt a rough hand thus far, having a classy drive at Vallelunga annulled by a controversial technical infringement.

That apart, Martin has made a couple of driving errors, reflecting, perhaps, his frustration. He won here on his debut in the category last year, and it would be a fool who would bet against the Trevor Foster-engineered car on Sunday.

Team mate Jean Alesi has shone in his Grand Prix appearances behind the wheel of the Tyrrell 018 and that can only sharpen his challenge. I should no doubt be able to report another strong showing by the Pau winner. That is if I can face walking into his garage to get the story... Having spoken to his as-British-as-could-be engineer Paul Crosby at every race thus far, I suddenly made him an honorary Kiwi in my recent interview with Jean. I don't know what I was thinking about; total brain fade. Anyway, let me re-Anglicise him here and now.

With the group of 1989 winners comprising Thomas Danielsson, Fabrizio Giovanardi (inheriting Donnelly's Vallelunga success), Alesi, Eric Bernard and Andrea Chiesa, that leaves some very talented men intent on being the season's sixth different winner, all with experience aplenty of the demanding Kent venue.



Martin Donnelly is looking for a Brands F3000 double and his first win of '89.

Two of those drivers are in Pacific Racing's line-up; JJ Lehto and Eddie Irvine. JJ and Pacific steam-rollered their way through Formula 3 on their first association, but have found F3000 a different proposition. There is plenty of inter-team rivalry here too, with Irvine giving his Ferrari test driver team mate much to think about. Both have four points behind them, Eddie by virtue of third place last time out at Enna and JJ with a fourth place at Pau and a sixth in Jerez.

The other experienced Reynard man chasing his first win is Mark Blundell. Another to have made a couple of errors this year, Blundell is never short of pace and must have some good fortune soon. Recent reports of a split between Middlebridge and engine suppliers Nicholson have proved unfounded, Tickford undertaking development work with the blessing of the Hounslow-based engine builder. Phil Andrews is also hopeful of a points finish at a circuit he knows well.

Marco Apicella has been quick everywhere since driving a Reynard from Vallelunga onwards and should be at the forefront of the action, while Danielsson will be looking for a repeat of his Silverstone success. Both Madgwick cars will be in revised Cavendish livery, Gary Evans' car swapping to an Allan Smith engine. Emanuele Naspetti is in need of a strong drive and Ross Hockenhull is back behind the wheel of a Cobra Reynard, no doubt trying as hard as ever alongside Pedro Chaves. Brazilian Marco Greco joins the International fray for the first time this year as well (see *Pit & Paddock*).

So much for the Reynard ranks then, but what of Lola? Despite some good showings from both Philippe Favre and Eric van de Poele in the GA Motorsport cars, the Huntingdon manufacturer's challenge is realistically down to Eric Bernard. And, to a lesser extent, DAMS team mate Erik Comas who actually has two more points in the championship.

Bernard could quite easily have won three of the five races to date rather than having just a sole win at Jerez – a dominant DAMS 1-2. Claudio Langes can be a contender too, although he is prone to inconsistency. Last time out at Enna, however, he was a fine second.

The Reynard/Lola chassis battle is intriguing and it is difficult to predict which will be best suited to the demands of Brands Hatch. DAMS reckoned that Le Mans provides a pretty good simulation and enjoyed a promising test there last week, while many other teams have been active at Oulton Park during the last few days, First among them.

There is a possible wild card, however. Fabrizio Giovanardi proved at Vallelunga that there cannot be too much wrong with a Leyton March 89B. Mauro Martini did not tend to stay on the black stuff long enough to wring anything meaningful from the works car. For Brands onwards the Italian has been replaced by Gary Brabham. And further chassis variety will be provided by the Footwork of Damon Hill, who showed promisingly on his first outing at Enna.

Think back two years. Along came Julian Bailey, a circuit specialist, and promptly blew everyone away. Someone I spoke to earlier this week summed up Brabham's chances thus: "Let's face it, he knows that place so well he can go around there in reverse with his Y-fronts over his head and still be a good bet for a top three finish." Brabham for the podium then, but Donnelly for the win. Happily, the race will not feature split qualifying sessions.

TONY DODGINS

BRANDS HATCH TIMETABLE

Saturday, August 19

F3000 Free Practice	0845-10.00
Esso BTCC Practice (session 1)	1025-10.55
LUK RAC British FF1600 Practice	11.15-11.45
F3000 Qualifying (session 1)	13.15-13.45
Cavendish Formula Forward Practice	14.00-14.30.
Esso BTCC Practice (session 2)	15.00-15.30
F3000 Qualifying (session 2)	16.30-17.00

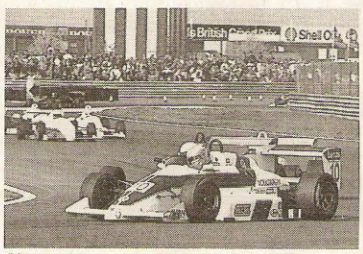
Sunday, August 20

F3000 Warm-Up	10.00-10.20
BTCC Warm-Up	10.35-10.55
Pits Walkabout	11.30-13.30
FIA F3000 CHAMPIONSHIP RACE (49 laps)	14.30
ESSO RAC BTCC RACE (15 laps)	16.30
LUK RAC BRITISH FF1600 RACE (10 laps)	17.15
CAVENDISH FORMULA FORWARD (10 laps)	18.00

CHAMPIONSHIP POSITIONS

After 5 of 10 races

1	Chiesa	15
2	Alesi	14
3	Apicella	13
	Danielsson	13
5	Comas	11
6	Giovanardi	9
	Bernard	9
8	Van de Poele	8
9	Favre	6
	Langes	6
11	Blundell	5
12	Irvine	4
	Lehto	4
14	A Ferté	3
15	Evans	2
	Naspetti	2



Menu was an early front-runner.

Racefax problems

Neither of Racefax's Formula 3 Ralts were present at the Oulton Park round of the Lucas British series last weekend.

The cars could not compete because of a conflict between the team and engine suppliers, Spiess.

"Until we can compete on equal terms, we don't want to turn out," said Paul Jackson on Monday. "Alain Menu feels that he is fighting with one hand behind his back at the moment and isn't interested in racing until things are more even. We hope to have things settled on the engine front over the next week."



Jason Elliott has a further two Swallow tests scheduled.

Elliott at Swallow

Jason Elliott replaced Niclas Schonstrom in Swallow Racing's Formula 3 line-up, and took fourth place at Oulton Park.

If his results are good, he will keep the seat until the end of the season.

"It's likely we will run Jason at the next round, at Silverstone," Swallow's Colin Essex related, "as we were pleased with his performance on Sunday.

"We wouldn't say the car is perfect, however, but having Jason with us should help to pinpoint some of the problems. He does, after all, have experience of other engines, having driven with Mugen Honda and TOM'S Toyota power already this season.

"We have two tests this week, at Donington and Silverstone, which should give us a chance to see how we stand, to sort the car. But we intend to go racing only if we're on the pace, as we've always said. Our main aim is to be the quickest Reynard, and then we'll take it from there. We intend to be up with Mika Hakkinen and Rickard Rydell, at least."

No Dean at Oulton

Richard Dean was forced to miss Sunday's Formula 3 race at his local Oulton Park, when a replacement Spiess VW engine wasn't ready in time.

Dean blew a unit in testing, but Spiess was unable to return his spare in time.

"What annoys me is that Spiess has had that engine for five weeks," Jim Lee Racing's Paul Haigh bemoaned. "I called them after the Snetterton race and Spiess said the engine was ready. Then, when we asked for it to be airfreighted, it was promised for Wednesday. It was not, so we were geared up for its arrival on Friday afternoon, and were told the engine *had* been loaded on the flight, but wouldn't arrive, as the plane had been too heavy and it had had to be taken off again. I ask you..."

Jim Lee Racing's problems were compounded when Charles Rickett missed the race as well, not showing due to budgetary exhaustion. While Filipino Vauxhall Lotus driver Eduard Jovy Marcelo didn't race for the team either, as he damaged a tub in mid-week testing. The team has a Reynard 883 for hire.

Biasion and Auriol stay for '90

The Martini Lancia team for 1990 will retain the services of World Champion, Miki Biasion and French Champion, Didier Auriol.

There had been recent suggestions that Biasion was being courted by other manufacturers but this was effectively stopped when the Italian driver put his signature to the contract immediately after this month's Argentinian Rally.

Auriol, also, has added his name alongside that of Biasion and consequently has scotched any thoughts of a return to the Ford camp to drive the four-wheel drive Sierra which is expected to appear by next year's 1000 Lakes Rally.

However, while two names are already on Lancia's payroll, there are others still undecided. Markku Alen has again, apparently, withheld any decision about his future plans although this is now becoming something of a tradition! If he runs to form, his name will be on a Lancia contract shortly after the 1000 Lakes Rally. The greatest doubts will centre on Mikael Ericsson who won the Argentina Rally, drives for Mitsubishi in Finland and who is known to be unhappy with his 'second string' role for the Turin team.

Full scale Lancia attack in Finland

Lancia and Toyota dominate the entries for the forthcoming 1000 Lakes Rally with 34 cars apiece in various guises. The event should turn out to be a battle between the two marques as last year, although Mitsubishi must be the biggest threat with its two car factory team for Ari Vatanen and Mikael Ericsson.

However, the new World Champions will field an impressive array of talent in the Martini cars. Markku Alen, Miki Biasion and last year's revelation, Didier Auriol, take the start ramp for Turin. Cologne's Toyota Team Europe fields Juha Kankkunen, Carlos Sainz and Kenneth Eriksson and Mazda's troubled squad features Hannu Mikkola and Timo Salonen.

LEADING ENTRIES

1	Alen/Kivimaki	Lancia Delta Integrale
2	Kankkunen/Piironen	Toyota Celica GT-Four
3	Biasion/Siviero	Lancia Delta Integrale
4	Salonen/Silander	Mazda 323 Turbo
5	Auriol/Occelli	Lancia Delta Integrale
6	Vatanen/Berglund	Mitsubishi Galant VR-4
7	Sainz/Moya	Toyota Celica GT-Four
8	Mikkola/Geistdorfer	Mazda 323 Turbo
9	Ericsson/Billstam	Mitsubishi Galant VR-4
10	Eriksson/Parmander	Toyota Celica GT-Four
11	Eklund/Bohlin	Lancia Delta Integrale
12	Gaban/Chevaillier	Lancia Delta Integrale (N)
13	Haider/Hinterleitner	Opel Kadett GSi
14	Lindholm/Pettersson	Lancia Delta Integrale
15	Sundstrom/Repo	Mazda 323 Turbo
16	Schwarz/Wicha	Audi 200 Quattro
17	Jonsson/Backman	Opel Kadett GSi
18	Lampi/Kuukkala	Mitsubishi Galant VR-4
19	Edling/Nilsson	Mazda 323 Turbo
20	Duez/Lopes	BMW M3

Renault make last minute entry for Oreille on Rally Australia

Alain Oreille is a surprise last minute entry for the Rally Australia. Renault has always been reluctant to send its 5 GT Turbo model to gravel events but Oreille's Group N car will be chasing important Championship points. Currently third in the Group N series, Oreille must compete on at least one event outside Europe if he is to qualify for an A-seeding for 1990.

Oreille's opposition will come mainly from the Lancias of Fredrik Skoghag and Gustavo Trelles and the Mitsubushis of Japanese drivers, Endo and Inoue.

Front running entries come from Lancia with Markku Alen and Mikael Ericsson in Martini cars, Jorge Recalde in a Top Run example and Alex Fiorio with the Jolly Club. Mazda is sending a factory car for last year's winner, Ingvar Carlsson while Rod Millen also goes with his own car. GM Euro Sport fields Sepp Haider and Malcolm Wilson while Toyota is sending Juha Kankkunen and Kenneth Eriksson.



Alain Oreille will make a rare gravel appearance in Australia, bidding for GpN points.

Revised Mazda: 1990 debut in Finland

Mazda's next 323 variant should make its World Championship debut on the 1990 1000 Lakes Rally. Tetsuo Fujiyama, Mazda's Motor Sport Manager recently admitted that homologation is expected by July and that a Finnish debut could be anticipated.

Problems in getting ventilation to the engine bay of the turbocharged car should be eliminated with the new model as extra cooling slots are planned, along with different radiators.

Until the new car appears, Mazda's programme will remain limited. "We are anxious to concentrate on the new model," explained Fujiyama. "This year, therefore, we shall only enter the 1000 Lakes and RAC Rallies. For 1990, I am thinking about the Swedish and Monte Carlo Rallies, possibly Portugal, and that will be the end of the old car."



Louise Aitken-Walker had her first drive in a top-line four-wheel drive car recently,

Louise's 4WD debut drive

Louise Aitken-Walker had her first drive in a top-line four-wheel drive car recently, tackling Wykeham forest in the Mobil 1 Rally Challenge. Her car for the day was Toyota's Celica GT-Four (ironically one of the cars she was linked with before signing for the Vauxhall team this season). Her efforts were applauded by her fellow competitors but the time reflected her inexperience at the wheel of such a beast. Our report of this 'television event' due for showing in the lead-up to the RAC Rally is on page 55.

Schlesser for Dakar

Jean Louis Schlesser is to contest this winter's Paris-Dakar Marathon at the wheel of a Mitsubishi Pajero. Mitsubishi, thrown into confusion over which cars to use, has named its driver line-up while deciding whether or not to use the older turbocharged cars.

Andrew Cowan, Patrick Zaniroli, Pierre Lartigue, Kenjiro Shinozuka and Jean-Pierre Fontenay will campaign the Mitsubishi name in the desert against opposition from Peugeot, Lada and SEAT. The rule change – which allows last year's cars to compete again – has apparently wrecked the Jolly Club's plan to take over Halt 'Up's Range rover operation.

The event will revert to its longer, 21-day, format after being trimmed by FISA to 16 days last time. And plans are proceeding to take the event into Chad for the first time after using neighbouring Libya last year. The route is also expected to enter Burkina Faso (previously known as Upper Volta) and, in order to avoid Tunisia on the way to Libya, the event will have a halt in Italy. Cars will leave from Genoa before arriving in Tripoli.



Robert Droogmans retires from last year's Manx after clouting a solid wall.

Euro stars shape up for Manx

Yves Loubet and Robert Droogmans are to continue their European Championship battle on the Isle of Man next month. Both have entered the Tudor Webasto Manx Rally, Loubet in his Lancia Delta Integrale, Droogmans in the Sierra Cosworth. The Belgian competed last year but retired after his car hit a solid bank and consequently wrecked the suspension.

Despite this year's event being the penultimate round of the Shell Oils British Championship and not the final round as in the past, it is still possible that the series could be settled. If David Llewellin can finish second, he will put the title beyond the reach of any of his rivals. However, the opposition is likely to be the toughest the Toyota has yet faced and a final round showdown in Wales is still likely.

This year's rally HQ will be at the Castle Mona hotel with the start and finish on the promenade nearby. The Castletown stage will again be run in the evening with the later cars contesting the stage in the dark.

Championship showdown in Cyprus?

The Rothmans Cyprus Rally organisers have launched the 17th event which, again, will end the coefficient 20 series of European Championship events. Running on September 22/24, the rally may prove critical to the outcome of this year's championship as Yves Loubet and Robert Droogmans chase the crown.

This year's rally covers 876kms of which 379kms are competitive. Looping out from Nicosia, the event will visit the Troodos mountains, Limassol and the ancient and beautiful town of Paphos.

Early application for entries is advised by the organisers as Cyprus is enjoying a tourist boom at present and travel arrangements need careful planning. Contact the rally secretary at PO Box 2279, Nicosia, Cyprus.

AUTOSPORT
RALLY LINE
0898 654316

This weekend the AUTOSPORT Rally line heads north of the border again for round 7 of the Esso Scottish and round 6 of the BTRDA Rally Championships, the Border Rally. We will be bringing you the finishing positions and full story of the event on Saturday evening at about 7pm, so join us then. The number you will need is

0898 654316

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

BRIEFLY

■ The French Federation has confirmed that its nomination for the 1990 World Championship will be Corsica and not the Garrigues event.

Corsica retains French favour.



■ Rally Australia's first stage, the Richmond Raceway, will be run in reverse order of seeding.

■ Next year's Monte Carlo Rally will run the Concentration right through to Monte Carlo.

■ The Sanremo World Championship qualifier will feature two super-specials, one at Ospedaletti on the day normally reserved for scrutineering and the other on a tarmac venue adjacent to Genoa airport on the run back from Pisa to Sanremo.

■ Stories emerged from Japan during the Argentina Rally that Subaru's programme with the Legacy will begin with the Lombard RAC Rally and not next year's Safari as had been first thought.

■ Early entries are welcomed for the next (and penultimate) event in the BTRDA Rally Championship. Details of September 18's JC Car and Van Hire Stages from Margaret Earnshaw, 44 Rhyd-y-nant, Pontyclun, Mid Glamorgan. Tel: 0443 224884.

■ Bath MC and Tavern MC have combined their Festival and Pines rallies into the Clarion/Duckhams Great Western Rally on October 14. Regulations are currently available from Diane Whittock, Pen Bryn, Frome Road, Radstock, Bath, Avon BA3 3LS.

AUTOSPORT
NATIONAL RALLY CHAMPIONSHIP

Let's party

The end of year party for the AUTOSPORT National Rally Championship will take place at the Allesley Hotel, Coventry on Saturday December 16.

Tickets, priced £13.50, are currently available from John Horton at PO Box 200, Sutton Coldfield, West Midlands. Tel: 021-378 2828. Room reservations should be made direct with the hotel or, if full, at the nearby Post House.

Final flood

Entries are flooding in for the final event in the AUTOSPORT National Rally Championship. Individual stage sponsors have stepped in to help the Trackrod club after the loss of Quip as its sponsor.

The top names are getting their names down, including Trevor Smith who will need a good finish if he is to wrest the advantage back from current series leader, Graham Middleton.

Foot sure for David

Simon Davison takes on David Llewellin this Saturday in the fourth 'walking' of the Thames Ditton Foot Rally. Rick Smith and Rob Arthur have again devised a tortuous route around the pubs to raise money for Tadworth Court Children's Hospital.

So far the events have raised over £20,000 for the charity with last year's rally bringing in some £9000. Duckhams is backing the 1989 event which starts from Old Cranleighans Rugby Club at 1130. Money is raised by sponsorship of the competitors and fines for the slightest misdemeanour and a good time is had by all.

Davison is an experienced Foot Rally racer, partnered by Steve Bond in the WOFTAM entry but the presence of Sara Kent alongside Toyota's star could be enough to distract the opposition once again...

Suzuki's debut in Oz

Suzuki will use the Rally Australia for the international debut of its new shape Cultus. Two of the Group A cars will compete with Nobuhiro Tajima and Ichiro Tsuru at the wheel.

The power is quoted as 150bhp which is considerably more than rival 1300cc cars.

New role for Andrie

Jean-Marc Andrie is to take charge of Sonauto Mitsubishi's rally affairs. Co-driver to Yves Loubet at present, Andrie will have responsibility for Ralliart France with direct responsibility for raid rallies.

Andrie is an ex-journalist who once held the Press and PR role for Renault's Formula 1 team before switching to Renault's national and European rally efforts and ultimately returning to the co-driver's seat.

Pre-'87 Formula 3 is go !

The RAC MSA has approved a proposal for a new Formula 3 club racing championship to be introduced in 1990.

Catering for chassis of the 1981-'86 model years inclusive, the competition's era naturally follows that of the Classic Formula 3 Association's hugely successful Toyota F3 promotion, now in its fourth year.

Twelve races will comprise the series, each organised and run by the BRSCC – the club which fulfils a similar role for the CF3A's TF3 (1974-'80) and Classic F3 (1971-'73) initiatives.

The series will be managed privately, however, by the ARP company.

Draft regulations admit flat-bottomed chassis of both aluminium and carbon composite construction, their minimum weight set at 460kgs (as raced). Ride height/ground clearance of 4cms must be maintained.

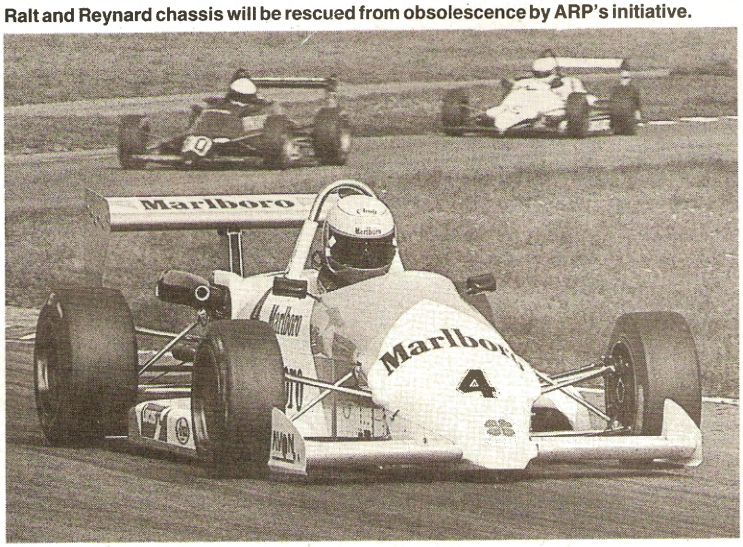
Three period engines are eligible for the category: the Toyota/Novamotor, the mechanically-injected Volkswagen and the '86 spec single-spark Alfa Romeo (also with mechanical fuel injection). The promoters will monitor engine equivalency closely, and reserve the right to increase the weight limits for each type at mid-season, should the measure prove necessary to equalise the cars.

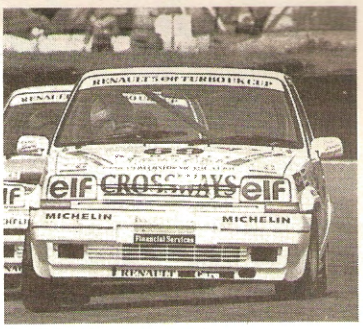
Avon's crossply tyres are specified, in control A17 slick and A22 wet compounds (as universally fitted in TF3). Supply of these covers has been guaranteed. All cars must also run a mandatory RAC MSA-legal silencer, to a single specified design.

The professionally-packaged F3 series effectively bridges the remaining gap between the Lucas British F3 Championship and the enthusiastic 'senior level' club privateer.

Two other parties had talked about starting such a series, but news of the coup has, predictably, not gone down well with the Monoposto Racing Club, which opened up its engine regs in an effort to attract the support of a few TF3 drivers. Several later F3 Ralts and Ansons are now running in Mono's A category.

Ralt and Reynard chassis will be rescued from obsolescence by ARP's initiative.





James – victim of circumstance.

Kaye loses R5 points

James Kaye was disqualified from Saturday's Renault 5 Elf Turbo Cup victory at Oulton Park, following the discovery of valve spring installation irregularities in the SRE-built engine of his Chris Lewis Motorsport-entered car at post-race scrutineering.

The gifted Yorkshireman has also been penalised 30 championship points, which ends his title hopes. Niki Phillips now leads by 33 points, with three races remaining.

Frontrunning Fordsters in a spin

Leading FF1600 lights Bernard Dolan, Gil de Ferran and Dave Coyne all fell off – without contact – while disputing second place in Sunday's Esso round at Silverstone!

As the trio crested the brow at Abbey for the final time, Dolan (narrowly ahead), moved left to cover Coyne's outbraking designs, the Swift coming close to a mowing trip.

"I could see they were going off," explained de Ferran, team-mate of Dolan at Fulmar, "so I decided to stay out of it and take second myself." The Brazilian duly saw Bernard and Dave spin before the apex, but was "so busy watching, that I missed my braking point and went as well!"

All three charged into the sand trap, from which only Dolan was able to extricate himself to finish a lowly 11th. Niko Palhares kept his cool to claim victory for the Duckhams Van Diemen team.

Romero with Minister

Luis Javier Romero, a frontrunner in the Spanish FF1600 Championship, joined the ever-growing band of Iberian racers in Britain at Silverstone last weekend.

Taking advantage of the mid-season siesta at home, Romero has brought his Van Diemen RF89 over for four meetings. Minister is running him alongside Jordi Gene and Alfonso de Arenzana.



Johnny – Clay Pigeon shooting!

Herbert's kart treat

Johnny Herbert will be guest of honour at this weekend's TVS Karting Superprix, to be staged on Dorset's Clay Pigeon circuit.

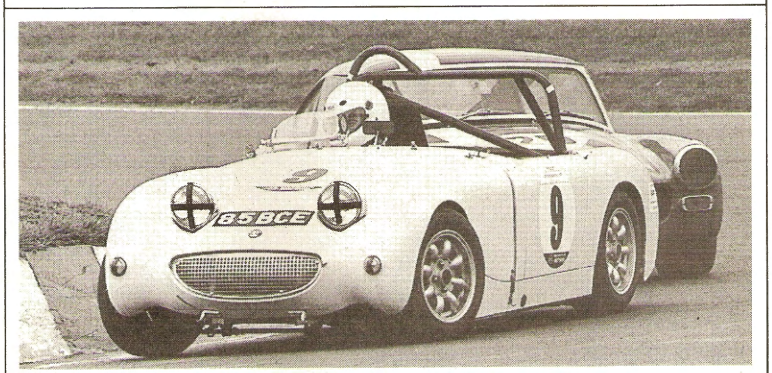
The Benetton and Tyrrell Formula 1 driver, who cut his racing teeth in karting, will demonstrate a 100cc machine on Saturday – complete with an on-kart camera.

Herbert's television duties will continue on Sunday, with commentary and interview work.

Deeks on Forward roll

Rapid Junior FF1600 driver Steve Deeks will step into the Cavendish Finance Formula Forward arena at Brands Hatch this weekend, in Performance Engineering Services' car.

Deeks plans to test at Brands and Snetterton first, and is confident his new management deal with Motorsport Plus will help launch him towards the *Grandstand* winter series.



Green's 'frog-eye' flyer

Having returned to competition last season, following a 15-year lay-off, Stuart Green is consistently showing rivals the way home in the Austin-Healey Racing Championship. Three successive class wins have put the 36-year-old Lymington driver – who runs the Faxon group of computer companies – at the head of the table. Green's ultra-reliable 'frog-eye' Austin-Healey Sprite is prepared by Healey specialist Tony Elshof's Performance Car Services concern in Bungay, Suffolk.



Thomas – big break with Sears

FVL trial for Erdos

Thomas Erdos is expected to test a David Sears Motorsport Formula Vauxhall Lotus car next week, as a deal to contest the Spanish GP's GM Euroseries supporter is almost done.

The tenacious Brazilian's frustrating Formula Forward run continued at Mallory on Sunday, meanwhile. Following fuel pump failure he qualified out of session, but finished 9.5secs behind race winner Martin Jones from a 10sec penalty start.

From Formula 1 to Clubmans . . .

Formula 1's former Clubmans racers Creighton Brown (McLaren), Patrick Head (Williams), Harvey Postlethwaite (Tyrrell) and Noel Stanbury (Lotus) have all been tempted back to the cockpit.

The Clubmans Register plans to celebrate the end of its inaugural season of Vauxhall Sport racing by providing them with cars for the BRDC's Silverstone Finals meeting on October 7/8. Defending BTCC Champion Frank Sytner has also been invited.

Two competitors have been quick to pledge their machinery for the occasion, which falls conveniently between the Spanish and Japanese Grands Prix. Further cars are being sought by Register PRO Richard Andrew, whose brainchild the scheme is.

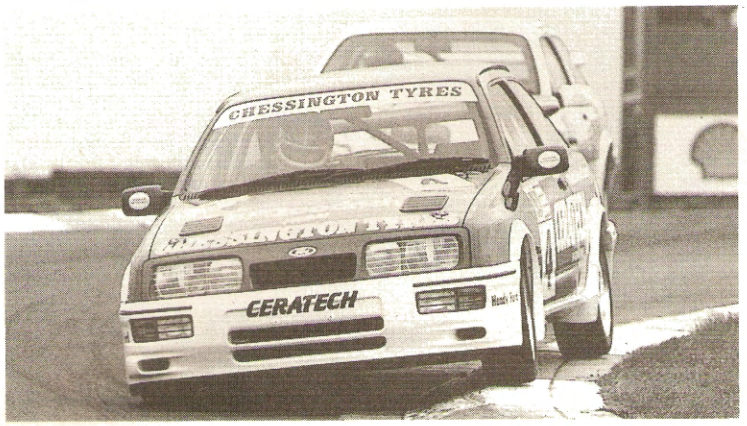
The 'illustrious old members' will be entered by the Clubmans Register, in what should be a very worthwhile fun exercise.

Fortec's a winner!

Martin Jones and debutant Andy Constable scored a memorable 1-3 finish for the new Fortec Motorsport team in Sunday's Cavendish Finance Formula Forward round at Mallory Park.

David Balfe and Peter Maxted, founders of the outfit, are delighted with Jones' victory, following his recent engine dramas.

Former FF1600 man Constable's progress also augurs well for their *Grandstand* winter series programme.



Since Hendy-Ford took him under its wing, Oates' results have improved markedly.

Oates repays Hendy's faith

David Oates upset the Uniroyal Production Saloon Championship form book at Silverstone last weekend, by splitting Kieth Odor and Mark Hales in qualifying with his Ceratech Electronics Ford Sierra Cosworth.

Since his team moved under the wing of David Oliver's Hendy-Ford Motorsport operation last month, Oates' results have improved markedly. Much of this is put down to intensified preparation and a rejuvenated test programme.

Oates eventually finished third on Sunday, behind the series pacesetters, but the result has also proven his Chessington Tyres-supplied BF Goodrich rubber to be highly competitive.

Recent form has prompted the sponsors to tackle the remaining Firestone championship events, in addition to their original priority.

Southampton-based Hendy-Ford Motorsport also sponsors Trevor Smith's GpA RS Cosworth (which currently lies second in the AUTOSPORT National Rally Championship), and the BARC SW Centre's Gurston Down hillclimb series.

Dropped from the portfolio recently, however, has been 1987 Ford Fiesta Challenge Champion Brian Farminer, who - like many – has not got to grips with the latest XR2i racer.

White Power lightweights

Dutch racing suspension specialist White Power has developed a new uprated spring/damper unit kit for Van Diemen RF89 FF1600 chassis.

Claimed to give "complete neutral steer" characteristics by their manufacturers, the set weighs 1.5kgs less than standard units.

White Power dampers were evolved for F3000 Reynards last season, and are also featured equipment on Formula Vauxhall Opel chassis.

Hill proves Phantom P89

Vauxhall Sport competitor Sam Hill demonstrated the potential of Chris Greville-Smith's Phantom P89 clubmans chassis by setting fifth best time in testing at Oulton last week.

Propshaft failure ruined the BBC technician's qualifying run, but he fought back to finish a strong ninth in Saturday's BRDC race.

Van man goes Cosworth

Ford P100 racing pioneer Dave Bartrum has switched to production saloons with a Ford Sierra Cosworth, developed from a used road car in conjunction with Vic Lee.

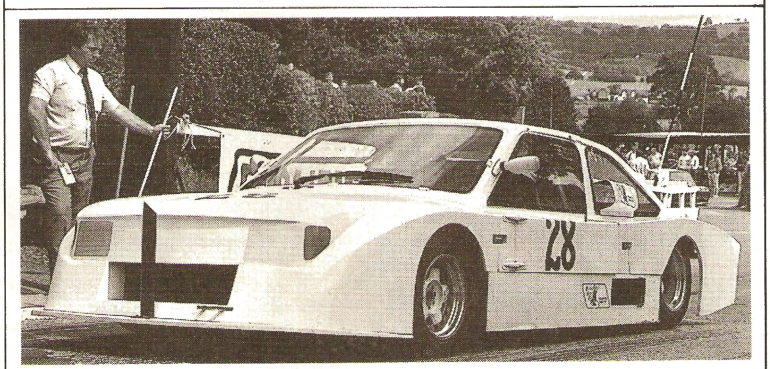
Encouraged by former F5000 ace Keith Holland, who was also persuaded into the pick-up series, the effort is promoting Bartrum's Maidstone-based Dane Motor Company.

Holland will join him for the double-driver race at Donington.

M3 boys head for Uniroyal

The demise of the BMW M3 Challenge series, which drew poor competitor support from the outset, is swelling Class B ranks in prodsaloon racing.

Refugees John Costelloe, Steve Griffin and Graham Scarborough joined the Uniroyal championship field at Silverstone last weekend taking the M3 rally to eight.



Hickman's new RAT Skoda

Graham Hickman sprung a surprise at Shelsley Walsh on Sunday, when he wheeled out the ex-Brian Fisher Castle Combe GT Championship-winning Skoda Estelle Coupe, powered by the 2.1-litre BDX engine from his regular Ford Escort. Acquired from John Wood, the Royale RP37 S2000-based car has been extensively modified by Graham's locally-based Rolling-Road Auto Tune concern, and its potential is clear. A Hewland FG transaxle will replace the Mk9 for a serious championship assault next year.

BRIEFLY

■ Lydden circuit has been granted an RAC MSA license to run 21-car races, as a result of improvements recently carried out under the Tom Bissett regime. Prior to this work, which included the widening of the main straight, grids could not exceed 18 machines.

■ Olle Arnesson's Audi Quattro was driven to a superb third place in the most recent Norwegian Rallycross Championship round – by his mechanic Morgan Ostlund! Having his first run in the car, Ostlund was beaten only by Kjetil Bolneset's Xtrac Escort and Arne Rasmushaugen's MG Metro 6R4 BiTurbo.

■ Billy Gowdy (Chevron B42), Arnie Black (Crossle 19F), Tommy Reid (Brabham BT21) and Ronnie Le Bas (Chevron B39) are among the entries for the Phoenix Park *Formule Libre* event. The class has not run there since 1982.

■ Steve Monk's Ford Sapphire Cosworth is now shod with Toyo, rather than BF Goodrich, tyres in the Uniroyal Production Saloon Championship. The Japanese marque – new to the British market – also has an excellent racing tyre range, branded Trampio.

■ Stuart Dawson, son of comedian Les, won his first JRRDS FF1600 race at Donington Park last weekend.



Sam – high-speed incident.

■ A front suspension failure pitched Sam Nelson's MG Metro 6R4 into the barriers at Silverstone's Abbey Curve on Saturday. The violent impact badly twisted the back of its chassis, although the Calne engine builder happily emerged unhurt.

■ Swedish GM has announced support for the Scandinavian Formula School, starting next year, in an effort to train more single-seater drivers for the Nordic region.

■ The price of Dunlop's new FF1600 contract tyres has been fixed at £160 plus VAT per set for 1990 – a reduction from this year's cost. Back in 1978, four FF1600 covers set the competitor back no less than £342.

■ As the only 1700cc A-sport runner in Saturday's BRDC Clubmans race at Oulton Park, staunch competitor Tony Pouyanne has decided to convert his faithful Silver Phantom to Vauxhall power over the winter.

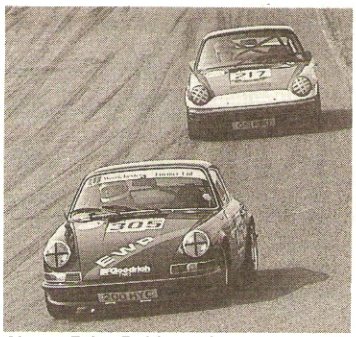
■ British Sprint Champion Paul Edwards celebrated his 40th birthday in style last weekend, the racing caterer throwing a splendid party at The Birche, near Shelsley Walsh on Saturday. Many friends and fellow competitors joined in a riotous evening of fun. Certainly, a good time was had by most...

PREVIEW: PHOENIX PARK '89

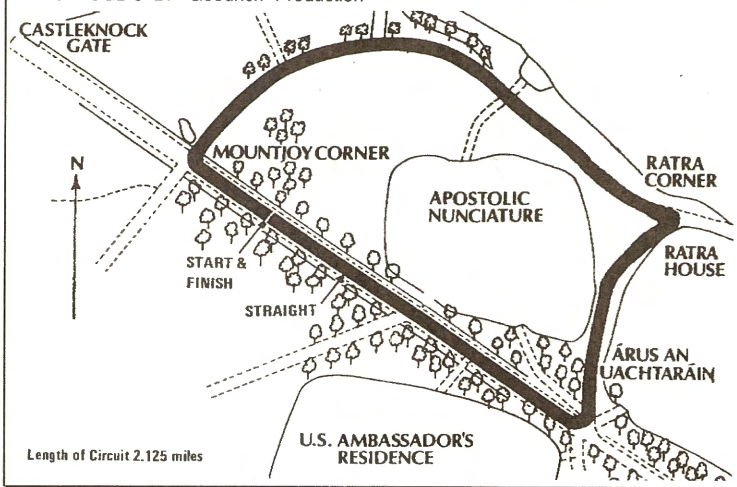
Porsches in the Park

Dublin's beautiful Phoenix Park will play host to the motorsport fraternity once again this weekend, when the IMRC and MGCC Irish Centre co-promote their traditional road racing festival on a much-improved circuit.

Arriving from the mainland, to experience Ireland's legendary hospitality, is the largest-ever one-make contingent, some 68 Porsche drivers set to entertain in the PCGB's BF Goodrich Production and Autofarm Modified Championship rounds.



Above: Brian Robinson is among the BFG title challengers. Below: the 'new' anti-clockwise circuit.



A tremendous domestic programme has also been assembled, with the long-awaited FF1600 Reynard showdown between local man Vivion Daly and Sligo's Fionn Murray likely to take centre-stage before a huge crowd. Colin Lees, Denis McGall, Alastair Johnson, Mick Merrigan and Owen Hayes (Mondiales), Arnie Black (Crossle 70F), and the charging Morgan Dempsey Jr (Royale) are also expected to feature.

The sight of the awesome Porsche 935s of Australian Rusty French and John Goate will surely prove memorable in the Autofarm event. Series sponsor Josh Sadler (3.3 Turbo), Nick Wenham (Task Turbo SE replica) and former British Saloon Car Champion Alec Poole (911 RSR replica) also promise fireworks.

Xtra-vision and Donnelly Grennon are backing the Goodrich counters, in which championship favourites Chris Millard, Barrie Williams, Chris Banks, Brian Robinson, Steve Kevlin, Bob Watson, and Paul Edwards fight for vital points.

The MDGTs of Morgan Dempsey and Peter Faulkner take on John Keaney's TMC Costin in the Fastrack GT event, which boasts Richie Heeley and Austin McHale on its Modsaloon entry in Ford Sierra Cosworths.

Prodsaloons, *Formule Libre*, the Fiat 128/Ritmo lunatics and Formula VW men will provide close racing, and there is a varied entry of Pre-War machinery for the Auto Ireland Historic event.

Each of the classes will race on both Saturday and Sunday. If you are in Ireland, don't miss the unique ambience.

BRIEFLY

■ HSCC Pre-'71 series-leader Ian Giles' Lotus 69 F2 car was extensively damaged at Zolder last weekend, tripped into the barriers by another competitor on the first lap of practice. The photographer is now urgently seeking uprights, wishbones and a driveshaft to repair it before Donington's round next month. He can be contacted on 01-734 4471.

■ Alan Newton has bought Jonathan Toulmin's Lola T550/560 F2 chassis, and has acquired a pair of the wailing Holbay-developed Abarth straight-six engines to restore the 1977 machine to its original specification.

■ United Dominions Trust Finance is to back Bob Smith's colourful Formula B Ford Escort for the final round of the RAC British Rallycross Championship, at Lydden later this month.

■ Alistair Fenwick is having the NCK Rover V8 engine in his Skoda/Tiga special saloon rebuilt into a 4.5-litre, 425bhp, fire-breathing monster, following a blow-up in testing at Silverstone recently.

■ Forceful Austrian Herbert Breiteneder severely damaged his ex-Walter Rohrl Audi Quattro S1 in a triple roll during Belgium's European Rallycross Championship round on Sunday. While Herbie is unhurt, the car will require a lengthy recuperation.



Marc – out for a month.

■ Formula Forward driver Marc Chauveau was treated in hospital for concussion following his heavy shunt at Mallory on Sunday. Chauveau's Superspeed car was inadvertently nudged into the Esses barriers backwards on the final lap of the event.

■ Cheltenham's enthusiastic Kall-Kwik printer Steve Jewell has apparently acquired a second Chevron B48 F2 chassis to campaign in speed events next season.

■ Gerard Motor Sport, which looks set to win its second successive Renault 5 Elf Turbo Cup title with Niki Phillips, is planning to run a two-car Formula Renault team next year. Will the Ulsterman return to single-seaters with Julian Gerard?

■ Julian Atkinson rolled his Rover-powered Ford Escort during practice at Shelsley on Saturday. The car was recovered by his own Car Accident Repair Specialists wrecker truck, on loan to the hillclimb organisers.

■ Can you recall mother-and-daughter ever racing against each other? The Jim Russell Racing Drivers' School is claiming a World first, having had Kettering duo Vicki and Mary Stockdale competing in one of its Vauxhall Astra GTE events at Donington last Saturday.

Lee rapped over Lydden FF1600 drama

Formula Ford driver David Lee had his competition licence endorsed by the RAC steward present for the meeting at Lydden last Sunday (August 13).

Lee was removed from pole position for performing a practice start on the warm-up lap. He duly returned to the paddock, there to be told that he could start, after all, once the lights had gone green.

Lee set off apace, unaware that marshals were tending two stalled cars on the grid, and that the officials were equally oblivious of his presence. He drove straight through the scene, but was then black-flagged immediately.

In view of the 'blind' position of the paddock slip road from whence he started, but taking into account the lack of yellow flags on the starting grid. Lee was found guilty of careless driving.

Chris' 802

Hillclimber Chris Drewett has recently bought Richard Fuller's March-BMW 802 Formula 2 chassis to supercede his immaculate BDG-engined 782.

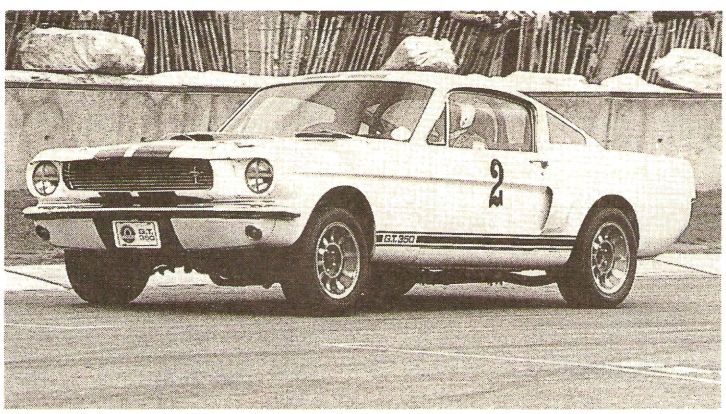
The Leamington Spa driver, always a force to be reckoned with on the Midlands courses, is holding onto the earlier car, and may yet be tempted to do an engine transplant.

"Watch it..."

Keith Notley's needless accident in the first of three Budget Rent-A-Car races earned all of the RSCC Modified Production Saloon racers a stern lecture from BARC (LHC) clerk of the course Ian Bax at Lydden on Sunday.

Notley put all four wheels of his Ford Fiesta on the grass inside Paddock Bend, in an attempt to wrest the lead on the opening lap, only to traverse the circuit and smash into the outside retaining bank.

The medical team treated Keith in his inverted car, before allowing the rescue crew to extricate him. Despite the initial fears of onlookers he was unhurt, and emerged to cheers from the crowd.



Enjoying his Mustang at Donington, David in typically exuberant form.

DAVID BARRACLOUGH

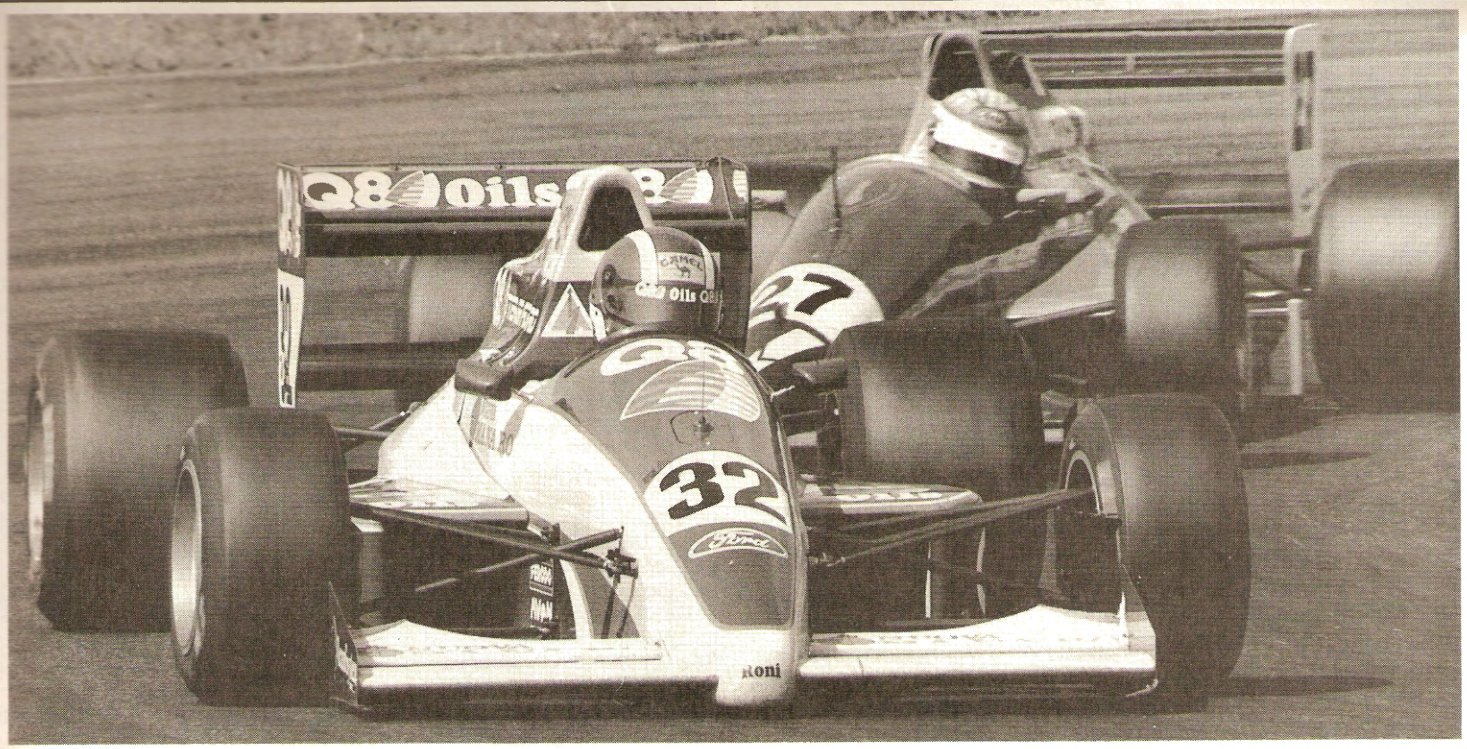
We were deeply saddened to learn of the death of David Barraclough last week.

David raced Minis extensively in the 1960s, before moving to the USA. There he fell in love with big American machinery, On his return to Britain, in the early '80s, he took up the sport once more with a very potent Ford Shelby Mustang, which he drove with great gusto.

He campaigned it successfully in HSCC events for a couple of years, and had just switched to an equally pristine Sunbeam Tiger when illness struck. David fought back strongly, against all the odds, and seemed to be on the road to recovery when he succumbed to a heart attack.

AUTOSPORT extends its deepest sympathies to his wife Vilma and daughter Charlotte.

MMcC



INTERNATIONAL RACING

AUG 20, NURBURGRING (D)
FIA Sports Prototype World Championship.
The Mercedes team will, of course, be looking for a home victory but, with further time for development, the new Jaguar Turbo could steal the glory.

AUG 20, POCONO (USA)
CART/PPG Indycar World Championship; HFC American Racing Series.
Michael Andretti took his second win in a row at Michigan but Emerson Fittipaldi is still dominating the championship.

AUG 20, SEATTLE (USA)
Toyota Atlantic Championship-Pacific Division.
Hiro Matsushita is the man to beat, winning last time out and holding a commanding lead in the championship.

AUG 20, SALZBURGRING (A)
German Touring Car Championship.
Klaus Ludwig overcame weight penalties to take both rounds of the Touring Car Championship last time out. Meanwhile Fabian Giroix heads Roberto Ravaglia by just 4pts for the title.

AUG 20, VALKENSWAARD (NL)
FIA European Rallycross Championship.
Matti Alamaki and Martin Schanche rule the roost in the European Rallycross Championship, but surely our man Will Gollop is due for a win.

NATIONAL RACING

AUG 18/19/20, BRANDS HATCH (nr Fawkham, Kent)
FIA International F3000 Championship; LuK RAC FF1600; Esso RAC Touring Car Championship; Cavendish Finance Formula Forward.
Practice: 1400 (Fri), 0845 (Sat); Racing: 1430 (Sun)
Admission: £3.00 (Fri), £5.00 (Sat), £15.00 (Sun); Children, free (all days)
An excellent supporting line-up at Brands featuring Touring Cars and Senior FF1600s.

AUG 19, OULTON PARK (nr Tarporley, Cheshire)
Dunlop AUTOSPORT Star of Tomorrow FF1600s; TVR Tuscans; Formula *Libre*; Historic F3s; Alfa Romeos; Pre-'74 FF1600s; St Helens XR Challenge; P&O Champion of Oulton FF1600s; Multisports.
Practice: 0845; Racing: 1330
Admission: £5.00; Children, free
David Coulthard heads the Star of Tomorrow FF1600 runners to Oulton while the TVR Tuscans could be lacking in numbers following a pack-depleting shunt last time out.

AUG 20, SNETTERTON (nr Thetford, Norfolk)
P&O Ferries Junior FF1600s; AGIP MGs; Mini 7s/Miglias; BMWs; BARC FF2000s; BARC Sports 1600s; Triumphs; P&O Champion of Snetterton FF1600s.
Practice: 0900; Racing: 1330
Admission: £5.00; Children, free
A busy weekend for the junior FF1600 boys as they head from Oulton to Snetterton. A weekend double for David Coulthard could be on the cards.

AUG 20, PEMBREY (nr Llanelli, Wales)
Churchill Sports GTs; Slick 50 Road Saloons; FF1600 Trophy Race; Italian Intermarque Challenge; Modified Saloons; Pre-'85 FF1600s.
Practice: 0915; Racing: 1400
Admission: £5.00; Children, free
Pembrey continues a packed season with another varied line-up. The Italian Intermarque Challenge will provide exotic machinery including Terry Pettet's Lancia Stratos.

OFF TRACK SPORT

AUG 20, HAREWOOD (nr Leeds, W Yorks)
SS Motor Spares LDMC, MTRS & Harewood Hillclimb Championships.
Practice: 0915, Timed runs: 1330.
Admission: £4.00; children, free.
Tim Thomson starts as favourite for this, his local climb in the Guyson Pilbeam turbocar.

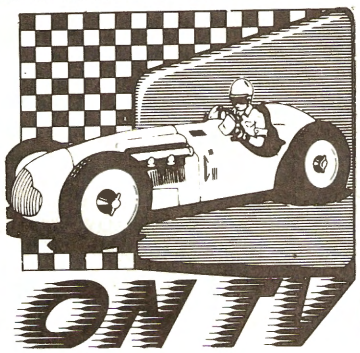
AUG 19/20, LOTON PARK (nr Alberbury, Shropshire)
Pound Garden Buildings Midland Hillclimb Championship.
Practice: Saturday, 0930.
Timed runs: Sunday, 0930.
Allan Warburton went top of the table at Shelsley last weekend, and Ray Rowan leads the Top 10 Challenge on this superb hill.

AUG 19/20, CLAY PIGEON (A37, between Dorchester and Yeovil)
TVS Karting Superprix
Cadets to Internationals line up for a two day festival of 100cc karting, produced for television. Racing both days.

AUG 20, GLASGOW to AYR (Scotland)
Royal Scottish Automobile Club Veteran, Vintage and Classic Car Run.
Start: RSAC, Blythswood Square, Glasgow, 1000.
Finish: Ayr Racecourse, 1200.
Over 100 cars, built between 1903-1968, set out on the Shell Oils-sponsored run. The route splits at Lugton, with the superb collection of older machines motoring on via Stewarton, Drybridge, Troon and Prestwick.

NATIONAL RALLYING

AUG 19, BORDER RALLY (Galashiels)
Esso Scottish Rally Championship, round 7; BTRDA Rally Championship, round 6; Sureguard Astra Nova Challenge, round 7.
The North/South divide is the subject of Saturday's battle as the Scots take on the Sassenachs on home soil. Jimmy Girvan wants a change of fortune if he is to hang on to his Esso series lead while Simon Paton still holds the edge in the BTRDA group. But Steve Bannister will be out for victory and Andrew Wood debuts his new Astra GT/E. Kim Kirk again starts as clear favourite for Astra/Nova honours. Spectate at Cardrona (0952, park off B7062 Peebles/Traquair road at 73/29253845), Yair (1048 at 73/459324), Craik (1329 with parking off B711 Hawick/Tushielaw road at 79/36601565) or Castle O'Er (1422 off B723 Eskdalemuir/Boreland road at 79/233957).



BBC 1
Saturday, Aug 19: 1405, Grandstand – Lucus British F3 from Oulton Park.

SCREENSPORT
Thursday, Aug 17: 0700, Powersports International; 1800, NASCAR from Watkins Glen.
Friday, Aug 18: 0800, Rallying from Argentina; 1800, Rallycross – European Championships from Belgium; 1900, Powersports International; 1200, NASCAR from Watkins Glen.
Saturday, Aug 19: 0900, Rallycross from Belgium; 1000, NASCAR from Watkins Glen; 1900, Powersports International; 2000, Rallying from Argentina; 2130, Rallycross from Belgium.
Sunday, Aug 20: 1500, NASCAR from Watkins Glen.
Monday, Aug 21: 0900, Powersports International; 1200, NASCAR from Watkins Glen; 1800, Drag Racing – NHRA California Nationals.
Tuesday, Aug 22: 0900, Drag Racing – NHRA California Nationals.
Wednesday, Aug 23: 0900, Rallycross from Belgium; 1400, Drag Racing – NHRA California Nationals; 1930, Powersports International.

EUROSPORT
Thursday, Aug 17: 1700, Mobil Motor Sport News.
Friday, Aug 18: 1130, Mobil Motor Sport News.
Monday, Aug 21: 1700, International Motorsport.
Tuesday, Aug 22: 1130, International Motorsport.

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 OJE. Previews must reach the Editorial Office by the Thursday prior to publication date.

Breaking with history

News of the cancellation of this year's RAC Tourist Trophy has come as a shock.

Touring car racing is in a state of flux at the moment, but this announcement has shaken the establishment. To cancel the TT is to cancel the world's oldest surviving motor race – one of the top touring car events in the world.

The laying-down of regulations for this historic race has been particularly difficult this year, because of the cancellation of the FIA European Touring Car Championship and the devolution of touring car regulations in the various national series around Europe.

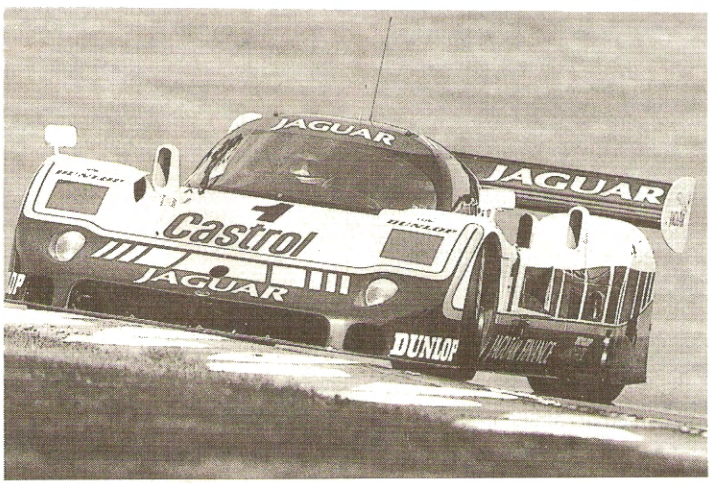
However, for the organisers – the BRDC and Silverstone Circuits – to call off the TT just a month before it was due to take place is outrageous.

The organisers blame lack of interest from the entrants but, in our opinion, this is not fair. Perhaps they were not enamoured with the combined Group A/Group N format.

It was clear a year ago that the FIA European Touring Car Championship would not take place in 1989 and that, as a result, the TT was in danger of being undersubscribed. However, no new format was decided upon until well after the teams had finalised their budgets for this racing season.

The Spa 24 Hours took a knock back this year but it survived. It teamed up with the Nurburgring 24 Hours, running to Group A/Group N specification, in the new European Community Challenge. Why was Silverstone's TT not included in this? Making it a one-off non-championship event, as was planned, can only have limited appeal.

AUTOSPORT feels that the organisers have not given the TT the consideration it deserves and, as a result, a great race's history is to be interrupted unnecessarily. Let us hope that the TT will be back next year.



NEXT WEEK

Nurburgring Group C in full colour – **International F3000** and national **Group A** from Brands Hatch – **Rallycross** from Holland – **Phoenix Park** race action from Ireland – Rallying from Scotland: the **Border Rally** – **Globetrotter** with international tales of derring-do plus all our regular news and features. Also free with next week's issue is our full guide to the **Birmingham Superprix**, Britain's premier street race.

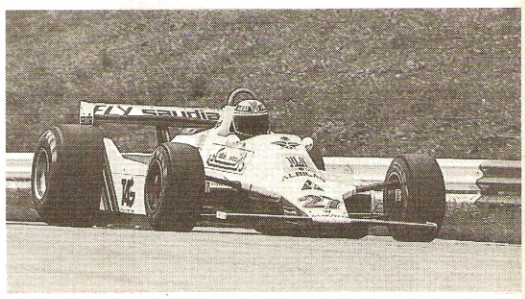
* Contents correct at time of going to press.

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Ten years ago this week (AUTOSPORT, August 16, 1979), the Saudia Williams team rubbed in the superiority of its FW07 chassis for the third successive Formula 1 Grand Prix. Alan Jones (pictured) was on top again in Austria, but even the incomparable flair of Gilles Villeneuve could not make his Ferrari a match for the leader or Rene Arnoux's pole-sitting Renault. When the latter's engine spluttered, starved of fuel, Gilles gratefully accepted the runner-up spot.

The Unser brothers, Bobby and Al Sr, had the upper hand in CART's first visit to Watkins Glen, New York. Al claimed pole with the fabulous John Barnard-designed Pennzoil Chaparral 2K, and led comfortably until its gearbox jammed in third. This allowed Bobby (who had started beside him) to bag the Kent Oil 150 spoils in his Norton Penske PC7.

A win at Nivelles, in Belgium, confirmed Adrian Reynard as EFDA's European FF2000 champion in a chassis of his own design and manufacture. On spanners for Adrian's Canadian Club whisky-backed team was Geoff Wyatt, still a key part of the Reynard Racing Cars empire.



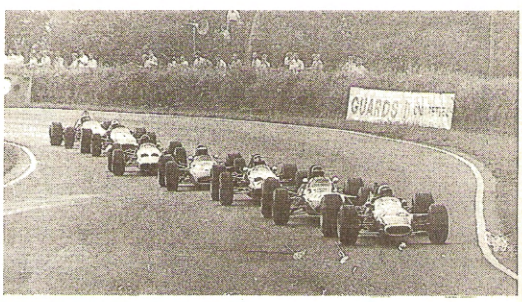
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Twenty years ago this week (AUTOSPORT, August 15, 1969), Jo Siffert and Kurt Ahrens gave the Porsche 917 its first win in the Austrian GP – the 1000kms finale of the FIA Gp4/6 Championship on Styria's new Osterreichring. Jo Bonnier and Herbie Muller diced with them for much of the race, but eventually had to give best in their Scuderia Filipinetti Lola-Chevrolet T70 Mk3B.

The early pace was set by polemen Jacky Ickx/Jack Oliver in JW Automotive's Mirage-Ford, and the Pedro Rodriguez / Johnny Servoz-Gavin Matra 650 took over when its steering broke, only to crash. The Porsche pair thus inherited the advantage.

Sweltering heat at Mallory Park suited young Emerson Fittipaldi (pictured, third), who broke free of the pack to secure his first F3 win, in his third race in the formula.

Down at Thruxton, the final round of the British Sports Car Championship was a gripper. While John Lepp clinched the title in his Chevron-BMW B8, Denny Hulme won the race in Sid Taylor's Lola-Chevy T70 after Frank Gardner was hobbled by overheating in Mike de Udy's similar car.



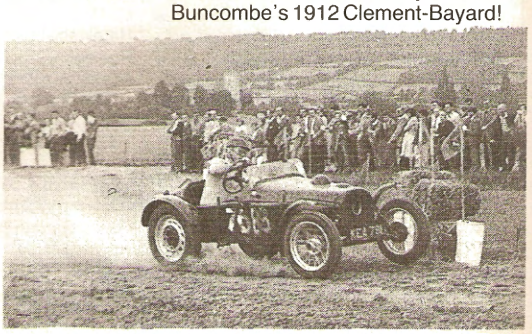
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Thirty years ago this week (AUTOSPORT, August 14, 1959), we reported Stirling Moss's domination of the Grand Prix des Auvergnes at Clermont-Ferrand in Rob Walker's Formula 2 Cooper-Borgward. The curtain-raiser provided an excellent victory for Peter Ashdown's 1100cc Lola-Climax.

Chris Bristow, a surprise front-row starter in France with BRP's Cooper, went on to win the BRSCC's John Davy Trophy at Brands Hatch the following weekend, before 50,000 people! By beating such stars as Jack Brabham, Graham Hill, and Bruce McLaren, the 21-year-old seemingly secured his future.

The Bristol MC & LCC staged its first race meeting on the old Whitchurch airfield. David Piper put up the day's best performance in his Lotus.

The first National Autocross was run by Taunton MC. Burry's Lilfo set FTD, chased by Tommy Pascoe (Porsche), Tom Bryant (Morgan) and Peter Cooper (Ford Special) (pictured). Geoff Turnbull took a 1-2 with his Renault Dauphines in the saloons, and the most unusual entry was John Buncombe's 1912 Clement-Bayard!



Best for years

Sincere congratulations to Nigel Mansell on the finest drive by anyone in a Formula 1 car for years. Pity it wasn't a *real* Grand Prix though: all that overtaking among the leading bunch, Mclaren failing to take pole position and victory, and the winner actually smiling on the podium. I must have been watching a promotional video. Why not hold the World Championship at the Hungaroring next year, Bernie? All 16 rounds...

STEPHEN JONES
BECKENHAM, KENT

US hits back

Poor Bernie just can't bring himself to admit that Formula 1 is irrelevant in the US. So, he resorts to making outlandish statements about the ability of CART drivers to prequalify (what a stupid arrangement) in F1. Perhaps he should ask Alfa or Porsche how difficult it is for former F1 teams to qualify and finish in Indycar racing.

Phoenix must have really been a bitter pill for Bernie's ego. we draw more spectators at club races than he did with his show. And to be snubbed by the major television networks... my goodness!

BOB ROEMER
ILLINOIS, USA

Simple solution

Life, in general, is unfair, but why should the present system of prequalifying make it more unfair than it needs to be? The fact that one driver in the team scoring a lucky sixth place in one race should mean that another driver, who has rarely managed to drag himself from the bottom four prequalifiers on a Friday morning, gets a guaranteed place in the top 30, is ridiculous, and we all know it. So, why not change the system so that the individual driver's performance in qualifying is what counts?

Why not allot points based on each driver's grid positions (1 to 26) and 27 points for each race in which they fail to make the grid (for whatever reason). Remove from the reckoning those drivers that have scored championship points or been dropped by their teams, and you end up with 16 drivers, the bottom 13 of whom are: Foitek, Ghinzani, Suzuki, Weidler, Dalmas, Raphanel, Schneider, Pirro, Moreno, Bernard, Gachot, Larini and Nakajima. Surely a more realistic list of pre-qualifiers than the present one!

Another benefit of this system is that it can be simply updated as often as you like, even from race to race!

I P BUSHNELL
SHREWSBURY, SALOP

TV thoughts

I am writing to propose a fresh angle from which the BBC can reaffirm it's commitment to Formula 1, and in general to the motorsports public.

Ten, or even five years ago (when video recorders were uncommon), there were many memorable Grands Prix – Dijon 1979 and Monaco 1982, to mention but a couple. Surely it would be advantageous to the BBC to show us these classics again during the F1 close season. This would not be an expensive project to finance when you consider some of the mega-budget rubbish we see on television these days.

RICHARD STEPHENSON
SELBY, YORKSHIRE

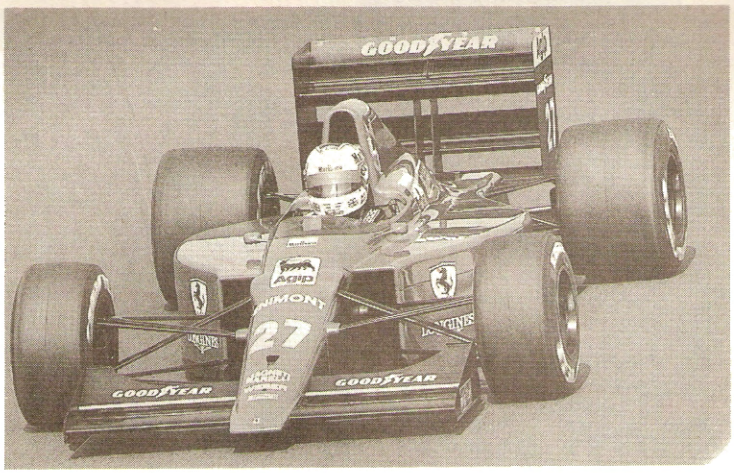
On the road again

I am writing to comment on the current lack of Formula 1 interest in the United States. I believe that Mr Ecclestone and M Balestre regard American racing fans as simple and uninformed people with no understanding of motor racing. This is why they believe that Grands Prix have to be run in the middle of urban centres (Phoenix, Detroit, Dallas, Las Vegas and Long Beach), unfortunately they have it all wrong.

People will not spend big dollars to view an F1 car for 2 seconds going around a 90° corner. These circuits are very boring for both the fans and drivers.

F1 cars were designed and built to be raced on road courses and this is where the American fan wishes to see them. If M Balestre truly wants American fans to support F1, I strongly suggest having the US GP on a road course.

ANDREW NEVISON
TORONTO, CANADA



Nigel Mansell's Hungaroring victory was deemed the best for years by many. But Stephen Jones reckons all Grands Prix should be held in Hungary.

Back to the future

Bob Judd (*Correspondence*, July 13) took the words right out of my mouth. How about FISA dusting off the 1967 design rules and see what today's brilliant designers produce.

Imagine cars looking like an Eagle-Weslake or the original Lotus 49! Senna and Mansell dicing at Spa, slipstreaming battles at Monza! Let's show the Americans how it should be.

TIM LEARY
SYDNEY, AUSTRALIA

Bare foot cheek?

I see that Denny Hulme's career has come full circle with his return to being truck driver. I wonder if he will drive barefoot, just as he did in the days before he took to driving racing cars. Is the drive at Silverstone a one off or might we have the pleasure of seeing him at the Donington meeting in November?

G L COLLEDGE
HUDDERSFIELD, YORKSHIRE

Sorry Gerry!

We are presently contesting this year's TVR Tuscan Challenge, with Gerry Marshall. The car is being prepared at our premises and is currently in fourth position in the championship. Gerry was this week informed by the BRSCC (the organising club) that the car had been excluded from the Mallory Park results because of a fuel infringement.

Apparently our fuel conformed to all the legal parameters except that of lead. While we accept the RAC's ruling on this matter, competitors may note that although the 99 Octane Formula 3 fuel is only just inside the legal border line, petrol tanks and fuel cans must be totally drained and flushed if different petrol is used during testing.

I know that many competitors, including ourselves, are forced to use alternative fuels to test due to the very high cost of the '99' at about £6.50 per gallon but a lesson has been learned, and we deeply regret the transgression.

CHRIS SCHIRLE
COMPETITION MANAGER
DAVID GERALD MOTORSPORT

Rescued!

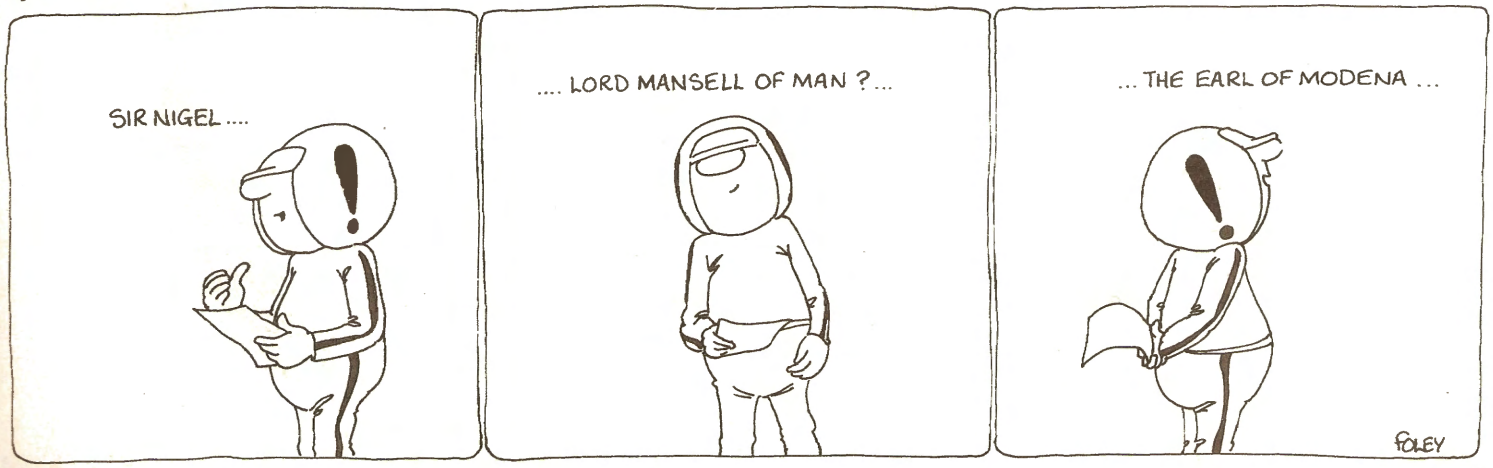
Following my accident in the Formula Forward race at Mallory Park last Sunday, I would like to thank the legions of people who helped me out of my predicament, and those who have phoned me subsequently. My girlfriend Gerry, Cynthia Williams of St John's Ambulances and John Symes deserve singling out for their concern.

I'm currently sporting a neck brace, but will be out racing again with a vengeance in a month's time.

MARC CHAUVEAU
LONDON SW11

CATCHPOLE

By BARRY FOLEY



5TH COLUMN

A breath of fresh air

Most people, I think, abhor junk mail; the kind of dross that promises you've been selected for one of several prizes; could be you'll win a Mercedes ("Just imagine your neighbours' faces!"), but more likely it'll be a toothbrush or whatever. You know the kind of thing...

A lot of the stuff in my mail box is to do with Formula 1. And much of it is asinine, with incisive quotes like "I hope we'll be competitive in the so-and-so Grand Prix on Sunday". It takes very little time to establish which envelopes are worth opening. By their logos shall ye know them.

Sometimes, though, a company connected with racing puts out a booklet or release which shows imagination. There was one such from Renault which I picked up in Hungary. It was packed with statistics, but in the main got away from the 'most consecutive pole positions by left-handed, colour-blind, Chileans' approach.

> **"Apart from skiing and golf, my main hobby is model trains"**

I learned, for example, that a GP season involves roughly 100,000 miles and 150 hours of air travel; that a leading team will put in 10,000 miles of private testing, in addition to qualifying and racing at the 16 Grands Prix. Thierry Boutsen, for example, spent 120 days in a F1 car last year. Lot of driving, that.

And consider this: braking distances have more than halved since the beginning of the decade. In 1980 an F1 car needed 250m to slow from 185mph to 50; today it requires only 110m, and – perhaps most numbingly of all – gets it done in under 2 seconds... This helps explain why overtaking, traditionally done in the braking area into corners, has fallen into relative disuse; also, even without considerations of safety, why those belts need to be tight.

The costs of a modern GP car – in this case, the Williams-Renault – are touched upon, too. A carbon/Kevlar monocoque comes out at £50,000 a copy, a Renault V10 at £70,000. Fuel costs around £5.70 a gallon (on my calculation), so you're looking at £250 every time you fill the tanks. Tyres? About two thousand quid a set. Some teams, of course, get them free. Gas, too. The rich get richer; you've heard it before.

It seems appropriate to be looking lightly at Williams-Renault statistics on the eve of the Hungarian GP, for tomorrow Patrese's car starts from the pole. In the first session Riccardo shook everyone – not least himself, I fancy – by lapping close to 1½ seconds faster than anyone else. And the time withstood all onslaught from Senna and the rest today.



Patrese – surprised all by outpacing Boutsen and emerging as the Williams No 1.

In this, his 13th season of F1, Patrese seems to warrant almost consistant reassessment. For so many years I looked upon his as a sparky talent, generally under-used. He was one of those who seemed able to find half a second as 'contracts time' loomed each season. And perhaps, on reflection, that wasn't entirely unfair.

In 1989, though, there seems a confidence in Riccardo which was never truly there before. I always thought him arrogant, in a Pironi sort of way, but accept now that I had him wrong. "I was always shy," he says, "and I understand how that came across as arrogance..."

"We didn't want Frank Williams to keep Patrese for 1989," a Renault man told me recently. "He didn't have a very good season last year, after all, and there seemed no reason to expect much of him. But he did the first tests with our V10 engine, and almost immediately our opinions changed. He was very good on feedback to Bernard Dudot and our other engineers, and he worked so hard! The guy loves to test, and never complains about anything. Now we respect him enormously.

"In fact," he concluded, "I don't think it's any secret that our ideal team for 1990 would be Alain Prost and Riccardo Patrese."

That could take a little arranging, one way and another. Prost – at the time of writing – remains undecided about his future; and Boutsen's Williams contract is in force until the end of next year.

Renault's enthusiasm for Patrese is mirrored at Williams. Patrick Head is not a fellow readily impressed, but he greatly admires Riccardo's no-nonsense approach to the job, and would be loath to see him take it somewhere else.

Certain drivers gel with certain teams, and often unexpectedly. I was not alone, for example, in anticipating a stormy relationship between Mansell and Ferrari, yet the Latin ambience has somehow exerted a calming influence on the Anglo-Saxon. Nigel has never been so relaxed as now.

"I think, for the first time in his career, he's where he thinks he should be," Keke Rosberg observed recently. "He's getting the treatment, and the money he reckons he's worth. And it's given him confidence. That's why he's relaxed."

The same is obviously true of Patrese and Williams this year. In 1988 Riccardo was inevitably somewhat in Mansell's shadow: "He was established there, and it's always difficult for the new driver in those circumstances." But this year, possibly against the team's expectations, Patrese has emerged unequivocally as the Williams number 1.

On the opening day of qualifying for the first race, in Rio, he set fastest time, and the effort and momentum have been maintained. This is the biggest change in Riccardo's racing personality: off-days have become a thing of the past.

> **"It looked like the other drivers were punishing me for the Monza accident"**

He insists there's no change within himself, that if he is driving better than at any time in his life it's because the reliability of the Williams-Renault has allowed him to log a huge mileage, which in turn keeps him sharp and in practice. And there must be an element of that; but, more, he has been finishing races, and finishing them well. And at the back of his mind must be the thought, maybe unspoken but there, that his team's hopes ride chiefly with him. Psychologically, this must make a difference to a driver who has rarely felt it before.

Moreover, he is content with his lot, and of how many people can you say that? I have never, for example, known any other race driver happy with the money he makes. Nelson Piquet, in his early Brabham days, apparently cared little for the fiscal aspects of the job, merely wanted to go racing in a competitive car. But it didn't last. Other drivers' earnings began to eat away at him, and he left Brabham because Bernie Ecclestone wouldn't pay him what he figured he was worth.

Nelson had a point, too. Indeed, it's an irony that a driver underpaid in his great years should be so expensive in decline. As the money went up, the desire went away.

> **"I love my life, you know, and more now than ever before"**

Patrese, though, lives a different life from that of his erstwhile team leader. No Learjets, no 45m boats, no helicopters. "Apart from sports like skiing and golf, my main hobby is model trains," he says, lamenting that early Marklins have become fashionable to collectors, and therefore expensive. "I know other drivers make much more money than I do," he says, "but I can make a good life from what I earn. And I think what Frank pays me is correct for a driver of my record – my record on paper, anyway. I've never been World Champion, and I've won two Grands Prix. If I can win some more, OK, maybe I'll start to think I should be paid more. But to do that, you know, you have to have the right car – and Frank's given me that.

"I love my life, you know, and more now than ever before. I used to be too intense about racing – if things didn't go so well, I was very... difficult at home. But now I see there are more things in life; that doesn't make me less serious about my job, but I can accept it more easily when maybe times are bad."

Times were worst, Riccardo says, in late 1978. After Ronnie Peterson's death at Monza, he was erroneously held responsible for the multiple accident at the start. Anyone with eyes only needed to watch the film once to know that Patrese was blameless, and later – much later – he was formally exonerated.

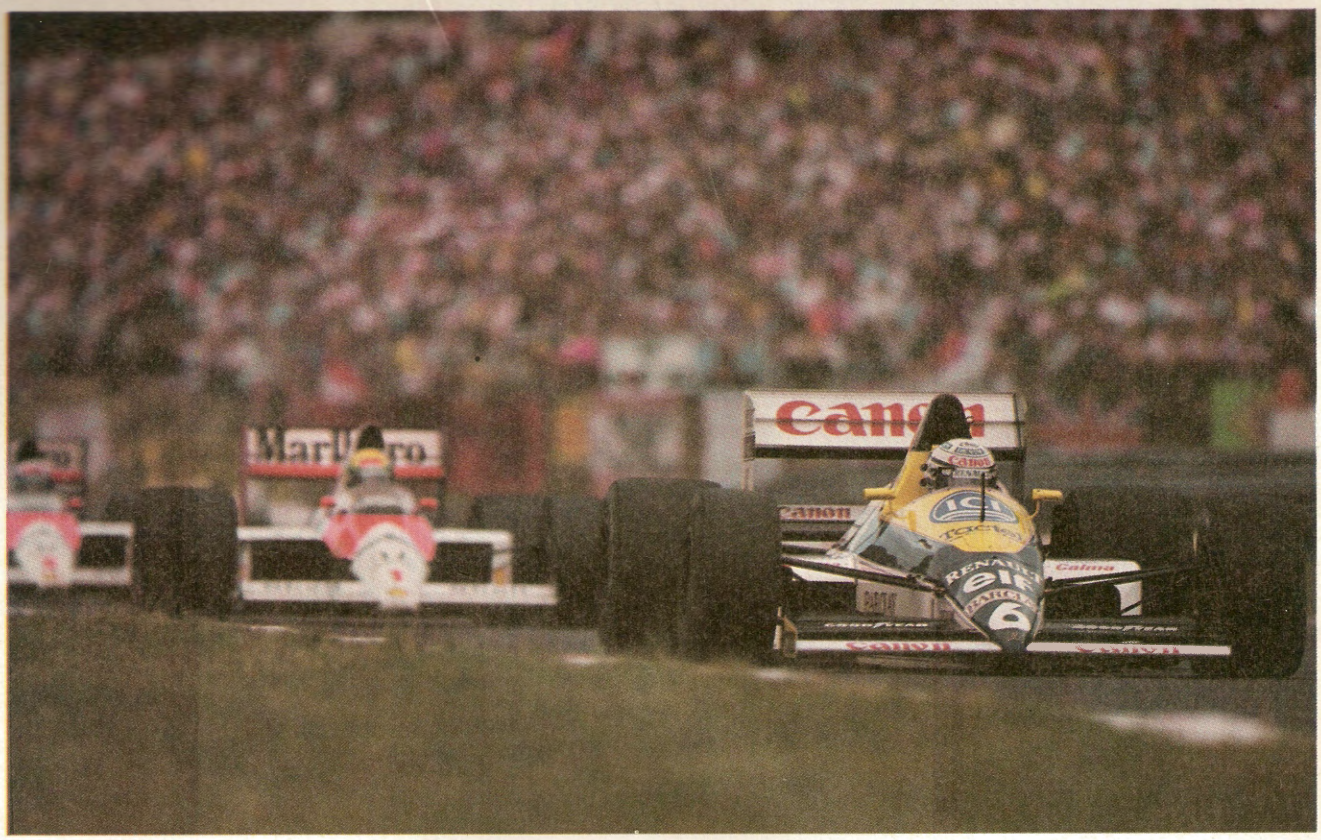
"I was only in my second season, you know, and quite fast. And maybe I did a few things I wouldn't do now. But I was shy, as I said before, and I didn't really know any of the other drivers well. They thought I was arrogant, yes, and they decided to teach me a lesson – to ban me from a race..."

Watkins Glen was selected. If Patrese's entry is accepted, his fellows said, we won't be turning up. It was a witch hunt, and one driver involved in it confessed to me recently that he felt shame when he thought back to it.

"It was because they didn't like my attitude over the season," Riccardo suggests, "but by timing it when they did, it looked like they were punishing me for the Monza accident. Psychologically, I had no problem with that, because I knew it hadn't been my fault. But it took a long time to forget how the other drivers treated me."

He seems to have no hang ups now. And in an F1 paddock alive with insecurities you tend to notice people like that. "I'm happy to be here," he beamed at his press conference. "I'll always be happy to be here when I'm on pole." A refreshing change, we agreed, from the man who usually is. It's a fine thing to enjoy your work. Especially so, after 185 races.

NIGEL ROEBUCK


Canon
Marlboro
Canon
Canon
Canon

REPORT: NIGEL ROEBUCK; QUALIFYING: JOE SAWARD – PHOTOGRAPHY: IPA

Nigel's Eastern Bloc-buster

For the first time in two years, McLaren-Honda was outpaced. And by a league this was the best race of the season, maybe of several. Nigel Mansell always thought he and the Ferrari would be on the pace in Hungary. On qualifying tyres, though, the car was a disaster – so much so that he spent the last session on race rubber, concentrating on a race set-up. It was a sound gamble, time well spent. Qualifying only 12th, he took the lead from Ayrton Senna with 20 laps to go. Senna was cheerful in defeat. The man in tears was Riccardo Patrese who took pole and led for 52 laps before a radiator burst. According to Nigel this was the best race of his life. He won by passing people – beating them.



Photo: ZOOOM

QUALIFYING

It was, at best, an unusual first session

The Hungarian Grand Prix (subtitled 'The Filthy Rich Go East and Show Off') has a slightly immoral feel to it. The Ferraris and Porsches with their western number plates seem a touch ostentatious in the Eastern Bloc – even in these times of *glasnost* and *perestroika*.

The local competition really isn't up to much: Tatras, Ladas, Skodas, Wartburgs and Trabants dodge the tramlines along the wide-open boulevards of the beautiful city of Budapest.

Actually this is two cities: Buda and Pest, divided by the Danube, but linked by ornate bridges. Imagine Paris with goulash and gypsy fiddlers and you're not too far out. It is a city of splendour.

The hills of Buda are topped with the dramatic Royal Palace and the Citadel, with its striking Liberation Monument.

Down below, across the river, on the plain, is the bustle of the more modern Pest. The residents of this quarter certainly live up to their name when it comes to driving but, if you can avoid the errant Trabants, you will find Heroes Square and beyond that the M3 motorway, which leads out of town to the rolling hills wherein the Hungaroring lurks.

This year it was a new look Hungaroring, with one of the more tiresome wiggles removed. The change was to improve lap times considerably.

It may wriggle here and there in its natural amphitheatre, but the Hungaroring is a very technical track. Time can easily be thrown away; new boys are at a disadvantage.

And so it proved in pre-qualifying: Stefan Johansson was immodestly quick – 1.25 seconds clear of Piercarlo Ghinzani (not exactly a spring chicken), who had his first successful session of the year. Michele Alboreto (the odd grey hair visible) made it too. Philippe Alliot, however, dropped the ball when he came across "a driver in a dream", and was blocked on his fast lap. Lola doesn't always get what Lola wants.

As a result of Philippe's misfortune Bertrand Gachot slipped through by 0.1 second, edging out Nicola Larini. "I was very lucky," admitted Bert, whose car got a puncture after just five laps. He was left with the prospect of one lap on Q tyres; but delivered the goods. "The car was very good," he explained later. "I had a big advantage. It just shows you what a lottery pre-qualifying is."

The rest were a long way back with assorted tales of woe and no experience of the place. Hardest hit was Pierre-Henri Raphanel, who had just two laps before his Coloni's engine croaked. "I did more laps yesterday in my hire car," he mused later.

By then, of course, it was too late and the survivors joined the main field for the Friday morning free practice.

It was, at best, an unusual session. Initially Johansson led the way and into the last few minutes the unusual theme continued. With 15 minutes to go Alain Prost bumped a Minardi to take fourth place! Moments later Ghinzani took fifth. In those dying moments the old order reasserted itself with Prost, Nigel Mansell, Ric- ▶



►►

cardo Patrese, Ayrton Senna and Gerhard Berger all doing quick times.

Alex Caffi sneaked in to take fourth and the top 10 featured Luis Sala, Pierluigi Martini and Ghinzani.

The lesser-known heroes all had one thing in common – Pirelli rubber – but it was certainly an unexpected list.

The afternoon session, with the official clocks running, was in a similar vein. Caffi led the way. "I saw his time come up on the TV screen," said Berger, "and I thought, 'Shit, what's happening now! Alex is good, huh? The best of the young Italians."

But youthful exuberance was put firmly in its place, just short of the half hour mark, when Mr Experience, Riccardo Patrese, (185 GPs and counting) did a blinder of a lap. It was so fast that many had doubts that such a time was possible. The men at Olivetti/Longines checked, but it was right. A mere 1.3 seconds faster than Caffi.

"It shouldn't be a shock," smiled Riccardo. "I am fast! The car was perfect, there was a nice balance and I pushed hard. It felt quick." It looked it. This was one of those laps about which drivers dream. Every corner was just so.

The rest piled in with their times, but no one was close to Patrese. A red Italian car was alongside on the front row – but (whisper it and marvel) it wasn't a Ferrari. Caffi had held on to second.

Italian youth and Italian experience had outdone everyone, even the mighty McLaren-Honda.

Down in the Ferrari pit, if the ground had opened, the team would have been happier.

At Scuderia Italia, Caffi beamed like a sportscar on the Mulsanne at night. Presumably, he would like it to rain in the second session on Saturday? "Rain?" he said. "No, I don't want rain. I want half a metre of snow. That would be good."

Prost salvaged third for McLaren and Berger upheld Ferrari's honour in fourth, but neither team was having a bundle of laughs.

Honda power was not quite as useful as it has been for much of the summer.

CAFFI: "I don't want rain for the second session, I want half a metre of snow"

The Hungaroring is a handling track and no amount of horsepower could mask the fact the the McLaren was not handling well.

The imbalance affected both Prost and Senna and neither was exactly ecstatic about being blown off; but blown off they were. Yes, traffic played a part, but that was the same for everyone.

"If every driver talked to each other about being held up," said one of the stars, "the paddock would be flying backwards and forwards." To emphasise the point, he waved his arms in the air like a orchestra conductor on funny pills.

So what was the problem?

"You cannot afford to go off-line," was a sentiment freely expressed. If you did, you picked up all manner of rubbish and warming tyres or further qualifying runs were out of the question. Everyone stayed on line and most were frustrated. Caffi flew off while trying to pass someone on what might even have been a quicker lap.

Some reflected their frustration in alarming ways. Mansell felt aggrieved that Jean Alesi had carved him up at one point in free practice. "He finished a quick lap," explained Jean, "and he stayed in the middle of the road. He is a champion, a top driver, he has a car for winning races. Why he do that?"

Jean admitted that he had lost his temper and braked in front of Nigel. "It was very close," he said.

No one dared breathe the expression 'brake-test', and Nigel didn't want to discuss it, but it was the most overt display of the emotions that were running throughout the field.

The pressure even got to regular iceman Senna, who jumped from his car at the weighing point, in the closing seconds of the afternoon session. He sprinted to his garage, jumped into the spare and had managed only a few hundred metres when the flag came out.

It had achieved nothing, but a US$5000 fine...

There was still the Saturday official session to get through, of course, and most drivers (all of them being optimists) reckoned that things would be better. The Red Sea of cars would open up and allow them that lap of which they knew they were capable.

But the reality was different. Saturday saw no snow, but in the morning Caffi was still up there, second only to Sandro Nannini's Benetton. Behind them the heavy-hitters continued to look frustrated.

In the afternoon, the track seemed quicker and there were improvements from most runners. There was also more baulking and bad temper.

Ayrton admitted to a couple of mistakes on his fast run but bounced Caffi to row 2. Patrese looked set for another lap in the 1m19s when he encountered Stefano Modena at the end of his lap. Caffi improved, but blew an engine at the end of his fastest lap. Thierry Boutsen carved a slice off his Friday time to sneak up to fourth. Prost did not improve. "Qualifying was impossible," he said. "I was a full second quicker on race tyres than on qualifiers. I just could not make the front end work."



Mansell had a similar problem: "I'm reasonably happy," he said. "We have gone forward from yesterday, but I could not get the qualifiers to work." He would start 12th on the grid.

Team mate Berger was sixth. "No changes have any effect," he mused.

There was much disappointment about, notably at Ligier and Rial, both teams losing both cars. "My car is incredible," said Christian Danner. "You can use whatever settings you want; you can stiffen it, soften it; change the ride-height, the wings, the rollbars, or the rockers. The lap time is always within 0.5 second!"

Olivier Grouillard merely shrugged. he had done what he could.

The upshot of all this was that Patrese had his first pole position since Monza 1983 and ended the run of 17 consecutive McLaren poles.

PATRESE: "It shouldn't be such a shock that I am fast"

And what a breath of fresh air it was. For once the post-practice press conference had a joyful air to it. Riccardo was not bored by his success. He wanted to tell the world. In fact, he wouldn't stop talking and smiling.

Elsewhere there was plenty of talk flying about.

"It's much better in race trim," said Senna.

"Things should be better in the race," said Prost.

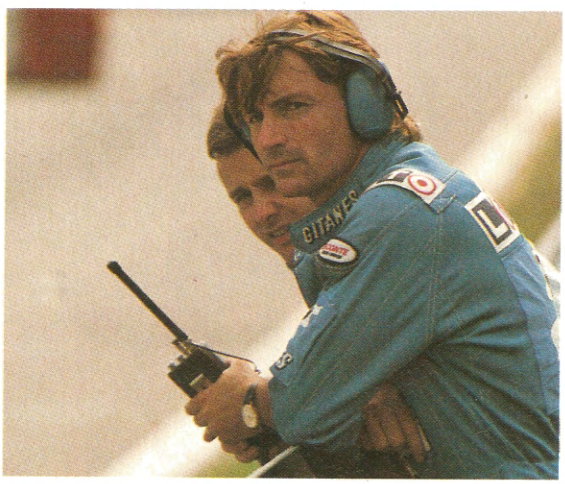
"It'll be okay tomorrow," said Berger.

"Things are looking encouraging for the race," said Piquet.

"We'll see," said Caffi.

"The race will be interesting," said Mansell.

We hoped it would be. Perhaps this would be the kind of race we had waited so many months to see...



Below: The Mighty McLarens: Senna (left), technical director Gordon Murray (centre) and Prost (right) are thrown into a quandary as they watch their pole domination come to an end, while Arnoux's hopes of a race are dashed (left).





Left: Past the halfway mark and Patrese still leads, but is being challenged by a five-car pack – Senna, a charging Mansell, Prost, Warwick and Berger (photo Zooom). Boutsen (below) never really featured in the race. His third place was a consolation for Williams, but in the context of Patrese's fine performance was hardly the result of a distinguished drive.

RACE

MANSELL: "I had a quiet Sunday afternoon drive for about 20 laps until I got a bit annoyed"

'Mansell, Palmer' seemed an unlikely pair to find at the top of the morning warm-up times. Jonathan, only 19th on the grid after two very troubled qualifying days, had the Tyrrell set up like Alesi's, and found the handling transformed.

Nigel may have been disconsolate about qualifying only 12th, but had thought his predicament through with the kind of calm logic we associate with Prost. It takes discipline and self-confidence effectively to throw away the last session, to give it over to work on a race set-up, but Mansell figured he had little to lose. He didn't touch qualifying tyres on Saturday afternoon.

"It was frustrating, sliding further and further down the list," he said, "but I couldn't get the car to work on qualifiers, anyway. Over the two days, I'm quite sure I did more running on race tyres than anyone else, and I had the set-up pretty good on both Bs and Cs. I felt pretty happy the night before the race; the big problem was starting so far back."

Berger, fourth in the warm-up, was less content. The handling was reasonably good, but there was a gearbox problem, and Gerhard – who has yet to score a point in 1989, and has retired endlessly with gearbox-related troubles – requested it be changed for the race. It was not. And later in the day that would make him very angry.

The McLaren drivers were also in differing frames of mind. Handling was better, but Prost's engine wasn't picking up properly, and the same problem afflicted Boutsen's Williams-Renault. The engine was changed for the race, but then an electrical glitch meant taking the spare, after all, and it was set up for Patrese. Thierry, a man unusually finicky about set-up, wasn't thrilled. Riccardo, troublefree in the morning, was relaxed.

In the paddock people said that qualifying was one thing, the race quite another. Just wait, they said; Senna will get Patrese by the first turn; end of story.

Well, perhaps. But at least there were wild cards in the pack for once. And another was in the elements. After two days of sun, race morning was hazy and overcast, and spots of rain intermittently fell right up to start time.

Patrese got it right. Into the first corner Senna, as predicted, jinked to the inside, trying to claim the line. But Riccardo confidently chopped across, and Ayrton decided discretion was the better part.

Caffi followed them through, then Berger, Prost and Boutsen. In the course of the first lap Brundle spun after making smart contact with Alesi's Tyrrell, which pitted for attention to a damaged undertray.

Patrese's first lap was one of which Senna might have been proud. At the end of it, Ayrton trailed the Williams by more than a second, and already a discernible gap was opening between these two and the rest, who were led – and held up – by Caffi, Dallara and Pirelli.

Already Mansell was up from 12th to eighth: "I knew I had to get a good start, make up a lot of places early, and I got around four cars at the first corner. Right, I thought, I've survived that; don't blow it. I got stuck a bit behind Boutsen and Nannini, but I didn't want to push. It was important to keep the tyres in good shape."

Nigel, in the end, had opted for Cs, whereas Patrese, Senna and Prost had ▶



1 Senna
McLaren-Honda

Lost time on Friday morning with a gearbox oil leak and only fifth in the session, searching to rid himself of understeer. Used the spare in the afternoon, but held up in traffic. Switched to spare in final seconds and fined for deserting his car at weigh-in. A frustrated sixth overnight. Car was better on Saturday, but still understeering. A couple of mistakes on his fast runs meant only second on the grid. Started on B compound Goodyears and shadowed Patrese until lap 52 when Riccardo ran into trouble. Took the lead but hounded by Mansell. Trapped behind Johansson on lap 58 and lost the lead. Backed off with a tyre vibration in the closing laps.

2 Prost
McLaren-Honda

Despite setting quickest time in the morning, suffered imbalance throughout Friday. Dropped to third in the afternoon. Similar problems on Saturday and failed to improve on his Friday time, so slipped to fifth. Trapped behind Caffi in the early laps, moving into fourth on lap 8. Closed on the lead battle and fought hard. Delayed behind Patrese when the Williams slowed and had his visor covered in oil. Picked up debris on tyres trying to avoid the oil and pitted for new tyres on lap 62. Rejoined in fifth and charged hard, passing Cheever for fourth on the last lap.

3 Palmer
Tyrrell-DFR

Brake failure on Friday morning caused a hefty crash. Damaged the chassis beyond immediate repair. With spare still being built up, ran only 7 minutes in the afternoon in Alesi's car. Only 26th overnight. Used spare on Saturday. Broke rotor arm in the morning, losing more time. Used Alesi's settings in the afternoon and despite traffic improved to 19th. Second fastest in the warm-up. Dropped back in the race, pitting on lap 51 to have a broken injector fixed. A distant 13th.

4 Alesi
Tyrrell-DFR

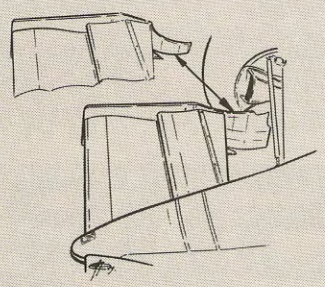
Learning the circuit on Friday. Suffering understeer trouble and involved in controversial incident with Mansell. A lowly 24th overnight. Major changes made car much better on Saturday, but was overly cautious on qualifiers. Despite this, happy to be 11th on the grid. Hit from behind by Brundle on lap 1 and pitted to change tyres. Rejoined way down, but worked his way to 11th by the flag.

5 Boutsen
Williams-Renault

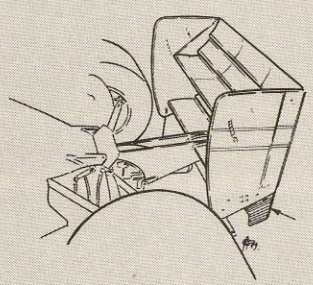
Worked on handling on Friday morning, but delayed in the afternoon by a misfire which meant only 21st on the grid overnight. Suffered gearbox trouble on Saturday. Changed to spare car after his own developed electrical problems in the warm-up. Not happy with this car, but struggled on, pitting early for a tyre change. Kept charging once he rejoined and took third on lap 65. Retained that position until the flag.

6 Patrese
Williams-Renault

Using the same spec Renault engines as at Hockenheim and delighted with handling and reliability of his car. Set stunning pole lap on Friday afternoon. Sat out much of Saturday afternoon session waiting for a challenge to his position. Held up badly on his fastest lap, but retained pole position. Led from the start, fighting off Senna, Prost, Berger and Mansell as the race progressed. A fine performance ruined when a stone went through his radiator on lap 52, allowing Senna to take the lead. Slipped back and retired with engine failure within a handful of laps.



Above: The FW12C featured new front wing sideplates with larger air deflectors and (below) deeper rear wing sideplates and a new downforce-inducing rear wing set-up, featuring three-plane upper and two-plane lower sections.



7 Brundle
Brabham-Judd

Suffered lots of understeer and a down-on-power engine on Friday. Went wrong way on settings and lost further time as his own car was repaired. Improved on Saturday afternoon and 15th on the grid. Made a good start but hit Alesi on first lap and spun. Rejoined way back and fought throught to take 12th by the finish.

8 Modena
Brabham-Judd

Lost time on Friday meant only 15th on the grid, but made major changes overnight and improved to eighth. Made a poor start with slipping clutch. Ran into Sala later in the race, spinning the Minardi into retirement. Damaged the nose of the car and finished 11th.

9 Warwick
Arrows-DFR

Mechanical problems on Friday and switched to the spare, taking ninth on the grid. Unable to match pace of fast men. Pitted unexpectedly for new rubber (although actually his problem was a loose wheel nut). Rejoined but involved in incident with Nakajima. Continued and clung on tenaciously, running for many laps with the leaders. Tenth at the finish.

10 Cheever
Arrows-DFR

Worked on balancing the delicate A11 throughout Friday, ending up 16th on the grid. Car much improved overnight, but disappointed to have qualifying runs ruined by backmarkers. Worked his way through the field without pit stops (using C rubber). Ran without tyre stops flag-to-flag, losing fourth to Prost on the last lap.

11 Piquet
Lotus-Judd

Sorting out his car on Friday morning and warmed up on qualifiers in the afternoon. Hit a kerb on his second run and indulged in "a little Camel Trophy". Tried another run on used tyres, but failed to improve. Eleventh overnight. Despite an improvement on Saturday slipped back to 17th, having switched between cars and encountered traffic. After initial tussles with Cheever and a stop for new rubber Nelson had a lonely second part of the race, coming home a safe sixth.

12 Nakajima
Lotus-Judd

Made mistakes on both sets of qualifiers on Friday, despite relatively clear laps. Disappointed with himself. Car improved overnight and climbed up to 20th on the grid. Pitted for tyres on lap 32, but collided with Warwick a lap later and retired on the spot.

15 Gugelmin
March-Judd

Suffered all manner of mechanical ills on Friday morning, including driveshaft and fuel pump trouble. Switched to T-car but not happy with handling. Used race car in the afternoon, but it was missing gears. Despite this, set 12th best time overnight. Found a good race balance on Saturday morning, but could not get qualifiers to work in the afternoon. Improved his time despite major understeer but slipped back to 13th on the grid. Made a poor start. Worked his way back to run on Capelli's tail. Sidelined by electrical failure on lap 28 while running eighth.

16 Capelli
March-Judd

Suffered a misfire for much of Friday, which meant he lost valuable sorting time. But still set the eighth quickest time in the afternoon. Improved the car overnight but ran into traffic in afternoon session. Tried a mixed set of tyres, but spun off. Fourteenth on the grid. Damaged his race car in the warm-up so raced the spare, making a good start. Moved up to eighth when he suffered transmission trouble on lap 26 and retired.

17 Larini
Osella-DFR

Had only driven one hour in the wet on the circuit in the past, so learning the track in pre-qualifying. Suffered electrical problem and failed to pre-qualify.

18 Ghinzani
Osella-DFR

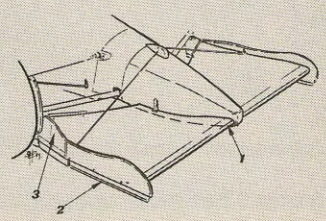
Pre-qualified for the first time this year. Ran extremely well on Friday morning, setting ninth fastest time. Damaged his car on a kerb in a misunderstanding with Pirro in the afternoon. Switched to spare (with a tired engine) but set 16th overnight. Went the wrong way on choice of settings on Saturday morning and qualifying runs in the afternoon were spoiled by traffic. Improved his time, but dropped to 22nd. Went off the road in the early laps. Retired soon afterwards with electrical trouble.

19 Nannini
Benetton-DFR

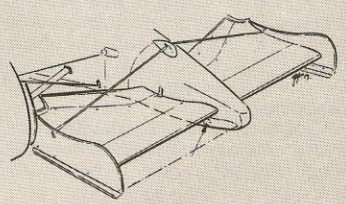
Balance-hunting on Friday morning, but not happy in the afternoon and baulked on his fastest lap. Despite this, he set fifth quickest time overnight. Further traffic intervened on Saturday (resulting in a spin on qualifiers). Shaved one tenth off his best time, but dropped to seventh on the grid. Retired after 12 laps with gearbox trouble.

20 Pirro
Benetton-DFR

Making his first visit to the Hungaroring, Emanuele had a rotten Friday with a misfire in the morning and bad handling and baulking in the afternoon. Car improved dramatically overnight so 12th on Saturday morning. Improved his time in the afternoon, but spun off and unable to restart after marshals pushed his car away, damaging a wing as they did so. Tried the T-car, but not happy. An unhappy 25th on the grid. His race car caught fire in the warm-up and had to race the spare. Worked his way through the field in the race, despite low-rev misfire. Eighth at the finish.



Benetton was experimenting with nose configurations in Hungary. Above: The usual nose positioning (1) was tried in association with three-piece mini-skirts (2) and longer sideplates (3) curved back around the inside of the wheels. Below: The team also tried a new nose set-up with the wings mounted higher and further back than normal.



21 Caffi
BMS Dallara-DFR

Gearbox problems on Friday morning, but still fourth fastest. On the front row in the afternoon on his second run with his first set of qualifiers. Suffered misfire on second set, but that was fixed and he went off avoiding another car. Second fastest on Saturday morning using the spare after his race car suffered gearbox trouble. Improved his time in the afternoon, but bumped to third, his second qualifying run ruined when his engine blew. Ran third at the start, but dropped back slowly and had a lonely second half of the race to take seventh.

22 De Cesaris
BMS Dallara-DFR

Understeer and lack of power slowed him on Friday, so only 20th overnight. Car handled better and new engine was stronger on Saturday so improved to 18th. Retired on the first lap with clutch failure.

23 Martini Minardi-DFR

Understeer and gearbox trouble on Friday but quick when the car ran well, setting seventh best time overnight. Broke an engine on Saturday morning and electrical problems in the afternoon, so he failed to improve and slipped to 10th on the grid. Made a poor start and gradually dropped back with wheel bearing trouble. Retired on lap 20.

24 Sala Minardi-DFR

Seventh fastest on Friday morning and no real problems, although he failed to match the time in the afternoon. Fourteenth overnight. Saturday spoiled by electrical trouble and failed to improve dropping dramatically to 23rd. Car proved a handful in the race, but kept going until unintentionally punted out by Modena on lap 58.

25 Arnoux Ligier-DFR

Traffic problems throughout Friday, an oil leak and engine trouble on Saturday meant that Rene failed to qualify.

26 Grouillard Ligier-DFR

A catalogue of mechanical disasters and traffic throughout the two days of qualifying. Failed to qualify.

27 Mansell Ferrari

Not happy with handling, but no major mechanical problems on Friday, apart from alternator trouble while trying the spare. Complained of traffic and involved in incident with Alesi. Ninth overnight. Perplexed by handling trouble throughout Saturday and despite improvement slipped to 12th on the grid. Overnight changes saw Nigel quickest in the warm-up. Drove a storming race to be fourth by lap 30. After Patrese retired, battled with Senna before taking the lead as the two tried to pass a troubled Johansson. Pulled away to win the race.

28 Berger Ferrari

Complained of traffic throughout Friday and not particulary happy with set-up. Fourth overnight. Failed to improve on Saturday and mystified that changes to set-up had no real effect. Sixth on the grid. Complained of oversteer in the warm-up and troubled by gearbox gremlins, but ran well in the early laps of the race in a strong third. Pitted for new tyres on lap 29 and charged hard to catch up with the leading group and the lapped Warwick. Upset that Warwick did not let him pass. Retired on lap 57 with the same gearbox trouble as in the warm-up.

29 Alboreto LC Lola-Lamborghini

Happy with the car in pre-qualifying and made it through, despite traffic troubles, although he damaged a rib after hitting a kerb. Used Alliot's race car in morning after an electrical short circuit. In serious pain on Saturday and struggling to find a good set-up. Twenty-sixth on the grid. Had pain-killing injection before the race, but retired on lap 27 with engine trouble.

30 Alliot LC Lola-Lamborghini

Working on handling in pre-qualifing, but was blocked by a Zakspeed when on his qualifying run and failed to pre-qualify. Very unhappy.

31 Moreno Coloni-DFR

Learning the track. Lost time with fuel pump failure in pre-qualifying. Suffered a half spin and understeer trouble and failed to pre-qualify.

32 Raphanel Coloni-DFR

Did two laps in pre-qualifying before engine died at the back of the track. Unable to get back to the pits in time – although the team had no spare even if Pierre-Henri had made it.

33 Foitek EuroBrun-Judd

A Hungaroring newcomer. Complained of front-end problem, which was traced to a flexing suspension – after the pre-qualifying session was over.

34 Schneider Zakspeed-Yamaha

Opted for two sets of qualifying rubber in pre-qualifying, but was stuck in traffic on second set. Failed to pre-qualify again.

35 Suzuki Zakspeed-Yamaha

Suffered misfire throughout pre-qualifying and failed to solve the problem.

36 Johansson Onyx-DFR

No trouble in pre-qualifying, but suffered wheel bearing and brake problems later. Switched to spare for qualifying, but further trouble and traffic difficulty. Fast on Saturday morning, but afternoon spoiled by traffic. A disappointed 24th on the grid. The race was spoiled by gearbox troubles which resulted in retirement on lap 48.

37 Gachot Onyx-DFR

Made it through pre-qualifying despite having only one attempt after a puncture. Ran well in later sessions, setting 10th best time overnight. Car not quite as good on Saturday and traffic seemed much worse. Failed to improve and dropped to 21st. Made a good start but brakes ran out and he spun on lap 14. Rejoined and drove hard until diff' failure on lap 38.

38 Danner Rial-DFR

Still in terrible difficulties with handling and reliability. Never looked like qualifying.

39 Weidler Rial-DFR

Suffering the same problems as Danner. Failed to qualify and fined US$5000 for rear wing infringement. Another disastrous weekend.

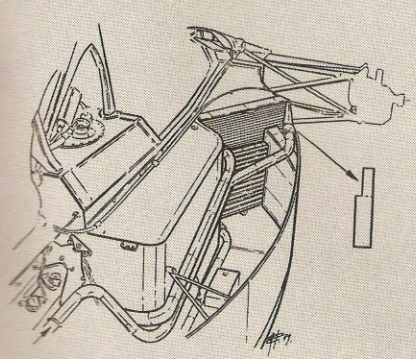
40 Tarquini AGS-DFR

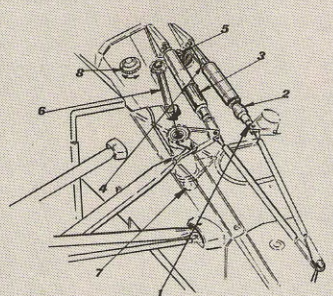
Using the new JH24, but suffered electrical problems throughout pre-qualifying. Car cut out when he went out on qualifiers.

41 Dalmas AGS-DFR

Using the old JH23, and suffering a lack of grip. Happy with balance, but not quick enough to pre-qualify. Hoping for new JH24 for Belgian GP.

JOE SAWARD





Left: Ferrari had a new cooling layout in Hungary with the two oil intercoolers replaced by one oil radiator oil mounted on top of a wider water radiator. Right: The front suspension was changed again with the old Koni shock absorbers (3) being replaced by new Penske units (2). These are wider and shorter than the Konis and feature a bump rubber (2) outside the cylinders. The Penske system (like the Konis) is connected by pipe (4) to a separate gas cylinder, situated inside the chassis (5). The torsion bar (6) is fitted inside a casing which is rigidly fixed to the chassis. The torsion bar features castellated mountings at the top with a splined connection at the bottom (7). The internals are protected with a cover (8).

▶▶

gone for Bs. There wasn't a great difference in wear; it was a matter of what worked on which: Ferrari had a little too much oversteer on Bs, McLaren too much push on Cs. Hence, their decisions were made for them.

Pirelli's race rubber wasn't wonderful. "There's no grip, whatever you run," Brundle had said before the race. "So, that being the case, we may as well run the tyre with no grip that's going to last the distance..."

Caffi's Dallara was similarly shod, which explained why he needed a fairly brutal technique to keep Berger and Prost behind him.

By lap 4, Gerhard had made it by, but Alain was twice blocked into the first turn, and it was a surprise that the Honda couldn't more decisively deal with the Cosworth earlier in the pit straight.

"From the start," Prost said, "I had engine problems. The pick-up problem I had in the warm-up was still there, and also the engine was cutting out intermittently. I was slow getting

PROST: "From the start of the race I had engine problems"

off the corner onto the straight, which made overtaking difficult,"

On lap 7, though, the No 2 McLaren was past, and into fourth place, albeit now a long way back of Patrese, Senna and Berger. And Caffi bent himself to the task of holding up Boutsen, Nannini and Mansell, which he managed with some efficiency.

The Senna believers were now beginning to have doubts. Ayrton had seriously threatened Patrese's lead for a couple of laps, but now the Williams had pulled clear again, never less than a second ahead, sometimes more than two. Waiting has never been Senna's game; if he could have passed, he would have done. On the straights he gaind a little, but on grip, he said, Riccardo's car had a definite edge. He knew he was in a race this time; Berger was even moving in on his second place. And Prost, with a clear track before him, was catching everyone. The afternoon promised well.

Lap 12 saw Nannini into the pits for tyres. He had no desperate need of new ones, but had grown frustrated with sitting in the queue behind Caffi. Now, he reasoned, might be a smart time to stop. But it dropped him to 19th, gave him a lot to do.

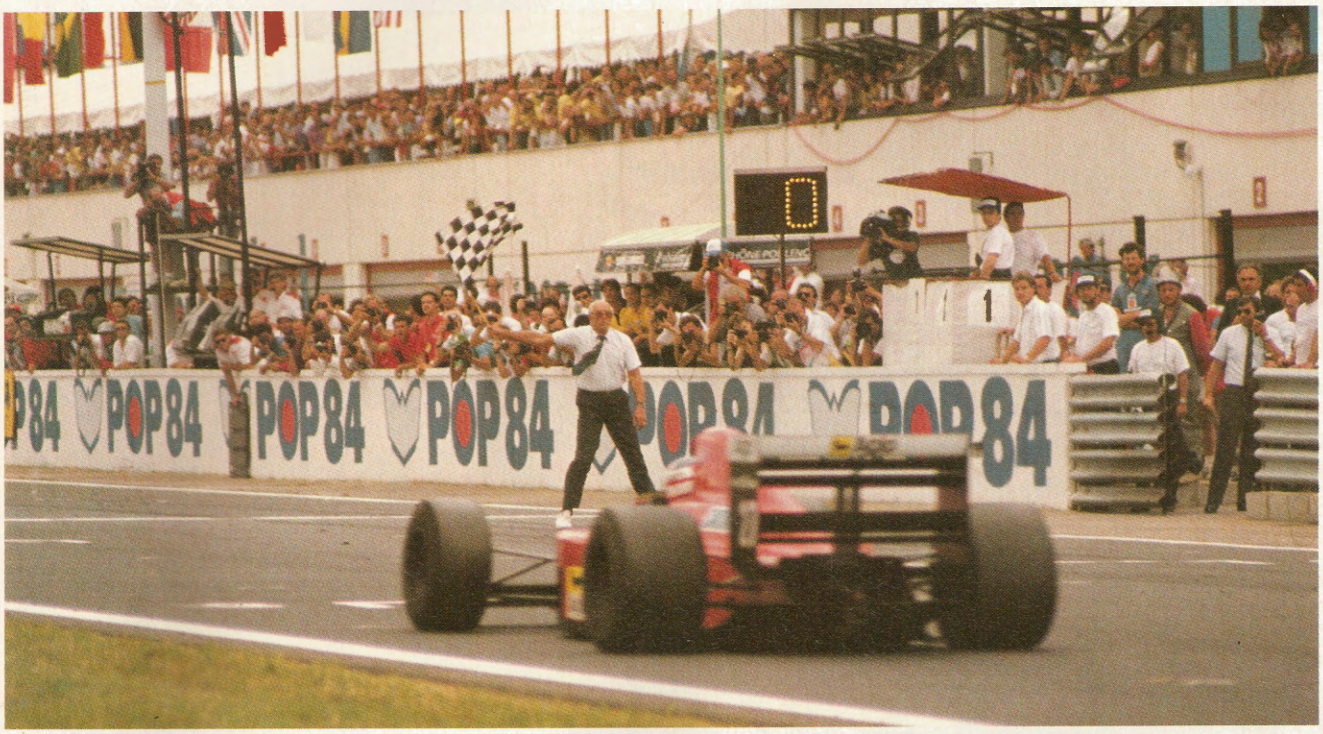
By lap 15 we had a four-car train at the head of the field, for Prost had hitched himself to Patrese, Senna and Berger. And at this point we also had spots of rain; not sufficient to make anyone think of a change to wets, but perhaps a portent of worse to come. For now, though, it made little difference to the pace at the front.

By now Mansell had tired of sitting behind Caffi and Boutsen, and in short order dealt with each: "Basically, I had a quiet Sunday afternoon drive for 20 laps or so, until I got a bit annoyed, and started to push. The fuel load had lightened, and my tyres were perfect." It was lap 22, and the Ferrari was nearly 15 seconds adrift of Prost, last man in the leading quartet.

A quintet it would soon be. That much was obvious from the speed at which Nigel closed – around a second a lap...

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Above: Patrese's dream evaporates: a punctured radiator and rising water temperature allow Prost to pass. Patrese was to stop on lap 54. Hero of the hour: Mansell (left) takes the chequered flag after a storming drive from 12th on the grid. Below: Caffi second in first qualifying, but unable to get his Dallara into the points. Photos: Zooom.

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Boutsen, still stuck behind Caffi, followed Nannini's example, and stopped for tyres on lap 22. "I was having to adapt to the handling of the spare car, which I didn't like very much. But on new tyres it was much better – I made the right choice."

We might have expected a spate of tyre changes now, but they didn't come. Most of the front runners were still in good shape, although Berger wasn't sure, and came in on lap 30. The Ferrari mechanics did their work swiftly, sending him out in sixth place, but Gerhard's original set had been quite intact. And this piece of information they radioed to Mansell...

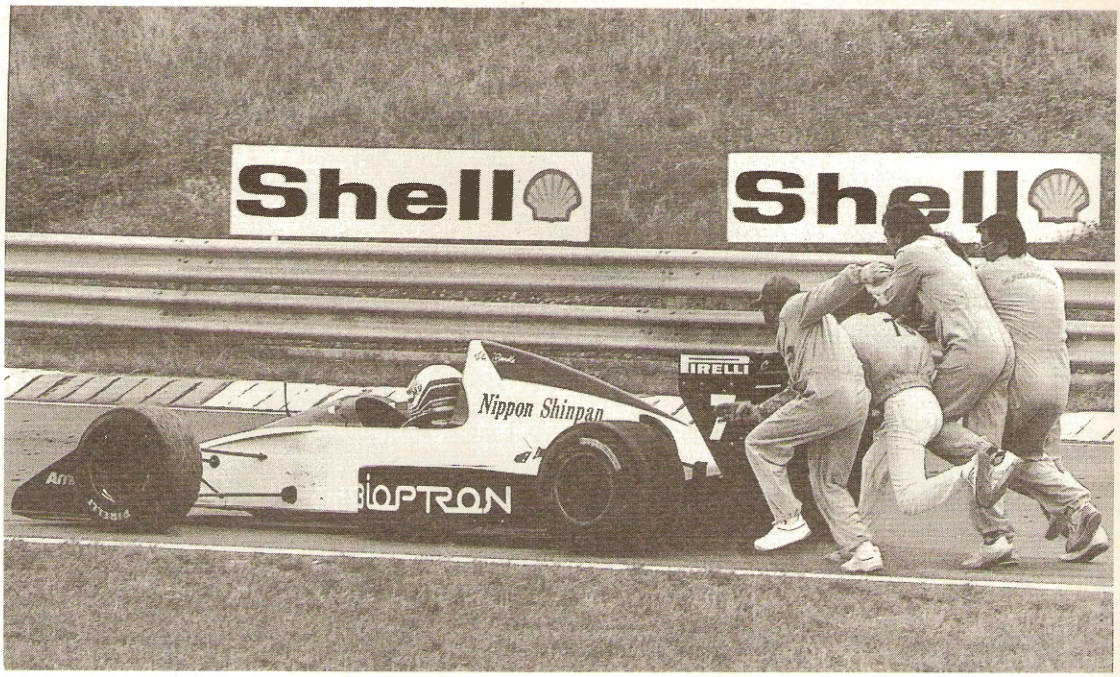
In the space of two laps the Marches disappeared. Capelli and Gugelmin had run strongly from the start, both in the first 10. But Ivan lost his left rear wheel when the drive pegs sheared, and Mauricio retired with something straight out of Peter Ustinov's 'Grand Prix of Gibraltar'. "You wouldn't believe it," grimaced designer Adrian Newey, "but he asked for an electric pump to be fitted to his drinks bottle. And the bloody thing shorted out against the seat belts..."

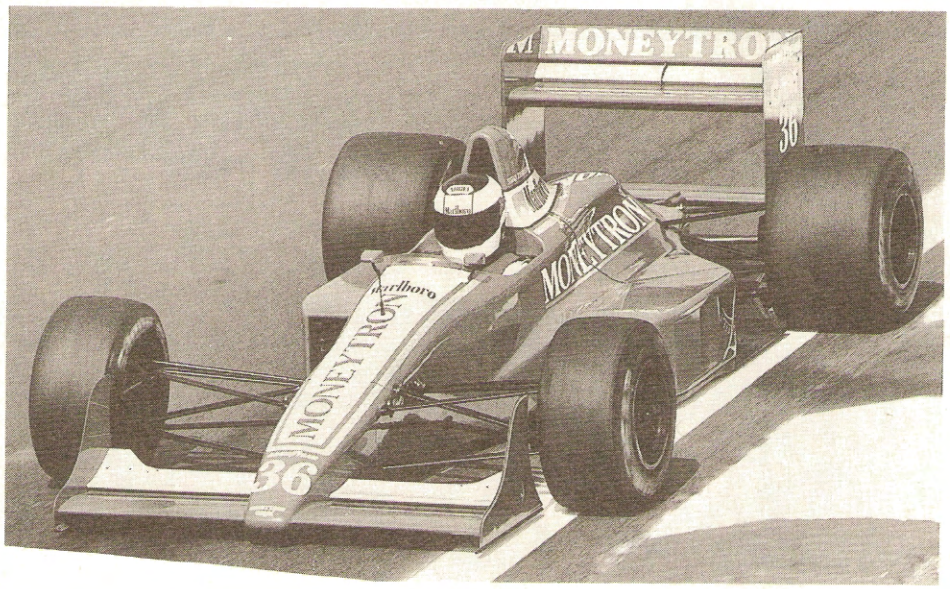
Both Arrows drivers played a prominent part at the Hungaroring, their cars much better balanced on race day. Warwick had run in the first six or eight from the beginning, but came in after 33 laps to have the rear of the car checked over; he felt it was beginning to take over the steering from him. The stop was a long one.

"It wasn't that I needed new tyres," Derek said. "What worried me was the possibility of broken suspension, and ►

PROST: "I just hoped the engine would make it to the finish"







Brundle's race was punctuated by a couple of spins and he had to be push started (above). He came home in 12th. Johansson's drive was ruined by gearbox trouble on lap 46.

▶▶ they had to check it over carefully. Nothing was found, and probably it was a wheel coming loose, because when they'd changed my tyres the car was perfect again." That dropped him from a competitive seventh to a frustrated 17th.

Warwick exited the pits quickly, gunned the car down to the first turn. As one would. But at the same moment Nakajima arrived with his Lotus, and instead of backing off he tried to go around the Arrows. They hit. Warwick continued without damage, but Nakajima spun away into the guardrail extremely hard.

Lap 38, one past half-distance: now Patrese, Senna, Prost and Mansell were circulating as a single bunch, and we wondered who, if anyone, would emerge as the man to take charge. Riccardo, it had to be said, looked very composed in the lead, but Senna and Prost were still right there, and Mansell... well, we knew how much time he had made up on them after his earlier delays.

Not too far away, either, was the retyred Berger. Indeed, if the others were to need fresh rubber later in the

Gradually Prost slipped back into Berger's clutches

proceedings, Gerhard was looking a sound bet. Perhaps, unknowingly, he had done the right thing at the right time.

The picture changed fundamentally on lap 41, began to take its ultimate shape. Patrese was still ahead of Senna, but now Mansell was up to third, and Prost... Prost was falling sharply back. "It was hopeless just then," he said. "Cutting out all the time. And the Ferrari was handling much better than we were. I just hoped the engine would make it to the finish. After a few laps the problem disappeared for a bit, then came back, then went..."

Gradually Prost slipped back into Berger's clutches, but Alain had an ally in the shape of Warwick, whose Arrows, while lapped by the leaders after its pit stop, was now working well – well enough to keep Gerhard's Ferrari from passing.

Afterwards the Austrian was extremely angry. Not only was he being delayed in his pursuit of Prost, he said, but also being reeled in for fifth place – by Warwick's team mate, Cheever, who as ever was coming truly alive on race day. Warwick, unimpressed, felt Berger should have been able to find a way by if he were that much quicker. He, after all, was running every bit as fast as the leaders, had a point to make.

Patrese's dream began to evaporate on lap 51: the water temperature was starting to go up; the power to go down. Down the long pit straight Senna aimed to the right of the Williams, and at last the familiar red-and-white was in front. So that was that. Here came Senna's fifth of the season.

Next time around Mansell, too, was past Patrese, and at the start of lap 54 Riccardo pulled off abruptly. The spectators' applause he probably never heard as he walked back to the pits, tears of rage in his eyes. "I felt quite happy and confident in the lead," he said, "until the temperature began to go up. But eventually I radioed the pits that the engine seemed about to blow, and what should I do? But before they answered, I told them 'I think I stop...'"

Something solid had punched a hole through the water radiator. It was as simple as that. As in Montreal, the unfortunate man had perhaps lost a race through no fault of his own.

Senna and Mansell were half a second apart. The two most uncompromising racers in Formula 1. This, someone said, might end in tears, leaving nine points for the troubled Prost. At all events, Nigel would not quietly follow Ayrton over the line.

Now we saw that the work of the previous afternoon had been well done. The Hungaroring essentially has just one passing spot, into the first turn, at the end of the pit straight. But all day Mansell had been going by other cars in places off limits to everyone else. The Ferrari was that sharp, that deft. It didn't have the straightline speed of Senna's McLaren-Honda, but certainly it came off the corners better.

"When I passed Prost," Nigel said, "he was very fair about it, and gave me room. I think he was in trouble, anyway. But Senna was a different matter. I knew I'd have to grab any opportunity that came up."

One came up on lap 58. Out of the new right-hander (by-passing the old chicane), the two had Johansson's Onyx in front of them. Stefan had made several stops for attention to his gear linkage, and wasn't going terribly quickly. But he kept over to the left, out of the way. Ayrton, untypically, hesitated just a fraction before flicking right to go by. And it cost him dear, for by now Nigel was right there, going for the gap.

They nearly touched, but didn't. And Mansell's additional momentum was enough to keep him in front along the straight, into the next corner. Putting the Ferrari's superior handling and grip to work, he pulled out enough of a lead to be safe from attack on the pit straight. Senna, astonishingly, had led for only six laps. McLarens sometimes fail; rarely are they passed.

Joy in the Ferrari pit was tempered by the realisation that Berger's car was missing. Gearbox again, as Gerhard had feared after the warm-up, when the pressure in the hydraulic system had been low. His love affair with Maranello is clearly at an end.

As Mansell pulled away in the lead, the focal point of the closing laps was Cheever's energetic pursuit of Prost. On lap 62, to general amazement, the Frenchman was into the pits. "It was nothing to do with my engine problems," Alain reported. "Just before Patrese blew up, my vizor was covered in oil haze from his car – in fact, I had to drive off line to keep away from it, and my tyres picked up all kinds of debris. So I came in for a new set."

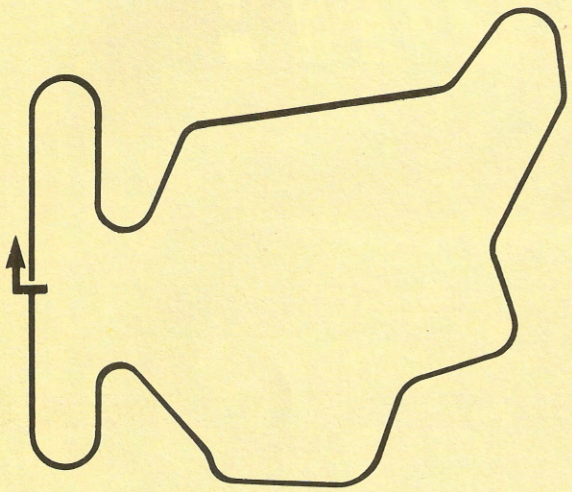
The stop went well, but now Prost was 17 seconds behind the Arrows. He reduced the gap swiftly, but Cheever made it clear he wasn't about to offer his place to Alain, on one occasion obliging the McLaren driver to stand on his brakes at the first turn. Eventually Prost made it by on the last lap, but fourth didn't cheer him too much. "Not such a good weekend," he commented. "And the worst thing, I think, is that I feel more and more alone in this team..."

Senna made no attempt to get on terms with Mansell in the dying laps; indeed could not. "I had a bad tyre vibration towards the end," he said, and there were suggestions, too, that the Honda V10 had proved unexpectedly thirsty on this occasion.

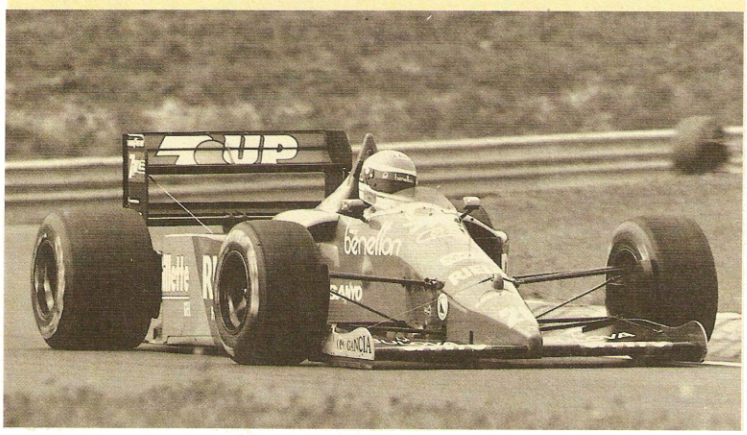
Boutsen's third place was consolation for Williams, but hardly the consequence of a distinguished drive – not in the context of Patrese's performance. Behind Prost there were Cheever, deservedly in the points, and Piquet, who ran alone for most of the afternoon.

It hand't looked like Mansell's day – not even when he'd set fastest time in the warm-up. People don't win Grands Prix from the sixth row, after all. But Nigel's drive was perfectly paced, supremely aggressive only when it needed to be. "I think maybe it was the best of my life," he said. "On a par with Silverstone '87, anyway." Then he dedicated the win to Enzo Ferrari, almost a year after the Old Man's death. Monza will be something else. ■

August 13, 1989
FIA Formula 1 World Championship
Round 10
Pop 84 Hungarian Grand Prix
Circuit: Hungaroring



Race data:	*77 laps of a 2.463 mile circuit*	
Weather:	*Warm, overcast*	
Distance:	*189.651 miles*	
Winner:	*Mansell, Ferrari 640*	*103.829mph*
Previous result:	*Senna, McLaren MP4/4,*	*96.561mph*
Fastest lap:	*Mansell, Ferrari 640*	*1m22.637s, 107.347mph*
Existing record:	*Piquet, Williams FW11B*	*1m30.149s, 99.602mph*



ENTRIES

No	Driver (Nat)	Car/Chassis (Spare)	Engine
1	Ayrton Senna (BR)	McLaren MP4/5/3	Honda V10
2	Alain Prost (F)	McLaren MP4/5/5 (T:MP4/5/4)	Honda V10
3	Jonathan Palmer (GB)	Tyrrell 018/4	Ford DFR V8
4	Jean Alesi (F)	Tyrrell 018/2 (018/3)	Ford DFR V8
5	Thierry Boutsen (B)	Williams FW12C/9	Renault V10
6	Riccardo Patrese (I)	Williams FW12C/10 (T:FW12C/7)	Renault V10
7	Martin Brundle (GB)	Brabham BT58/05*	Judd V8
8	Stefano Modena (I)	Brabham BT58/04 (T:BT58/02)	Judd V8
9	Derek Warwick (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 101/3 (T:101/2)	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)	Benetton B189/4 (T:B189/1)	Ford V8
20	Emanuele Pirro (I)	Benetton B189/5*	Ford DFR V8
21	Alex Caffi (I)	BMS Dallara BMS189/8* (T:BMS189/5)	Ford DFR V8
22	Andrea de Cesaris (I)	BMS Dallara BMS189/6	Ford DFR V8
23	Pierluigi Martini (I)	Minardi M189/3	Ford DFR V8
24	Luis Sala (E)	Minardi M189/2 (T:M189/1)	Ford DFR V8
25	Rene Arnoux (F)	Ligier JS33/4	Ford DFR V8
26	Olivier Grouillard (F)	Ligier JS33/2 (T:JS33/3)	Ford DFR V8
27	Nigel Mansell (GB)	Ferrari 640/109	Ferrari V12
28	Gerhard Berger (A)	Ferrari 640/108 (T:640/111)	Ferrari V12
29	Michele Alboreto (I)	Lola LC89/03	Lamborghini V12
30	Philippe Alliot (F)	Lola LC89/04* (LC89/01)	Lamborghini V12
31	Roberto Moreno (BR)	Coloni C3/02	Ford DFR V8
32	Pierre-Henri Raphanel (F)	Coloni C3/01	Ford DFR V8
33	Gregor Foitek (CH)	EuroBrun ER189/01 (T:ER188B/04)	Judd V8
34	Bernd Schneider (D)	Zakspeed 891/03	Yamaha V8
35	Aguri Suzuki (J)	Zakspeed 891/02	Yamaha V8
36	Stefan Johansson (S)	Onyx ORE 1/3	Ford DFR V8
37	Bertrand Gachot (B)	Onyx ORE 1/1 (T: ORE 1/2)	Ford DFR V8
38	Christian Danner (D)	Rial ARC2/3	Ford DFR V8
39	Volker Weidler (D)	Rial ARC2/2 (T: ARC2/1)	Ford DFR V8
40	Gabriele Tarquini (I)	AGS JH24/37 (T:JH23/34)	Ford DFR V8
41	Yannick Dalmas (F)	AGS JH23/36	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	Penske
Larrousse Lola	Goodyear	BP	Champion	AP	Brembo/SEP	Bilstein
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		LAP 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
1	PATRESE	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
2	SENNA	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	CAFFI	21	21	21	21	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	2	2	2	2	2	2	2	2	2	2	2	27	27	27	27
4	BOUTSEN	5	28	28	28	21	21	21	21	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	28	27	27	27	27	27	27	27	27	27	27	2	2	2	2
5	PROST	2	2	2	2	2	2	2	21	21	21	21	21	21	21	21	21	21	21	21	21	21	27	27	27	27	27	27	27	27	21	28	28	28	28	28	28	28	28	28	28	28	28	28
6	BERGER	28	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	27	27	21	21	21	21	21	21	21	28	28	21	21	21	21	10	10	10	10	10	10	10	10
7	NANNINI	19	19	19	19	19	19	19	19	19	19	19	27	27	27	27	27	27	27	27	5	5	9	9	9	9	9	9	9	9	9	9	9	10	10	10	19	19	19	19	19	19	19	19	19
8	MODENA	8	27	27	27	27	27	27	27	27	27	27	9	9	9	9	9	9	9	9	9	9	16	16	16	16	15	15	10	10	10	10	10	11	19	19	5	5	5	5	5	5	5	5	5
9	WARWICK	9	9	9	9	9	9	9	9	9	9	9	16	16	16	16	16	16	16	16	16	16	16	15	15	15	15	10	10	11	11	11	11	19	11	5	21	11	11	11	11	11	11	11	11
10	MARTINI	23	16	16	16	16	16	16	16	16	16	16	16	9	23	15	15	15	15	15	15	15	15	10	10	10	10	11	11	19	19	19	19	19	9	5	11	11	21	21	21	21	21	21	21
11	ALESI	4	23	23	23	23	23	23	23	23	23	23	23	23	15	23	23	10	10	10	10	10	10	5	11	11	11	19	19	12	12	12	12	5	5	3	3	3	3	3	3	3	3	3	3
12	MANSELL	27	4	8	8	8	8	8	8	8	8	8	8	8	15	8	10	10	23	23	11	11	11	11	11	12	12	19	12	12	36	36	5	5	12	3	8	8	8	8	8	8	8	8	8
13	GUGELMIN	15	8	15	15	15	15	15	15	15	15	15	15	8	10	8	11	11	11	23	3	12	12	12	19	19	12	36	36	5	5	36	3	3	8	20	20	20	20	20	20	20	20	20	20
14	CAPELLI	16	15	12	10	10	10	10	10	10	10	10	10	11	11	8	3	3	3	12	19	19	19	36	36	36	5	5	3	3	3	8	8	20	7	7	7	4	4	4	4	4	4	4	4
15	BRUNDLE	7	10	10	11	11	11	11	11	11	11	11	11	11	3	3	3	8	12	12	19	36	36	36	5	5	5	16	3	8	8	8	37	20	7	4	4	4	36	36	36	36	36	9	9
16	CHEEVER	10	11	11	3	3	3	3	3	3	3	3	3	3	37	12	12	12	8	8	8	3	3	3	3	3	3	3	8	37	37	37	20	7	4	36	36	36	9	9	9	9	9	9	36	24
17	PIQUET	11	37	37	37	37	37	37	37	37	37	37	37	37	12	36	36	36	36	19	36	8	8	8	8	8	8	8	37	20	20	20	7	4	12	9	9	9	24	24	24	24	24	24	24	7
18	DeCESARIS	22	3	3	12	12	12	12	12	12	12	12	12	12	36	19	19	19	19	36	37	37	37	37	37	37	37	37	20	7	7	7	4	36	36	24	24	24	7	7	7	7	7	7	36
19	PALMER	3	12	4	24	24	24	24	24	36	36	36	36	36	19	37	37	37	37	37	23	20	20	20	20	20	20	20	7	4	4	4	36	24	24	37	37	37	37	37	37				
20	NAKAJIMA	12	24	24	36	36	36	36	36	24	24	20	20	20	20	20	20	20	20	20	20	7	7	7	7	7	7	4	24	24	24	24	37	37	37										
21	GACHOT	37	18	36	18	18	20	20	20	20	20	7	7	7	7	7	7	7	7	7	7	4	4	4	4	4	4	4	24																
22	GHINZANI	18	36	18	20	20	18	7	7	7	7	4	4	4	4	4	4	4	4	4	4	24	24	24	24	24	24	24																	
23	SALA	24	20	20	7	7	7	18	18	18	4	24	24	24	24	24	24	24	24	24	24	29	29	29	29	29	29	29																	
24	JOHANSSON	36	29	7	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	18																							
25	PIRRO	20	7	29	4	4	4	4	4	4	18	18	18	18	18	18	18	18	18	18	18																								
26	ALBORETO	29																																											

STARTING GRID

6	Patrese	1:19.726	
1	Senna	1:20.039	
23	Caffi	1:20.704	
5	Boutsen	1:21.001	
2	Prost	1:21.076	
28	Berger	1:21.270	
19	Nannini	1:21.301	
8	Modena	1:21.472	
9	Warwick	1:21.617	
23	Martini	1:21.746	
4	Alesi	1:21.799	
27	Mansell	1:21.951	
15	Gugelmin	1:22.083	
16	Capelli	1:22.088	
7	Brundle	1:22.296	
10	Cheever	1:22.374	
11	Piquet	1:22.406	
22	De Cesaris	1:22.410	
3	Palmer	1:22.578	
12	Nakajima	1:22.630	
37	Gachot	1:22.634	
18	Ghinzani	1:22.763	
24	Sala	1:23.017	
36	Johansson	1:23.148	
20	Pirro	1:23.399	
29	Alboreto	1:23.733	

NQ	25	Arnoux	1:24.003
NQ	26	Grouillard	1:24.702
NQ	38	Danner	1:25.017
NQ	39	Weidler	1:26.320

RESULTS – 77 LAPS

Pos	No	Driver	Car	Laps	Time/Retirement
1	27	Mansell	Ferrari	77	1h49m38.650s
2	1	Senna	McLaren-Honda	77	1h50m04.617s
3	5	Boutsen	Williams-Renault	77	1h50m17.004s
4	2	Prost	McLaren-Honda	77	1h50m22.827s
5	10	Cheever	Arrows-DFR	77	1h50m23.756s
6	11	Piquet	Lotus-Judd	77	1h50m50.689s
7	21	Caffi	Dallara-DFR	77	1h51m02.875s
8	20	Pirro	Benetton-Ford	76	
9	4	Alesi	Tyrrell-DFR	76	
10	9	Warwick	Arrows-DFR	76	
11	8	Modena	Brabham-Judd	76	
12	7	Brundle	Brabham-Judd	75	
13	3	Palmer	Tyrrell-DFR	73	
R	24	Sala	Minardi-DFR	57	accident
R	28	Berger	Ferrari	56	gearbox
R	6	Patrese	Williams-Renault	54	engine
R	36	Johansson	Onyx-DFR	48	gear selection
R	19	Nannini	Benetton-Ford	46	gearbox
R	37	Gachot	Onyx-DFR	38	differential
R	12	Nakajima	Lotus-Judd	33	accident
R	15	Gugelmin	March-Judd	27	electrics
R	16	Capelli	March-Judd	26	transmission
R	29	Alboreto	Lola-Lamborghini	26	engine
R	18	Ghinzani	Osella-DFR	20	electrics
R	23	Martini	Minardi-DFR	19	wheel-bearing
R	22	De Cesaris	Dallara-DFR	0	clutch

CHAMPIONSHIP POSITIONS

DRIVERS

1	Prost	56
2	Senna	42
3	Mansell	34
4	Patrese	25
5	Boutsen	17
6	Nannini	12
7	Piquet	9
8	Alboreto	6
	Cheever	6
10	Herbert	5
	Warwick	5
12	De Cesaris	4
	Gugelmin	4
	Modena	4
	Caffi	4
16	Danner	3
	Alesi	3
18	Johansson	2
	Arnoux	2
	Martini	2
21	Tarquini	1
	Grouillard	1
	Sala	1
	Brundle	1
	Palmer	1

CONSTRUCTORS

1	McLaren-Honda	98
2	Williams-Renault	42
3	Ferrari	34
4	Benetton-Ford	17
5	Arrows-DFR	11
6	Tyrrell-DFR	10
7	Lotus-Judd	9
8	Dallara-DFR	8
9	Brabham-Judd	5
10	March-Judd	4
11	Rial-DFR	3
	Ligier-DFR	3
	Minardi-DFR	3
14	Onyx-DFR	2
15	AGS-DFR	1

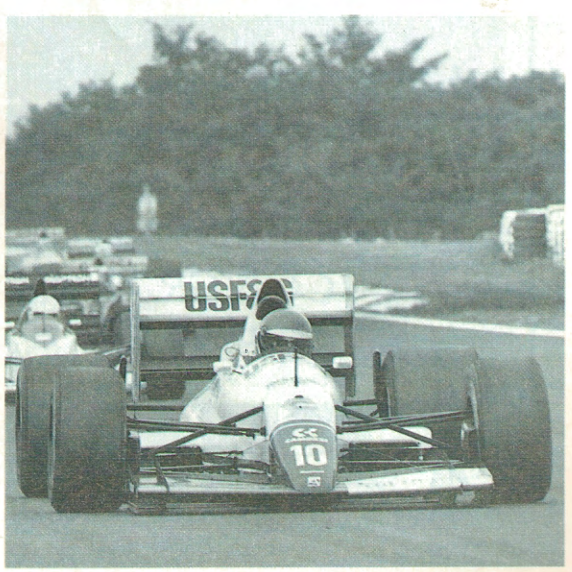
LAP TIMES

	PRE-QUALIFYING Warm, hazy		FRIDAY Warm, hazy		SATURDAY Warm, overcast		WARM-UP Warm, overcast		RACE Warm, overcast	
1	Johansson	1:22.836	Patrese	1:19.726	Senna	1:20.039	Mansell	1:23.965	Mansell	1:22.637
2	Ghinzani	1:24.086	Caffi	1:21.040	Patrese	1:20.644	Palmer	1:24.097	Prost	1:22.654
3	Alboreto	1:24.323	Prost	1:21.076	Caffi	1:20.704	Senna	1:24.176	Berger	1:23.214
4	Gachot	1:24.412	Berger	1:21.304	Boutsen	1:21.001	Berger	1:24.212	Senna	1:23.313
5	Larini	1:24.601	Nannini	1:21.448	Berger	1:21.270	Piquet	1:24.454	Boutsen	1:23.396:
6	Alliot	1:24.928	Senna	1:21.576	Nannini	1:21.301	Patrese	1:24.534	Brundle	1:23.442
7	Dalmas	1:25.571	Martini	1:21.746	Modena	1:21.472	Prost	1:24.590	Piquet	1:23.620
8	Schneider	1:25.613	Capelli	1:22.445	Warwick	1:21.617	Alesi	1:24.591	Nannini	1:23.702
9	Tarquini	1:25.685	Mansell	1:22.544	Alesi	1:21.799	Boutsen	1:24.604	Cheever	1:23.894
10	Moreno	1:26.903	Gachot	1:22.634	Mansell	1:21.951	Johansson	1:24.937	Caffi	1:24.075
11	Foitek	1:27.478	Piquet	1:22.837	Gugelmin	1:22.083	Nannini	1:25.078	Palmer	1:24.166
12	Suzuki	1:28.113	Gugelmin	1:22.949	Capelli	1:22.088	Gugelmin	1:25.150	Warwick	1:24.197
13	Raphanel	1:45.971	Brundle	1:22.970	Prost	1:22.267	Cheever	1:25.322	Pirro	1:24.305
14			Sala	1:23.017	Brundle	1:22.296	Caffi	1:25.635	Johansson	1:24.465
15			Modena	1:23.090	Cheever	1:22.374	Pirro	1:25.674	Patrese	1:24.559
16			Ghinzani	1:23.091	Piquet	1:22.406	Gachot	1:25.945	Gugelmin	1:24.664
17			Warwick	1:23.111	De Cesaris	1:22.410	Warwick	1:26.092	Alesi	1:24.741
18			Cheever	1:23.251	Palmer	1:22.578	Capelli	1:26.182	Nakajima	1:24.903
19			Johansson	1:23.372	Nakajima	1:22.630	Nakajima	1:26.198	Modena	1:25.149
20			De Cesaris	1:23.463	Ghinzani	1:22.763	De Cesaris	1:26.379	Gachot	1:25.207
21			Boutsen	1:23.492	Johansson	1:23.148	Modena	1:26.491	Capelli	1:25.710
22			Alboreto	1:23.733	Pirro	1:23.399	Brundle	1:26.746	Sala	1:26.185
23			Pirro	1:23.772	Gachot	1:23.720	Martini	1:26.935	Martini	1:26.691
24			Alesi	1:23.853	Arnoux	1:24.003	Alboreto	1:26.996	Ghinzani	1:27.012
25			Nakajima	1:23.996	Sala	1:24.188	Ghinzani	1:27.463	Alboreto	1:27.840
26			Palmer	1:24.670	Danner	1:25.017	Sala	1:27.751		
27			Grouillard	1:24.702	Grouillard	1:25.169				
28			Arnoux	1:25.862	Alboreto	1:25.660				
29			Danner	1:26.485	Weidler	1:26.320				
30			Weidler	1:28.112	Martini	1:32.546				

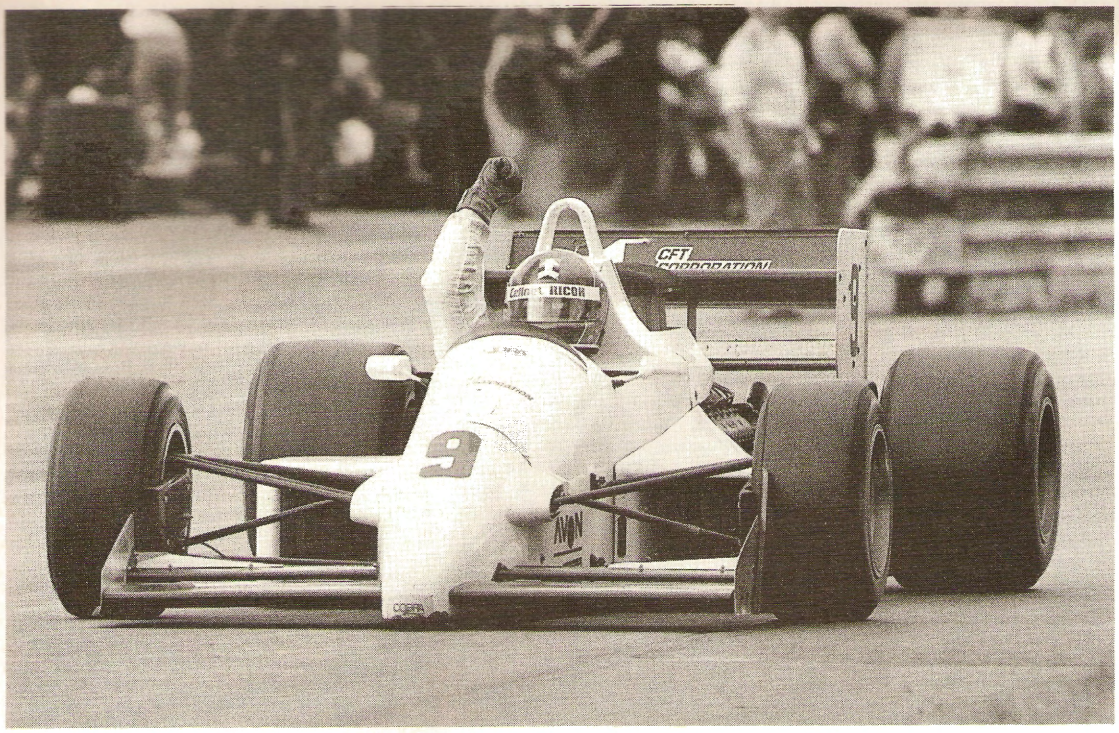
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7	7	36	36																													
36	36																															

MINUS ONE LAP

INDICATES PIT STOP FROM WHICH CAR RETURNED TO RACE



REPORT: MARK GALLAGHER – PHOTOGRAPHY: BRYN WILLIAMS



Paulo Carcasci's second F3000 race brought victory for the Brazilian after a fine drive in the wet/dry event.

The Cobra bites

Paulo Carcasci orchestrated a fine win for Colin Bennett's Cobra Motorsport team in Sunday's Gold Cup, driving a typically mature race in treacherous conditions. Gary Brabham claimed second place to steal the championship lead from Andrew Gilbert-Scott, and these two will now settle the title fight in the championship finale at Brands.

QUALIFYING

The 36th running of the Oulton Park Gold Cup was always bound to attract more than the eight or nine British F3000 contenders which have graced the majority of races this year. Eleven cars lined up for first qualifying but Saturday's greasy circuit robbed us of two cars, which left us with nine once again...

The first of those to disappear from our lists was Marco Greco. The Brazilian was in typically determined form during the first session, but Marco's Reynard fell foul of Cascades on his 17th lap and he spun off at the exit causing extensive damage to his car.

Daniel Muller had a torrid time in his Lola T88/50, completing only half a lap in the first session before the engine cut out with an electrical problem. In the second he got little further, sliding into the wall at Lodge on his first lap. The left front wheel slammed into the monocoque, tore a hole in the side and ended Muller's debut.

Roland Ratzenberger's Reynard was quickest in Friday's practice sessions, clocking 1m22.8s, and he claimed pole position by finding an additional 0.2 second on his third flying lap of the opening session.

Gary Brabham joined Roland on the front row, but he was not at all pleased with the way qualifying went. He was only one tenth from pole, but in the final session he reported that all manner of changes made no difference to the handling of his Reynard, and the team was perturbed to find a bent front left pushrod. "I didn't hit anything," said Gary," so something's wrong somewhere..." The mechnanics later discovered a broken damper unit.

Championship leader Andrew Gilbert-Scott's Reynard headed row 2, but he reported a little too much oversteer in the first session. Antonio Albacete lined up alongside Andrew.

Paulo Carcasci may have been a promising sixth on the grid, but he was at a loss to explain how his Cobra Reynard was 2 seconds off the pace. "It's just a little oversteer here, bad traction there," said Paulo. Team mate Ross Hockenhull driving a Reynard loaned to Cobra by Roger Orgee started eighth.

Jonathan Bancroft split the two Cobra entries and he reported that a lower downforce set-up in the second session had been the wrong way to go. Behind Hockenhull came Tony Worswick and Felipe Machado.

RACE

You could almost hear Brabham cursing the wisdom of his tyre choice

Saturday had been mainly dry, but Sunday dawned cold, windy and wet. A brief spell of sunshine gave us a dry track during lunch time, but a downpour shortly before the race had everyone reaching for their wets.

The start brought a superb getaway from Gilbert-Scott as he rocketed his Reynard into the lead. Ratzenberger wisely settled for second as the field headed into a rainwashed Old Hall, while Brabham held on to third with Albacete behind. By the end of the first lap AGS was in control only to face a black flag on the third lap.

Both Machado and Worswick had spun at Old Hall at the start of their second lap, but while the latter continued without further ado, Machado became bogged down and allowed his spinning wheels to cover the track in sand. The race was stopped.

The field was informed that the race would be completely restarted over 26 laps but with the grid forming up in the order in which they had completed lap 2. With the sun now shining, everyone changed to slicks. Except Brabham, who decided to gamble on the track taking time to dry. It would result in a fascinating race.

The restart saw Brabham, Gilbert-Scott and Ratzenberger entering Old Hall side-by-side, but it was Brabham who took the lead and began to draw away at will. Sadly, Ratzenberger was penalised 1 minute for allegedly jumping the start.

Carcasci was fourth with Albacete, Hockenhull and Worswick behind. Bancroft lost it at the exit of the chicane on the first lap.

By lap 3 Hockenhull was also gone, his Reynard having gone off at the ultra-slippery Druids. Worswick had suffered another spin, this time at Cascades, but he rejoined one lap later and drove steadily to take fourth.

Which rather jumps the gun. The story of the race was rather simple in that Brabham's wets allowed him to open a huge lead only to find himself fighting against a fast drying track. Ratzenberger hit trouble early on when he lost fourth gear, and this allowed Carcasci to take third. This soon became second when he caught and passed AGS, the championship leader suffering from a slight misfire.

By lap 8 Brabham was through Island band and into Shell before Carcasci was even past the pits, but from then on the gap was eroded.

On lap 12 the gap was 33 seconds, but by lap 19 Carcasci was right with the leader, and the next time around he pulled off a smart down-the-inside manœuvre at Old Hall. One lap later Gilbert-Scott was past the Bromley Reynard as well, and you could almost hear Brabham cursing the wisdom of his tyre choice.

Meanwhile Albacete's fine fourth had evaporated unlike the wet patch which he hit at Druids, although the resulting damage was confined to the rear wing and floor. He had passed Ratzenberger on lap 7, the Spirit Reynard driver battling against his faulty fourth gear but dropping back all the time. On his 22nd lap, however, Roly got caught out at Druids and suffered a huge accident which almost parted the engine from the tub.

On lap 23 AGS was a mere 4 seconds behind Carcasci and apparently closing, but his engine suddenly coughed, spluttered and almost died. He managed to keep it going but there was nothing he could do to stop Brabham catching and repassing him with two laps remaining. Carcasci stormed on, leaving the championship contenders in his wake and taking a superb win.

Brabham now leads Gilbert-Scott by one point as the series heads for its Brands Hatch finale. ■

OULTON PARK (GB)

August 13, Gold Cup, British F3000 Championship, round 8

26 laps – 71.994 miles

Pos	Driver (Nat)	Team/Sponsor	Chassis-Engine	Result	Qual	Pos
1	Paulo Carcasci (BR)	Cobra/CFT Corporation	Reynard-Merlin DFV 88D	40m55.80s	1:24.85	6
2	Gary Brabham (AUS)	Bromley/NEC	Reynard-Smith DFV 88D	41m25.73s	1:22.70	2
3	Andrew Gilbert-Scott (GB)	EJR/APA + Mycil	Reynard-Smith DFV 88D	41m28.54s	1:22.83	3
4	Tony Worswick (GB)	Worswick Engineering/ICI	Reynard-Smith DFV 88D	23 laps	1:27.95	9
R	Roland Ratzenberger (A)	Spirit/Initial + Livingstone	Reynard-Nicholson DFV 88D	21 laps – accident	1:22.60	1
R	Antonio Albacete (E)	Madgwick/ME.PRE + Cavendish	Reynard-Langford & Peck DFV 88D	17 laps – accident	1:23.67	4
R	Ross Hockenhull (GB)	Cobra/Texas Light + Naturin	Reynard-Merlin DFV 88D	2 laps – accident	1:25.24	8
R	Jonathan Bancroft (GB)	GA/Bateman + Rodenstock	Lola-Nicholson DFV T88/50	0 laps – accident	1:25.06	–
NS	Felipe Machado (E)	Madgwick	Reynard-Nicholson DFV 88D	0 laps – accident *	1:28.59	10
NS	Marco Greco (BR)	EJR/Cosa + Sbt	Reynard-Smith DFV 88D	NS – accident	1:23.99	5
NS	Daniel Muller (CH)	GA/Amigo + E.CAM	Lola-Nicholson DFV T88/50	NS – accident	No time	

* Machado was eliminated in an accident shortly after 1st start. Race restarted over 26 laps with grid order as per finishing order on lap 2 of first race. Not an aggregate result. **Winner's average speed:** 105.53mph. **Fastest lap:** Ratzenberger, 1m25.02s, 117.24mph. **Championship positions:** 1, Brabham, 46pts; 2, Gilbert-Scott, 45; 3, Ratzenberger, 37; 4, Greco, 18; 5, Carcasci, 12; 6, Albacete, 9; 7, Trimmer, 8; 8, Worswick, 6; 9, Hill, 5; 10, Bancroft & Wilson, 3; 12, Chaves & Hytten, 2; 14, Khan, 1. **Final round:** Brands Hatch, September 10.

REPORT: BRUCE JONES – PHOTOGRAPHY: PAUL BOOTHROYD

Brabham's master class

It's official: Formula 3 is now being run in three classes. There's Class B, Class A and David Brabham's class. Bowman's front man is in a class of his own. The Australian stroked home to his fourth win of the year, leaving Steve Robertson and Allan McNish to tussle over second place. And tussle they did, on the track and in the collection area...

QUALIFYING

Tempting fate, the organisers plumped for split qualifying sessions, a week after the débâcle at Snetterton. And, the local climate saw to it that this made qualifying highly interesting.

But the track was always going to dry out. It was simply a matter of when. Judging by Intersport's form so far this season, Warwick had to take a gamble. With half the session remaining, the Hampshireman pitted to have slicks fitted to his Cellnet Reynard-Toyota. "No sonner had they been put on than it started to rain again," Paul laughed afterwards. "But I had to give it a go and was proved right when my first flying lap on slicks was faster than my best on wets." Paul ended up with a best of 1m34.37s.

Warwick's bid failed, though, as Otto Rensing snatched fastest time with a 1m33.77s lap in his Camel Paul Stewart Racing Reynard-Honda.

In fact, there was a great deal of snatching going on in the dying seconds of the session. Many had reckoned the track wasn't going to be dry enough for slicks. "I couldn't believe how fast the track went from wet to dry," explained Robertson. "I'm kicking myself for not coming in earlier." He ranked third with 1m34.83s.

McNish and Rydell even came in for their second set of grooved tyres, doing several laps before charging in for slicks, in a frantic dash to record a flying lap.

There were team managers aplenty in conversastion with the man bringing out the chequer: Dick Bennetts and Eddie Jordan wanted the flag to be held, Glenn Waters wanted it dropped. Both Rydell and McNish scraped in for their flying laps, promoting them from 11th in session to sixth and 10th to fourth respectively, just ahead of Paulo Carcasci in the second Intersport car (see *Pit & Paddock*).

Minoru Tanaka had been fourth with one lap to go, but failed to make good use of his slicks and fell to ninth, one place behind Hilton Cowie's Hubbard Ralt, which is still equipped with a 1988 spec' engine.

In his first F3 race ever, Chris Needham claimed pole for Class B in the ex-Ken Bowes Ralt (see *Pit & Paddock*), beating class leader Fernando Plata, as did Stephen Hepworth.

For the second session, just about everyone started on slicks, sunshine helping to dry the track yet further.

Brabham claimed pole with a best of 1m30.21s, while Derek Higgins lapped consistently to end up on 1m30.62s, but was frustrated by Brabham's pace: "All his advantage comes from two fast corners. And that's because he's quicker than I am there. He's braver and earlier back on the power. That's all there is to it. He's driving bloody well."

Paul Stewart continued to show strong form and was third with 1m30.91s, with Mika Hakkinen coming from nowhere to drop in a 1m31.16s lap: "I'm driving the car we used at the start of the year," he related. "And it wants to do everything in the fast corners, like snap oversteer. I can't take these corners fast and this is costing me maybe 1 second."

Gary Ayles's Jack Brabham Racing Ralt was fifth fastest, Gary relieved to find that stiffening the car up all over cured a problem that had been confusing the team during testing. "With all the bumps at Oulton, logic tells you that this is the wrong route to take. But it has proved to have been the right choice." Gary Ward, on the other hand, was running too soft and ended up ninth behind Antonio Simoes, the latter's engine on its last legs.

Troubled by out of balance front tyres, John Alcorn leapt to sixth best in the dying minutes, pushing Jason Elliott's Swallow Reynard (see *Pit & Paddock*) back to seventh.

The qualification race was due to be held just after midday, but the officials decided heavy rain beforehand had made the track dangerous. After a delay, Renault 5 Turbos were sent out to dry the track, then action commenced, with 14 of the 16 starters to qualify.

As John Estupinan blasted off into Old Hall, leaving poleman Osvaldo Negri behind, so Needham left the race, something causing the transmission to seize.

At the end of lap 1, Negri had been bumped to fourth, displaced by Philippe Adams and Kenny Brack. And this set the order to the flag, the Belgian closing on his team mate. Estupinan held on to win by 0.26 second.

RACE

Down to Old Hall they headed, seemingly four abreast

The 32 contestants were in a quandary as to whether to run on slicks or wets, with their parade laps being completed on a greasy track. However, they all prepared for the green on slicks.

Brabham managed not to repeat his Snetterton stalling trick, but was slow away and so the front two rows got away as one. Down to Old Hall they headed, seemingly four abreast.

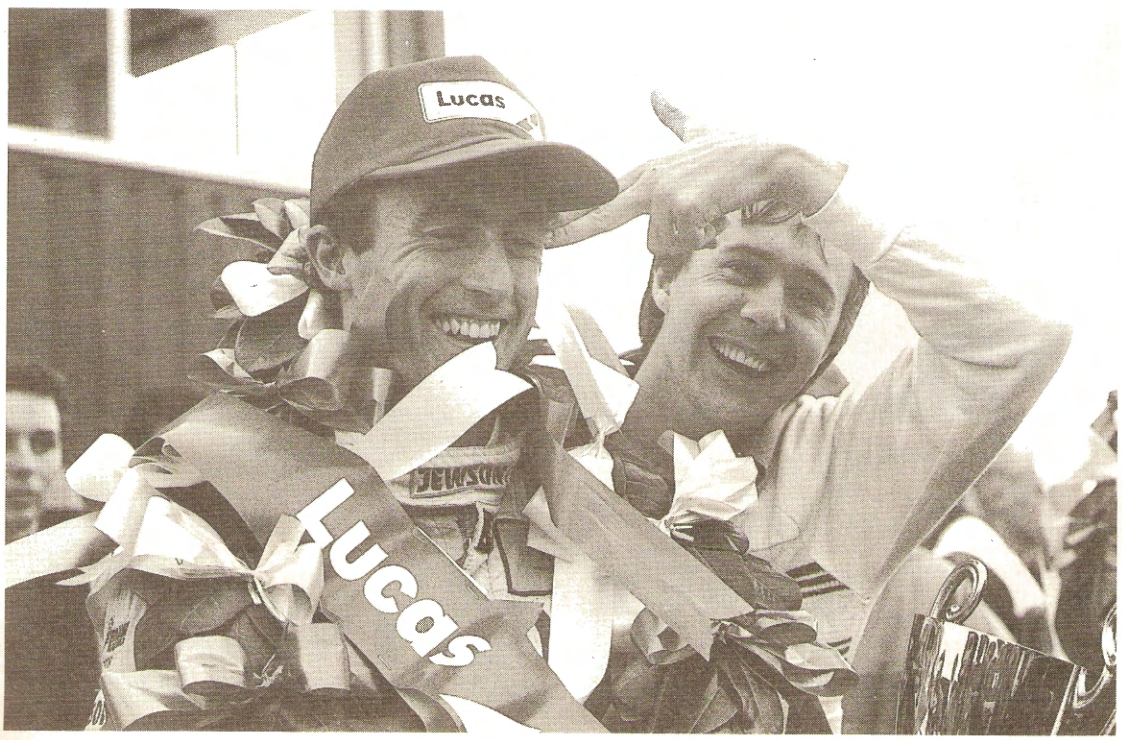
What happened next depends to whom you spoke, but, basically, Rensing spun out of the race, Warwick damaged his nose and front suspension, while Higgins suffered a bent front wing.

"I was hit by Warwick, who was hit by Higgins," explained a plainly dejected Rensing. On the other hand, Higgins felt Warwick twitched under braking and hit his wing, while Warwick said he had collected the impact from Higgins, but then Rensing turned in across his nose.

Initially, Higgins held second, but his now mishandling Ralt was soon to be swallowed up by Robertson and McNish.

At the end of lap 1, Brabham's lead was huge. Then came Robertson through Deer Leap, with McNish right up his chuff. The little Scot looked to go by on the right, but the Englishman closed the door. The red and white Marlboro car came very close to hitting the pit wall, but didn't. McNish was more than angry at what he saw as a clearly outrageous manoeuvre. Sure, it was a blocking move, but quite why Allan feels people must make his motor racing life easy for him is quite a mystery.

At the end of lap 1, Higgins was still fourth, with Elliott fifth, from Stewart and Hakkinen, the Finn immediately slipping up a place into Old Hall. Warwick pitted for good. By the end of lap 2, Higgins was plainly in trouble and had dropped to seventh. And a lap later, he came in for a new nose, left



Gary Brabham shows what measures might have had to be taken by brother David's rivals for them to have had a look-in at Oulton Park. Photo: Andrew Shaw.

CLASS B

The crowning

Competition may have been hotting up in Class B, but it's too late, as Fernando Plata is champion.

After qualifying, Plata was under pressure. After the qualification race, Scott Stringfellow had out-paced him, with Tony Trevor – standing in for Guido Basile – and Chad Wentzel not far behind. Had he been able to start, Chris Needham would probably have pushed him, too.

In the main race, though, Plata's fortune remained as good as ever, and the Mexican was left with just one driver to contend with after Stringfellow had his nose bent out of trim at the first corner.

Plata's chaser was Rooklyn, and the Australian was determined to get by. For lap after lap he tried, but Plata wasn't going to wave him through. Eventually, he didn't have to, as Rooklyn dropped it at Foulston's, becoming marooned on the kerbs. End of story. Win number seven for Plata.

Though he pitted, Stringfellow was looking good for second place, closing on Lindoro da Silva and Hepworth. Then, just as he was on them, Hepworth braked earlier than he had expected at Shell Oils Corner and Scott had to lift off to avoid hitting him, spinning into the gravel. Then, da Silva made "a beginner's mistake" and spun off over the kerbs at Cascades.

Running with damaged front wings, Dominic Chappell and Chad Wentzel collected third and fourth places, Juan Serda the final finisher.



with just the point for fastest lap to aim for.

By lap 7, Brabham was 10 seconds to the good. Robertson and McNish continued to tussle behind, McNish's only other passing attempt being an over-optimistic dive down the inside into Old Hall at the start of lap 5. He lost ground, but close as he did afterwards, that was his final passing attempt.

The order settled behind, Elliott a steady fourth from Hakkinen, with Ayles sixth, under increasing pressure from Rydell, Alcorn moving into a lonely eighth place. In fact, there was remarkably little overtaking, save for that executed by Estupinan – climbing from 19th grid position – and Ward, the latter having chugged off the line, leaving himself the whole of Class B to tackle before he could set about his regular race mates.

On lap 7, Hakkinen passed Elliott, thereafter making himself safe in fourth. And so the order stayed. Until the last lap, that is.

Brabham won by 8.73 seconds, relaxing in the latter half of the race, which was something that Robertson couldn't afford to do. He did all that was required of him to hold McNish at bay, albeit by 0.41 second.

Hakkinen looked comfortable for fourth, but his car faltered on lap 20. Elliott started to reel him in, but then his car faltered, too. Both were short of fuel, a fuel pipe clip having broken on the Finn's car, and Ayles closed in, momentarily relieved of pressure from Rydell, the Swede having been baulked by a backmarker. Coming out of Druids, Elliott was back into fourth, a place he held to the line, despite a charge from Ayles. Their respective fathers, watching the race together, must have thought it was 1985 again, when Jason and Gary were the class of the junior FF1600 field.

Hakkinen managed to burble to the line, still ahead of Rydell, with Alcorn in front of a fast closing Estupinan.

The race had its casualties, though, with Tanaka's car getting jammed in gear, Simoes spinning off, while Carcasci sported a flame-spitting misfire, something he found hard to detect, his Reynard-Toyota feeling down on power even when working well after his F3000 drive. ■



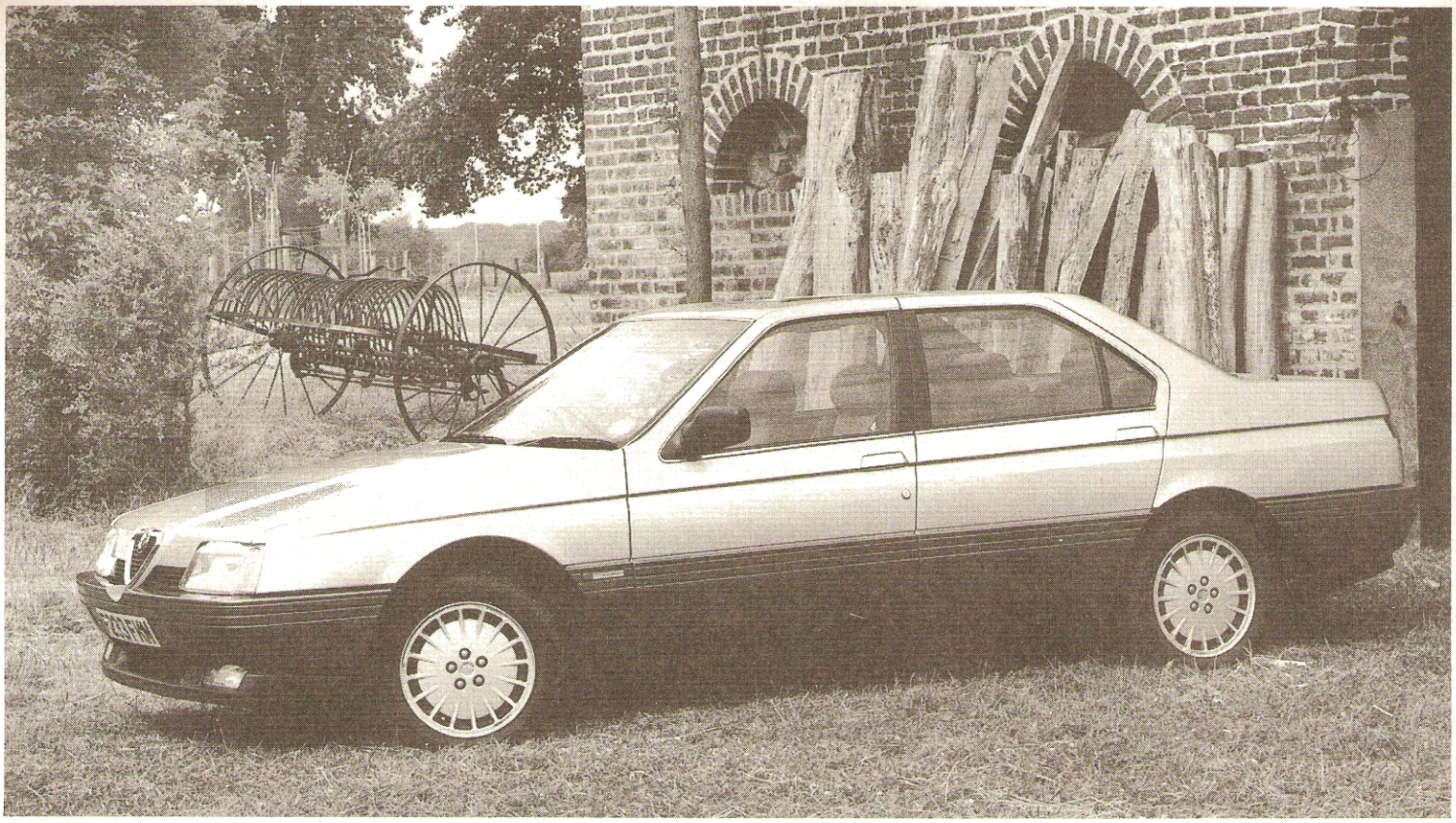
Above: Warwick (2) seems on course for a collision with Brabham (1) while Rensing (18) stays clear. Photo: Zooom. Right: The German became a casualty, however, joining Warwick in retirement, while Brabham went on to an untroubled victory.

OULTON PARK (GB)

August 12/13, Lucas British F3 Championship, round 11, 20 laps – 55.38 miles

Pos		Driver (Nat)	Entrant/sponsor	Chassis-engine	Result	Best lap	Qual	Pos
1	✓	David Brabham (AUS)	Bowman/Jewson	Ralt-Spiess VW RT33	30:38.89	1:30.70	1:30.21	B1
2	✓	Steve Robertson (GB)	Bowman/Midas Group	Ralt-Spiess VW RT33	30:47.62	1:31.45	1:34.83	A3
3	✓	Allan McNish (GB)	West Surrey/Marlboro	Ralt-Mugen Honda RT33	30:48.03	1:31.22	1:34.92	A4
4	✓	Jason Elliott (GB)	Swallow/Rugby Finance	Reynard-Spiess VW 893	30:58.16	1:31.59	1:31.39	B7
5	✓	Gary Ayles (GB)	Jack Brabham/Rouse + ICS	Ralt-Spiess VW RT33	30:58.37	1:31.73	1:31.30	B5
6	✓	Mika Hakkinen (SF)	Dragon/Marlboro	Reynard-TOM'S Toyota 893	30:59.47	1:31.56	1:31.16	B4
7	✓	Rickard Rydell (S)	Eddie Jordan/Talkland	Reynard-Spiess VW 893	31:01.51	1:31.53	1:35.52	A6
8		John Alcorn (GB)	Becsport/Brownings	Reynard-Alfa Romeo 893	31:09.08	1:31.82	1:31.36	B6
9		John Estupinan (COL)	Bowman/Cafe de Colombia	Ralt-Spiess VW RT33	31:10.47	1:31.66	1:37.80	A10
10	✓	Paul Stewart (GB)	Paul Stewart/Camel	Reynard-Mugen Honda 893	31:13.91	1:32.03	1:30.91	B3
11		Gary Ward (GB)	RGS Racing/TL Clowes	Reynard-Alfa Romeo 893	31:18.82	1:32.07	1:31.53	B9
12	✓	Mika Salo (SF)	Alan Docking/Colt	Reynard-Alfa Romeo 893	31:21.44	1:32.55	1:36.66	A7
13		Osvaldo Negri (BR)	TechSpeed/DACCAR	Ralt-Spiess VW RT33	31:41.54	1:33.17	1:32.60	B10
14	✓	Philippe Adams (B)	Bowman/Constantia	Ralt-Spiess VW RT33	31:41.59	1:32.65	1:37.82	A11
15		Hilton Cowie (ZA)	Hubbard Racing/Prince's Trust	Ralt-Spiess VW RT33	31:45.37	1:53.76	1:37.20	A8
16	✓	Derek Higgins (GB)	West Surrey/Uniden	Ralt-Mugen Honda RT33	31:46.39	1:31.32	1:30.62	B2
17		Kozo Orita (J)	TachSpeed/OiOi	Ralt-Spiess VW RT33	19 laps	1:35.10	1:45.19	A17
18(B1)		Fernando Plata (MEX)	Bowman/Armados de Acera	Ralt-Swindon VW RT32	19 laps	1:34.41	1:43.37	A14
19(B2)		Stephen Hepworth (GB)	Driver/Specialised Coatings	Reynard-VW 883	19 laps	1:36.32	1:43.23	A13
20(B3)		Dominic Chappell (GB)	Longridge/Apeils Developments	Ralt-Brabham VW RT32	19 laps	1:36.79	1:44.91	A16
21(B4)		Chad Wentzel (ZA)	Hubbard Racing/Prince's Trust	Ralt-Alfa Romeo RT52	19 laps	1:38.72	1:34.73	B14
22(B5)		Juan Serda (E)	Roger Cowman/Motal	Ralt-VW RT30	19 laps	1:39.63	1:48.16	A18
R	✓	Minoru Tanaka (J)	TOM'S GB/Leyton House	Ralt-TOM'S Toyota RT33	18 laps – gearbox	1:32.38	1:37.51	A9
R		Antonio Simoes (P)	DAD/Galp + Ariston	Ralt-Alfa Romeo RT33	16 laps – spun off	1:32.46	1:31.49	B8
R	✓	Paulo Carcasci (BR)	Intersport/Cellnet	Reynard-TOM'S Toyota 893	12 laps – misfire	1:33.49	1:35.07	A5
R	✓	Paul Warwick (GB)	Intersport/Cellnet	Reynard-TOM'S Toyota 893	1 lap – accident damage	–	1:34.37	A2
R	✓	Otto Rensing (D)	Paul Stewart/Camel	Reynard-Mugen Honda 893	0 laps – spun off	–	1:33.77	A1

Winner's average speed: 108.41mph. **Class B:** Plata, 102.79mph. **Fastest lap:** Brabham, 1m30.70s, 109.90mph. **Class B:** Plata, 1m34.41s, 105.58mph. **Championship positions:** 1, McNish, 49pts; 2, Higgins, 34; 3, Brabham, 32; 4, Rydell, 26; 5, Hakkinen, 20; 6, Menu, 17; 7, Adams & Robertson, 13; 9, Rensing, Salo, Schonstrom & Stewart, 9; etc. **Class B:** 1, Plata, 90pts; 2, Stringfellow, 38; 3, Simmiss, 27; 4, Rooklyn, 25; 5, Bowes, 24; 6, Kimbell, 21; etc. **Next round:** Silverstone, August 28.



Sporting clean lines, the Alfa Romeo 164 Lusso is more than just a pretty face. It's a comfortable, high speed tourer.

Alfa's ultimate package

Alfa has a tradition of making cars with superb engines and enthusiastic handling, but of late its reputation has been let down by poor quality and – to put it mildly – odd styling. The 164, though, created under the old Alfa regime, is the first from the company under Fiat control. Coincidentally or not, it shows: the 164 is the best Alfa for years.

Some years ago, four manufacturers joined together to make a common floorpan onto which they would each mount their own body and engine, thus saving costs. It didn't quite come off as hoped, but it did result in the 'Type Four' cars: the Saab 9000, the Fiat Chroma, the Lancia Thema and the Alfa 164. Thus the 164 is of the same basic pattern and size as the others, a medium-to-large four-door saloon. The 3-litre V6 engine is mounted transversely in the nose and there's independent suspension all round via MacPherson struts. There, though, the resemblances end.

For the 164 Alfa turned to Pininfarina for the shape, and the result is simple and elegant, if a little Peugeot 405-ish (that's no coincidence either, since the Turin styling house designed both). And it's as sleek as it is good looking with a Cd of 0.30. In addition, some 60% of the shell is made of galvanised steel in an attempt to repudiate its reputation for rusting.

The power unit, Alfa's well-known V6, is installed sideways in the 164, feeding power to a 5-speed manual (or 4-speed automatic) 'box and thence the front wheels. In its latest manifestation it produces 192bhp at 5000rpm, and 171lb/ft of torque at 3000rpm. The MacPherson struts are located by wishbones at the front and trailing arms at the back, there are disc brakes (with ABS) at each corner and steering is by assisted rack and pinion.

There's not a great deal in the paper specification to tell you what makes the 164 so different to the other Type Four cars. That's where Alfa's years of experience in making cars for enthusiasts comes in.

Take the engine, for example. There's enough sheer power to take this biggish saloon to a top speed of 140mph, and to 100mph from a standstill in 21 seconds. This makes it a very competitive car, on a par with the BMW 530i. Where the Alfa scores is that the engine is every bit as smooth as the BMW's – high praise indeed – and if anything even more flexible, with superb throttle response. There's plenty of torque right through the rev range too, though with contemporary, wide-spread gearing you'll find it necessary to drop down two rather than one gear for rapid overtaking. A couple of recent high-speed trips to the continent showed that the 164 will cruise with utter effortlessness in the 100-120mph region on motorways, yet punch its way up assorted mountains with great vigour. It seems a pity, in fact, that it's so muted: what little exhaust noise escapes is almost spine-tingling.

The 164 is easily the best Alfa for a number of years

As might be expected with a 60/50 f/r weight distribution and front-wheel drive, the 164 is basically an understeerer, but having said that it has more in common with a hot hatchback than a large FWD saloon when it comes to handling. The steering, for example, feels more direct that in most of the competition, so that placing it in corners accurately is easy, while in faster bends it is beautifully poised. On one trip we detoured around the old Spa circuit, now a fairly lumpy country road, and this proved that the 164 isn't phased by variable surfaces (and that the racing drivers of yore were exceedingly brave...)

However, in the straight ahead it needs a tad more concentration to keep it arrow straight. There is also noticeable torque-steer: accelerate hard in the lower gears and the car tends to dart from side to side. A cross-country trip through Belgium also proved that the ride is pretty exceptional, absorbing pot-holes and poor surfaces with a distant thump from the suspension but very little body movement. The combination of disc brakes and ABS with servo assistance meant total faith in the car's stopping ability.

The torque steer from the steering apart, the controls work well. The clutch is light, progressive yet positive, and the gearchange precise and clean. Alfas once had a reputation for a poor driving position due to an odd steering wheel/seat correlation, but there were no such problems with the 164. However, Alfas wouldn't be Alfas without some quirk, and that of the 164 is a block of switches, in nasty grey plastic, across the centre of the fascia. They're confusing and ugly. What's more, the air conditioning couldn't cope with really hot weather, blowing out merely cool rather than ice-cold air. And the combined radio/CD player is thoroughly awkward to try and operate, with buttons the size of pinheads.

The instruments, on the other hand, are also in the BMW bracket in terms of clarity and readability. The seats are more than just comfortable – four continuous hours behind the wheel didn't cause a single ache – and the interior on the whole is pleasantly trimmed. Naturally there is plenty of space inside, while the boot is accurately described as cavernous.

The 164 is an important model for Alfa. Its success rate in this market has been pretty disastrous of late, and it hasn't exactly shone in other areas. The 164, though, is as clean a break as you can get, a new direction. The car itself is easily the best Alfa for a number of years, and at least the equal of, and in many cases better than, the opposition. It all boils down to the fact that Alfa's traditions of brilliant engines and handling have been combined with that new look and more acceptable ergonomics. On the quality front – well, we'll just have to wait and see.

But anyone in the market for a £20,000 to £25,000 luxurious, swift saloon who wants an element of fun as well couldn't do better. ■

ALFA ROMEO 164 LUSSO

£21,395

Cylinders/capacity	V6, 2959cc
Bore/stroke	93/72.6mm
Valve gear	Sohc per bank
Fuel system	Bosch Motronic ML 4.1
Power/rpm	192bhp/5600rpm
Torque/rpm	181lb/ft/3000rpm
Maximum speed	138mph*
0-60mph	7.9s*

* *Autocar* figures

By ADAM COOPER





Well respected man

There were few people in the pitlane at Le Mans in June who begrudged the success of Sauber-Mercedes No 63, for the man at the wheel was Jochen Mass, upon whom Lady Luck has, seemingly, rarely smiled. If anybody deserved to have the honour of taking the Silver Arrow to a historic victory, it was 'Hermann the German'...

This year's Vingt Quatre Heures may not have had the emotional scenes which followed Jaguar's win in 1988, but Jochen's many friends in the business were delighted that the sportscar ace was able to bask in a little glory, as the anchorman in the winning car.

Built like a middleweight champion, Jochen has about him an air of calmness and quiet efficiency, which is sometimes mistaken for arrogance by those who don't know him. Always preferring a relaxed approach to his racing, and never one to get involved in shouting matches, Jochen is one of the most laid-back people you'll ever meet in racing. That, as he admits, has sometimes worked against him; more often than not a more voluble team mate has been able to work a team round to their way of thinking.

It's seven years since Mass turned his back on Formula 1, mid-way through a disastrous and nightmarish 1982 season with John Macdonald's RAM March team. It was supposed to have been a comeback for Jochen, who'd dropped out of F1 the previous year, but it didn't turn out the way he'd hoped.

"In 1981 I didn't race in F1," he recalls, "After I'd rolled a car in Austria in '80, and crushed two vertebrae, I was slightly discouraged, and it didn't seem as though I'd get a good car, so in 1981 I was just laid back a bit and had a break. And then at the end of the year I was really contemplating going back for '82. It was a bit of a half-hearted decision, because I really should have been around all the Grands Prix, speaking to many people, and then I think I would have had a chance to drive for Frank (Williams). Which of course would have been a lot better than what I finally did!

"I never really came to grips with F1 entirely. I definitely could have done better"

"Macdonald came along with March and spoke to me. I had a sponsor, Rothmans, so we thought we could go together. It looked okay, with Adrian Reynard the designer and so on, but the whole constellation wasn't right, and I found out too late. We had lousy tyres; we'd had Pirellis which weren't very competitive, and we finally made a change to Avon after a back-to-back test. And then Pirelli improved a lot for the next race; they were probably quite pleased to get rid of us, it streamlined their operation.

"Then I had this unfortunate accident with Gilles Villeneuve, which didn't exactly endear me to the sport. There were some words uttered by my colleagues... Plus I knew him quite well, I knew his kids and his wife. It was just a sad loss for everybody.

"After that I had a nasty shunt at Le Castellet, where I was very nearly killed myself. Mauro (Baldi) put his wheels between mine and flipped me at Signes at the end of the straight. I didn't really know what had happened, I was somewhat dazed after the accident."

Jochen's wrecked March 821 ended up in a spectator area. Amazingly, no one was hurt, but as he staggered away from the scene, Mass was only too aware that it has been a miraculous escape for all concerned.

"I thought what's the point in doing it anymore? I thought of my kids, I thought of all sorts of things. I felt I was just hanging on in F1. I sat in a not very competitive car, and without much prospect of getting a good one. My reputation, I think, was also on a low during that period. So I was a bit discouraged by all that, and thought 'Now I'd better give it up'. Otherwise you just fool yourself. Had I hung on, I'm sure I could have pulled myself out of it, but I didn't want to.

"And I've never really regretted the decision to get out of F1. Perhaps without my accident, I wouldn't have given up, and without Villeneuve's accident earlier that year, despite my own, I wouldn't have quit either. So it was just the two together."

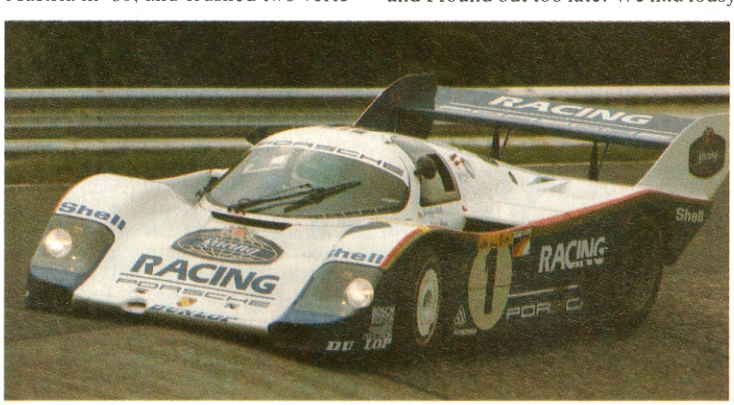
It was a disappointing end to the 105-race Grand Prix career of a man who in his McLaren days in 1975-77 had been one of the top half dozen drivers. Consistently quick, he suffered from receiving number 2 treatment to first Emerson Fittipaldi and then James Hunt. His only F1 win came at Barcelona in '75; typically for Jochen, it was an event marred by the tragic Stommelen accident, and he took no pleasure from the victory. Could he have achieved more success with the team, at the time challenged only by Ferrari?

"Absolutely," he smiles. "There's no doubt I could have done better. I had plenty of talent, no doubt about it. I was just too easily content. I always thought, 'It'll come, it'll come.' I wasn't pushy enough, that was my problem. I never really came to grips with F1 entirely. I definitely could have done better, but I never got on top of it, like perhaps I did for years in sportscars.

"There were many events, like when my engine blew in Spain in '76. James was leading, I was lying second, and catching him, and my engine blew for no apparent reason. Little things like that happened reasonably often. Fuji, James's World Championship race: I knew I wasn't allowed to be in front of him, because he had to finish at least fourth to be ahead of Niki Lauda. In the rain I caught up everybody, and I really could have won that race. But I sat behind him, and I was just cruising along and made a little mistake because I was not concentrating.

"I should have won six or seven Grands Prix. It would have made a big difference, but it didn't materialise. Perhaps I *would* then have been on top, because when you win suddenly you enter a different responsibility, a different dimension. You feel somehow more confident, and you work hard, and concentrate more on that.

"I think my biggest mistake was





when I joined ATS in 1978. From then on I sort of went down. I could perhaps still have had some good years with Arrows in '79-80, had the car been slightly more competitive. I think we made the most of it, Patrese and me, but it was not a winning car. We had a good car when I joined Arrows, but we progressed somewhat backwards."

When Jochen left the Grand Prix scene in mid-'82, he decided to concentrate on sportscar racing. It was the first year of the Group C formula, and the new Rothmans Porsche 956 was dominant. Mass had already forged a successful partnership with the great Jacky Ickx, having won many races in works Martini 935s, and over the next couple of years they continued their winning ways with the 956.

"There couldn't have been much opposition, because the car was definitely superior, as you can still see with the 962 seven or eight years later. The car is still very competitive, with some alterations in the mean time. It was an absolutely perfect sportscar, and it was virtually unbeatable. Lancia was good, but not good enough.

"Jacky and I had good wins all along. I raced with him for 10 years, which is a long time, and we had a lot of success. We got on quite well, and he only got away from me with the Le Mans wins."

For his Le Mans victories, Ickx of course teamed up with Derek Bell. Derek has always maintained that perhaps the Belgian got more than his fair share of the credit for their wins; Jochen suffered the same fate.



Top left: Jochen Mass, still racing after 20 years. Above: Jochen's only Grand Prix win came in Spain in 1975, but it was overshadowed by the tragic accident which killed several onlookers. Right: Two years with Arrows in 1979-80 were disappointing. Far left: Mass and Jacky Ickx formed a hugely successful partnership for Porsche.

"Everybody seems to take that as part of my being. Even now there's Jean-Louis Schlesser, number 1, he's very fast, and I sort of tag along! It was the same with Ickx. I was easily as quick as he was, or usually quicker. He was a very good driver, and we got on very well, so nobody made a point of that, I had no problems with it. 'The willing horse carries the load', to a degree. They put you aside because they know they're not going to get too much flak. I'm not unhappy about that, you just don't get a lot of credit for it sometimes."

After Ickx retired Mass was teamed up with new works recruit Bob Wollek for 1986. The pair had to make do with the team's older, less popular chassis, and it was to be a disastrous season, as it seemed that every race they entered together resulted in retirement. The following year ended almost before it had begun, when Porsche announced its withdrawal from Group C, leaving the drivers in limbo.

"The last two or three years with Porsche we had lousy luck, fires in the pits, things like that. But I don't believe in bad luck. It was just coincidence, and we had to live with that; there was little I could do about it. And then Stuck made some unfortunate remarks to the press. He said that we weren't quick enough – excluding himself of course – so he brought in a bit of a spirit of jealousy, this and that, which was a bit unpleasant."

For the second half of 1987 Mass ▶

►►

concentrated on IMSA. He'd won at Sebring earlier in the year, sharing the Bayside 962 with Bobby Rahal, and he went on to score three more wins, two of them on his own. To that tally he added victory in the non-championship Kyalami Group C event, driving solo for Richard Lloyd. The successes gave him a much needed boost after recent disappointments in the World Championship.

"Of course it gave me confidence. But I never really lacked confidence; I always knew what I could do, and what I couldn't do. I always felt that when I didn't do well, it was usually the material which let me down. I know that I can do well, given the time and the material to prove it."

Fresh from those wins, Mass put his name to a Sauber contract for 1988, severing his long link with Porsche. The chance of being a works Mercedes driver – and the only German in the team – was hard to resist.

"We spoke in Spa in '87 for the first time. Obviously I knew Porsche was quitting, so I wanted to get a good team. I spoke to Tom Walkinshaw as well. And then I weighed Mercedes and Jaguar, and opted for Mercedes..."

The association got off to a great start, when Jochen joined Mauro Baldi and Jean-Louis Schlesser for a first time out win at Jerez. Typically, Jochen's stint was 10 minutes too short to earn him points! By the end of the year the Sauber operation was into gear, and Jochen shared wins with Schlesser at Brno, Sandown and, in a superb wet weather drive, at the Nurburgring.

"In the beginning the Jaguar team was just a little bit more experienced, and they were just a little bit more alert to small problems. We were trying to find our feet, and we made a few innocent mistakes which cost us more than they should have. That's one thing I must give Peter Sauber credit for; he let the team grow slowly, even against the pressure of us perhaps. He knew that we would have to get the right people and so on."

For 1989 of course, came the legendary silver colours, along with a new 4-valve engine. The whole effort has stepped up a gear this year, and the Saubers have been virtually unbeatable, although let down by tyres at Dijon. Once again Mass got himself left behind in the points race, failing to start at Suzuka through illness, but that disappointment was forgotten after the fabulous (but non-championship) Le Mans win.

"Typical! Le Mans, I win it, and there's no points, no prize money, nothing, just a lot of glory. It had to be like that of course. But it means a lot actually. I don't want to make it sound insignificant, it's a very important win, a great race to win. I got a lot of congratulations. People felt it was time for me to win, but quite honestly I've only done it nine times now, which isn't all that much considering how many times Bob and many other people have done it."

The key to the victory was the amazing reliability of the C9-88, and superb, fast night time driving by both Mass and Sauber debutant Stanley Dickens. Jochen did an excellent job as team leader of the trio, putting aside his dislike for the circuit and the hype surrounding the event. What was the secret to the win?

"I think it was because I had an attitude of easy come, easy go, and I maintained it throughout the race. I thought it either works or it doesn't; just drive solid, constant. Don't do anything foolish. I've done races before like that with Porsche, when we just had small mishaps. I should have won that race already for the third or fourth time! This was the first time nothing let us down, it just held together. I got into the car and said I just want to do that hour as good as possible, and let's see from one hour to the next. Even one hour from the end, I thought a lot of things could still happen. It was still a one hour race.

"Stanley did a really outstanding job, for having so little time in the car beforehand, and Manuel Reuter, being young and rather inexperienced, also did a very good job. I only knew Stanley from reputation. I knew he was good, but I'd never raced with him, so he was a bit of a dark horse for me. Then I met him and found he was a good, solid guy."

In the last couple of years, Mass has expanded his horizons from purely driving. He is keen to promote young German talent, and is trying to push the career of F3 star Heinz-Harald Frentzen, whom he ran in Opel Lotus last year. Mass has no financial stake in Frentzen's career, but simply wants the cream of his country's up-and-coming drivers to avoid the mistakes he made in his early days. This year he is also running a Mercedes team in the high-powered German Touring Car Championship. Does team management feature in Jochen's future?

"I want to leave that open. I'm a little bit lost with that question. I know I can do it, the question is, do I really want to do it? That's something I can't answer myself yet.

"I'm doing the Group A team because I feel I know quite a lot about racing, I know how things should be run, how they should look. I guide it not so much with intellect, if you want, but with certain instincts, certain feelings. But if you ask me very bluntly if that's what I want to do, I'll have to say 'Let's see'."

Mass has always had many interests outside racing, and even during his F1 days was quite happy to go off and indulge in the sort of dangerous sports which wouldn't find their way past current Grand Prix drivers' contracts. He always takes an opportunity to get away from the bull of the racing scene.

"I'm still reasonably competitive. I'll probably do another year or so"

"My real love is the sea, and boats", he admits. "And racing was always a tool to achieve the other things. And that perhaps sums it up best. I was perhaps not at heart the racing driver I could or should have been. That's why I lacked ultimate success too, taking it too easy, because my interests are very strong in other fields. Of course, those interests don't pay me as much as racing!

"But I really love motor racing, and I've enjoyed it tremendously, and it gave me a lot over the years, so-called insight if you want. You learn a lot, you get around, you meet different aspects of life."

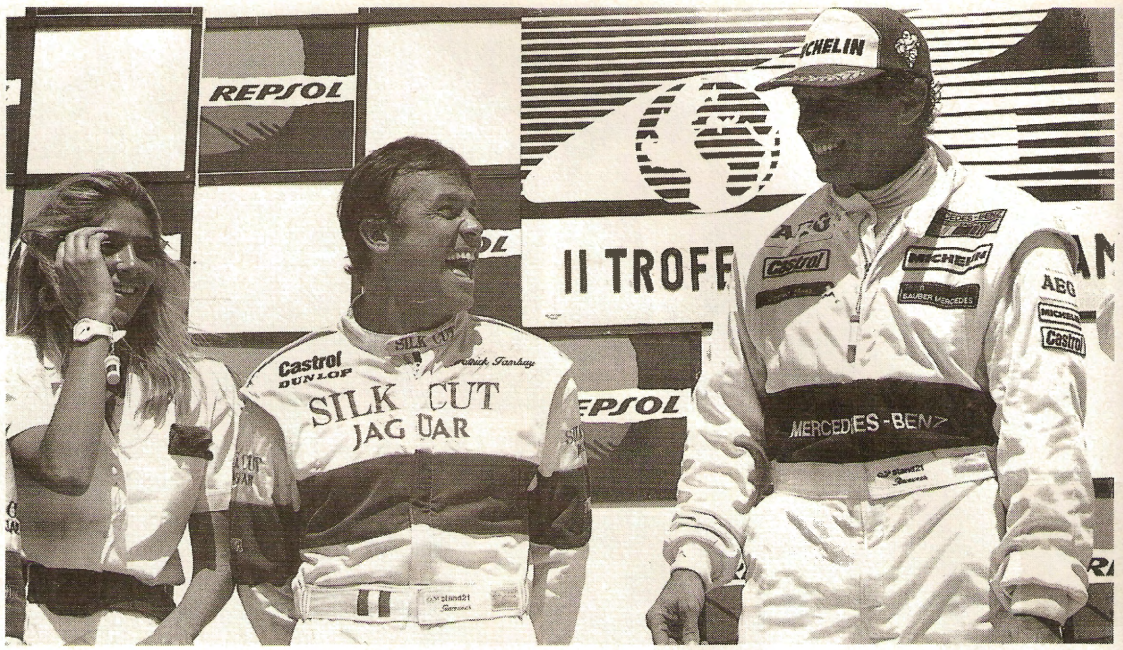
Very few of Jochen's Grand Prix contemporaries are still racing. How long will he stay in the sport?

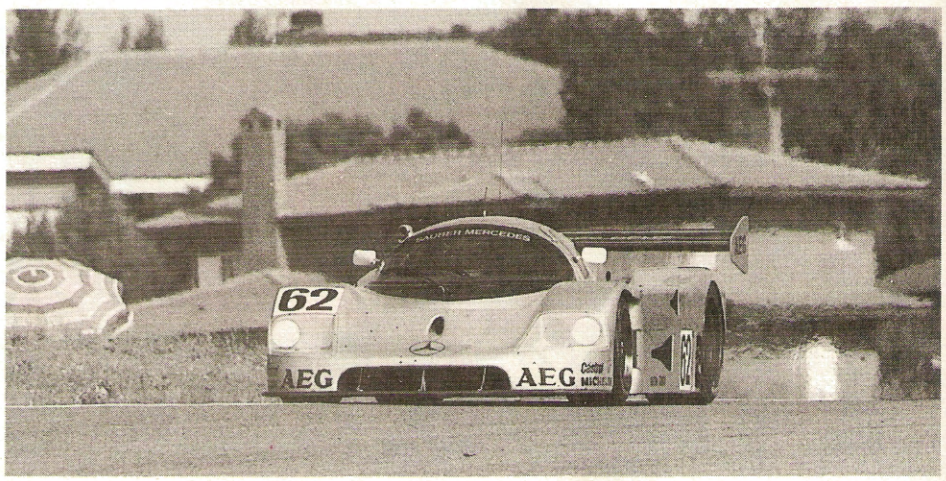
"Well, I'm 42 now, and I probably haven't got many years left, especially in this league. At the moment I'm still reasonably competitive. I'll probably do another year or so; we'll see. I've been doing it for 20 years, and I've been doing it as well as I could.

"I see myself as a reliable, solid driver. I do things without too much fuss. To me the first priority is to finish the race, and not to be heroic, or look super splendid, I just want to get on with it and finish and win if possible. That's all that matters to me."

There may have been disappointments in the F1 days, but Jochen is thoroughly enjoying life at Mercedes, and driving as well as ever. At Jarama it was Mass and not Schlesser who drove the first and last stints, ensuring another win for the Silver Arrows, and proving once again that he is as quick as the rest of the Sauber quartet. And he still has a passion for racing, even if there's plenty of room for other things in his life.

"Not everybody can be or has to be a winner. There's no 'has to be' anyway: it happens, but if it doesn't happen, you can still look back and say you didn't do well, but it's not a big deal, you still did well enough under the light of things. Whether that fulfils your ambition and goals, that's entirely in your own attitude. To me when you look at it in a more philosophical way, you say, 'Well it has been good to me'. It *has* been good to me. I've got no worries. I could have won this race or that race, but in the end, what difference does it make?" ■





Mass celebrates his Spanish victory with runner-up Patrick Tambay. The man who replaced him at McLaren in 1978... Right: Jarama marked Jochen's sixth win with Sauber in two years.



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1990 DATES			
11 Feb	BRANDS	28 May	CROFT
18 Mar	BRANDS	3 June	CADWELL
31 Mar	KNUTTS CR	17 June	KNOCKHILL
1 Apr	MONDELLO	22 July	TBA
13 Apr	CROFT	5 Aug	SWINDON
16 Apr	LYDDEN	27 Aug	LYDDEN

CLASS A		
1 Michael Shield	Metro 6R4	149
2 Steve Palmer	Metro 6R4	124
3 John Welch	Vauxhall XTRAC	123
4 Trevor Hopkins	RS200E	102
5 Vic Moyce	Metro 6R4	68

CLASS B		
1 Tony Bardy	Vauxhall Astra	120
2 Barry Squibb	Escort	101
3 Brian Betteridge	Escort	88
4 Tony Proctor	Sierra	74
5 Roger Newbold	R5	71

CLASS C		
1 Peter Rucroft	Vauxhall Nova	130
2 John Milner	205	123
3 Mark Proctor	Nova	81
4 John Turner	Escort	76
5 Ian Sandwith	Mini	71

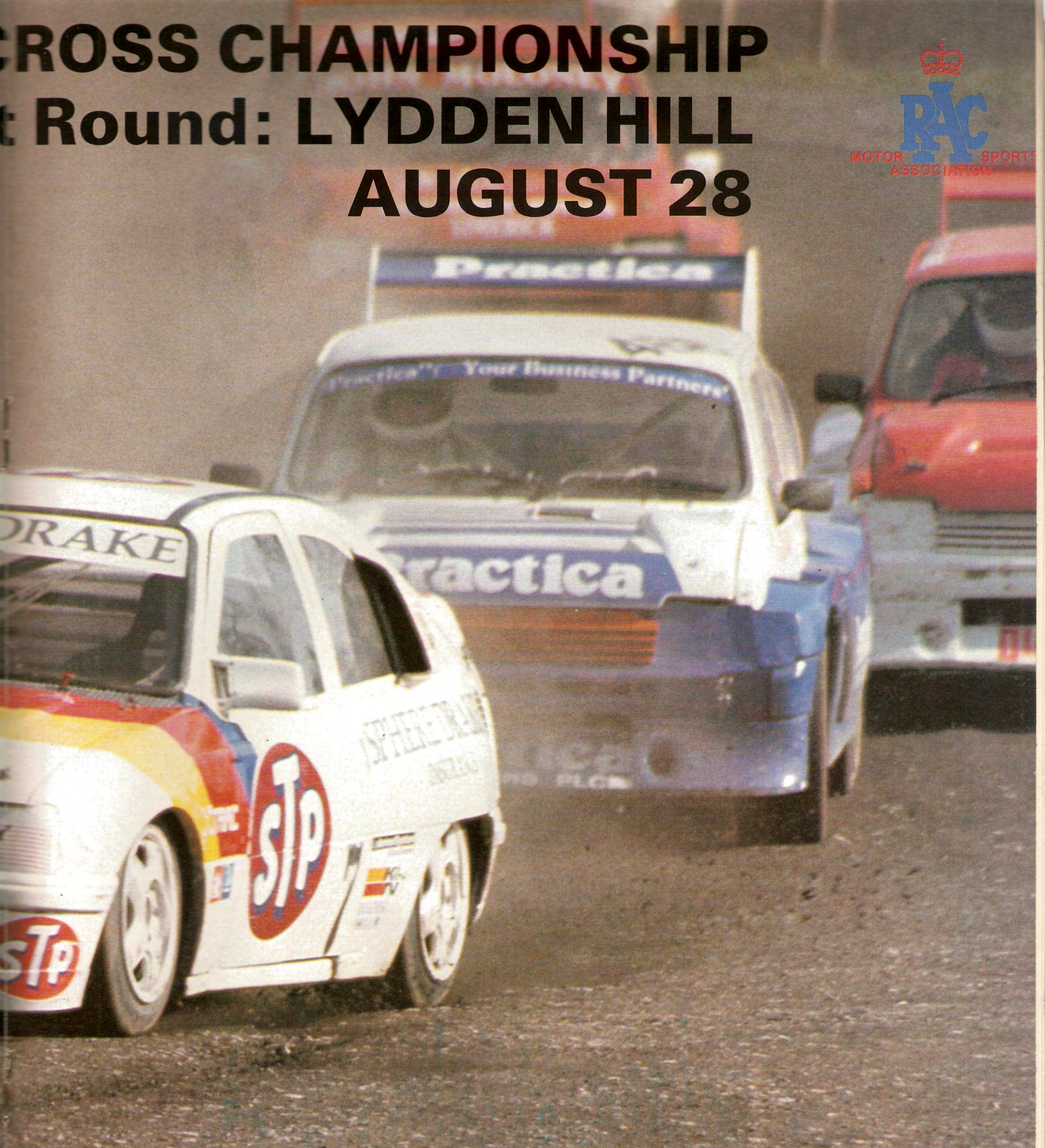
[ALL POINTS SUBJECT TO CONFIRMATION]



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GOODYEAR

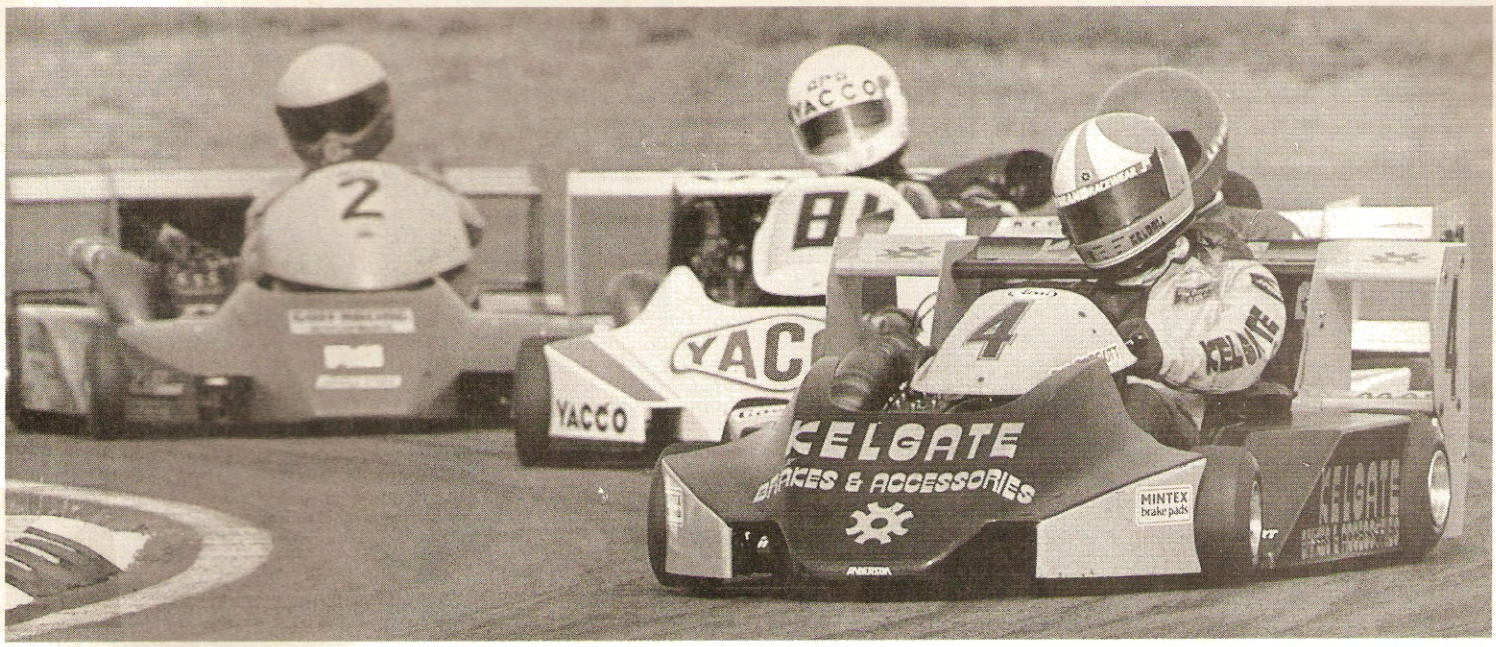
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REPORT: MIKE SMITH – PHOTOGRAPHY: DOUG REES



The Parrott sketch

Martin Hines and his Zip Eagle looked to be heading for a tremendous double success at Silverstone last weekend until gearbox problems robbed him of victory with just two laps left to run. Current British number one, Tim Parrott, was the man in the right place at the right time.

After Hines's retirement Tim went on to take the 250 Formula E Grand Prix, successfully holding off the challenge from Dutchman Perry Grondstra and Frenchman Eric Gassin.

Timed qualifying took place on Friday afternoon and Saturday morning and it was Chris Stoney, in only his first full season of Superkart racing, who headed the time sheets with a lap of 1m09.50s. Gassin, Grondstra, Hines and Ian Shaw were the only other to dip under the 70 second mark with Tim Parrott next up on 1m10.25s.

The World Pre-Final, over seven laps on Saturday, was led all the way by Hines with Stoney tucking into second after Grondstra suffered a seized engine. The final saw another Hines victory but this time Stoney pushed him all the way until a broken clutch cable intervened and the Castleford driver again settled for second place. Phil Glencross was next up from Gassin, Parrott and Roger Goff.

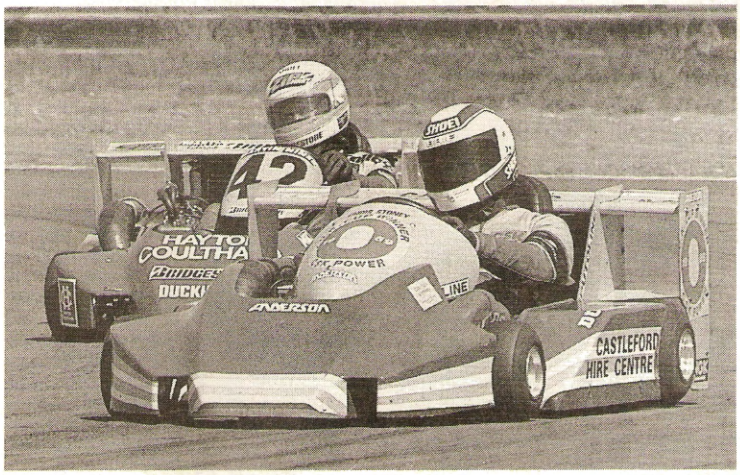
So with the World Series Round complete, attention turned to the British Grand Prix, and the final grid sheet, after three split heats, showed Stoney on pole with Hines, new European Champion Stefan Rindstroem and Parrott making up the rest of the front row.

On the green it was Hines who got away well, but into Becketts for the first time and Shaw grabbed the lead. Hines quickly hit back and by lap 6 he was easing away and about to swallow the first of the backmarkers. The retirement rate was high... World Champion Petersen had gone, along with Rindstroem and Glencross. Behind the flying leader, Hines, Parrott was having a terrific scrap for second with Grondstra, Gassin and Goff. Into the last third of the race and Hines had what looked like an unbeatable lead. Then, with 13 laps completed Hines toured into the pits, his gearbox having expired. Parrott was the new leader but was still coming under tremendous pressure from Gassin, Grondstra and Goff with just two laps left to go.

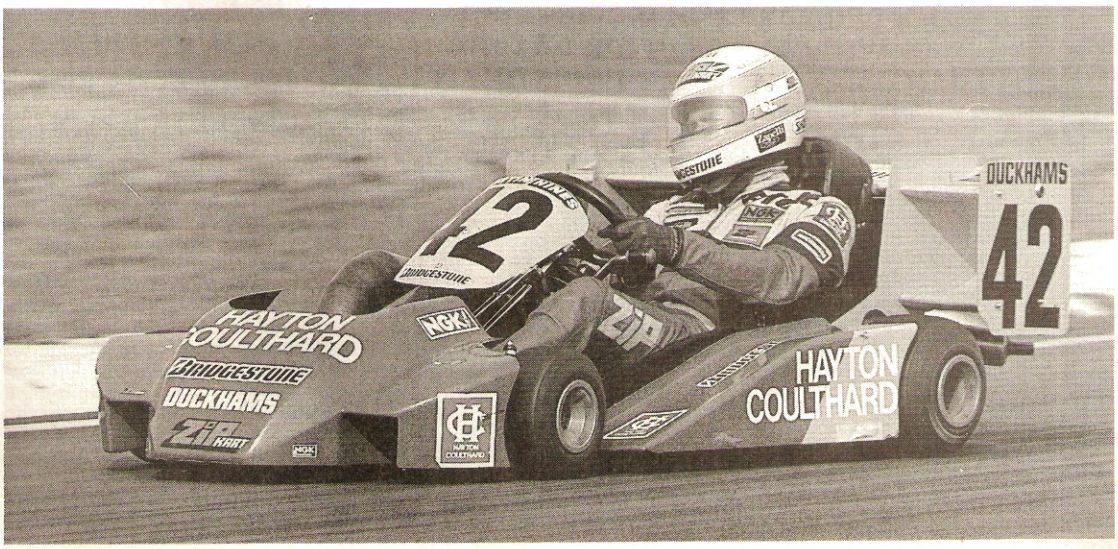
The British Champion kept it all together, though, crossing the line first to take a fine victory after a hard fought 15 laps. Grondstra just pipped Gassin for second spot while Goff held on to take fourth.

The National Classes each had their own 10-lap GP with Martin Pluck taking the honours in the 250 National after a hard scrap for the lead. Simon Cullen managed to hold off the challenge from Alex Pettigrew to take the 125 open title while Boyd Barrington dominated the 125 National category in fine style. John Newton enjoyed a runaway victory in the 210 National GP.

It was an excellent weekend of high-speed karting action and Chris Stoney just failed to record a 100mph lap on the National Circuit with a best of 99.7mph. ■



Top: Tim Parrott (4) was in the right place to take victory in the main event after Chris Stoney (above) had headed the time sheets. Below: Martin Hines dominated the World Pre-Final event.



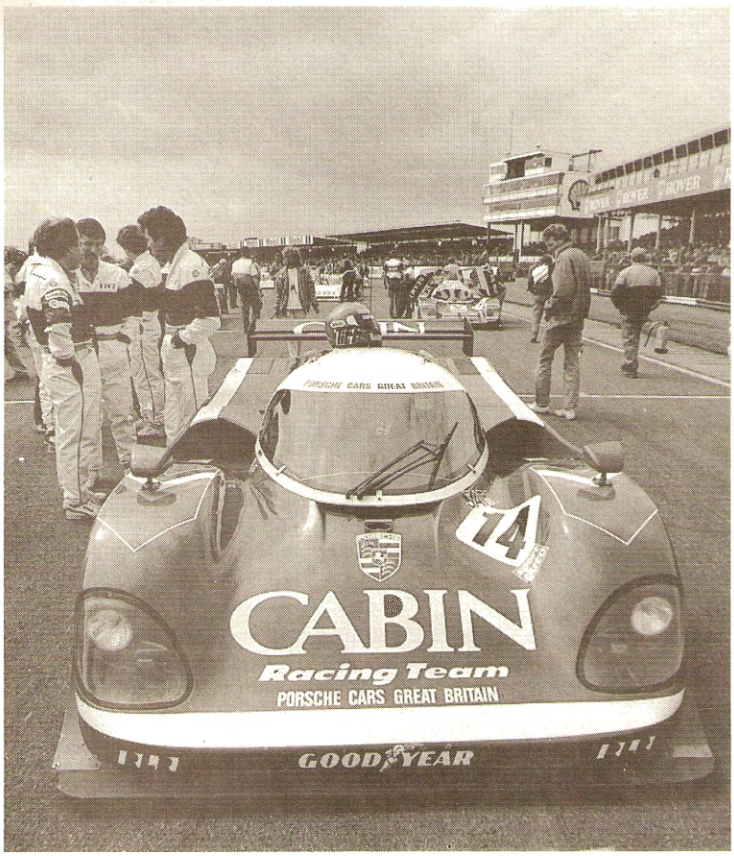
SILVERSTONE (GB)

British Kart Grand Prix

15 laps – 28.70 miles

1, Tim Parrott (Anderson Mirage), 17:38.64, 97.57mph; 2, Perry Grondstra (Zip Eagle KD6 Rotax), 17:39.25, 97.52; 3, Eric Bassin (Nissag Rotax), 17:39.79, 97.47; 4, Roger Goff (Zip Eagle Goff), 17:40.26, 97.43; 5, Pertti Kuismanen (Zip Eagle Rotax), 17:43.82, 97.10; 6, Rainer Wieper (PVP SK Rotax), 17:53.72, 96.20; 7, Wollerich Leo (Anderson Expro Rotax), 18:05.94, 95.12; 8, Alan Pritchard (Anderson CFD7 Rotax), 18:10.09, 94.76; 9, Chris Stoney (Anderson Rotax), 18:19.09, 93.98; 10, Barbara Hepworth (Zip Eagle Rotax), 18:27.66, 93.26.

By TIFF NEEDELL



Half term

March 15 was the dawning of a new era. At the age of 37 Tiff Needell finally got the sort of break into World Championship motorsport that he had been on the verge of for so long. From Grand Prix call-ups by Team Ensign in 1979 and 1980, through ambitious programmes from Aston Martin Nimrod in 1982 and Lamborghini in 1986, nothing quite went right. The chance of a full World Championship season with Richard Lloyd Racing was just the fillip he needed.

Without the millions of pounds available to the likes of Mercedes, Jaguar, Nissan and Toyota, Richard Lloyd's private Porsche challenge has suffered. This is mainly because there has not been enough money to complete the wind tunnel research and undertake a full testing programme.

Now, mid-season, we feel we are on the right track, and hope to score well in the remaining four rounds of the World Sports-Prototype Championship. From the elation of a wet provisional pole position at Suzuka to a humiliating 19th place result; from the encouragement of fifth at Dijon to the Le Mans 'flambé' robbing us of a very hard earned top six finish within two hours of the end; from a strong start at Brands to brake failure and tyre walls a dozen laps away from a fourth place finish... There are times when you feel the world is against you!

Richard Lloyd and Reinhold Joest are the only two Porsche Group C privateers that have challenged strongly since the very beginning. After the dominant debut of the factory 956s in 1982, Richard was one of the first to collect a customer chassis – No 106 – on February 10, 1983. In April, the 'GTi Racing' Canon Porsche 956 made its debut at the Monza 1000kms driven by Jan Lammers, Richard Lloyd and... Tiff Needell. Jonathan Palmer was to be Lammers' regular co-driver, but a Grand Prix clash kept him away. After a variety of dramas, we were eventually placed sixth.

Since the RLR Norisring victory in June 1987, with the sole exception of the 1988 Le Mans 24 Hours, private Porsche teams have been responsible for representing the Porsche marque in sportscar racing, a category of motorsport in which Porsche has been inextricably linked since 1951. In Europe Porsche seems to be making no effort to promote itself in the insular world of Indycar racing. Instead, Porsche is falling behind Jaguar, Mercedes and, now, Nissan and Toyota.

Accepting Porsche AG's decision to concentrate its resources on the US market, Porsche Cars Great Britain Ltd decided that, with England as the nucleus of world motor racing, it should back a British private team and promote British talent as far as possible. Having tested the water with Richard Lloyd Racing at Silverstone, Nurburgring and Spa last year, the company decided to lend its support to RLR through its winter development programme and over the '89 WS-PC.

At last October's Motor Show plans were announced for a two-car, all-British line-up of Derek Bell – who has a record second to none – James Weaver, Martin Donnelly and I for 1989. Then, as now, finalisation of these plans depended on Porsche Cars Great Britain and Richard Lloyd finding sufficient sponsorship.

While PCGB funded the winter development, rebuilding '200', the 1988 chassis, with new bodywork developed from wind tunnel tests at Saint Cyr in Paris, Imperial College London and MIRA, outside sponsorship was hard to find. Wind tunnel work had to be limited and an extensive test programme curtaied. For the first race in Japan there was to be only one entry – for Derek and myself – while testing was limited to one day at Silverstone.

That first test was promising. The drivers viewed the low rear wing with their usual scepticism but, after a few minor alterations to trim the balance, we were sweeping through Stowe and Club, producing lap times on race boost that bettered last year's. The high-speed balance seemed fine but as Suzuka is full of medium speed twists and turns – as well as one very high-speed corner – we booked Donington for an exclusive test a week later. It rained! Time ran out and the car had to go to Japan.

It also rained in Japan. And when it rains there it *rains*! We all knew it could get worse and were told that we had to do at least three laps to qualify. I had a look for three laps, charting the worst rivers and lakes, before handing over to Derek, who always shines in such adverse conditions. And shine he did: pole position was ours! It really was a superb solo effort by Derek and, with the team having secured sponsorship for the race from a giant Japanese cigarette company, the season couldn't have got off to a better start. Until the other teams who hadn't ventured out, hoping the second session would be drier, claimed *force majeure* when the second session was washed out, and steered the organisers into running a timed session on race day morning – totally ignoring the rulebook which prohibits such a session. Although our publicity *coup* was spoiled it probably was the best thing to do, especially when we discovered we were simply not competitive on a dry track.

With poor grip at medium speed we slumped to 22nd on the grid and slipped and slid to an ignominious 19th place finish. My return to my 'second home' had not been the success I had hoped for. In the heat of the day we simply demanded too much of our rear tyres. Ten laps into a stint on a full tank of petrol and there was minimal grip available at the rear – except on that *one* high-speed corner!

Eight days later and we were at Snetterton for a post mortem. The team had already discovered a malfunctioning differential, that would have lost us traction and overworked the rear tyres, and now we had to test the rear wing set-up away from the theoretical world of the wind tunnel. A dozen laps and I had a feel for the balance and we were into the 58s. Wing up on a new mounting, half a dozen laps and it's 56s! The steering load increased dramatically along with the grip – a sure sign of increased download. A couple of hours later, a few other changes and I was into the 54s and the airflow under the car was such that it was sucking the rear wheel spats into the tyres.

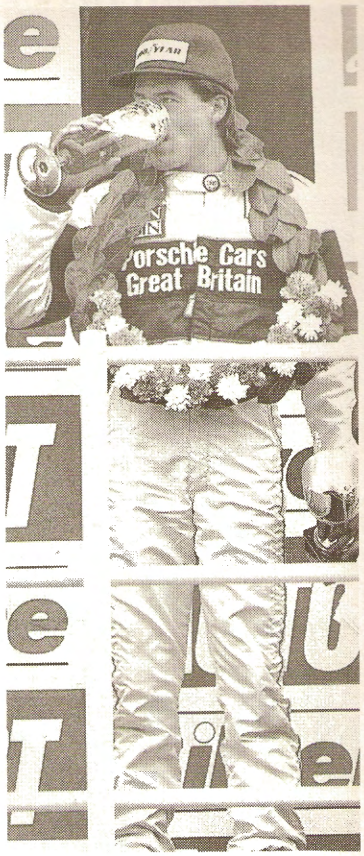
"That clunk as the brake pedal goes to the floor is something I've dreaded 18 years"

With renewed enthusiasm the team prepared items to test at Dijon at the beginning of May. At the same time work continued apace on building RLR-Porsche 962C-201 for its Le Mans debut. With financial restraints as they were, there was no surplus of staff burning the midnight oil but team manager Ian Dawson and chief mechanic Wayne Greedy began bringing together a 'new' team of mechanics to supplement the skeleton staff that had stayed on over the winter.

The Dijon test, and indeed the Dijon qualifying two weeks later, was a productive time for the team. We worked through a variety of set-ups and generally moved two steps forward for every one back. At the tests only Mercedes was faster than us on qualifiers while in race trim we were on the pace.

Between the Dijon test and race, we'd run a strong second to Bob Wollek in the German Supercup round held at Silverstone. Morale was high. At Silverstone, Joest had run Wollek in its new self-modified 962 and while they had a tiny edge on us all weekend that was partly because we had to learn how to approach the strange format and partly because of knocking off my rear wheel spats early on in both the second heat and the final, upsetting the balance of the car.

Sadly the euphoric bubble burst in the Dijon race. I'd been pretty happy in qualifying; the car was fourth and only 1 second off the Schlesser Mercedes, and again our race set-up seemed right on the pace. But the race was a different matter. Although we were now frontrunners, we simply couldn't maintain our pace for the duration of a stint on one set of tyres. We thought that the spats may be causing the rear tyres to overheat. We worried about using tyres bedded-in the day before; we worried about using tyres from new; we worried about anything we could think of worrying about! A good mild understeer set-up that could turn to gripless oversteer was cause for concern indeed. But that would all



Above left: The RLR challenge has suffered from lack of funds but second place at Silverstone's round of the German Supercup (above) gave cause for optimism.

have to wait for another day as we switched all our efforts to a different set-up altogether – Le Mans. Fifth place at Dijon had at least give the team a boost but Joest had been four places up from that!

We really believed that Le Mans could be the turning point; that since it had been the main target of the wind tunnel work things could only get better. A day's testing on Silverstone's new South Circuit (a good test track) saw us quicker than the Jaguars in our Le Mans trim. Dropping the rear wing back to its low position saw no change in the grip at Stowe and Club, thus proving the low wing *was* working at high speed, while at medium and slow speed you learn to live without grip at Le Mans.

For the race, James Weaver was to join Derek and I in '200', thus renewing a happy partnership that we shared with Team Ikuzawa four years earlier. The '201', which arrived absolutely brand new in the Le Mans scrutineering bay, was to be driven by the very experienced David Hobbs and new boys Damon Hill and 'British for a week' Swede Steven Andskar.

But Le Mans was nothing but a kick in the teeth for all who had worked so hard to get two competitive cars into the race. From our first run down the Mulsanne Straight we knew we were in trouble. From 'Les Vingt Quatre Heure' Restaurant onwards we hit an aerodynamic wall. Apart from the Aston Martins and underpowered Spices we were *slowest* of the C1s down the straight. Either we had too much ground effect from our underbody shape, or we had too much drag from our overbody shape. Whatever, there was nothing that could be done in three days, and we resigned ourselves to a long, hard struggle.

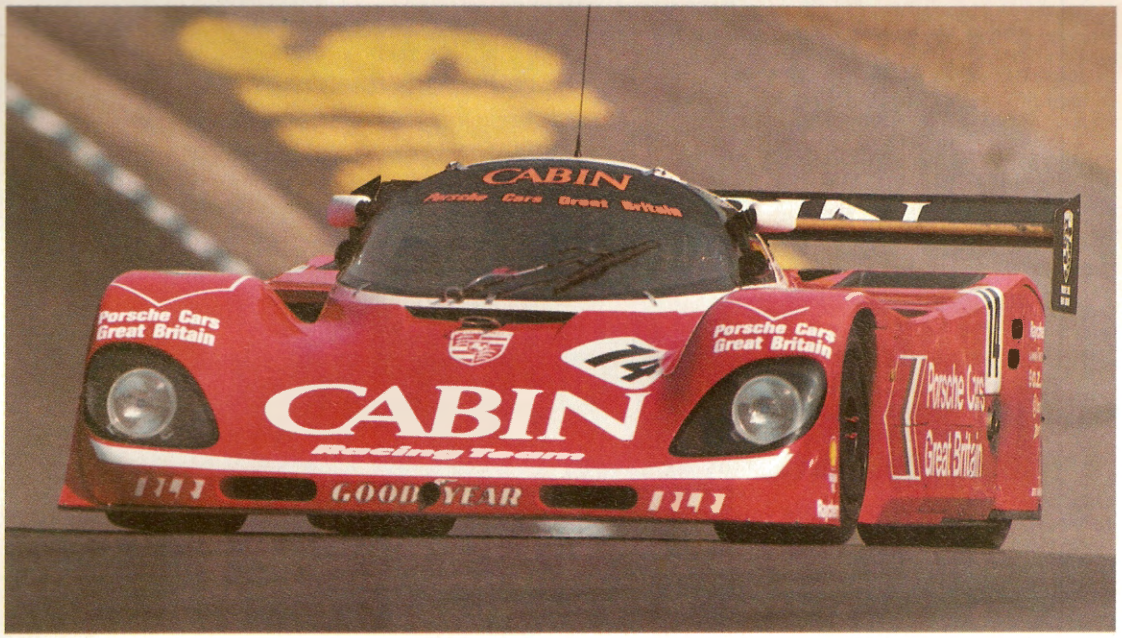
Even with the rear wing as flat as possible for staightline speed, the chassis was still good through the corners. With our strong driver lineup, we felt a good result was still on the cards despite qualifying 21st and 23rd. We had terrible heat in the cockpits which, allied to overheating problems at Dijon, began our querying the airflow through the radiators and the engine bay, we did indeed battle our way up to eighth and ninth after 14 hours, with only the odd niggling delay. But we had been let down by the failure of simple standard parts: firstly '201' went out with a blown engine having struggled with a water leak from a fractured union and then, less than two hours short of a likely sixth place, I was flambéing past the pits due to a fractured fuel line casting. Once again the team had to come home and start building again.

The Brands race proved to be another character builder. Derek and I were in a 'new 200' while PCGB gave another young British hopeful, David Hunt, a chance alongside James Weaver. Although we never got '200' feeling as good as '201', in race trim I did enjoy an almost clear qualifying lap to put us seventh on the grid just half a second down on *that* Joest Porsche and with only the works Jaguar turbos, Mercedes and Nissan ahead of that.

In the race James was out early, caught out by a soggy brake pedal while lapping a backmarker, while Derek and I ran strongly, albeit *that* second off the pace but at least consistently. We looked set to earn fourth place when, against all results from testing, I ran out of front brake pads. It was so unexpected that they hadn't been looked at at the last pit stop and it was the last thing I thought of when presented with a 'long' brake pedal for the final 20 laps. There was no way we should have run out of pads but I did, approaching Clearways.

That metallic clunk as the brake pedal goes to the floor and hits the steering rack is something I've dreaded for 18 years! A couple of quick pumps slowed the car marginally but, before the point of no return, I decided to try and 'straight line' the corner going onto the grass inside the apex kerb and actually apexed on the marshal's post. I knew there was plenty of track over the crest but I never reached it! Going backwards on the grass, straight across the track, over the gravel trap and into that most effective of retardants – the tyre wall. The only good thing was that I missed the previously parked '201' by a few feet!

Endurance sportscars have come of age in 1989, and I'm very excited at being part of it. Although the sweep of the new broom has been harsh on some, I personally congratulate all those responsible for the changes that have been made. In the past it would, at times, have been embarrassing to qualify as 'low' as seventh. Now there are 29 cars behind you. Spectators will come to watch the new format and I believe regular television will soon follow. ■





Above: Brands Hatch proved to be a character-builder, the Porsche ending its race, minus brakes, at Clearways. Right: The chance of a full season with Richard Lloyd (far right) was the fillip Tiff needed for 1989. Below: Our man is looking to the second half of the season with renewed vigour.



REPORT: JOHN FIFE – PHOTOGRAPHY: GAVIN LODGE



Just a sec!

Just in case you missed it, there was an International Rally covering England, Scotland and the Isle of Man during the first eight days of August. The rally started in Yorkshire using such well known tests as Dalby and Wykeham, then moved to Scotland for two days in Castle O'er and finished with two stages across the sea on the Isle of Man.



Above: Blomqvist set the pace on the first three stages, but a leisurely final stage nearly lost him the event. Below left: A puncture cost Wilson. Below: Stig's rivals wait around for news of the Swede's final time.



So why did you all miss it? This was no ordinary event, this was the Mobil 1 Rally Challenge. A television 'spectacular' designed to get rallying back on the BBC and arouse public interest prior to the running of this year's Lombard RAC Rally.

Barrie Hinchliffe is credited with the original idea. Two years ago he dreamed up 'Classic Stage'. This was to be an invitation event for six world class drivers, in six different makes of car contesting six of the best known stages around Britain.

Since then the original concept has been watered down for domestic consumption. Even so, this first exercise involved 70 people and took eight days from start to finish. Quite an operation, but it proved the viability of Barrie's idea.

To suit the TV coverage, each stage was limited to around three miles. The invited drivers were given one chance to run through the stage in road cars making pace notes, then they had an acclimatisation run in the rally car before their third and final timed competition run.

Stig Blomqvist set the early pace in the front-wheel drive Peugeot 309 GTI, fastest over Dalby by 2 seconds from Louise Aitken-Walker. Malcolm Wilson was already in trouble for he lost 40 seconds when a tyre rolled off the rim.

But there was to be no re-run; actual rally conditions would apply for the event, and Malcolm would never regain the lost time.

The next day Blomqvist was again quickest, this time over Wykeham in the four-wheel drive Toyota Celica GT4. Pentti Airikkala was second quickest, 2 seconds behind. However, Louise Aitken-Walker earned the applause of her rivals for her spirited attempts during her four-wheel drive baptism.

The action moved to Scotland where Vauxhall Astra GTEs allowed Malcolm Wilson to equal Blomqvist's fastest time and Lovell, Airikkala and Aitken-Walker were equal third. It was Brookes' turn to strike trouble this time sliding wide on a tightening downhill righthander and finishing 3 seconds behind.

The final stages were held on the Isle of Man using Druidale in both directions. Back in his familiar Ford Sierra Cosworth, Lovell snatched his first fastest time of the event but by only 1 second from that man Blomqvist again, with Brookes third. On the last day there was another rear-wheel drive machine, this time the BMW M3, and Wilson topped the times from Lovell while Blomqvist was last.

Blomqvist had done enough though, to clinch the first ever Mobil 1 Rally Challenge. His aggregate for the five stages was 12m18s, but his leisurely last run nearly cost him dear. Lovell was only 1 second behind, and Stig kept his £3,000 first prize!

But will it make good television? Judge for yourselves in the five-week run up to the RAC when BBC Television screens five half hour programmes. Hinchliffe reckons it should be good – he had 13 cameras on each stage plus one in each car. And the drivers thoroughly enjoyed themselves. That also comes across, quite explicitly at times. ■

MOBIL 1 RALLY CHALLENGE

Pos	Driver	SS1	SS2	SS3	SS4	SS5	Total
1	Stig Blomqvist	**2.38**	**2.06**	**2.05**	2.34	2.55	12.18
2	Mark Lovell	2.43	2.10	2.08	**2.33**	2.45	12.19
3	Pentti Airikkala	2.41	2.08	2.08	2.38	2.51	12.26
4	Louise Aitken-Walker	2.40	2.13	2.08	2.40	2.46	12.29
5	Russell Brookes	2.41	2.11	2.11	2.36	2.51	12.30
6	Malcolm Wilson	3.00	2.12	**2.05**	2.38	**2.43**	12.38

By NICK PHILLIPS



The current Group A rules have resulted in close racing at the front, but only for the powerful Ford Sierra Cosworths. Will the new proposals bring in more manufacturers?

Brave new world?

The RAC MSA is proposing a new 2-litre class to run alongside Group A in the BTCC next year. Its professed aim is to attract more manufacturers to the series. The rules are not yet finalised, but we asked a number of potentially interested parties what they thought of the proposals.

Essentially, cars must have a 2-litre normally-aspirated engine, a body length of at least 4.2m (*not* as stated in *P&P* last week, as less than 4.2m), and a production run of at least 5000 cars in a 12-month period. Tyres will be limited to 9ins in width and engines restricted to a 9000rpm limit. Furthermore, it is hoped a rule bias will ensure competitivity between FWD and RWD cars by imposing a weight penalty on the RWD contenders, currently envisaged at about 100kg.

We asked the interested parties whether they intend to be involved, whether they think it will be any cheaper than the current series, whether they would prefer to see the adoption of the regulations seen in the German series and what changes to the current regulations are required.

Nissan

Howard Marsden: "Nissan is still recovering from the mess caused by the abrupt ending of the ETCC and the consequent cancelling of its Skyline project and thus has no immediate plans to get involved. In the final analysis it will be no cheaper than Group A, although initially it might be. A change is necessary but I am not sure about the timing. The current 'Formula Ford' is good entertainment, but will pall. Historically, the times of strength have been when most manufacturers have been involved.

"In principle I am in favour of the 2-litre, normally-aspirated idea, and the use of non-homologated cars, and believe that the racing will be exciting. The 9000rpm rev limit is also right. It is important that a good race engineer can beat the works. I don't think that the equalisation of FWD and RWD through weight differentials will work, and you will find RWD domination. As most of the production cars are FWD this could leave sparse grids. The majority of teams involved in the German series are disappointed with the way it is going. They don't know where they stand from day to day. It all depends very much on the goodwill of the manufacturers and could come down like a pack of cards."

BMW GB

Chris Willows: "In broad principle we are in favour of the proposals and expect to take a definite decision on involvement within the next month."

Dave Richards of Prodrive added more detailed comment: "It will be a bit cheaper than Group A but not enormously so. I am very much against the adoption of the German model. The drivers and manufacturers involved at the moment in Germany are getting very fed up with it all. It's getting so artificial. It makes great TV for a year or two, but the manufacturers and drivers are not so happy.

"A change is desirable, because the current 'Formula Ford' is likely to jeopardise TV involvement and when the RS500's homologation runs out, the championship will be left high and dry. It makes much more sense to change now when we're in a position of strength rather than to wait until things have degenerated. January 1992 is the earliest that we are likely to see a new formula, and it is likely that it will be comparatively expensive. The answer is to take the bull by the horns now. And, you never can tell, FISA may follow us.

"The weight differentials between FWD and RWD should allow the two types to be competitive, although the actual weight differences may have to be juggled with, but there is provision for that at the moment. With the current rules, 285bhp is absolute top whack, and 250-260 is already transmittable in FWD. Development will allow better than that in time. Allowing turbos in again would be an absolute no no."

Richards: "Allowing turbos would be an absolute no no."



MARSDEN: "Nissan is still recovering from the mess of the ETCC"

Ford

Peter Ashcroft: "We will not be involved in the foreseeable future other than to continue to provide support for Sierras which are still involved in the Group A section, for reasons outlined before (ie, that a normally-aspirated Sierra would be too heavy, not quick enough and with too great a frontal area, and that development costs of a new car for a strictly national formula cannot be justified).

"For us it would not be cheaper because of the need to develop a new car.

"The weekly or monthly changes in the German series have become a bit silly. I do feel that some compromise would be desirable. We would like other manufacturers to come and challenge us under the present rules but others will not play. It would be more sensible to wait for the new FISA formula which is due for 1992. A worldwide formula makes much more sense and the RAC should be patient while the manufacturers and FISA develop the new rules."



Ashcroft: "I feel that compromise is desirable."

Toyota

Jill Hancock: "We would want to be more sure of the details before commenting fully but we would in any case be looking more towards 1991 with 1990 seen as a watching year."

Alfa Romeo

"Our marketing budget is going into direct advertising. We therefore have no motorsport budget and no opinion on the matter."



Percy: "The rules need to be for more than one country."

Peugeot Talbot Sport

Des O'Dell: "We would like to be involved if the regulations give us a chance. We're really waiting for all the discussions to resolve themselves. We would like to use homologated cars.

O'DELL: "As the regulations stand, there is no chance of Peugeot getting involved"

The idea of being fined for not producing the requisite 5000 cars but being allowed to retain points sounds like a recipe for trouble and, as image enhancers, we don't want to be involved in something which is likely to cause that sort of trouble. We would prefer to see a rev limit of 8-8500.

"As the regulations stand, there is no chance of our getting involved, but we will wait and see. It depends which lobby gets its way. A change is definitely needed; I don't know enough about the German regulations to comment. Budgets, again, depend on what the regs eventually turn out to be. We have a good history in the BTCC and would like to be involved."

Mazda

Tim Watson: "We have been taking an interest in the proposals but currently there is no car in our range which would be competitive. A change is indeed required and the RAC deserves a pat on the back for its efforts."

Renault

Tim Jackson: "We have seen the proposals and made suggestions to the RAC. At present there are two models in our range which might possibly be

JACKSON: "The exclusion of turbos is a problem for Renault"

used but we're not sure whether 5000 will have been built in time. The exclusion of turbos is a problem for us as our range stands, but there are multi-valve engines in the pipeline.

"The proposals are interesting but we will probably adopt a watching brief in 1990. I have my doubts as to whether we will be able to justify developing a car for a purely national series. Even the 5 GT Turbos are used internationally and there is a lot less to do to them!

"It *appears* that it should be cheaper, but it really depends on how much other people are going to spend. As we are not currently involved, we have no comment on the necessity of a change. I don't know much about the German series but I think it is important to see a straight fight, and entertainment is what it should be about."

Mitsubishi

David Miles: "The Galant 4WD, 4WS is the only car with which we might want to get involved. At present there is no circuit racing programme for the car. We are currently involved in rallying and do not see that as a short-term project. We cannot do both unless the factory decides to develop and finance the car itself. We are currently selling all the cars we can under the quota system, so racing as advertising cannot be justified. In general, it will probably be cheaper, but for us there would be considerable development costs.

"A change is indeed necessary, but not towards the German model. We would prefer rules as close to standard as possible."

Vauxhall

Roy Cooke: "It's fair to say that we are taking a strong interest in it. But the budget and any final decision is down to Vauxhall Dealer Sport. I don't think that it would be any cheaper, perhaps a BMW M3 – which needs comparatively little doing to it – would be about the same, but for most others it will be more expensive.

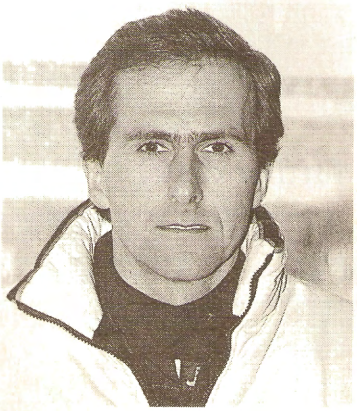
"I would not like to see the German style regs adopted simply because the equivalences have to be adjusted too regularly. I think there must be changes, because only people involved in the sport really understand what's going on at the moment, and you could really say that it's like running F3 or FF1600 against F3000. A one-class formula is what I, and a lot of the other manufacturers, would like."

Saab

Ed Abbott: "We have prepared a discussion document for Saab about next year. If the regulations give their cars a chance they are very interested. However, the proposed 900kg minimum weight is too low. We have this year put an awful lot of effort into make the 900 Turbo competitive in production saloons and it may make more sense to continue with that.

"We are keen on the proposal to run the Uniroyal series to Group N regs next year, although homologation specials like the Cosworth or the M3 will need some form of weight penalty. We are worried about whether the 2-litre class will get the TV coverage, whether it will take off and that it will be very expensive. The regs effectively allow you to spend as much as you like. We are weighing up the pros and cons carefully.

Goode: "If it brings in more manufacturers, then I'm all for it."



Mercedes

John Evans: "We will not be running our own team next year, but we believe that teams will be running our cars and we will be supporting them in a limited way. We do not have a motorsports budget at the moment, but it is our long-term objective to get directly involved. I suspect that development costs will ensure that it is no cheaper than the current series.

"The German series clearly has problems at the moment, but it is possible that some development of it might work. We would ideally like to see a formula that would allow us to use the same cars internationally, but feel that the RAC MSA has made a real effort to draw up a set of rules which will tempt as many manufacturers as possible, and they deserve credit for that."



Harvey: "As a professional driver, I'll drive anything."

Dunlop

Tony Githolme: "We, and I think the whole tyre industry, was very pleased to be asked, for the first time, to be involved in the planning stages of a new formula. We are also pleased that many of our suggestions have been taken on board, for instance the adoption of comparatively low minimum weight limits.

COOKE: "It's fair to say that Vauxhall is taking a strong interest in it"

Dunlop, Pirelli and Michelin were united in wanting to see 10 inch tyres adopted, while Avon were prepared to go to 9½ inches. It would appear that the RAC has now settled on 9 inches. Technically this will give us some problems. The stress put through the driven tyres of an FWD car are multiplied by a factor of 1.8 compared to RWD. To cope with stress when tyre width is restricted we would normally go to a taller tyre, but in this instance, we are again restricted. This means that although we will obviously do our best to supply everyone, we will have to reserve the right not to supply tyres if we think the set-up would be unsafe. We do have to think about product liability and it is just possible that if a car is particularly heavy on tyres it will end up without any.

"From a commercial viewpoint we would also favour 10 inch tyres, as this is the size used in Germany and life would obviously be easier if we could develop one size for both series."

Drivers

Win Percy: "I certainly want to be involved in the BTCC – every time I see the current series I regret not being involved this year. I can't comment on budgets as I don't know enough about the proposed regs, but I definitely think change is required. My reservation is that the rules need to be for more than one country. If they only cover the UK, how many people will want to put money in?

"I think probably we should try to make FISA get on with its new regs and follow them. There are major problems in the German championship, with the regularity of changes. It's not really racing is it? And it seems to me that the results of one particular car have an effect on the handicap for a particular model. History shows that one car will always be ahead."

Graham Goode: "Well, I've got a lot of equipment tied up in Sierras, but if it brings in more manufacturers I'm for it. I understood that it would not go ahead unless a number of manufacturers gave undertakings to take part.

I wonder whether the car will be quick enough? I think much of the current appeal is the sheer power of the Sierras. If the manufacturers produce engine and suspension packages as a basis from which to work, I think it will be cheaper but not if we have to do all the development ourselves. I think there are too many alterations to the German series and all that's really wrong with the current regulations is the points system. There should be points available for overall positions.

"I wonder if it's sensible to do something which is unrelated to anything anywhere else in the world. We would be unable to race or sell our cars overseas. I don't know how long these people think it takes to build a car, but I would want at least six months to prepare a new type of car. We're in August now, which means it's already getting tight for next March. Whatever happens, one car will always emerge as better than the rest.

Tim Harvey: "As a professional driver I will drive anything, but I think it would be a real shame to get rid of the Sierras. As a driver I like to drive the fastest, most powerful cars and I think that if the spectators can see you're having to work really hard they get a lot from it. If you want to see slow, close racing there's already the Metro Challenge, Renault 5s etc. There are a lot of commercial pressures involved in it all and I can't really see anyone but BMW and GM getting involved. If there were six or seven manufacturers' teams, fair enough, but as I see it we would probably only get BMW and GM works teams and then the privateers would have to buy cars from them and try to compete against them.

"There's nothing wrong with the idea of a 2-litre class, but I'm dead against getting rid of the Sierras. Class A is currently strong. It's the other classes which have got to get their acts together, so maybe a two-class system would be okay.

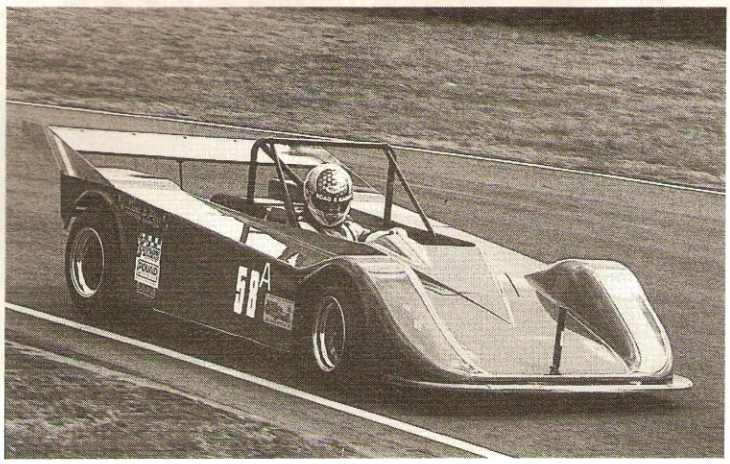
"I don't think a 2-litre class would be any cheaper. I wouldn't mind German-style regulations but you wouldn't get the manufacturer support over here. The reason it's good over there is that there are so many works-supported teams, but over here you would only get a couple."

RAC MSA

Jonathan Ashman of the RAC MSA is confident that a lot of people are very interested, although none will commit themselves until the regs are finalised, something which he hopes will happen within the next two to three weeks. There is also a Touring Car Committee meeting on August 30 which should sort out details of dates and the championship points scoring system. ■

HUMBLE Pye

Here's to you, Mr Robinson...



Above: Our man swapped his notebook and pen for a ride in Jim Robinson's Pilbeam MP43C at short notice, and sprinted to a fine fifth at Pembrey taking a record *en route*.

Mike Pilbeam is something of a legend in the Hillclimb world. A circuit racing car designer who identified a niche in another branch of the sport, then made it his own. Even a precursory glance at the sport's record books will tell you why. Nine of the past 12 RAC British Championships have fallen to drivers of Pilbeam-designed chassis.

Since enjoying a run in Swallow Racing's superbly-handling FF2000 – a spaceframe design from Mike's pencil – back in 1983, I'd longed to get my hands on a 'real' Pilbeam for a sprint or hillclimb, having watched Mike's influence on the twin sports for so long.

Regretfully, I turned down a drive in Chris Dowson and Charles Wardle's mighty 5-litre Repco V8-powered MP47 last autumn, a bout of illness having coincided most indiscriminately with the proposed date. On my favourite Harewood hill as well, dammit! I kicked myself for taking the sensible decision for weeks afterwards, but knew it was the right one. Would there be another chance? Probably not like that...

I thought I'd finally booked my 'ride' in a Pilbeam at Bouley Bay last month, but again my hopes were dashed. Having delivered John Forsyth's Mallock-BDG (in which I had competed in the Jersey National 'climb) to the top paddock, a lift back down the hill in Jim Robinson's MP43C sports-car was thumbed. Costock Racing Association team mate Tim Barrington had just pre-booked the seat, however.

Forsyth and I dashed to the tricky first 'ess' bend for the Guyson Beadblast RAC British Championship run-offs. There we paid particular notice to Mr Robinson and his gifted partner David Grace, fighting the gleaming red two-seater. They had roundly thrashed us in the class runs as expected, and repeated the process in Guernsey a couple of day's later. New car, extra power, more talent – fair deal.

Would we have fared better given the equipment? We asked ourselves this repeatedly. Probably. Well, possibly. We'd enjoyed ourselves immensely in the potent U2, so it didn't much matter what we thought.

A week or so on, I was at Pembrey for the Warecrete RAC British Sprint Championship round. I'd almost reconciled myself to accepting that my first trip to Le Val des Terres may have been my last competition – per se! – but it hadn't stopped 'itchy feet' as a few of the top guys took the opportunity to test on the eve of the event.

Danger bells! And I knew it. I tried hard to suppress the feeling, enjoyed a convivial dinner with friends, and repaired to an excellent local B&B. It rained torrentially all night, so the notepad and pen looked distinctly preferable to driving come Sunday morning. Temporary respite. At least until the sun came out, in a video playback of last July's national event.

I'd qualified then, in Barry Groombridge's Modus-BDA – and dipped under Ray Rowan's 1600cc class record in the run-offs, *en route* to eighth place overall. From the moment I'd first driven Pembrey, during the running in of the M4H's rebuilt engine pre-season, I loved it. The result reflected that. But now I was a bystander, albeit one with a different job to do.

Robinson takes few sprints into his schedule, so it was a delight to see the jovial Loughborough insurance man's rig roll into the Canolfan Rasio Modur.

"Could you spare a couple of minutes to help run the engine up," came Jim's call as I wandered across the paddock.

"Sure, no problem."

"Jump in and take the throttle."

I wriggled aboard the spotless aluminium monocoque, noting how my legs needed to be offset left, from the knees, to get round the sturdy central cockpit divider, through a bulkhead and onto the pedals.

Fuel pump on, ignition on, squirt into injection trumpets, thumbs up. Contact. The 2.5-litre Hart engine over my shoulder cranked into life.

> **"lightning fast turn-in and v-e-r-y effective brakes"**

"Now you're in, do you mind staying there while I get my overalls on?" I was happy to oblige. "Let it run to just over 60 degrees then flick it off." Jim disappeared into his motor home, to emerge, urgently, seconds later. "Gracie's not coming. If you can square it with the organisers, drive it instead."

Stunned silence, for about three milliseconds. On the "you bend it, you mend it" basis I was in. This sobering thought sent tingles down my spine, and I wondered whether a call to the Halifax might be in order. Too good an opportunity to miss. Go for it!

"I don't remember anyone moving so fast at a speed event," recalls Jim. "One moment you were in the car, the next second running in search of the organiser, and then legging it back across the paddock, job done!"

I'd actually taken my kit – just in case – and as Jim had done his practice runs (and gone sub-record) two back-to-back circuits would serve to acquaint me with the beautifully sleek machine. Less than three miles to get a feel for 350 of Brian Hart's best bhp.

With a five foot length of foam (a tyre buffer from the trailer) doubled over behind me, I fitted the taller 'Robbo's seat surprisingly well, and edged the sports racer out onto the starting apron at Paddock Bend. Only then did I become momentarily apprehensive. Strangely, Jim did not look concerned – or his 'experienced patron' look masked it well. "How many revs, and what technique to start," I enquired somewhat naively.

"I thought you might ask that. Couldn't tell you really though. We ran the engine in the Mallock before this, and I've had it so long I just judge it by ear. I go when it sounds right, probably between 6000-7000rpm."

No choice then. A case of suck it and see. Gingerly, too gingerly, the first time. Snick the lever into first at the green light, blip throttle, feed clutch in at 6000rpm on the rise, away... Initial reactions good. Excellent traction, stability fine, lightning turn-in and v-e-r-y effective brakes. Touch of understeer too – preferable on a fast circuit. Time: 57.83s. Lifted off early before hairpin. Feeling the way.

Concentrate, work at it. Better start – Jim said more revs. Corners start to flow. Kink on back straight quicker. Up to 8200rpm in top (fourth, 130mph plus) before Hatchet. Late turn-in imperative for hairpin and last complex. Time: 55.08s. The boss looks pleased. Under David Render's 56.37s class record, set in a similar car. And, as they say, there's more to come.

We're having that record today, it's agreed. But the question is who will take it. My circuit 'knowledge' – fully 25 laps in 18 months – impresses debutant 'Robbo', and may count heavily in my favour. But it's his car, and I know little about it other than I can't afford to bend it.

Timed runs proper, and Jim spins out of the long, long left to finish. Effort wasted. My big chance. The start is vital. Still more beans required. Wow, the torque of the Phil Marks-built 'four' hits me – wallop – as the meaty FG400 transaxle and Avon slicks launch us straight and true.

Feather throttle slightly as the drive takes up, feel those tyres really bite and catapult the car away. Second and third through the right-hander – catch tail slide on reflex but keep right foot planted. Hold third onto back straight, use all the road then grab fourth. No buffeting, smooth ride, car easy to place for the twin right-handers. Later on the brakes for Hatchet, then establish flow to finish. Time: 54.53s, 1.84s inside Mr Warecrete's record.

It's in the bag, but we're not finished. Jim, excited, needs to improve, and will, into the 55s. "You can still give it more off the line," he opines. I do, but my run ends in a spin at Brooklands, onto the back straight. Arrived faster than before, needed more brake, hit it too hard. Two attempts to catch it fail, and in avoiding the savage inside kerb I go ignominiously round in a safe area.

"That'll teach him," I hear muttered in certain quarters. I put it down to a classic case of 'bravery surpassed by incompetence'. Robinson merely grins sagely. "One all, don't worry. You'll qualify easily."

We both do, fifth and 12th. Two more runs await, for Warecrete RAC British Sprint Championship points. Time for part-timers to start sweating. Jim's stuck in the 56s, I hit a long 54, but there's worrying oil smoke from the engine bay, and a lick of flame as I handover for the second runs.

Panic. Where's the screwdriver. Tim Barrington produces a penny. Flick the Dzus fasteners open. Off with the tail. The oil breather union on the cam cover has unscrewed itself. Engine wizard John Beattie jury-rigs it with lockwire while mopping continues. All is OK.

A touch more rear wing is added and Jim sallies forth for his final attempt. Damn. 56s again. Eleventh place – out of the points alas. Is the balance still there, I wonder, as an external fan is attached to suck heat from the radiator duct in the left flank. Oil and water temperatures are critical.

> **"a classic case of bravery surpassed by incompetence"**

I'm back in sixth now, and trying to compose myself. Jim says nothing, once the slave battery is on. Pump, ignition, thumbs up. Wham, we're up and running. Wait for the signal, then inch forward towards the timing beam. I'm fired up now – the tyre-scrubbing 'burn-outs' are not very disciplined.

Green. Click lever into first with right hand. Visor down with left. Revs rise. Blip, blip. Clutch, floor it then feather. Best getaway yet. Concentrate. Fly through the Esses. Counter tailslide and rocket towards Brooklands. Smoother line, more momentum onto Speedway Straight. Woodlands kink a tad away from flat. Balance on brakes for Forest Curve.

Turn in deep to preserve momentum, power on hard. Brake later for hairpin, 100 yards out from 135mph. Down three cogs, swing right and floor it. Inside front wheel picks up and settles. Tyres really working for swoop through trick right-left Spitfires/Dibeni complex. Maintain attack through finish beam. A bit quicker everywhere, surely? Jim's beam says it all: 53.84s. Another 0.69 second found. Fifth.

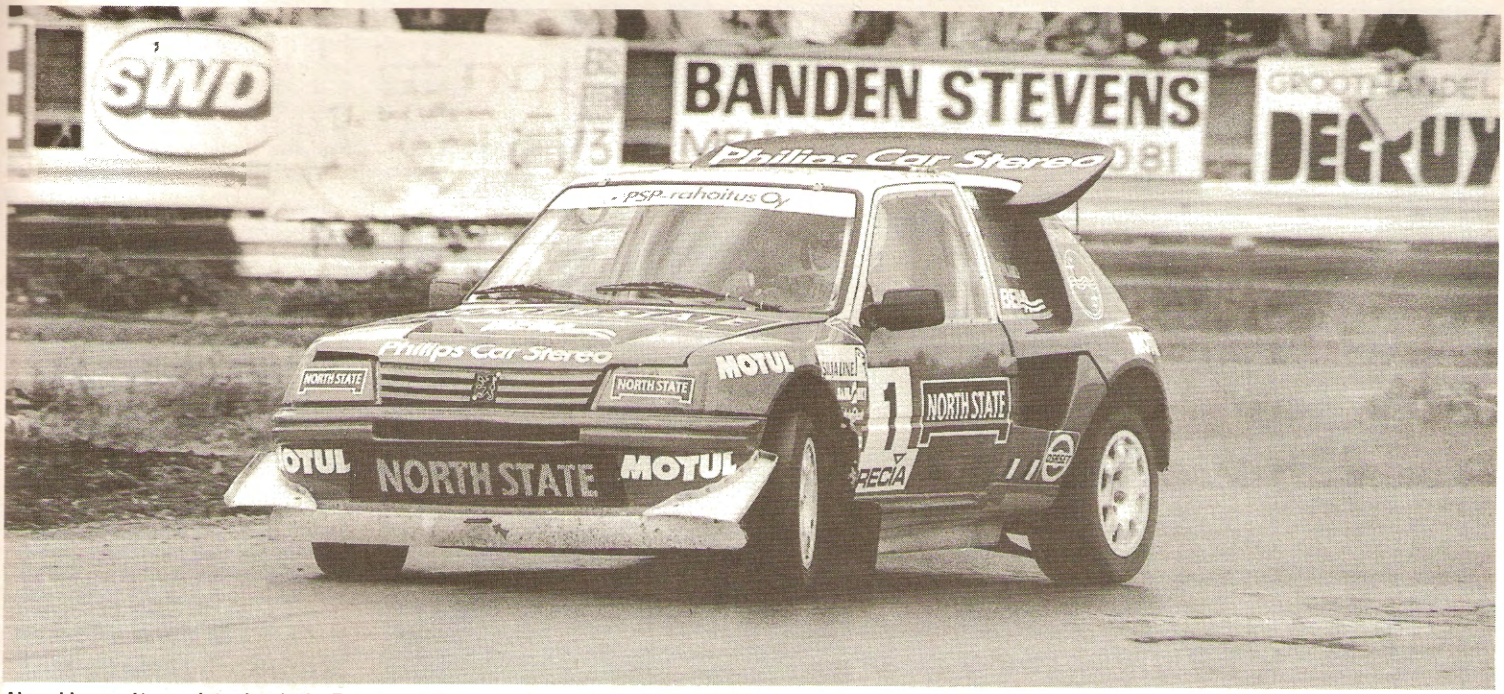
Beaten only by title protagonists Nigel Bigwood and Terry Clifford in their Tolemans, former RAC Sprint kings Render (Toleman) and Richard Ames (F3000 Lola), I finish ahead of reigning British champion Paul Edwards and former winner Ken Ayers in their 500bhp Pilbeam-Cosworths. I'm Pilbeam Racing Designs' top rep on the day. The team celebrates with hot bacon rolls and a beer in the paddock.

A Pilbeam chassis may not be the 'magic' ingredient of which some speed event exponents rave, but my first class win and record (that's stuck, anyway), and a personal best result will provide indelible memories.

Guided by the man who has nurtured the sporting careers of reigning RAC Hillclimb Champion Charles Wardle, Grace and Barrington, among others, I could not have been in better hands. And it showed.

MARCUS PYE

REPORT & PHOTOGRAPHY: TIM WHITTINGTON



Alamaki moved two points clear in the European Rallycross championship with victory in Belgium.

More Matti

Matti Alamäki took his fifth win of the year in the seventh round of the FIA European Rallycross Championship at Ingelmunster, Belgium, on Sunday. This moved the Finn closer to his dream of a maximum seven-win title score, but he had good cause to thank Martin Schanche for his penultimate lap slip.

Qualifying had seen the track record traded between Schanche, Alamäki, Stig Blomqvist and, one of the event's surprise packages, Arne Rasmushaugen and his BiTurbo Metro 6R4.

Schanche headed the first and third heats, Rasmushaugen snatching away the second as Martin and Matti engaged in a brilliant battle. They pushed to and over the limits of their cars, slowing each other down in the process and allowing Rasmushaugen a moment of glory.

Schanche ended the day with a new track record. In the third heats he was in the last qualifying run and set an unbeatable time of 2m55.19s.

Alamäki and Blomqvist, who made Alamäki work hard in the first heats, were next up with Rasmushaugen and Steve Palmer completing the 'A' Finalists. Palmer had an excellent run on a track he knows and enjoys.

The Finals saw some dramas. The 'C' provided Will Gollop with the ticket he needed to get to the 'B', Gearbox/clutch problems and a broken wheel had slowed his heats.

In the 'B' Final Gollop hit the front as the black flags came out when Thor Holm inverted his RS200 and Terje Schie went off the road in a separate incident.

In the restart Vidar Sauthon led from the grid. The Norwegian was having a great day and ran away with the 'B' Final. Pekka Rantanen saw to it that the opposition did not get too far; he managed to remove both Gollop and Lähteenmäki before being black-flagged out of the race.

In the 'A' Final, Schanche made a brilliant start, leaving the rest in his wake as he headed for the first turn. Alamäki was second with Blomqvist challenging hard and Palmer was trying to keep Rasmushaugen at bay.

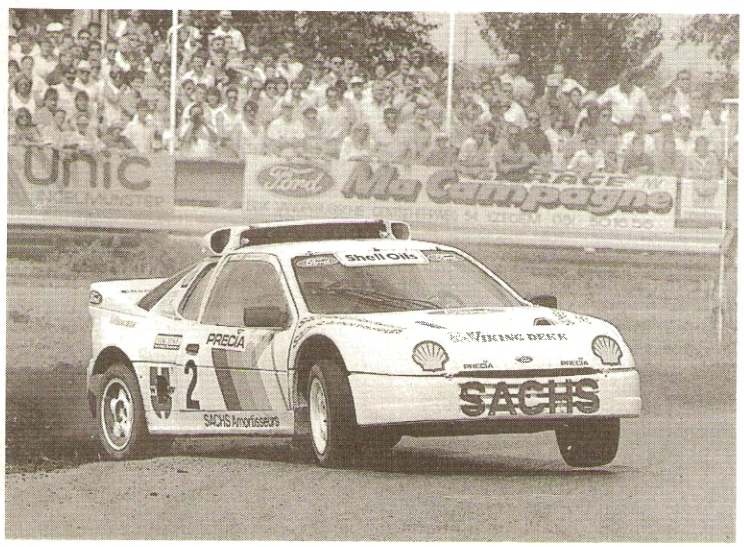
Schanche and Alamäki fought out the race. Schanche was building a clear lead and looked set for a third victory until, with a little more than one lap to run, he pitched the RS200 too hard into the middle hairpin. The car almost slid off the road leaving plenty of room for Matti to slip through into the lead.

The last lap was not long enough for Martin to fight back and he was forced to settle for second place.

Blomqvist took third. Some way behind him the battle for fourth was between Rasmushaugen and Palmer. Rasmushaugen denied Palmer time and again until on the last lap his car cut out and, after hitting the back of the rapidly slowing turbocar, Palmer swept by.

In Division 1, Trevor Reeves took his second win of the championship in his Doves/Castrol/Marsh-backed RS500. This was particularly impressive as the track does not favour the Sierra men.

Schanche was clear in the lead of the 'A' Final, when he slid wide at the Hairpin with just a lap to go...



The three Sierra runners were soon in a world of their own

Fastest in the second and third heats, Reeves took pole for the 'A' Final with defending champion, Bjørn Skogstad alongside.

Kenneth Hansen, who had been fastest in the first heats, was on the second row – his qualifying effort had been affected by an attack from Skogstad in the third heats that left his Sierra immobile.

The 'A' Final direct qualifiers were completed by Saab drivers Kamiel Veroeken and Jan Gulbrandsen. Both these drivers had good runs which left Anders Norstadt's factory car well and truly in the shade.

'B' Final winner Tomm Vestli joined the back of the 'A' grid with a fine drive in his Volvo 240 Turbo.

The start of the 'A' Final was calm. Reeves made a mess of his getaway and allowed Hansen to move through and assume the lead with Skogstad next up.

The three Sierra runners were soon in a world of their own. Hansen led and was looking good until he made a hash of the last corner on the first lap, Skogstad and Reeves then closed right in and saw a chance to take second.

Running alongside Skogstad into the first turn, the British driver was suddenly presented with the chance to lead. He seized it with both hands and thrust his RS500 ahead of his Scandinavian rivals.

Skogstad fell off the track, planting his Camel-backed car in the sand traps at the first corner. This left Hansen challenging Reeves in a close, but clean battle to the end of the race.

Hero of the home crowd, Vereeken had his best run to date on home ground with the Saab, to take third. ■

INGELMUNSTER (B)

FIA European Rallycross Championship, round 7

Division 2 'A' Final (5 laps): 1, Matti Alamäki (1.7t Peugeot 205 T16E2); 2, Martin Schanche (2.1t Ford RS200E); 3, Stig Blomqvist (2.1t Ford RS200E); 4, Steve Palmer (3.0 MG Metro 6R4); 5, Arne Rasmushaugen (3.0t MG Metro 6R4 Bi-Turbo); 6, Vidar Sauthon (1.8t Ford Escort Mk3 4×4).

Division 1 'A' Final: 1, Trevor Reeves (2.0t Ford Sierra RS500); 2, Kenneth Hansen (2.0t Ford Sierra RS500); 3, Kamiel Vereeken (2.0t Saab 900 Turbo 16); 4, Jan Gulbrandsen (2.0t Saab 900 Turbo 16); 5, Tomm Vestli (2.0t Volvo 240 Turbo); 6, Bjørn Stogstad (2.0t Ford Sierra RS500).

Championship positions – Division 1: 1, Reeves, 93pts; 2, Hansen 91; 3, Skogstad 88; 4, Norstedt, 72; 5, Sandberg 66; 6, Opland, 39.

Division 2: 1, Alamäki, 119pts; 2, Schanche 117; 3, Schie 75; 4, Gollop, 62; 5, Breiteneder, 59; 6, Lähteenmäki, 58.

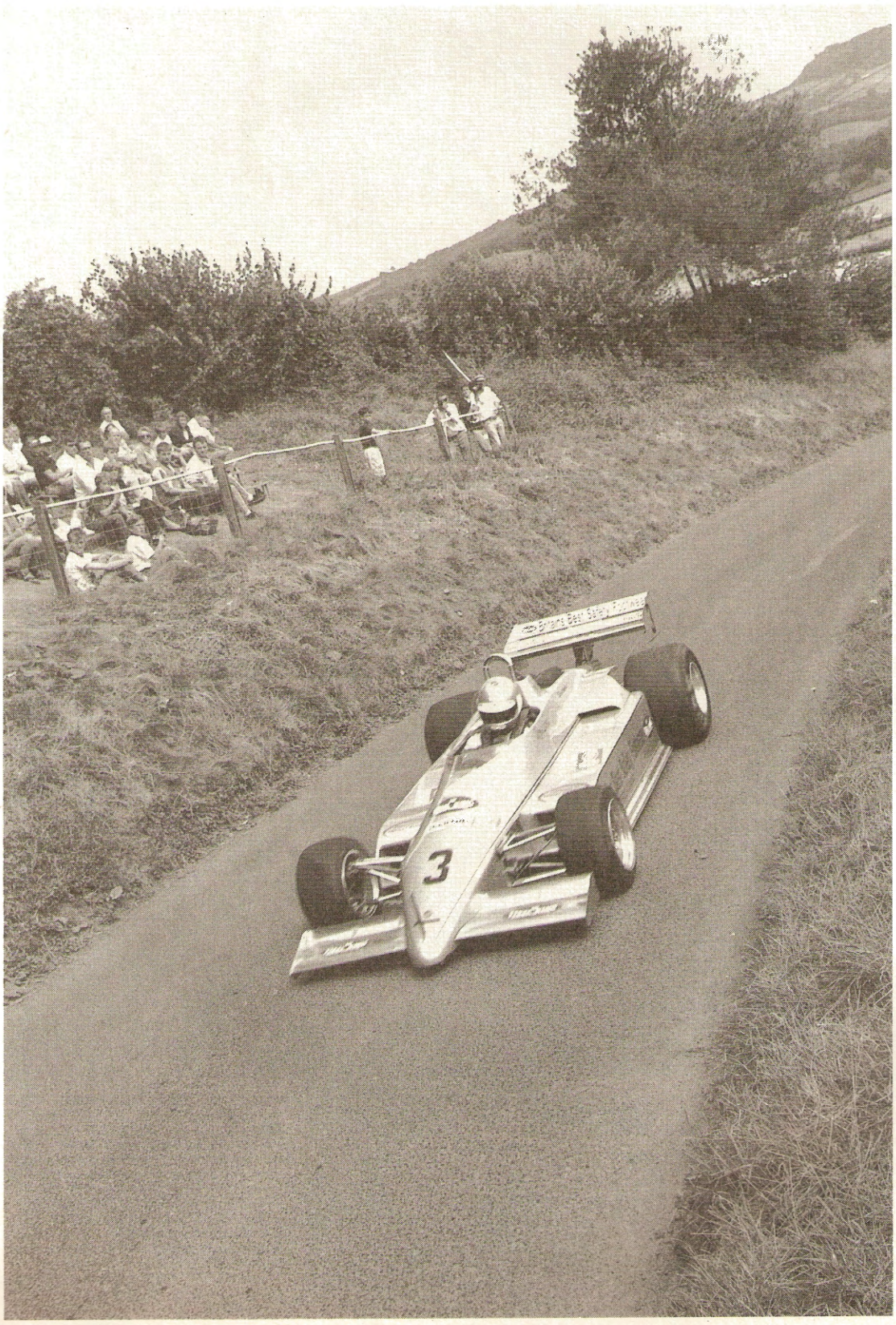
REPORT: MARCUS PYE – PHOTOGRAPHY: PAUL STOODLEY & CHRIS MARTIN

Tall order

Roy Lane's seventh RAC British Hillclimb Championship round victory at Shelsley Walsh, the MAC's classic venue, kept his Guyson Beadblast title hopes alive. In a cliffhanger of a finale, top qualifier Lane saw the grimly determined Ray Rowan move 0.02 second clear as he staged the Steel King Pilbeam on the line. The crown was Rowan's unless Roy could topple Ray with one last shot.

The launch was great, as ever, but the 550bhp V8-engined car was slower than the Roman-Hart to the Esses. Only there could Lane play his downforce-loaded hand, a glorious crescendo beneath the trees building the decisive (by 0.03 second) top-end charge up the finish straight. He must now do it all again next month, at Prescott. And Wiscombe. And, tellingly, on Carse Hill at Doune. One slip, though, and his rival is the champ...

John Whyte and John Meredith kept their joint stranglehold on the Audi British Leaders points table with copybook Special Saloon wins, although the former was pressed unusually hard second time up by Ron Hand, the Stiletto's builder guesting to good effect. Graham Hickman substituted the ex-Brian Fisher Skoda from his RAT stable for the Escort-BDG, closing in solidly on the Xtrac Escort of Mike Kerr albeit over 2 seconds shy of Meredith's Martek Skoda-V8.



The crown was Rowan's unless Roy could topple Ray

Modsports record holder Allan Warburton zoomed the Seba/DTA White Brick to the head of the Pound Midland Championship with a 0.21 second margin over the 7's cheery owner Leon Bachelier. The less radical Lotus versions of reigning Leaders champion Simon Frost and Eric Humphreys were locked together next, in the low 33s.

John Sadler headed the Porsche Turbo rout among the big boys, his Autofarm-prepped machine leaving those of Tony Bancroft and good old Bill Goodman gasping. Young Rob Stevens again did the business among the road-going cars, his Caterham outpacing Michael Steele's Lotus 7.

After a two and three-wheeled interlude, which saw the outright bike record pasted by Phil Gregory (and a sidecar occupant come close to removing the Crossing speed trap trigger with her head), the rain-interrupted Clubmans class fell to Neil Crump from Tim Barrington. The latter's real flyer was scotched by a timing glitch. A wet re-run was no consolation.

Deryk Young shook off Andrew Parffrey as the Sports Racers came out to play, while the Grace/Robinson partnership beat Dave Render's bigger-engined Pilbeam to qualify for the Run-Offs.

Tim Cameron and Phil Jefferies, record-holders both, again showed their superiority among the 500cc Racing Car boys. As usual in the dry, the awesome 'Squidgley' Brabham's turbo output spoiled Tony Tewson's 1100cc scoring plans. The Pilbeam-BDJ man was comfortably quickest when it rained...



Untouchable among the 1600s, Adrian Hopkins headed Dave Whitehead home, with Mark Colton a fine third in his 1973 Chevron B25. Rob Turnbull was magnificent in mopping up the 2-litre division, a model of courage and commitment, although Andy McBeath and Peter Blankstone pushed hard.

A week after the front of his Pilbeam was mangled at Craigantlet, Lane's Tech-Craft team had it back in pristine fettle for him to record a

Rob Turnbull mopped up the 2-litre division

136mph terminal velocity on the line. Roy maintained this advantage to win the premier class, with Rowan and Wardle on his tail.

A stunning solo run by Anthony Mayman in the ex-Raymond Mays/Ken Wharton ERA R4D (a car steeped in Shelsley history) put the Pre-'45 Classic Car record into the 34s, beond reach of the deposed Guy Smith's Frazer-Nash for the time being. Although Gillian Fortescue-Thomas notched another Pre-'64 scratch award, Nick James' smart Triumph TR3 scored on handicap.

The double-driven cars of Robinson, Chris Dowson and David Gould opened the Guyson Run-Offs as rain begain to fall once more. "That's it boyo, I've cracked it here," thought Gould aloud as he posted the first '27', which survived until Rowan and Lane opened their accounts.

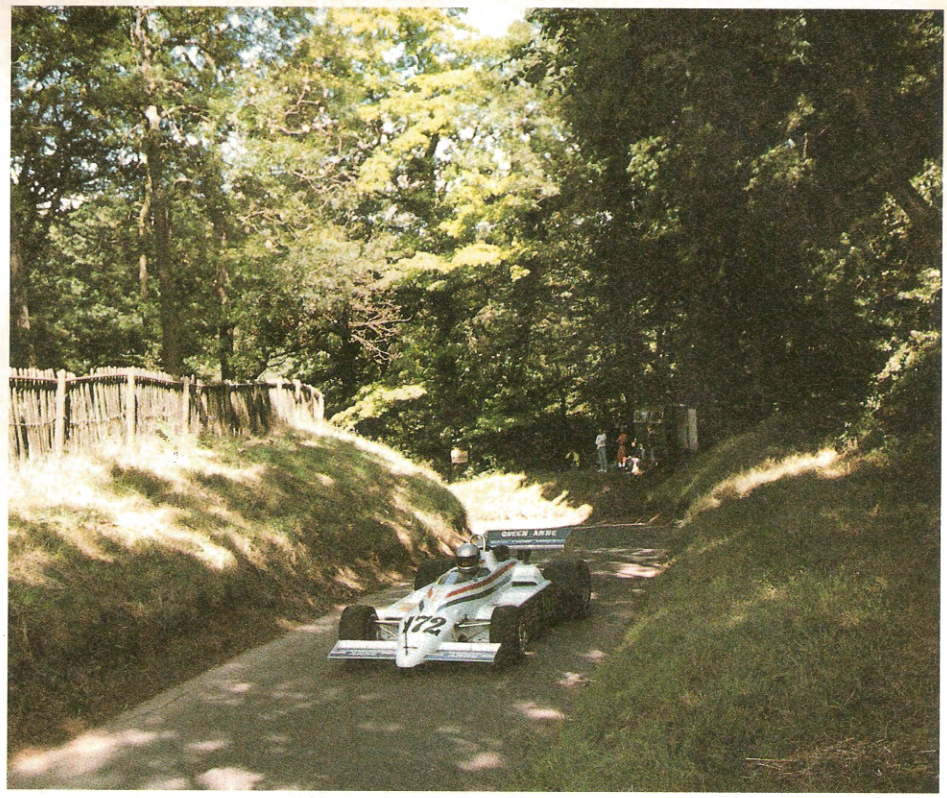
Meanwhile, it had been pouring as Grace unleashed the squirming sports-car, thus, unusually, he was anchor man at the half way point. Team mate Robinson slipped back to 12th though, when a jolt at Crossing erroneously suggested component failure. Turnbull also failed to match his qualifying time, and was pushed back to 11th by Grace's best ascent of the day.

Inspired by his first points in Northern Ireland, Martin Middleton wrung the Gareth Woodfine and Partners Pilbeam's neck for ninth, half a second astern of Dowson and Sean Gould, whose arrivals at the Esses were both muddled.

Tim Thomson, hobbled by dire understeer first time, whooshed the Guyson turbocar up with renewed urgency for fifth, but lost a valuable point to David Gould, who had an unnervingly close encounter with the grass atop the bank at Crossing in improving his time.

Dave was eased back by Harris, whose style through the Esses in the Queen Anne/Q8 Pilbeam drew unanimous praise from onlookers. The title protagonists were always beyond reach though. ■

Opposite page: Roy Lane hurtles his growling Pilbeam-DFL through Kennel. A maximum score kept him in the Guyson title race, thwarting Ray Rowan (bottom). Right, top to bottom: Dave Harris bagged a fine fourth place with the Q8 Pilbeam. Rowan swoops his Roman-Hart through bottom 'S' to snatch a brief lead. Tom Hammonds fires his latest Audi Quattro off the line.





SHELSLEY WALSH

Guyson Beadblast RAC British Hillclimb Championship, round 13

FTD: Roy Lane (4.0 Pilbeam-Cosworth DFL MP58-1), 26.71s.

Guyson Beadblast RAC British Hillclimb Championship Top 12 Run-Off: 1, Lane, 26.71s; 2, Ray Rowan (2.8 Roman-Hart IVH), 26.74s; 3, Charles Wardle (5.0 Pilbeam-Repco MP47RB), 27.12s; 4, Dave Harris (3.9 Pilbeam-Cosworth DFL MP58-4), 27.31s; 5, David Gould (2.8 Gould-Hart 84/G), 27.32s; 6, Tim Thomson (2.8t Pilbeam-Hart MP53/4), 27.46s; 7, Sean Gould (2.8 Gould-Hart 84/G), 27.77s; 8, Chris Dowson (5.0 Pilbeam-Repco MP47RB), 27.81s; 9, Martin Middleton (2.8 Pilbeam-Hart MP40), 28.34s; 10, David Grace (2.5 Pilbeam-Hart MP43C), 28.42s; 11, Rob Turnbull (2.0 Pilbeam-Hart MP50), 28.76s; 12, Jim Robinson (2.5 Pilbeam-Hart MP43C), 29.30s.

Class winners: John Whyte (1.3 Sunbeam Stiletto-BDH), 33.50s; John Meredith (4.5 Skoda/Martin-Rover/NCK S110R), 30.29s; Allan Warburton (1.6 Caterham Super 7 'White Brick'), 31.70s; Josh Sadler (3.3t Porsche Turbo), 31.99s; Neil Crump (1.7 Mallock Evolution), 30.18s; Deryk Young (1.6 Vision-BDA V87HS), 30.73s; Grace, 28.52s; Phil Jefferies (250 Trakstar-Rotax AK89), 32.12s; Phil Kidsley (785t Brabham-BDA BT28), 30.46s; Adrian Hopkins (1.6 Sark-BDA/Jennetts IIIH), 28.97s; Turnbull, 28.59s; Lane, 26.91s; Anthony Mayman (2.0s ERA R4D), 34.61s (**record**); Gillian Fortescue-Thomas (1.6 Lotus-Ford t/c 23B), 32.47s.

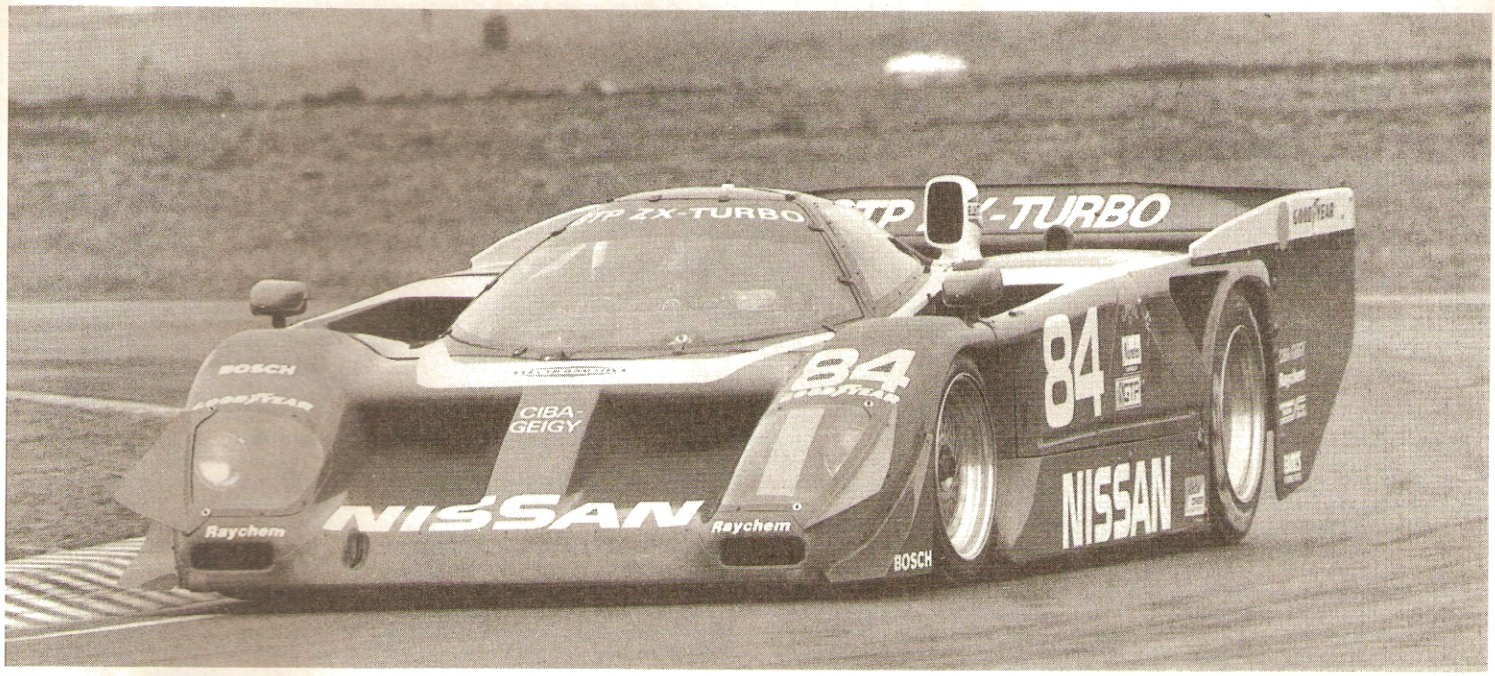
Guyson Beadblast RAC British Hillclimb Championship positions: 1, Rowan, 97; 2, Lane, 91; 3, Thomson, 71; 4, D Gould, 65; 5, S Gould, 50; 6, Turnbull, 41; etc. **Next round:** Prescott, September 3.

Audi British Leaders Hillclimb Championship: 1, Whyte and Meredith, 72; 3, Jefferies, 59; 4, Paul Turner, 53; 5, Tony Tewson, 52; 6, Dave Whitehead, 49; etc. **Next round:** Prescott, September 3.

Pound Garden Buildings Midland Hillclimb Championship: 1, Warburton, 56; 2, Hopkins, Grace and Jefferies, 54; 5, Tewson, 52; 6, Rob Stevens, 48; etc. Next round: Loton Park, August 20.



REPORT: JONATHAN INGRAM – PHOTOGRAPHY: GEOFF HEWITT



The opposition had no answer to Nissan's GTP-ZXs in the wide open spaces of Topeka, with Chip Robinson (above) following Brabham home.

On the new road

It was unfamiliar territory for a road race, but the inaugural 300km event at Heartland Park, outside Topeka, Kansas, had a familiar finish. Geoff Brabham won his eighth race of the season in the Goodyear-shod Electramotive Nissan and Chip Robinson sealed the team's domination in second.

None of IMSA's other top teams could fathom the new 2.5-mile course, where tyre preparation was mostly guesswork. Price Cobb and Jan Lammers finished third in the XJR10 turbo Jaguar, followed by Drake Olson's Toyota 88C.

QUALIFYING

After three days of practice and qualifying on the first major road circuit built in America in 20 years, some of the competitors complained that the 2.5-mile, nine-turn course was a street circuit in a cornfield. And though the absence of any high-speed sweeper or long straight on the $15m track kept the drivers busy, the viewing of the stadium-design road circuit with huge berms overlooking the course from three sides was spectacular.

The FIA-wide course also had plenty of run-off room for safety and FIA-smooth asphalt and kerbing. The asphalt and berms being about the only thing completed at the facility, however, meant in the absence of grass a lot of dust and sun-hardened dirt on the course. Coupled with the new asphalt, there was a corresponding lack of grip.

In the 30 minutes qualifying session, Jan Lammers in the Castrol Jaguar XJR10 turbo led the charts at an average speed just under 100mph, followed by Bob Wollek in the Miller Porsche 962C and Chip Robinson in the Electramotive Nissan. The other three to qualify for the single car session were Davy Jones in the XJR9 V12 Castrol Jaguar, Arie Luyendyk (substituting on Saturday for Geoff Brabham due to the Aussie's IROC commitment at Watkins Glen) and Rocky Moran in the Toyota Eagle.

The outcome of solo qualifying was a bit different, since the Jaguar drivers and Wollek could no longer use softer qualifying rubber. On race rubber, Robinson, who has been quicker than Brabham twice earlier this year, emerged with the pole. With a car designed for baby butt smooth courses, Jones turned in another impressive run to take the second spot in the Dunlop-shod XJR9.

Luyendyk, who suffered from a 'push' settled for third, followed by Moran, who spun at the uphill Carousel, which proved treacherous for many drivers, including Lammers, who spun there and ended up in fifth place.

On race rubber from BF Goodrich, Wollek was nearly 4 seconds from the pole in sixth. The Spices of Bob Earl and Costas Los, the 88C Toyota of Drake Olson and Frank Jelinski's Porsche 962C comprised the remainder of another slender GTP field.

RACE

The Nissans dominated as they have elsewhere

At the start, Brabham got on the gas more quickly than Robinson and led into the first corner, followed by Robinson and a flying Cobb in the turbo Jag. When Cobb spun at the back straight entrance, Nielsen took third briefly before the V12 car began to fade.

Also having problems in the early going was Wollek, who blistered a tyre and pitted early for John Andretti, who ran well but never made up the lap lost on the pit. The Toyota Eagle, meanwhile, blew a turbo at the start and after repairs completed 58 laps.

The Nissans dominated in Kansas as they have elsewhere, and Brabham stretched his lead midway in the race when Robinson spun but retained second.

Cobb eventually lost third when a chronic misfire developed, a situation that would plague Lammers as well. None of the three front-running cars exchanged drivers in the lone pit stops.

Despite its driver exchanges, the TWR team also posted very quick stops and the battle droned on with no changes of position.

This could be attributed to the hit or miss nature of tyre preparation; with both the Dunlop and BF Goodrich teams in need of softer rubber. Goodyear had similar compounds used earlier this year, but introduced a taller 17ins tyre that drew praise from both the Nissan and Toyota drivers.

With so many low gear corners, fatigue became a factor at the end of the 500km race. Lammers began catching Olson and was within 2 seconds of Olson when Robinson spun at Carousel. Olson quickly darted inside the Nissan at the following corner.

When Lammers tried to follow, however, he ran out of room and went into a half-spin. Then Olson spun on the next lap entering the back straight, allowing Robinson and Lammers to pass. Although changing track conditions allowed Jones to cut some fast times in the XJR9, he was too distant to take advantage of the hullabaloo with so few laps remaining and came home the final car on the lead lap.

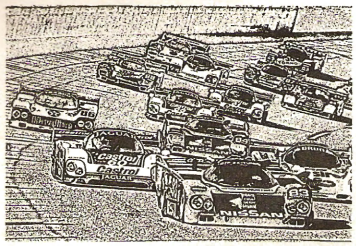
Scott Schubot and Linda Ludemann nursed a sick Buick V6 Spice home to win Camel Lights from the Essex Racing Spice of Charles Morgan and a rapidly closing Tom Hessert. ■

HEARTLAND PARK (USA)

August 13, Camel IMSA GTP Championship, round 11, 75 laps – 187.500 miles

Pos	Drivers (Nat)	Team/Sponsor	Class	Chassis-engine	Result	Qual	Pos
1	Geoff Brabham (AUS)	Electramotive/Nissan	GTP	3.0t Nissan GTP-ZX	1h58m56.521s	1:32.921	3
2	Chip Robinson (USA)	Electramotive/Nissan	GTP	3.0t Nissan GTP-ZX	1h59m19.544s	1:31.293	1
3	Price Cobb (USA) Jan Lammers (NL)	TWR/Castrol	GTP	3.0t Jaguar XJR10	75 laps	1:33.626	5
4	Drake Olson (USA)	AAR/Toyota	GTP	2.1t Toyota 88C	75 laps	1:34.019	9
5	John Nielsen (DK) Davy Jones (USA)	TWR/Castrol	GTP	6.0 Jaguar XJR9	75 laps	1:32.456	2
6	Costas Los (GR)	Spice/Minolta	GTP	5.4 Spice-Pontiac SE89P	74 laps	1:34.010	8
7	Bob Wollek (F) John Andretti (USA)	Busby/Miller	GTP	3.0t Porsche 962C	74 laps	1:35.089	6
8	Bob Earl (USA) Jim Miller (USA)	Miller/MTI	GTP	6.0 Spice-Chevrolet SE89P	73 laps	1:33.865	7
9	Gianpiero Moretti (I) Frank Jelinski (D)	Gebhardt/Momo	GTP	3.0t Porsche 962	72 laps	1:34.697	10
10	Scott Schubot (USA) Linda Ludemann (USA)	S&L	CL	3.0 Spice-Buick SE88P	69 laps	1:40.299	11
11	Charles Morgan (USA)	Essex	CL	3.0 Spice-Buick SE88P	69 laps	1:42.237	13
18	Rocky Moran (USA)	AAR/Toyota	GTP	2.1t Eagle-Toyota HR89	58 laps	1:33.011	4

Winner's average speed: 94.584mph. **Fastest lap:** Jan Lammers, 1m32.300s, 97.508mph. **Lights:** Tom Hessert, 1m49.200s, 89.820mph. **Note:** Winning car qualified by Arie Luyendyk. **Championship positions – GTP drivers:** 1, Brabham, 186pts; 2, Robinson, 174; 3, Cobb, 159; 4, Nielsen, 142; 5, Wollek & Andretti, 85; etc. **Manufacturers:** 1, Nissan, 182pts; 2, Jaguar, 154; 3, Porsche, 120; 4, Toyota, 71; 5, Pontiac 71; etc. **Camel Lights:** 1, Morgan, 165pts; 2, Hessert, 160; 3, Schubot, 151; 4, Downing & Katz 141; etc. **Lights manufacturers:** 1, Buick, 205pts; 2, Mazda, 141; 3, Pontiac, 126; 4, Ferrari, 56; 5, Porsche, 38. **Next round:** San Antonio, September 3.



INTERNATIONAL RACES

Stop and go

FUJI, Aug 13: Kazuyoshi Hoshino gave Lola another Japanese F3000 win in a twice-stopped race at Fuji.

The first attempt was red-flagged when Geoff Lees and Paolo Barilla tangled at the first chicane on lap 1. Second time around, Hoshino grabbed the lead from Hitoshi Ogawa, who was starting from his first pole position. The veteran Hoshino continued to pull away at 0.5sec a lap, until the race was halted once again when Martin Donnelly spun, due to a stuck throttle.

The race was run in two parts with a 15-lap second heat. Leyton House drivers Masanori Sekiya and Hideki Okada went away in the second race, but Hoshino held a 13secs advantage, and won overall. Ogawa was fourth in the second part but took runner-up on aggregate, while Okada took third, ahead of Sekiya. Mauro Martini held on for fifth, while most of the other visitors struggled. Kenny Acheson had handling problems with his Reynard, Jeff Krosnoff had tyre dramas and Maurizio Sandro Sala had brake troubles.

Ross Cheever had tyre problems as well, and finished only 10th, with his series lead slashed.

NAO MURASE

FUJI (J)

All-Japan F3000 Championship, round 6

41 laps – 114.54 miles

1, Kazuyoshi Hoshino (Lola-Mugen T89/50), 55m41.595s, 123.40mph; 2, Hitoshi Ogawa (Lola-Mugen T89/50), 55m56.548s; 3, Hideki Okada (Leyton March-Mugen 89B), 56m01.348s; 4, Masanori Sekiya (Leyton March-Mugen 89B), 56m02.294s; 5, Mauro Martini (Lola-Mugen T89/50), 56m40.823s; 6, Keiji Matsumoto (Reynard-Mugen 89D), 56m48.889s; 7, Akihiko Nakaya (Lola-Mugen T89/50), 56m53.954s; 8, Masahiro Hasemi (Lola-Mugen T89/50), 56m54.664s; 9, Osamu Nakako (Lola-Cosworth T88/50), 56m57.157s; 10, Ross Cheever (Reynard-Mugen 89D), 57m09.433s. **Fastest lap:** Takao Wada (Lola-Mugen T89/50), 1m20.082s, 125.23mph.

Championship positions: 1, Cheever & Ogawa, 24pts; 3, Hoshino, 18; 4, Sekiya, 15; 5, Emanuele Pirro, 11; 6, Hasemi, 10.etc.

Next round: Suzuka, Sep 24.

Rusty's back

WATKINS GLEN, Aug 12/13: For the first time in four months and 12 races Rusty Wallace was able to win a NASCAR Winston Cup race last weekend. In front of 100,000 fans on Watkins Glen's short course, Wallace was able to re-ignite his championship hopes with an impressive victory.

Wallace qualified 14th after sliding off the road during his qualifying run. Nevertheless he moved up quickly in the race and recovered from a mid-race flat tyre to score his fourth win of the year. Mark Martin was a strong second, therefore moving into second in the point standings (although he has yet to win a race!) while championship leader Dale Earnhardt enjoyed one of the best road races of his career in finishing a close third. Championship contenders Darrell Waltrip and Bill Elliott ran with the leaders but both men hit trouble. Waltrip finished 16th after late-race transmission troubles while Elliott lost his brakes and came home 18th. Incidentally, 19 cars ran the full 90 laps!

The final IROC race of the year was won by Al Unser Jr but it was third-placed Terry Labonte who took the championship.

Terry put himself into position to win this year's IROC title by taking the third of this year's four races on the Michigan Superspeedway the week before. NASCAR drivers dominated that race, taking the top four places in the order Labonte, Dale Earnhardt, Rusty Wallace and Bill Elliott. Al Unser Jr and Scott Pruett were able to catch the NASCAR group in the closing stages but neither were able to make any moves on the stock car drivers.

Labonte started the Watkins Glen finale from the pole and led the first 10 laps before being overhauled by Unser. The race's second half saw Unser and Scott Pruett engage in a fierce dice with Unser prevailing after Pruett ran out of brakes with three laps to go. This was Unser's third IROC victory at The Glen and his fifth IROC win in total, equalling Cale Yarborough's IROC record.

Labonte faded to third at the finish but took the championship after fellow front row starter Rusty Wallace had to stop for a front tyre at around half-distance. Unser's victory meant he finished second in the championship so that he has two IROC titles and two runner-up results in four years of competing in the series.

GORDON KIRBY

WATKINS GLEN (USA)

NASCAR Winston Cup, round 18

90 laps – 216.0 miles

1, Rusty Wallace (Pontiac Grand Prix), 2h26m55s, 90.26mph; 2, Mark Martin (Ford Thunderbird), 2h26m56s; 3, Dale Earnhardt (Chevrolet Lumina), 90 laps; 4, Davey Allison, (Ford Thunderbird), 90; 5, Bobby Hillin Jr (Buick Regal), 90; 6, Morgan Shepherd (Pontiac Grand Prix), 90; 7, Sterling Marlin (Oldsmobile Cutlass), 90; 8, Rick Wilson (Oldsmobile Cutlass), 90; 9, Jim Sauter (Pontiac Grand Prix), 90; 10, Michael Waltrip (Pontiac Grand Prix), 90; etc.

Championship positions: 1, Earnhardt, 2614pts; 2, Martin, 2488; 3, Darrell Waltrip, 2469; 4, Wallace, 2459; 5, Bill Elliott, 2394; 6, Allison, 2319; etc.

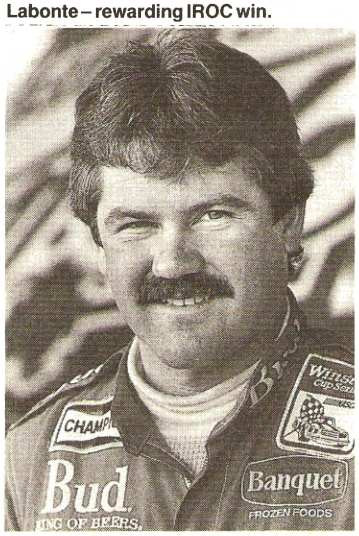
Next round: Michigan, Aug 20.

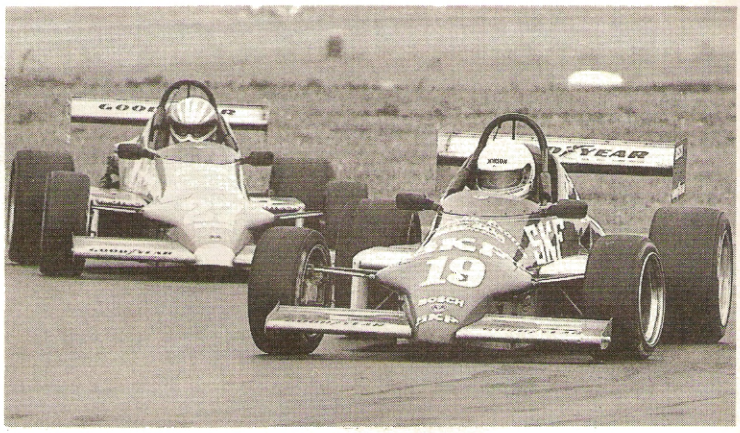
International Race of Champions, round 4

30 laps – 73.0 miles

1, Al Unser Jr, 39m08.0s, 111.68mph; 2, Scott Pruett, 39m09.3s; 3, Terry Labonte, 30 laps; 4, Bill Elliott, 30; 5, Dale Earnhardt, 30; 6, Hurley Haywood, 30; 7, Geoff Brabham, 30; 8, Rusty Wallace, 30; 9, Rick Mears, 29; 10, AJ Foyt, 28; etc.

Labonte – rewarding IROC win.





Rob Wilson ran out of gas and lost second in the Saab race.

Kox holds on

ZANDVOORT, Aug 13: Peter Kox won a controversial Benelux GM Lotus race at the revised Zandvoort.

Eduar Merhy Neto put his Draco car on pole, just ahead of Kox, Paulo de Cristofaro and Frans Voros. There was drama at the first corner, when Kox flew over the back of Neto's car. Both continued, with Voros in front of Kox, de Cristofaro, Neto and Patrick Dewulf. De Cristofaro didn't last much longer, having deranged his nosecone on Neto. The latter then spun his already battered car out of the race. That left Kox to pressure Voros, and he made it by after 13 laps Voros then suffered a puncture, and dropped behind Dewulf and Stefano Lovato.

WILLEM STAAT

ZANDVOORT (NL)

Benelux Opel Lotus Championship, round 6

25 laps – 39.12 miles

1, Peter Kox, 27m52.604s, 84.19mph; 2, Patrick Dewulf, 28m12.707s; 3, Stefano Lovato, 28m14.863s; 4, Frans Voros, 28m19.154s; 5, Hans-Bernd Kamps, 28m23.255s; 6, Stephane de Groodt, 28m44.536s; 7, Harrie van den Berg, 28m46.422s; 8, Ger Brands, 28m50.560s; 9, Werner Koopman, 28m51.204s; 10, Brent Gilkes, 24 laps; etc. **Fastest lap:** Eduar Merhy Neto, 1m06.084s, 94.27mph.

Next round: Spa, Sep 17.

On all fours

TOPEKA, Aug 12/13: Audi scored its third win of the IMSA GTO season at Heartland Park.

Steve Millen led the opening 15 laps in his Nissan 300ZX Turbo, having started from pole, but he was hampered both by a nasty bout of 'flu and rising engine temperatures. Hans Stuck took up the running in his Audi, his car proving suited to the 'green' surface. Series leader Pete Halsmer took over in front when Stuck made his scheduled stop after 39 laps, and the Cougar driver was then granted a stroke of fortune when yellow flags allowed him to make his stop under a caution. On the restart Halsmer was quickly overhauled by both Stuck and Audi team mate Hurley Haywood.

Haywood chased Stuck hard in the closing stages. Stuck proved too strong, and the pair were separated by 3.6secs. Halsmer maintained a steady pace to claim third, while Stroh's team mate Wally Dallenbach Jr claimed fourth at the close, slowed by overheating. Millen was relieved by Geoff Brabham in the closing stages, but the GTP winner finally succumbed to a blown engine.

Round 9 of the Barber Saab Pro Series saw Justin Bell take advantage of a first corner kerfuffle to move into the lead, which he extended impressively. Series rival Robbie Buhl began to close in, but Bell held off until lap 10, when he was felled by a broken input shaft. Buhl then stroked away to win. Jim Pace drove well to second, only to be sidelined by a broken driveshaft, so Brian Till claimed the runner-up position after Rob Wilson's car ran out of fuel.

Colin Trueman scored his second Toyota Atlantic Championship victory in as many races, moving within five points of the series lead with three races remaining. The 23-year-old started from the pole in his Truesports Swift DB4 and survived a strong challenge by the current championship leader, JO Cunningham. Cunningham battled Freddy Rhemrev for second in the early going, then set fastest race lap while closing a 7secs gap to Trueman. He got past after a dramatic fight, only to spin back to third on the last lap.

JEREMY SHAW/DAN LAYTON

TOPEKA (USA)

IMSA GTO/GTU Championship, round 9

64 laps – 160.0 miles

1, Hans Stuck (Audi 90 Quattro), 2h01m25.175s, 79.065mph; 2, Hurley Haywood (Audi 90 Quattro), 2h01m28.816s; 3, Pete Halsmer (Mercury Cougar XR7), 64 laps; 4, Wally Dallenbach Jr (Mercury Cougar XR7), 64; 5, John Morton (Nissan 300ZX Turbo), 63; 6, Bob Leitzinger (Nissan 240SX), 62; 7, Lance Stewart (Mazda RX7), 61; 8, Al Bacon (Mazda RX7), 61; 9, Kal Showket (Dodge Daytona), 61; 10, Tommy Riggins (Dodge Daytona), 60; etc. **Fastest lap:** Haywood, 1m41.600s, 88.582mph.

Next round: Trois Rivieres, Aug 27.

Barber Saab Pro Series, round 9

25 laps – 62.5 miles

1, Robbie Buhl, 45m12.435s, 82.951mph; 2, Brian Till, 45m23.040s; 3, Rob Wilson, 25 laps; 4, Sean Jones, 25; 5, Matt Blevins, 25; 6, Jeff Boyce, 25; 7, John Tanner, 25; 8, Bob Dotson, 25; 9, George Sutcliffe, 25; no other finishers. **Fastest lap:** Buhl, 1m45.900s, 84.985mph.

Championship positions: 1, Buhl, 150pts; 2, Bell, 117; 3, Wilson, 108; 4, Bernard Santal, 58; 5, Brian Till, 45; 6, Ian Ashley, 42; etc.

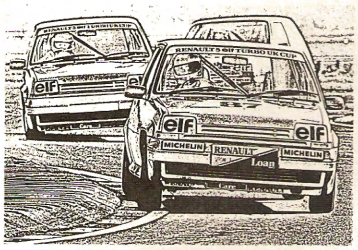
Next round: San Antonio, Sep 3.

Toyota Atlantic Championship (Atlantic Div), round 8

25 laps – 62.5 miles

1, Colin Trueman (Swift-Cosworth DB4), 41m40.293s, 89.989mph; 2, Freddy Rhemrev (Swift-Toyota DB4), 41m49.343s; 3, JO Cunningham (Swift-Cosworth DB4), 25 laps; 4, Jeff Andretti (Reynard-Toyota 89H), 25; 5, Carl Liebich (Ralt-Cosworth RT4), 25; 6, Stan Wattles (Swift-Cosworth DB4), 25; 7, Terry Marshall (Swift-Cosworth DB4), 25; 8, Robert Kaneda (Swift-Cosworth DB4), 24; 9, Steve Smith (Swift-Toyota DB4), 24; 10, Jim Opperman (Ralt-Cosworth RT4), 24; etc. **Fastest lap:** Cunningham, 1m37.954, 91.879mph. (**record**).

Championship positions: 1, Cunningham, 133pts; 2, Trueman, 128; 3, Kaneda, 84; 4, Andretti, 75; 5, Rhemrev & Marshall, 56; etc. **Next round:** Trois Rivieres, Aug 26.



NATIONAL RACING

Niko the escapologist

SILVERSTONE, Aug 12/13: Niko Palhares took another Esso FF1600 victory as his three nearest rivals, Gil de Ferran, Bernard Dolan and Dave Coyne, out-braked each other into the Woodcote gravel trap on the last lap.

A heavy rain shower before the Esso race gave teams some last minute decisions about settings but the circuit was already starting to dry as the 30 car field lined up. Six cars quickly established themselves at the front of the pack, Palhares heading Coyne, de Ferran, Dolan, Jordi Gené and Adrian Fernandez. Palhares almost made a break on the third lap before being swamped going into Stowe. As the pack weaved around the still-drying circuit, Gené and Fernandez dropped away a little, and over the second half of the race it was a four car battle. Coyne was fortunate to continue after touching the back of Dolan on Hanger Straight, but as the SDC Reynard moved into second, Palhares got a small advantage.

That was enough to put the Duckhams Van Diemen clear and so the final charge to Woodcote was a three car affair. Dolan squeezed Coyne over to the far left of the circuit and de Ferran decided to hang back, intending to stay out of trouble at the final corner. Dolan left his braking too late, Coyne followed him and de Ferran, intent on watching his rivals, missed his braking point completely! All three careered straight on into the gravel trap as Palhares cruised home. Coyne and de Ferran were stuck in the gravel while Dolan bounced out to finish 11th. Gené and Fernandez slipped through to take second and third from the next pack that crossed the line in the order Tim Sugden, Giampiero Simoni and Rick Morris. Jonathan McGall had been in the thick of this contest but dived up the escape road at Woodcote on the last lap, recovering to salvage seventh.

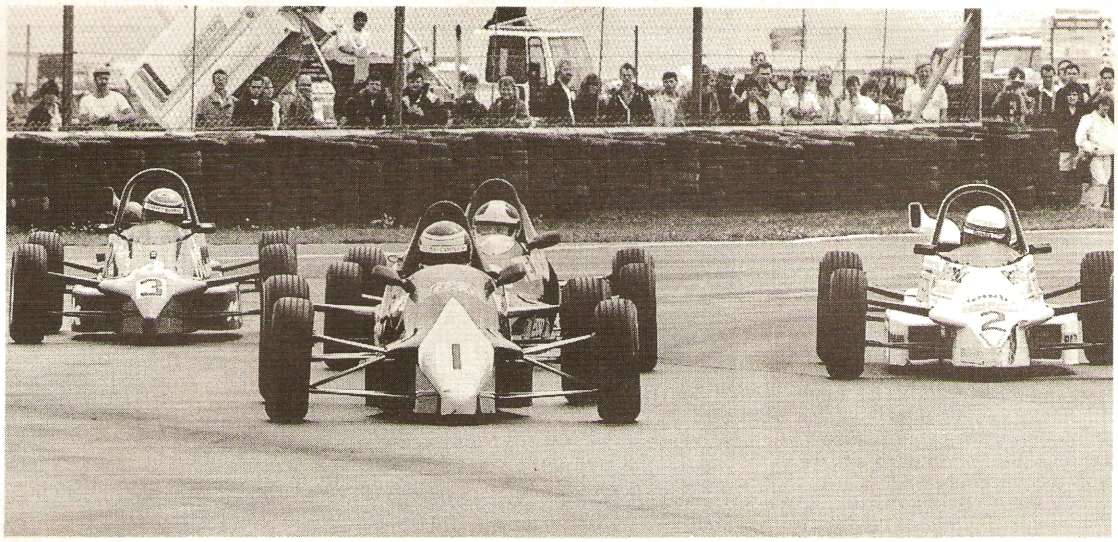
With a practice shunt claiming Sam Nelson, Bill Barton had the Metro 6R4 race all to himself. Sadly, just seven supercars started the race, and Barton rushed off to win by 13secs. A super dice for second raged for the first half of the race between Andy Sharam, Stewart Robertson, Rob Dennis and a slow starting Paul Bennett. On lap 5 Sharam and Robertson touched at Club, Robertson spun and was collected by Dennis. That left Bennett clear in second from Sharam and Rob Lawrence.

The smaller Uniroyal classes raced late on Saturday afternoon. Roger Jones beat poleman Tim Saunders off the line and the pair of Golfs soon established a small lead over the rest of the Golf and Astra pack. Jones was under constant pressure, and Saunders managed to get alongside into the left handed Woodcote on lap 4, only to be squeezed back at the right hander. Saunders repeated the move on lap 8 and just got his nose ahead as they headed for the right hander. Jones held his line on the inside and contact was inevitable, with Saunders pushed into a spin and Jones delayed. Saunders stalled, and eventually resumed well down the field. Jones recovered just in time to be caught by Nigel Manners, and had to work hard to stay ahead for the remaining laps, while Nick Baughan fended off Tony Lanfranchi for third. The action behind was frenetic and panels were beaten but Len Orton-Green emerged to claim fifth. The Suzuki class was just as hectic as Alastair Davidson fought past the battling Tim Busby and Brett Darrall.

Martin Perrett languished back on the third row for the Esso Metro Challenge race, but an engine change after practice gave him high hopes of chasing poleman Peter Baldwin. Perrett was up to third behind Baldwin and Stuart Senior by the time they reached Stowe, and his team mate allowed him through to second before the Bridge. Baldwin was another prospect altogether, but Perrett snatched the lead on the run out of Woodcote on lap 4. Baldwin retaliated and for the remaining laps the pair were as close as ever, swapping positions several times. Perrett went ahead once more at Stowe on lap 9 and defended up to Woodcote on the last lap, turning into the corner cleanly ahead. Baldwin slid wide and bounced over the grass on the exit, forced to settle for second with a front tyre rapidly deflating as he crossed the line. Senior collected third from Martin Short and Alistair Fenwick who lost Rick Cutting as a sparring partner with engine problems.

The second Uniroyal race preceded the truck finale and gave Mark Hales a relatively untroubled victory. Kieth Odor pressed Hales for the first three laps and looked threatening until he left his braking too late at Woodcote and took a trip up the escape road. Thereafter Odor had to charge to work his way past Slim Borgudd, David Oates and Michael Woodcock, finally regaining second on the penultimate lap. Oates moved up to third from Borgudd, Woodcock and David Yates. Class B was solely for BMW M3s and it was series debutant Graham Scarborough who took an easy win from Steve Griffin as the Uniroyal regulars hit problems.

PAUL LAWRENCE



Palhares makes a break as de Ferran (2), Dolan (1) and Coyne take up formation in the Van Diemen's mirrors...

Slim chance! Former Grand Prix driver Borgudd cuts it fine at Silverstone.



SILVERSTONE — BRDC

Esso Metro Super Challenge (10 laps): 1, Bill Barton, 18m01.3s, 98.89mph; 2, Paul Bennett, 18m14.30s; 3, Andy Sharam, 18m16.61s; 4, Rob Lawrence, 18m28.59s; 5, Martin Prew, 19m28.68s; no other finishers. **Fastest lap:** Barton, 1m45.47s, 101.37mph.

Uniroyal Tyres Production Saloons – Classes C and D (10 laps) – overall and Class C: 1, Roger Jones (VW Golf GTI), 20m14.33s, 88.11mph; 2, Nigel Manners (VW Golf GTI), 20m14.42s; 3, Nick Baughn (VW Golf GTI), 20m24.70s; 4, Tony Lanfranchi (Vauxhall Astra GTE), 20m27.76s. **Fastest lap:** Tim Saunders (VW Golf GTI), 1m59.51s, 89.46mph. **Class D:** 1, Alastair Davidson (Suzuki Swift GTi), 21m19.54s, 83.56mph; 2, Tim Busby (Suzuki Swift GTi), 21m20.08s; 3, Brett Darrall (Suzuki Swift GTi), 21m21.58s; 4, Ray Deacon (Suzuki Swift GTi), 22m15.65s. **Fastest lap:** Busby, 2m05.30s, 85.33mph.

Esso FF1600 (10 laps): 1, Niko Palhares (Van Diemen-Scholar RF89), 18m00.96s, 98.91mph; 2, Jordi Gené (Van Diemen-Minister RF89), 18m03.56s; 3, Adrian Fernandez (Van Diemen-Scholar RF89), 18m04.40s; 4, Tim Sugden (Swift-Minister FB89), 18m05.79s; 5, Giampiero Simoni (Van Diemen-Scholar RF89), 18m06.68s; 6, Rick Morris (Reynard-Minister 88FF), 18m07.78s. **Fastest lap:** Bernard Dolan (Reynard-Auriga 89FF), 1m43.86s, 102.94mph.

Esso Metro Challenge (10 laps): 1, Martin Perrett, 19m22.46s, 91.97mph; 2, Peter Baldwin, 19m23.96s; 3, Stuart Senior, 19m35.24s; 4, Martin Short, 19m37.59s; 5, Alistair Fenwick, 19m44.22s; 6, Carlos Gomes, 19m46.71s. **Fastest lap:** Perrett, 1m55.22s, 92.79mph.

Uniroyal Tyres Production Saloons – Classes A and B (10 laps) – overall and Class A: 1, Mark Hales (Sierra Cosworth), 19m06.66s, 93.24mph; 2, Kieth Odor (Sierra Cosworth), 19m15.09s; 3, David Oates (Sierra Cosworth), 19m17.02s; 4, Slim Borgudd (Sapphire Cosworth), 19m17.83s. **Fastest lap:** Odor, 1m53.15s, 94.49mph. **Class B:** 1, Graham Scarborough (BMW M3), 19m48.69s, 89.94mph; 2, Steve Griffin (BMW M3), 20m09.91s; 3, John Costelloe (BMW M3), 20m31.40s; 4, Barbara Cowell (BMW M3), 21m05.13s. **Fastest lap:** Scarborough, 1m56.86s, 91.49mph.

Demon deux chevaux

MALLORY PARK, Aug 13: On a blustery day at Mallory, when the rain held off until the final race, David Coulthard and Martin Jones took excellent victories in tight but rather static single seater races. It was left to the underpowered and under-tyred MGs and 2CVs to provide the excitement.

The 2CV race was a cracker. Darryl Stokes' pole-winning car initially appeared to have got away, but behind him five cars disputed second, and eight cars seventh. In both groups they were regularly three abreast down Stebbe straight and out of the Devil's Elbow, and two abreast everywhere else. On lap 6 Michael Creasey dropped out of fourth with engine problems and Graham Harper started to tow the remaining Creaseys (Justin and Giles) back up toward Stokes. On the last lap they were all together. Stokes managed to stay just ahead of the others who crossed the line three abreast, with Justin getting the verdict from Giles and Harper. Adrian Scott faded to a lonely fifth, while Paul Young outmanoeuvred the next throng for sixth.

The meeting opened badly, when the starting lights failed for the S2000 race. A union jack was flashed, and chaos ensued. Stuart Kestenbaum and Nick Bates found themselves underneath Mike Wright's Lola in the pit lane barrier and the race was stopped. It was restarted over 12 laps without these three, leaving only Anthony Llewellyn-Davies from the original top four, which was a great shame as practice had seen them covered by only 0.4sec. AL-D duly led from start-to-finish. Bernard Vermilio's Geoscan was never far behind, and finished 1sec

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adrift. The Shrikes of Glen Dudley and Tim Elkins ran together in fourth and fifth and were caught towards the end by Chris Gilbert's Lola. Mark Dunham took his Harvey to victory in the Pre-'86 section from Louis Jones, after a hard and occasionally physical scrap.

Andrew Guye-Johnson was on pole for the Formula Forward race, while at the back with a 10secs penalty, after fuel pump failure led to him qualifying out of session, lurked Thomas Erdos. Times were very close, with the top 10 covered by just 0.5sec. Martin Jones got the best of the start from the outside of the front row, and despite early pressure from Guye-Johnson, led all the way. A grassy moment on Stebbe Straight and a consequently exciting passage through the Esses, were the only problems as Martin took a well deserved first victory in the Formula. AG-J retained second from impressive series newcomer Andy Constable. Mark Peters took fourth, from Mark Goddard and Simon Sutton, and while all were close, no overtaking occurred. Erdos set fastest lap and completed the race 9.5secs slower than Jones, but got no higher than ninth.

Nigel Petch was more than 1sec faster than the pack in practice for the Agip MGOC race and duly dominated proceedings, winning by 7.4secs in his MGB. Behind him an excellent race for the minor placings was fought out between a B, two Maestros and three Midgets. Noel Wincote's B was second, having been seventh on the first lap, while Rae Davis' Maestro was seventh having actually led the race into Gerard's for the first time. His brother Darryl's similar car secured third from the Midgets of Richard Bennett, Ashley Jacques and Chris Stocks after a great battle.

David Coulthard took another accomplished win in the P&O Junior FF1600 round, leading throughout from pole. It was never easy for him as Kelvin Burt kept very close. A failed passing attempt at Gerards on lap 7 gave the Scot breathing space, but Burt was only 0.3sec behind at the flag, and took fastest lap. Warren Hughes had a rather lonely race in third. Harry Nuttall passed Adrian Coles for fourth on lap 2 and thereafter drove a strong defensive race, while Coles was right behind in fifth, himself under pressure from Jason Weller.

Jeff Gresswell outdragged Mike Gardiner to lead the Pre-'83 FF2000 race, these two soon opening a gap to Dave Nichols. Gardiner locked up in attempting to take the lead into Shaws on lap 3, and dropped back temporarily. Steve Pontin-Warltier took third with a neat move into Shaws on lap 6. Two laps later Gardiner took the lead in similar fashion and held on to the flag. Nichols retained fourth from John Dickinson and Mark Storer.

Poleman Terry Heley won the Pre-'57 Saloon race easily. Richard Ward's Alfa Giulietta fought a spirited battle for second with Chris Logue's Mk8 Jaguar, the Jag losing out when it half spun at Gerard's on lap 7. The Morris Minors of Robin Moore and Bill Stone contested third to the line, Moore getting the place.

Peter Hiley was on pole for the MGCC Sprite Midget race, but it was Tom Wood who led initially. At Shaws Hiley managed to outfumble both Richard Wildman and Bill Lancashire to move up from fourth to second. On lap 2 Wildman led into the Esses but Wood and Hiley went either side of him into Shaws, he bounced off Wood into Hiley and spun, rejoining sixth. Wood then resisted all Hiley's determined assaults as Wildman edged back towards them. Hiley made his big move at Shaws on the last lap, coming out very tight but half spinning into the high kerb on the inside. Thus Wildman took a well deserved second from Graham Slatter, Gil Duffy and Hiley.

Serious rain arrived for the MGA thrash, which Neil Cawthorn led throughout. Colin Jones was second early on, but faded to fourth behind John Halton and Tony Barnard in the Elva Courier.

NICK PHILLIPS



Come in No 29, your time is up... The battling Citroens pleased the crowd at Mallory Park.

MALLORY PARK — BARC

CK Tools Sports 2000 (12 laps) – overall and Class A: 1, Anthony Llewellyn-Davies (Shrike-Scholar P15), 9m46.9s, 99.36mph; 2, Bernard Vermilio (Geoscan-Scholar 002), 9m47.9s; 3, Glen Dudley (Shrike-Neil Brown P15), 9m59.5s; 4, Tim Elkins (Shrike-Neil Brown P15), 10m00.5s. **Fastest lap:** Llewellyn-Davies and Vermilio, 48.1s, 101.03mph. **Class B:** 1, Mark Dunham (Harvey-Nelson HR5), 10m33.8s, 92.01mph; 2, Louis Jones (Royale-Scholar RP37), 10m35.3s; 3, Stuart Anderson (Rawlson-Zakspeed S2000), 10m36.2s. **Fastest lap:** Jones, 50.6s, 96.04mph.

Cavendish Finance Formula Forward (10 laps): 1, Martin Jones, 8m08.7s, 99.44mph; 2, Andrew Guye-Johnson, 8m10.1s; 3, Andy Constable, 8m10.8s; 4, Mark Peters, 8m11.4s; 5, Mark Goddard, 8m11.8s; 6, Simon Sutton, 8m12.3s. **Fastest lap:** Thomas Erdos, 48.0s, 101.25mph (**record**).

Agip MGOC (10 laps): 1. Nigel Petch (MGB), 10m16.0s, 78.89mph; 2, Noel Wincote (MGB), 10m23.4s; 3, Darryl Davis (Maestro), 10m23.8s; 4, Richard Bennett (Midget), 10m25.4s; 5, Ashley Jacques (Midget), 10m25.5s; 6, Chris Stocks (Midget), 10m25.7s. **Fastest lap:** Petch, 1m00.1s, 80.86mph.

P&O Junior FF1600 (10 laps): 1, David Coulthard (Van Diemen-Scholar RF89), 8m15.1s, 98.16mph; 2, Kelvin Burt (Van Diemen-Minister RF89), 8m15.4s; 3, Warren Hughes (Van Diemen-Scholar RF89), 8m19.0s; 4, Harry Nuttall (Van Diemen-Scholar RF89), 8m23.6s; 5, Adrian Coles (Van Diemen-Scholar RF89), 8m23.8s; 6, Jason Weller (Van Diemen-Scholar RF88), 8m24.0s. **Fastest lap:** Burt, 48.7s, 99.79mph.

2CVGB Racing Club (10 laps): 1, Darryl Stokes, 12m31.9s, 64.63mph; 2, Justin Creasey, 12m32.8s; 3, Giles Creasey, 12m32.9s; 4, Graham Harper, 12m32.9s; 5, Adrian Scott, 12m39.1s; 6, Paul Young, 13m10.3s. **Fastest lap:** Justin Creasey, 1m12.8s, 66.75mph (**record**).

URS Pre-'83 FF2000 (10 laps): 1, Mike Gardiner (Van Diemen-Autron RF82), 8m02.5s, 100.72mph; 2, Jeff Gresswell (Van Diemen-Ford RF82), 8m02.9s; 3, Steve Pontin-Warltier (Van Diemen-Neil Brown RF82), 8m06.4s; 4, Dave Nichols (Van Diemen-Neil Brown RF82), 8m08.5s; 5, John Dickinson (Van Diemen-Nelson RF81), 8m08.6s; 6, Mark Storer (Lola-Frenchmoor T580), 8m15.7s. **Fastest lap:** Gresswell, 47.1s, 103.18mph.

CSCC Pre-'57 Saloons (10 laps): 1, Terry Heley (2.5 Ford Zephyr), 10m50.7s, 74.68mph; 2, Richard Ward (1.3 Alfa Romeo Giulietta), 11m02.6s; 3, Robin Moore (1.0 Morris Minor), 11m11.5s; 4, Bill Stone (1.0 Morris Minor), 11m11.7s. **Class A:** 1, Heley; 2, Chris Logue (3.5 Jaguar Mk8), 11m16.9s; no other starters. **Fastest lap:** Heley, 1m03.2s, 76.89mph. **Class B:** 1, Tony Preston (1.5 MG Magnette), 11m49.8s, 68.46mph; 2, Peter Wroe (1.5 MG Magnette), 9 laps; no other starters. **Fastest lap:** Preston, 1m08.9s, 70.53mph. **Class C:** 1, Moore; 2, Dave Rees (1.0 Morris Minor), 11m25.5s; no other starters. **Fastest lap:** Moore, 1m05.0s, 74.76mph. (**record**). **Class D:** 1, Ron Aubrey (2.4 Jaguar Mk1), 11m14.7s, 72.03mph; 2, Pat Callis (2.4 Jaguar Mk1), 11m21.5s; 3, Anthony Lake (2.4 Jaguar Mk1), 11m51.9s. **Fastest lap:** Aubrey, 1m03.8s, 76.17s. **Class E:** 1, Ward; 2, Stone; 3, John Bond-Smith (1.0 Austin A35), 11m20.4s. **Fastest lap:** Ward, 1m04.4s, 75.46mph.

MGCC Sprite Midget Challenge (10 laps): 1, Tom Wood, 10m18.1s, 78.62mph; 2, Richard Wildman, 10m20.0s; 3, Graham Slatter, 10m30.6s; 4, Gil Duffy, 10m30.9s; 5, Peter Hiley, 10m31.1s; 6, Alan Jeffrey, 10m32.0s. **Fastest lap:** Wood and Wildman, 1m00.1s, 80.86mph.

MGA Register (10 laps): 1, Neil Cawthorn (MGA), 11m04.2s, 73.17mph; 2, John Halton (MGA), 11m09.6s; 3, Tony Barnard (Elva Courier), 11m11.6s; 4, Colin Jones (MGA), 11m33.8s. **Class A:** 1, Mark Dollimore (MGA), 11m44.3s, 69.00mph; 2, Charles Hayter (MGA), 11m45.5s; no other starters. **Fastest lap:** Hayter, 1m07.4s, 72.10mph. **Class B:** 1, Cawthorn; 2, Halton; 3, Jones. **Fastest lap:** Cawthorn, 1m04.4s, 75.46mph. **Class D:** 1, Barnard; 2, Alan Davies (MGBGT), 11m54.8s; 3, Andy Hart (MGB), 9 laps. **Fastest lap:** Barnard, 1m04.4s, 75.46mph.

Budget fun

LYDDEN, Aug 13: The highlight of a splendid programme of nine action-packed races was a hectic encounter between the Class C contenders for the Budget Rent-a-Car Modified Production Saloon Championship.

The opening lap was particularly fraught, as Nigel Crosby and Shaun Blake hit the bank at the Devil's Elbow, and championship leader Keith Notley inverted his Fiesta at Paddock. Notley lunged for a rapidly decreasing gap as he tried to wrest the lead from his rival, John Hammersley, but hit the raised apex on the inside and launched his car into the barrier on the outside. He was extricated from the wreckage unhurt. Hammersley again took the initiative at the restart, but Michael Helm was gaining rapidly. On the second lap at Chesson's Drift, Helm also attacked the barrier on the outside. Not far behind the leader Andy Pyke was driving his Mexico well to hold off the strongest possible challenge from Clive Knight and Julian Mead. Further back, a splendid midfield dice came to a premature end when Richard Bartlett, Michael Bone and Iain McCreath attempted Paddock Bend together. Bartlett was forced to hit the brakes, and Bone swerved around him and spun down to the startline, while McCreath careered across the infield narrowly missing Mabbs Bank, several tyre markers and the marshals' post! As Hammersley headed for a comfortable win, Pyke was let off the hook when Mead ran into Knight's car at the Hairpin and the two cars half-spun in formation. Knight recovered best and managed to retain third.

The first event was a round of the BARC '74-'79 FF1600 series, and with championship leader John Wardle sidelined after a practice shunt his nearest rival Alan Fay was hoping to score maximum points. But after a perfect start Fay spun away the lead at the Hairpin first time round, leaving Brian Cooke with a useful lead over James Gowens, Barry Pomfret and Jim Mitchell. As Gowens slipped back due to severe oversteer Mitchell moved up to finish only two lengths behind the winner. Even more impressive was Peter Thurston who, on his race debut, almost caught Pomfret, the third man home.

During the early laps of the Modified Midget race four cars were nose-to-tail as Lawrence Cutler led Graeme Adams, Alvin Heaton and Mike

First lap action at Lydden as Keith Notley leaves the Budget saloon race...

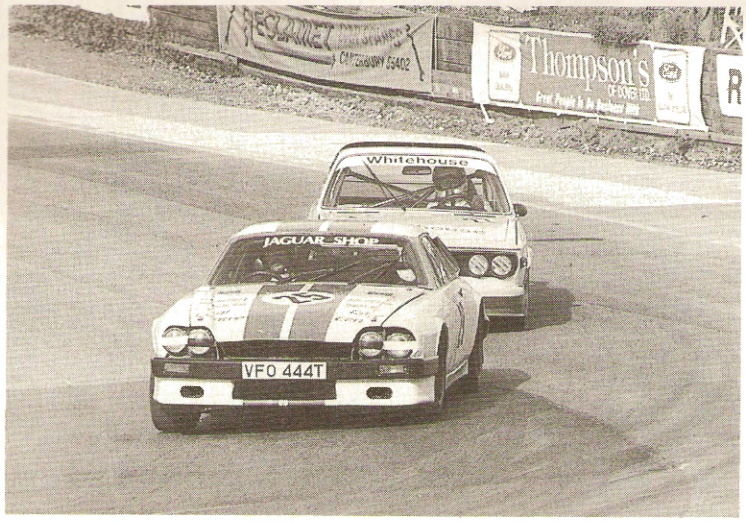


Chalk. The latter had held second for half a lap until he went wide at the Hairpin. But by the time Adams had worked his way through to the front, with Heaton latching on behind, they were much more spread out. Cutler finished third and Chalk fourth.

The RJB Plant Hire Formula *Libre* race was run over 15 laps rather than the usual 10. This was particularly unfortunate for Paul Sleeman who lost his championship lead to Tim Barry when the March 713S retired on lap 11! Barry dominated the event, and his 3.5-litre March-Cosworth GA led from pole to the chequered flag. Steve Holland made a superb start to snatch second from Martin Mansell, Tony O'Neill and Peter Daniels. After starting from a lowly grid position because of practice dramas Sleemen raced through the field and seemed certain to clinch third until his retirement. Mansell turned up the wick and passed Holland's smoking GRD to finish second. O'Neill was fourth after managing to maintain a respectable advantage over Daniels' Ralt.

The second Budget event (for Class B cars) was a much more sedate affair. Andy Britnell led away, but Russell Clark was through to the front by the end of the first lap, and from then on he controlled the race as he wished. Steven Guard steadily reeled in Britnell and then dived past at Paddock. Britnell finished almost half a lap in front of the fourth finisher, Phil Libby.

Jim Mitchell led the second FF1600 race as far as the Devil's Elbow where he skidded off on the first lap, leaving Chris Pullman to take an accomplished victory over Brian Cooke. Dave Payne held third in Miki Dee's Swift FB89 until a grassy moment at Chesson's, but he recovered well and eventually retrieved third from Alan Fay at Paddock. Behind Fay there was an entertaining battle between Ian Trodd and Peter Thurston, who once again belied his lack of experience as he outbraked three drivers on successive laps and then took fifth from Trodd, only to lose out in the struggle up Hairy Hill.



Donald Miles heads Jonathan Hooker through Lydden's Paddock Bend.

John Dewing's diminutive Tiga-Imp led the Special GT event from start-to-finish, but the race was far from boring. Ron Greenfield slid on to the grass at the first corner and spent the rest of the race working his way towards the front again, leaving former Hot Rod World Champion George Polley to dispute second with Mike Scott. Eventually Scott's new, super-sticky slicks helped him to slingshot past Polley at the Devil's Elbow. Greenfield charged through to finish fourth, and when Steve Harman tried to retaliate he spun.

The Roadgoing Saloons were combined with a round of the Jaguar Prestige Saloon Car Challenge, which provided a riveting duel for the lead between Metropolitan Police driver Donald Miles and Jonathan Hooker. Despite smoking rear tyres and some very sideways motoring (somehow they missed that bit out in *Roadcraft*) the XJS had to give best to Hooker's BMW four laps from the end. Philip Perryman held a watching brief in third throughout, and when Duncan Styles' XJS retired David West accepted fourth. Tony King's Chevette was the first of the Roadgoing Saloons, in fifth.

The final race was the Class A Budget event. Jonathan Woodward managed to lead from flag-to-flag, although he was under constant pressure from Angus McKay. For the first few laps the Scotsman's BMW climbed all over the tail of the Sunbeam Lotus, but the harder he tried the more ground he lost. It was not until the closing stages when McKay stopped sliding the tail that he closed in again to finish behind Woodward. Mike Marlowe was a constant third, ahead of Tony Lees and Derek Wileman.

KERRY DUNLOP

The Harris challenge

CADWELL PARK, Aug 13: Appropriately, the F750 race proved to be the highlight of the 750 Motor Club's nine race meeting held on Cadwell's 1.5-mile club circuit.

Bob Simpson tore into Coppice on the opening lap determined to maintain his pole advantage. However, hounding him closely were Mick Harris and Alan Avery, these three pulling clear of the pack. Simpson pushed hard at the front; Harris pushed harder, setting fastest race lap in the process. Avery attempted to stay with them, but couldn't. Lap 8, and Harris was braver on braking into the Hairpin, squeezing through. Simpson came back on the climb to Coppice, but Harris closed the door and kept it firmly shut until the end. The battle for fourth went to championship leader Ernie Frost, after a splendid scrap with Phil Myatt, Richard Stephens and Peter Knight.

It was nose-to-tail all the way for the Buckton boys in the Forwell Group K racer for Class A, D, E, F & I cars. Although James sat on pole with his Westfield, it was Derek's Davrian which led the charge on the first lap, but try as he might he just could not get away and the struggle which followed was one of the highlights of the day's racing. Coming out of Mansfield on the last lap the issue had still not been settled, but the timekeepers showed that at the flag Derek was still ahead of James by 0.1s! There was a rare old ▶

LYDDEN — BARC (L & HCC)

BARC 1974-79 FF1600s (10 laps): 1, Brian Cooke (Van Diemen-Aldon RF78), 7m48.8s, 76.79mph; 2, Jim Mitchell (Van Diemen-Brown RF78), 7m49.1s; 3, Barry Pomfret (Royale-Scholar RP26), 7m56.4s; 4, Peter Thurston (Royale RP26), 7m56.9s; 5, James Gowens (Crosslé-Scholar 32F), 8m00.6s; 6, Ian Temple (Royale-Neil Brown RP26), 8m00.8s. **Fastest lap:** Mitchell, 45.2s, 79.64mph.

Budget Rent-a-Car Modified Production Saloons – Class C (8 laps): 1, John Hammersley (1.6 Ford Fiesta XR2),6m54.7s, 69.44mph; 2, Andy Pyke (1.6 Ford Escort Mexico), 6m58.8s; 3, Clive Knight (1.6 Ford Fiesta XR2), 7m03.2s; 4, Julian Mead (Ford Escort RS1600i), 7m06.3s; 5, Gordon Luxford (1.6 Ford Fiesta XR2), 7m11.3s; 6, Richard Bartlett (1.6 Ford Fiesta XR2), 7m19.3s. **Fastest lap:** Hammersley, 51.1s, 70.45mph.

MGCC Modified Midgets (10 laps): 1, Graeme Adams, 7m46.2s, 77.22mph; 2, Alvin Heaton, 7m46.4s; 3, Lawrence Cutler, 7m49.7s; 4, Mike Chalk, 7m52.2s; 5, David Brooker-Carey, 8m06.7s; 6, John Baggott, 8m08.5s. **Fastest lap:** Adams, 45.0s, 80.00mph.

BARC (L&HCC) RJB Plant Hire *Libre* Championship (15 laps): 1, Tim Barry (3.5 March-GA Cosworth 76A), 10m12.5s, 88.16mph; 2, Martin Mansell (1.7 Diamond-Abbott MM1), 10m28.5s; 3, Steve Holland (2.0 GRD-Connaught Cosworth 272), 10m39.6s; 4, Tony O'Neill (2.0 Reynard-VW 873), 10m47.2s; 5, Peter Daniels (2.0 Ralt-VW RT30), 10m53.7s; 6, Tim Moores (1.7 Mallock-Chamberlain Mk24), 14 laps. **Fastest lap:** Barry, 39.8s, 90.43mph.

Budget Rent-a-Car Modified Production Saloons – Class B (10 laps): 1, Russell Clark (Ford Escort RS2000), 8m14.3s, 72.83mph; 2, Steven Guard (Ford Escort RS2000), 8m23.9s; 3, Andy Britnell (Ford Escort RS2000), 8m23.3s; 4, Phil Libby (Vauxhall Magnum 2300), 8m49.3s; 5, Norman Rose (Ford Escort RS2000), 8m51.6s; 6, Craig Davies (Vauxhall Magnum 2300), 8m53.3s. **Fastest lap:** Clark, 48.6s, 74.07mph.

BARC (L&HCC) Lydden Hill FF1600 (10 laps): 1, Chris Pullman (Quest-Minister FF86), 7m41.3s, 78.04mph; 2, Brian Cooke (Van Diemen-Aldon RF78), 7m42.8s; 3, David Payne (Swift-Minister FB89), 7m46.4s; 4, Alan Fay (Crosslé-Aldon 32F), 7m48.6s; 5, Ian Trodd (Van Diemen-Drum RF78), 7m59.5s; 6, Peter Thurston (Royale RP29), 7m59.9s. **Fastest lap:** Pullman, 43.2s, 79.64mph.

Drivers Car Phones/Radio Kent/BARC (L&HCC) Special GT Cars (12 laps) – overall: 1, John Dewing (1.0 Tiga-Imp), 9m24.6s, 76.51mph; 2, Mike Scott (1.8 Ford Anglia-Cosworth), 9m30.4s; 3, George Polley (1.8 Ford Anglia), 9m32.5s; 4, Ron Greenfield (1.0 Sunbeam Stiletto), 9m34.4s. **Over 1500cc:** 1, Scott; 2, Polley; 3, Duncan Heard (VW Golf GTI), 10m02.6s. **Fastest lap:** Scott, 46.4s, 77.58mph. **1001-1500cc:** 1, Martin Ennis (1.1 Hillman Imp), 11 laps; no other finishers. **Fastest lap:** 49.6s, 72.58mph. **Up to 1000cc:** 1, Dewing; 2, Greenfield; 3, Steve Harman (Law Imp), 9m44.8s. **Fastest lap:** Dewing, 46.1s, 78.09mph.

BARC (L&HCC) Roadgoing Saloons (10 laps) – overall: 1, Jonathan Hooker (3.2 BMW CSL), 8m30.4s, 70.53mph; 2, Donald Miles (5.3 Jaguar XJS), 8m31.3s; 3, Philip Perryman (3.3 BMW CSL), 8m52.3s; 4, David West (5.3 Jaguar XJS), 8m54.2s. **Jaguar Prestige:** As above. **Fastest lap:** Hooker, 49.9s , 72.14mph. **Up to 1799cc:** 1, John Blennerhassett (1.6 Toyota Corolla GT), 8m58.9s, 66.8mph; 2, Bob Knight (1.3 Suzuki Swift GTI), 9m00.4s; 3, Steve Pattinson (1.8 VW Golf GTI), 9m04.6s. **Fastest lap:** Knight, 52.6s, 68.44mph. **Over 1800cc:** 1, Tony King (2.3 Vauxhall Chevette), 8m58.2s, 66.88mph; 2, Jamie Weidner (2.0 Triumph Dolomite), 9m07.6s; 3, John Cartwright (VW Golf GTI), 9 laps. **Fastest lap:** King, 52.8s, 68.18mph.

Budget Rent-a-Car Modified Production Saloons – Class A (10 laps): 1, Jonathan Woodward (2.2 Talbot Sunbeam Lotus), 8m14.8s, 72.75mph; 2, Angus McKay (3.4 BMW 333i), 8m15.0s; 3, Mike Marlowe (2.2 Talbot Sunbeam Lotus), 8m16.0s; 4, Tony Lees (2.5 BMW 320), 8m20.2s; 5, Derek Wileman (3.0 Ford Capri), 8m21.5s; 6, Ray Webb (3.9 Rover Vitesse), 8m24.7s. **Fastest lap:** McKay and Marlowe, 48.7s, 73.92mph.

CADWELL PARK — 750 MC

P&O Ferries FF1600 Champion of Cadwell (10 laps): 1, Colin Verity (Swift-Minister FB4), 11m12.9s; 2, Bob Bailey (Van Diemen-Scholar RF87), 11m13.7s; 3, Rob Perry (Van Diemen RF89), 11m25.0s; 4, Simon Jackson (Van Diemen RF87), 11m25.3s; 5, Jamie Galles (Swift FB89), 11m36.2s; 6, Gavin Marshall (Mondiale M88S), 11m58.5s. **Fastest lap:** Verity and Bailey, 1m07.5s, 78.74mph.

GB Road-Going Sports Cars (10 laps) – overall: 1, Peter Garland (Morgan +8), 12m08.2s, 69.20mph; 2, Jon Wrightson (Lotus 7S2), 12m31.6s; 3, Richard Smith (Caterham 7), 12m42.5s; 4, Jon Fletcher (Porsche 911SC), 13m01.2s. **Class A:** 1, Tim Storrar (Austin Healey Sprite Mk1), 9 laps; 2, Rob Moody (Austin Healey Sprite), 9; 3, Howard Sandford (Clan), 9. **Fastest lap:** Moody, 1m21.1s, 65.53mph. **Class B:** 1, Wrightson; 2, Smith; 3, Andy Windebank (Lotus Super 7), 13m05.0s; **Fastest lap:** Wrightson, 1m12.9s, 72.90mph. **Class C:** 1, Garland; 2, Fletcher; 3, Kevin Ginger (Triumph GT6), 13m06.1s; **Fastest lap:** Garland, 1m12.2s, 73.61mph.

Forwell Group K Sports Challenge Classes B & C (10 laps) – overall: 1, Nigel James (5.8 Ultima Mk3), 11m38.8s, 76.14mph; 2, Bob Light (5.8 Ultima Mk3), 11m40.3s; 3, Martin Harrison (Dax Tojeiro Cobra), 12m28.4s; 4, Andy Reeves (Raffo Tipo 12), 12m34.5s. **Class B:** 1, Reeves; 2, Chris Appleby (Noble 23), 12m38.6s; 3, David Lloyd (Westfield 7SE), 12m43.1s. **Fastest lap:** Reeves, 1m14.5s, 71.34mph. **Class C:** 1, James; 2, Light; 3, Harrison. **Fastest lap:** James, 1m09.5s, 76.47mph.

Try Homes F1300 (10 laps): 1, Richard Gilmour (Mallock U2), 11m05.2s, 79.92mph; 2, Dave Hancock (Mallock Mk20), 11m14.9s; 3, Phil Williams (Davis T7), 11m31.8s; 4, Dave Cook (Mallock U2), 11m32.6s; 5, John Moore (Ethyl Beagle), 11m36.7s; 6, John Sutton (Mallock Mk16), 11m52.7s. **Fastest lap:** Gilmour, 1m06.3s, 80.16mph.

Forwell Group K Sports Challenge Classes A, D, E, F & I (10 laps): 1, Derek Buckton (Davrian Mk5), 12m38.7s, 70.11mph; 2, James Buckton (Westfield 11), 12m38.8s; 3, Iain McBay (Davrian 7), 12m57.6s; 4, Cyril Baxter (Marcos GT), 13m02.5s. **Class A:** 1, Derek Buckton; 2, James Buckton; 3, McBay. **Fastest lap:** James Buckton, 1m15.5s, 70.39mph. **Class D:** 1, Keith Facer (Dutton Phaeton S2), 13m04.4s; 2, Ken Culverwell (Westfield 11), 13m57.1s; 3, Peter Thompson (Sylva Striker), 13m57.8s. **Fastest lap:** Facer, 1m18.0s, 68.14mph. **Class E:** 1, Bryan Healey (Leader SS), 13m06.6s; 2, Peter Powell (Sylva Striker), 13m43.0s; 3, John Grant (Westfield SE), 9 laps. **Fastest lap:** Healey, 1m17.8s, 68.31mph. **Class F:** 1, Baxter; 2, David Clarke (Westfield 7SE), 13m33.9s; 3, Clive Turner (Autotune Gemini), 13m36.1s. **Fastest lap:** Baxter, 1m17.2s, 68.84mph. **Class I:** 1, Bob Newey (Westfield 11), 13m30.6s; no other entries. **Fastest lap:** Newey, 1m18.2s, 67.96mph.

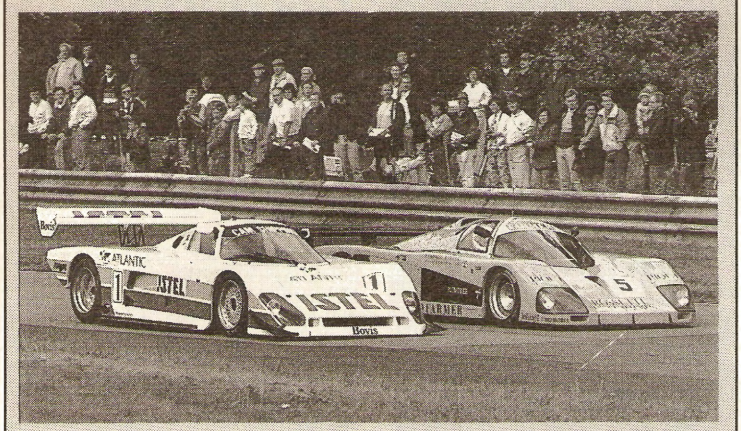
Pre-War Austin 7 Handicap (10 laps) – overall: 1, Nigel Cowley (Cowley Mk3 Austin 7), 13m51.6s, 63.95mph; 2, Andrew Spence (Austin 7 Sports), 14m55.0s; 3, Mick Peck (Austin 7), 15m13.4s; 4, David Locock (Austin 7 D&S Spl), 15m20.3s; 5, Keith Rawson (Austin 7), 9 laps; 6, David Rees (Austin Rees), 9. **Handicap:** 1, Cowley; 2, Vince Leek (Mouse Spl), 9 laps; 3, Peck. **Fastest lap:** Cowley, 1m22.6s, 64.34mph.

PSL Dellorto F750 (10 laps): 1, Mick Harris (Darvi 877), 12m01.1s, 73.71mph; 2, Bob Simpson (SS Reliant), 12m01.9s; 3, Alan Avery (Avalan), 12m09.1s; 4, Ernie Frost (Darvi IF88), 12m21.7s; 5, Peter Knight (DNC), 12m23.4s; 6, Philip Myatt (Marrow), 12m28.2s. **Fastest lap:** Harris, 1m11.4s, 74.44mph.

Gerry Wainwright Motorsport Lotus Challenge (10 laps) – overall: 1, Jon Wrightson (Lotus 7 S2), 12m11.3s, 72.70mph; 2, Paul Lowndes (Caterham 7), 12m12.3s; 3, Richard Smith (Caterham 7), 12m32.4s; 4, Gerry Wainwright (Lotus Elan S4), 12m37.4s. **Class A:** 1, Richard Overall (Lotus Elan S3), 9 laps; 2, Alasdair Southall (Lotus Cortina Mk2), 8; no other entries. **Fastest lap:** Overall; 1m25.8s, 61.94mph. **Class B:** 1, Wainwright; 2, Ball; 3, Chris Holland (Lotus Elan S4), 13m13.5s. **Fastest lap:** Wainwright, 1m15.1s, 70.77mph. **Class C:** 1, Wrightson; 2, Lowndes; 3, Smith. **Fastest lap:** Lowndes, 1m12.4s, 73.41mph. **Class D:** 1, Barry Ely (Lotus Sunbeam), 13m31.9s; 2, Jeremy Ferguson (Lotus), 9 laps; no other entries. **Fastest lap:** Ely, 1m19.0s, 67.27mph.

Triumph Sports Six Challenge (10 laps) – overall: 1, Kevin Ginger (Triumph GT6), 13m12.4s, 67.10mph; 2, Eddie Wilkins (Triumph Spitfire), 13m20.0s; 3, Jim Oliver (Triumph Spitfire), 13m56.2s; 4, Guy St John (Triumph Spitfire), 14m03.0s. **Class A:** 1, Stefan Antolik (Triumph Spitfire Mk3), 9 laps; 2, Laurence Ball (Triumph GT6), 8 laps; no other entries. **Fastest lap:** Antolik, 1m27.4s, 60.81mph. **Class B;** 1, St John; 2, Nicholas Barry (Triumph Vitesse Mk2), 14m11.1s; 3, Colin Elstrop (Triumph GT6 Mk2), 14m16.5s. **Fastest lap:** Barry, 1m23.2s, 63.88mph. **Class C:** 1, Wilkins; 2, Richard Thorp (Triumph Spitfire Mk4), 14m14.1s; 3, Nick Bishop (Triumph Spitfire Mk3), 9 laps. **Fastest lap:** Wilkins, 1m20.1s, 66.35mph. **Class D:** 1, Ginger; no other entries. **Fastest lap:** Ginger, 1m18.9s, 67.36mph. **Class E:** 1, Philip Cruttwell (Triumph TR6), 14m16.9s; 2, Kevin Williams (Triumph TR6), 14m31.0s; no other entries. **Fastest lap:** Cruttwell, 1m24.6s, 62.82mph.

OULTON PARK: BRDC SPORTSCARS



The fast Istel Tiga had to overcome the strong challenge of Colin Pool's ADA.

Easy does it

The fifth round of the British Sportscar Championship was reduced from a scheduled 33 laps to 25 laps because the programme of events was somewhat behind the timetable due to rain. Fortunately the contenders were to enjoy a completely dry race, and the reduction in the length of the event meant an alteration to the fuel allocation which was to be slightly more generous than the original amount.

It was business as usual for the Istel/McNeil Spice team, the Tim Harvey/Laurence Bristow car claiming pole position by nearly 2secs following a trouble-free practice. Ominously the team also had no worries over fuel consumption, even before the alterations to the amount were made. Sitting alongside them was the Plumtree ADA, drivers Colin Pool and Paul Stott suffering with only three brakes in first practice, a front end vibration and a lack of power. Attention to the brakes, new tyres and new injectors solved the problems and their times improved by more than 4secs. The 'Scottish' Ecosse of Lawrence Jacobsen and John Fyda in third had no worries to report after practice, while the Roy Baker Tiga, crewed by dentists John Sheldon and David Mercer, had to sort its gear ratios before claiming fourth on the grid.

Martin Sledmore had what appeared to be a big off in testing, but upon closer inspection the Tiga had sustained only superficial damage. Practice was uneventful, the team starting sixth. John Brindley substituted for regular driver Ray Mallock in Martin Colvill's Ecosse, while Andrew McAlpine stood down in favour of Bill Wykeham in his Tiga, McAlpine suffering the after effects of a kidney complaint. Team mate Mike Catlow had injured his foot prior to testing the car on Friday, but anticipated no problem come the race. Sitting at the back of the grid were Robbie Stirling and James Shead in the Curtain Dream Tiga, following a persistent engine problem which saw the team return to the Nelson workshop on Saturday night following practice, in the hope of curing the problem.

As the pace car pulled into the pits Paul Stott got the jump on Laurence Bristow, and opened up a small gap to the Spice in the first few laps. Bristow was unable to reduce the interval before pitting on lap 12. Once in the car Harvey started to close on the ADA, but on lap 15 Stott came in to hand over to Colin Pool. The stop took longer than anticipated, Pool rejoining the fray behind Harvey who was able to stretch his lead over the ADA to more than 1min before the finish, with Pool settling for a secure second position.

John Sheldon held a good third place until lap 4 when John Brindley took the position, which he maintained until the pit stops. Running to its own plan, the Scottish Ecosse with Fyda aboard, ran fourth. Fyda then dropped to sixth before working his way back into fourth before the driver change. Following the stop Jacobsen was in a comfortable third having passed Martin Colvill in the other Ecosse, but a broken shock absorber after 20 laps put the team out of the race, promoting Colvill back to third.

An earlier retirement had been Nick Baird in the class-leading Lola which he shared with Alistair Lyall, for having run in fourth place the car stopped with an ignition problem. Finishing in fourth position after running much further down the field early on was Mike Catlow, untroubled by his injury, and Bill Wykeham, the car running faultlessly. Fifth at the finish belonged to John Sheldon and David Mercer who, upon reflection, had run too conservatively, worrying about the fuel limitations. They headed home the raucous Bartlett/Donovan Harrier-Chevy.

Second in class and seventh overall came the Stirling/Shead Tiga which suffered a recurrence of its practice engine maladies. Taking the invitation class three laps behind the winners was the Chevron of Gerard Macquillan and Barrie Williams.

MARK JONES

OULTON PARK

Aug 13, BRDC British Sportscar Championship, round 5

25 laps – 69.22 miles

Pos	Drivers	Class	Chassis-Engine	Result	Qual	Pos
1	Laurence Bristow/Tim Harvey	A	3.9 Spice-DFL SE89C	38:13.79	1.26.98	1
2	Paul Stott/Colin Pool	A	3.5 ADA-DFZ 03	39:23.76	1:28.89	2
3	John Brindley/Martin Colvill	A	3.3 Ecosse-DFL C285	24 laps	1:35.09	7
4	Mike Catlow/Bill Wykeham	B	3.0 Tiga-V64V GC287	24 laps	1.36.33	8
5	John Sheldon/David Mercer	A	3.0 Tiga-DFV GC288	23 laps	1:34.01	4
6	Robin Donovan/John Bartlett	A	5.7 Harrier-Chevy LR2	23 laps	1:36.46	10
7	James Shead/Robbie Stirling	B	3.0 Tiga-V64V GC289	23 laps	1.44.66	13
8	Martin Sledmore/Mike Youles	B	3.0 Tiga V64V GC288	23 laps	1.34.93	6
9	Barrie Williams/Gerard Macquillan	C	2.0 Chevron-BMW B31/36	22 laps	1.36.56	11
10	Richard Gamble/Malcolm Paul	C	2.0 Tiga-Hart TS87	19 laps	1.36.39	9
R	John Fyda/Lawrence Jacobsen	A	3.3 Ecosse-DFL C286	20 laps	1.32.85	3
R	Mike Chittenden/Fred Taylor	B	2.0 TMR-Ford 2A	19 laps	1.43.22	12
R	Alistair Lyall/Nick Baird	C	2.0 Lola-Hart T594C	13 laps	1.34.41	5

Winner's average speed: 108.64mph. **Class B:** 99.62mph. **Class C:** 94.34mph. **Fastest laps – Class A:** Tim Harvey, 1m27.85s, 113.47mph (**record**). **Class B:** Mike Youles, 1m35.61s, 104.26mph (**record**). **Invitation Class:** Alistair Lyall, 1m34.52s, 105.46mph. First named driver started race. **Next round:** Thruxton, Sep 24.

►► tussle for third place between Cyril Baxter's Marcos and Iain McBay's Davrian, Baxter hanging on in front until lap 7 when McBay clinched the spot.

Championship leader, Colin Verity was snugly on pole and quickly into his accustomed front-running slot in the P&O C of C FF1600 round. As ever, Bob Bailey was with him all the way, and although he matched Verity's fastest race lap he couldn't quite push him as tightly as he had the previous weekend. Having said that, the 0.8s difference at the flag was pretty tight! Jamie Galles, second in practice, got his Swift FB89 heavily involved in the Verity/Bailey vendetta from the start, but two spins got the better of him and he finished behind Rob Perry and Simon Jackson.

Peter Garland and Jon Wrightson picked up where they left off at Pembrey and strung out the field in the GB Road-Going Sports Car Series race right from the start. The hills of Cadwell seemed more to Garland's taste, and by half-distance he was well ahead of the Lotus, romping past the flag an easy winner by a hefty 23.4secs. Richard Smith was third after displacing Jon Fletcher's Porsche 911SC early on.

It didn't take long for the Ultimas of Nigel James and Bob Light to show the rest of the Forwell Group K, B & C machines around, in fact as they began the climb up to Coppice for the first time the gap to third was already noticeable. James, leading from pole, took the win from Light, the latter being quite unable to find a way by. Third place went to Martin Harrison's Dax Tojeiro Cobra which he managed to keep ahead of a race-long tussle for fourth, won by Andy Reeves in his Raffo Tipo 12.

Richard Gilmour took Dave Hancock and Keith Messer with him to set the pace in the Try Homes F1300 Challenge, these three promising a close contest. It was, until Gilmour found room for his Mallock to breathe and edged away from the others and Messer's Lola vanished out in the country with but one lap to go. Gilmour took the flag well ahead of Hancock, with Phil Williams a distant third.

Nigel Cowley really had no race at all in the Pre-War Austin 7 Handicap event, for he shot off from pole and spent the rest of the 10 laps lapping everyone in sight to cross the line over 1 minute ahead of Andrew Spence. Mike Peck held second for the first couple of laps, until Spence overtook him and he had to be content with third. Cowley won on handicap, Peck was again third while eighth man, Vince Leek, split them for second when the sums had been done.

Jon Wrightson once more figured at the front in his Lotus 7 S2, winning a fiercely contested duel with Paul Lowndes in the Gerry Wainwright Motorsport Lotus Challenge series. Richard Smith brought his Caterham 7 home a secure third, but it was no easy matter for Gerry Wainwright himself, who only just kept his Elan S4 ahead of the Richard Ball's S3 to take fourth.

The final event of the day saw Kevin Ginger score a comfortable win in the Triumph Sports Six Challenge race once he had disposed of Eddie Wilkins, who kept him close company until just after half-distance when too many fishtails at the Link Hairpin slowed him. Jim Oliver had a spirited charge through the field from the back of the grid to take a splendid third, ahead of Guy St John and Nicholas Barry.

KEN ROBINSON

Quick Niki

OULTON PARK, Aug 12/13: Renault 5 Turbos opened the programme at Oulton Park's Gold Cup meeting.

David Grimshaw made the best start from the outside of the front row, but by Shell Niki Phillips had taken the lead, and upon completion of the first lap there was quite a gap between the first two. In third was James Kaye, but one lap later he was second, and he then set about reducing the interval to the leader. On lap 6 he took the lead at Foulstons, putting nearly 3secs between himself and Phillips before the finish. Grimshaw came home third with Jim Edwards Jr fourth and Dave Cox fifth, these three finishing less than 1sec apart. Kaye was later to be disqualified from his victory for technical infringements (see *Sports Extra*).

Closing the day's events was a 5 lap Clubmans race, shortened to meet the circuit's curfew requirements. Blatantly jumping the start from the middle on

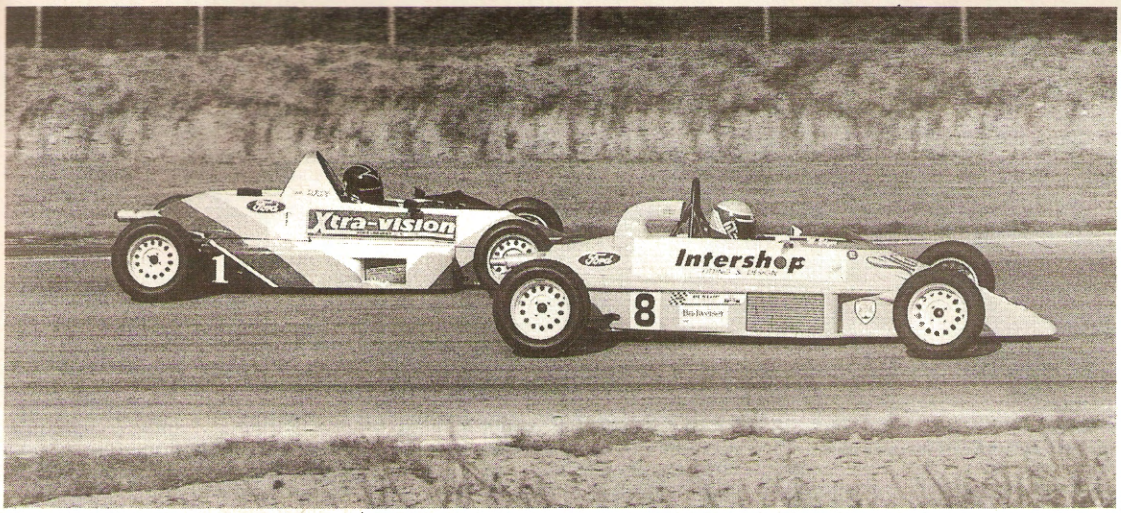
Whoops! Gavin Green lost it but recovered to set fastest lap in the Renault race.



OULTON PARK — BRDC

Renault 5 Elf Turbo UK Cup (10 laps): 1, Niki Phillips, 21m21.56s, 77.78mph; 2, David Grimshaw, 21m43.40s; 3, Jim Edwards Jr, 21m43.94s; 4, Dave Cox, 21m44.08s; 5, Mark Fish, 21m45.00s; 6, Les German, 21m46.58s. **Fastest lap:** Gavin Green, 2m04.07s, 80.34mph.

BRDC Clubmans Sports (5 laps) – Overall and Class B: 1, Nick Bridge (Mallock Mk27SG), 8m22.84s, 99.12mph; 2, Vernon Davies (Mallock Mk28), 8m28.69s; 3, Keith Runnacles (Vision V89), 8m35.05s; 4, Tony Pouyanne (Silver Phantom), 8m35.55s. **Fastest lap:** Bridge, 1m37.16s, 102.59mph (**record**). **Class A:** 1, Pouyanne, 96.67mph; no other starters. **Fastest lap:** Pouyanne, 1m40.36s, 99.32mph. **Class C:** 1, Glenn Eagling (Mallock Mk20), 9m06.86s, 91.14mph; 2, John Knight (Mallock Mk21), 9m38.88s; 3, John Youde (Mallock Mk21), 9m40.66s. **Fastest lap:** Eagling, 1m44.41s, 95.47mph (**record**).



Michael Edgar showed his class in the Mondello FF1600 race. Eventual winner Vivion Daly gives chase here.

the front row, Vernon Davies incurred a 10secs penalty, and spent the rest of the race trying to put this time between himself and Nick Bridge. The latter had the situation in hand, letting Davies finish 4secs ahead of him on the road. In third place Keith Runnacles only just managed to keep Tony Pouyanne's Class A Phantom behind at the finish.

MARK JONES

Daly's lucky break

MONDELLO PARK, Aug 6: With rival Fionn Murray poised to take over the Ford of Ireland Championship lead by winning the long awaited FF1600 'showdown', reigning champ Vivion Daly got the lucky break he needed when Murray's gear linkage failed after 11 laps of a 15-lap final.

The Carlow Car Club's August meeting was to feature this all-Reynard head-to-head FF1600 battle, but young Mike Edgar edged out the established stars to take pole ahead of Murray, Daly, Merrigan and Alastair Johnston. It was Edgar who led the first two laps, before an aggressive Murray forced past. Daly followed past a lap later, with Edgar, Merrigan, McKenna, and Cliff Dempsey in line astern.

Daly pursued Murray with gusto, pulling strongly away from Edgar, but the gap stayed at 1.5secs. On lap 12, as Murray exited Telecom, a rose joint broke on the Reynard's gear linkage, leaving Murray stranded as a surprised Daly shot by. The Sligo driver eventually found a gear, and salvaged fourth place from Derek M Daly and Cliff Dempsey.

Earlier, Nigel Burgess took the Fiat qualifying race in a Ritmo from Joe Foley's 128 after an unfortunate Oliver Heery barrel-rolled his Ritmo in a spectacular retirement. The MG Midgets of Tom Mullins and Richard White were first away in the Classic Car Handicap, and stayed away to head an MG 1-2-3, with Ed Cassidy grabbing third.

Bangor's Robert Hughes has dominated the FF1600 Star of Tomorrow class this year, and this seventh round was to be no exception. An early spin at Telecom cost Owen Hayes second, leaving Morgan Dempsey to drive determinedly from seventh to take a close second. Another good showing from Paul Monahan saw the youngster from Dundalk take third.

John Keaney dusted off his familiar TMC Costin and returned to the winner's circle in the GT race. Peter Faulkner took second, his earlier challenge fading somewhat. George Crozier took a lucky third, having been off at Budweiser with a jammed throttle, driving the last few laps on the ignition key.

In the dry/wet/dry Formula VW race, it was a case of Gerry O'Reilly and Eugene Heary versus 'the rest'. While the Senna and Prost of VW racing escaped to their private battle, Johnny Flynn revelled on a damp track to lead home Derek Sheane, Paul Conroy and Stephen Pyper.

Having lapped within 0.01sec of the class record in practice, FF2000 pole sitter PJ Fallon was on form and led the field into Telecom. Martin Boyle quickly used the power of his new Neil Brown motor to pass Leslie Wright's Reynard, but the Ulsterman failed to force any mistakes from Fallon as the Dubliner cruised to a good win.

Helmut Holfeld scored an apparent lights-to-flag win in the Dunlop Production Saloon race, driving his immaculate BMW M3. But it was Gordon Kellett's RS Turbo which was acclaimed winner from the similar cars of Frank O'Rourke and Reg Tuthill, since Holfeld had elected not to run on the Dunlop control tyre. Tomas O'Rourke netted a solid, if lonely fourth, while Bob Montgomery's Honda serenely swept to another class victory.

The Fiat Challenge final produced an unusually clear victory for Ashbourne driver Eugene Ward, with reigning champ Austin Bishop seemingly powerless to better second place. The tight battle for third between Mick Leonard, Christy Connolly, and Ken Bolger was resolved in Leonard's favour, while Mervyn Millar, who had spun out of third earlier, recovered to take sixth.

COLM DOHERTY

Short and wet

KIRKISTOWN, Aug 12: Torrential rain following a heavy FF1600 accident brought the 500 MRCI's first August promotion to a premature end, but few people were really sorry. Happily the main business of the day had already been conducted when the monsoon arrived, but two of the five races run were red-flagged due to incidents.

Fionn Murray again emerged victorious in the Budweiser FF1600 round, the Sligo man's Reynard always ahead despite the constant attention of a hard-charging Colin Lees. In the opening stages Lees managed to muscle his way past for half a lap, but Murray got in front again and thereafter was never headed. Behind these two, a six car train comprising Michael Edgar, Alistair Johnston, Dennis McGall, Andrew McAuley, Alan McGarrity and David Allen fought a long, hard battle. By lap 10 of the scheduled 20, McAuley and Edgar had drawn away slightly from Johnston who, in turn had put some space between himself and the rest, while Robert Hughes had caught up. A momentary indiscretion by McGall saw him drop back a few lengths. Coming into the Hairpin on lap 18, McAuley, who had been passed by Edgar at the start of the lap, touched the nearside rear wheel of the Mondiale. The Van Diemen was launched into the tyre barrier on the left, hitting very hard and breaking in two just aft of the roll hoop.

The engine, gearbox and just one rear wheel eventually came to rest in the middle of the track having narrowly missed the following Johnston, and the red flags came out immediately. Hughes had gone missing a lap earlier, having gone straight on at the Hairpin while challenging Alan McGarrity for sixth. No sooner had the wreckage and the uninjured McAuley been brought back to the paddock than the rains came, and with a lot of water lying on the track, plus a great deal of oil and fuel, the stewards wisely decided to abandon the meeting.

The programme had opened with a 20 lapper which saw Leslie Wright take another copybook victory with his Reynard 89SF. Behind him Martin Boyle's 86SF clung grimly to second spot for several laps before a 'straight on' at the Hairpin allowed David Wright through. Boyle chased hard and towards the end closed on Wright but was 4secs adrift at the finish. ▶

MONDELLO PARK — CCC

Fiat Challenge 'B' (10 laps): 1, N Burgess (Ritmo), 13m23.8s, 55.53mph; 2, J Foley (128 Coupé), 13m24.1s; 3, C Smith (123 3P), 13m28.6s; 4, G O'Connor (128 3P), 13m38.0s; 5, P Armstrong (128 3P), 13m39.1s; 6, M McAllister (128 Coupé), 13m39.48s. **Fastest lap:** Foley, 1m18.7s, 56.66mph.

Classic Cars Handicap (10 laps): 1, T Mullins (MG Midget), 13m35.8s, 54.72mph; 2, R White (MG Midget), 13m38.3s; 3, F Cassidy (MGB), 13m41.4s; 4, A Cassidy (MGB), 13m41.7s; 5, D Cullen (Sunbeam Tiger), 13m45.9s; 6, J McGrane (MGB), 13m49.4s. **Fastest lap:** Cullen, 1m14.5s, 59.89mph.

Star of Tomorrow FF1600 'B' (10 laps): 1, R Hughes (Mondiale M88S); 2, M Dempsey (Royale RP12); 3, P Monahan (Mondiale M88S); 4, G McAlpin (Van Diemen RF88); 5, A Morelli (Van Diemen RF88); 6, O Hayes (Mondiale M87S). (No times given).

GTs and Modified Saloons (10 laps): 1, J Keaney (TMC Costin-Ford), 10m25.9s, 71.31mph; 2, P Faulkner (MD88GT-Ford), 10m35.5s; 3, G Crozier (Metro-Ford), 11m13.6s; 4, N McDonnell (Mini), 10m38.3s; 5, G Freeman (Mallock U2), 10m52.2s; 6, J Whelan (Ford Escort), 10m27.1s. **Fastest lap:** Keaney, 1m01.0s, 73.12mph.

Sqeez Formula VW (12 laps): 1, G O'Reilly (Sheane), 13m57.7s, 63.94mph; 2, E Heary (Scarab), 13m57.8s; 3, J Flynn (Flynn), 14m15.7s; 4, D Sheane (Sheane), 14m32.4s; 5, P Conroy (Sheane), 14m33.3s; 6, S Pyper (Austro), 14m35.9s. **Fastest lap:** Heary, 1m04.6s, 69.01mph.

FF 2000 (15 laps): 1, PJ Fallon (Swift FB89), 14m36.4s, 76.40mph; 2, M Boyle (Reynard 86SF), 14m37.9s; 3, L Wright (Reynard 88SF), 14m40.9s; 4, D Curran (Reynard 87SF), 14m52.4s; 5, S Thompson (Reynard 88SF), 15m05.2s; 6, R Thompson (Reynard 89SF), 15m16.1s. **Fastest lap:** Boyle, 57.6s, 77.47mph.

Dunlop Production Saloons (12 laps): 1, G Kellett (Ford Escort RS Turbo), 13m49.8s, 64.55mph; 2, F O'Rourke (Ford Escort RS Turbo), 13m52.6s; 3, R Tuthill (Ford Escort RS Turbo), 13m55.9s; 4, T O'Rourke (Opel Kadett Gsi), 14m07.2s. **Up to 1600cc:** 1, B Montgomery (Honda Civic Si), 14m28.4s; 2, M Mahon (Toyota Corolla GT), 14m45.3s; 3, R Byrne (VW Golf GTI), 14m52.9s. **Fastest lap:** Montgomery, 1m11.3s, 62.6mph. **1601cc-2000cc:** 1, T O'Rourke; 2, D Walsh (Peugeot 205 GTI), 14m30.0s; no other finishers. **Fastest lap:** O'Rourke, 1m09.3s, 64.41mph. **2001cc-3535cc:** 1, Kellett; 2, O'Rourke; 3, Tuthill. **Fastest lap:** Kellett, 1m08.0s, 65.57mph.

Fiat Challenge 'A' (12 laps): 1, E Ward (Ritmo), 15m29.7s, 57.62mph; 2, A Bishop (Ritmo), 15m32.7s; 3, M Leonard (128 3P), 15m42.2s; 4, C Connolly (Ritmo), 15m43.3s; 5, K Bolger (Ritmo), 15m43.7s; 6, M Millar (Ritmo), 15m53.1s. **Fastest lap:** Ward, 1m16.4s, 58.39mph.

Ford of Ireland FF1600 'A' (15 laps): 1, Vivion Daly (Reynard 89FF), 15m24.2s, 72.45mph; 2, Fionn Murray (Reynard 89FF), 15m30.4s; 3, Michael Edgar (Mondiale M88S), 15m32.5s; 4, Alastair Johnston (Mondiale M89S), 15m33.4s; 5, Derek M Daly (Reynard 89FF), 15m34.7s; 6, Cliff Dempsey (Laser HD86), 15m46.3s. **Fastest lap:** Murray, 1m00.5s, 73.71mph.

KIRKISTOWN — 500 MRCI

Formula Ford 2000 (20 laps): 1, Leslie Wright (Reynard-Neil Brown 89SF), 20m11.25s, 89.87mph; 2, David Wright (Reynard-Scholar 89SF), 20m13.64s; 3, Martin Boyle (Reynard-Neil Brown 86SF), 20m17.03s; 4, Robert Thompson (Reynard-Neil Brown 89SF), 20m19.43s; 5, Dick Curran (Reynard-GRD 87SF), 20m29.87s; 6, Sam Thompson (Reynard-Neil Brown 88SF), 20m32.41s. **Fastest lap:** David Wright, 59.62s, 91.29mph.

Production Saloons, Special Saloons, Metro Express Thoroughbred Sports Cars and Wynns MG (12 laps) – overall: 1, William Ogle (1.6 Lotus Seven), 13m29.75s, 80.66mph; 2, Ken Colbert (2.4 Peugeot Nissan 205), 13m52.2s; 3, Jackie Cochrane (3.5 MGB GT V8), 13m57.91s; 4, Frank O'Rourke (1.6t/c Ford Escort RS Turbo), 14m19.65s. **Production Saloons:** 1, O'Rourke; 2, Tomas O'Rourke (2.0 Opel Kadett GSi), 14m37.36s; 3, Geoff Barry (3.0 Ford Capri), 10 laps. **Fastest lap:** Frank O'Rourke, 1m09.53s, 78.28mph (**record**). **Special Saloons:** 1, Colbert; no other starters. **Fastest lap:** Colbert, 1m05.75s, 82.78mph. **Thoroughbreds:** 1, Ogle; 2, Robert Rankin (2.6 Datsun 260Z), 11 laps; 3, Keiron Smyth (2.0 Ginetta G27), 11. **Fastest lap:** Ogle, 1m05.24s, 83.43mph. **MGs:** 1, Cochrane; 2, Trevor McCullough (1.3 Lenham Le Mans Midget), 14m21.03s; 3, John Richardson (1.3 MG Midget), 11 laps. **Fastest lap:** Cochrane, 1m08.34s, 79.64mph.

London Motor Fleet Formula E (20 laps): 1, Tom Graham (Crosslé-Minister 40F), 21m55.61s, 83.74mph; 2, Laurence Knox (Crosslé-Aldon 45F), 21m59.78s; 3, Malcolm Barfoot (Crosslé-Scholar 25F), 22m13.61s; 4, Roger Eccleston (Crosslé-Scholar 25F), 22m13.66s; 5, Bill Griffin (Crosslé-Minister 40F), 22m14.50s; 6, Mike Gardner (Van Diemen-Scholar RF80), 20 laps. **Fastest lap:** Knox, 1m04.30s, 84.65mph.

Formula VW (8 laps): 1, Raymond Pyper (Scarab), 9m52.42s, 73.50mph; 2, Chris Paul (Story), 10m03.43s; 3, David Pyper (Scarab), 10m16.57s; 4, Stephen Pyper (Austro), 10m20.35s; 5, Gerry O'Reilly (Sheane), 10m21.66s; 6, Johnny Flynn (Flynn), 10m21.97s. **Fastest lap:** Raymond Pyper, 1m09.76s, 78.02mph.

Budweiser FF 1600 (17 laps): 1, Fionn Murray (Reynard-Minister 89FF), 18m15.38s, 84.47mph; 2, Colin Lees (Mondiale-Loynings M89S), 18m15.94s; 3, Andrew McAuley (Van Diemen-Scholar RF88), 18m22.02s; 4, Michael Edgar (Mondiale-Loynings M88S), 18m22.27s; 5, Alistair Johnston (Mondiale-Scholar M89S), 18m24.51s; 6, Alan McGarrity (Van Diemen-GRD RF89), 18m29.70s. **Fastest lap:** Lees, 1m03.18s, 86.15mph. **Class B (Pre-86):** 1, David Allen (Crosslé-Minister 62F), 18m30.74s, 83.30mph; 2, Laurence Knox (Crosslé-Aldon 45F), 18m45.50s; 3, John West (Crosslé 62F), 18m55.53s. **Fastest lap:** Allen, 1m02.86s, 86.58mph.

Robert Thompson's Reynard was a lonely fourth after he had got past brother Sam, Dick Curran and Noel Roddy, the latter starting well but fading with an ill-handling car.

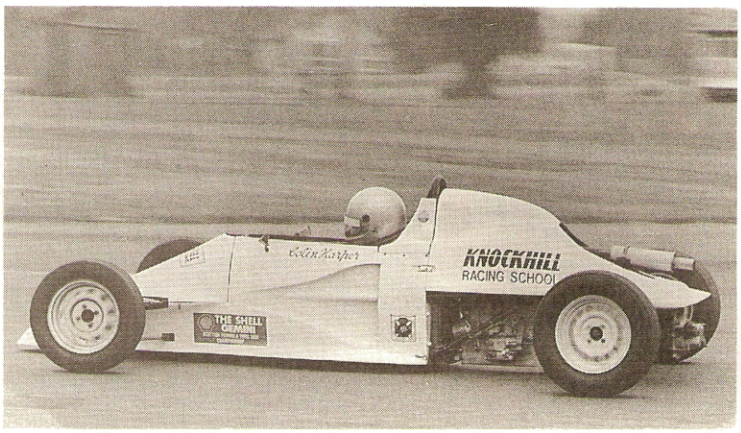
The London Motor Fleet contenders have become an annual addition to the Kirkistown programme in recent years, 18 visitors appearing to join the local 'E' men. The locals were very much on top, and it seemed that a '40' series Crosslé was required equipment. Tom Graham, Lawrence Knox and Bill Griffin were the star performers, but they never really got away from the cross-channel brigade headed by Roger Eccleston and Malcolm Barfoot, both Crosslé 25F-mounted, and Mike Gardner, flying the Van Diemen flag with his RF80. Graham, reunited with his trusty Crosslé 40F, made no mistakes up front once Bill Griffin had gone mowing and dropped back, but Knox, who started a couple of rows from the front mounted a strong challenge and almost got to grips with the leader before indulging in a spin at Fishermans. He eventually clawed his way back to second, while third went to Barfoot from Eccleston by 0.06sec after an entertaining battle. Griffin eventually took fifth while Gardner, who had enjoyed an adventure of his own, completed the top half dozen.

A 12-lapper for Formula VW was reduced to eight laps after Peter Doran's Sheane became embedded in the barriers at the Hairpin. At this point Raymond Pyper was in his customary lead with the Scarab and looking safe, but it might have been different had Chris Paul not gone off in Eric Holland's Story shortly after the start. He recovered to take second ahead of David Pyper's Scarab and Stephen Pyper's venerable Austro.

The programme had listed separate races for Production Saloons, Thoroughbred Sports Cars and Wynns MG contenders. However, a dearth of entries resulted in the three events being combined into a very busy race which kept everybody, not least the timekeepers, on their toes. Fitting into none of these categories but present nevertheless was rallyman Ken Colbert, who immediately powered into the lead with his beautiful Nissan-powered Peugeot 205, hotly pursued by Billy Ogle's twin-cam Lotus Seven and the thundering MGB GT V8 of Jackie Cochrane. It might have finished that way, but Colbert's alternator had failed on the grid, and as the Peugeot lost revs, so the Lotus closed in, taking the lead just four laps from the finish. Colbert spluttered on to take second with a closing Cochrane third. The sparse Production Saloon contingent was headed home by Frank O'Rourke's Escort Turbo in fourth place.

When the rains came after the FF1600 race there were still two races to run, an invitation Handicap for single seaters and an Anglo-Irish Challenge for Formula E. The handicap event has been deferred until another occasion; the Challenge was held, without racing cars, in the bar. A much more suitable arrangement...

RICHARD YOUNG



Colin Harper's Swift scored a narrow victory in the FF1600 encounter at Ingliston.

A Gray day

INGLISTON, Aug 13: Adding spice to six Scottish Championship races was a healthy grid for the Honda CRX Challenge, and a 15-lap BMW Challenge event.

On a day of uncertain weather, the meeting opened with Allen Johns storming his Mallock off on a drying track, ahead of the pole holding 1-litre Esprit of Eric Munnoch. This was soon to be overwhelmed by the Mallock of Derek Ferguson, then by Ron Cumming in his AC3000, who was confident that he had overcome the engine problems which plagued him this season. Alas, after sweeping into second place, his engine fluffed out of the hairpin, and he was gobbled up by Munnoch who was then inspired to snatch second place from Ferguson despite losing fifth to the Class A Mallock of Keith Bowmaker, Grant Stewart led Class B handsomely from Bill Capp and Mike Upton who sandwiched the rough-sounding Esprit of Colin Philip.

Ignoring threatening clouds the Honda CRXs plumped for slicks for their 20 lapper, Andy Ackerley dropping some way adrift to eighth after a moment at Caravan, which pitched Russell Grady well infield into a post. This allowed Paul Taft to ease away from Rob Hall, who succumbed to intense pressure from Patrick Watts. Likewise David Leslie in the celebrity car led the next group, before Graham Churchill and Rick Shortle hauled past, as Ackerly charged to catch them up, claiming sixth from Simon Sabel.

A few spits of rain failed to deter Cameron Binnie in the FF2000 race, blasting away in the Silverscreen Reynard from Derek Butcher, who pulled out a gap on Robert Mitchell with Mike Westgarth being lapped.

After the vendettas of the previous meeting, one could sense the tension in the small saloon field as Iain Gardner led off with Alan Keith fastening on to his bumper, hotly pursued by Kevin Tawse, Jonathan Gilbert, David Kerr and Glen Mortimer. This lasted for four laps before Keith slammed past, to the cheers of the stand, which inspired Tawse to do likewise. Behind the Fiesta sextet, Roy Knowles used all his guile to keep the Corolla in front of the irrepressible Derek Hastings, whose Imp handsomely led the 1300cc group well clear of Alastair McCarter, who dropped some way behind Ian Cowie.

The sparse Road Sport and Saloons event was augmented by eight BMWs from the Loewe Challenge, but it was the yellow Westfields of the Gray brothers which set the early pace, Angus leading Stuart. Alaster Cunningham wiped away the red mist to slot his Manta between them, prior to thundering to the front and posting a new class record. Stuart moved into second when Angus had gear selection problems, but such was their advantage that they maintained their places as an inspired John Peace took his Ginetta G27 up to fourth, starting from the rear of the grid. Of the Bee Ems Ken Bowker's M3 initially held third from Del Delaronde (535i), with Paul Tilleard (2002 Ti) having to relinquish an early fifth to the charging Mazda of Lewis Emslie, then succumb to Gordon Clarke.

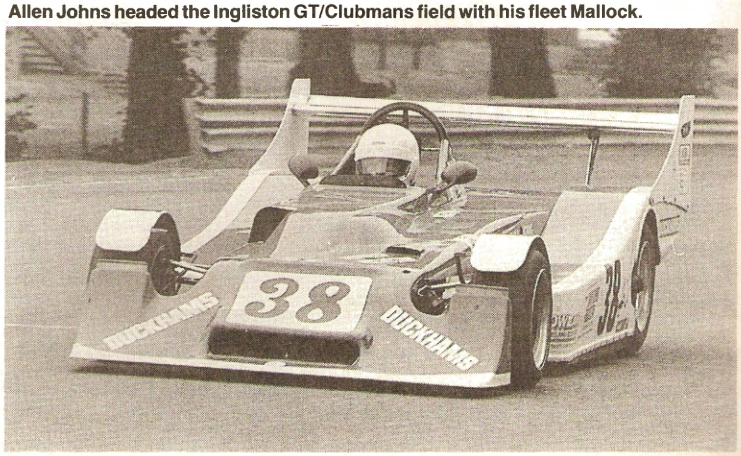
The Loewe TV and Video BMW Challenge again brought out Delaronde, and with car and driver well warmed, he all but took the lead from Stephen Guglielmi, who held his line, whistling the pristine white 325i away to establish the class record. Alex Elliot held third throughout, his CSL comfortably clear of the 2002 of Roger Coate, who led Robert Shiell's 320 across the line. The latter overwhelmed the M3 of Ken Bowker, who almost lost out to the 2002 of Russell Newby as well.

Cameron Binnie and Colin Harper gave no quarter in their FF1600 supremacy battle, but the Swift of Harper had the legs of the Van Diemen and snatched the inside when Binnie left a gap into Caravan. They had pulled away from Louis di Resta, who held off Ewan Buchan, Colin Birkbeck, Colin Low and Jim Forsyth. Geordie Taylor again borrowed Willie Lippe's Van Diemen, using it to good effect over Graham Brunton and Norman McLennan with Bryan Gowans in tow. After his first lap debacle the previous week, young Forsyth was out to make amends, taking Birkbeck before catching Buchan for fourth.

As the modified cars lined up, rain dampened the track. Ian Bruce, on pole, struggled to find grip to get the Darrian off the line, a fact not missed by Olly Ross. With half the power in his Davrian, Ross snatched a tentative lead, at least until the back straight, when Bruce gingerly fed in his 2-litres worth and edged in front. Alaster Cunningham kept the Manta pointing in the correct direction, as Mike Ramsay battled his Sierra Cosworth against the challenge from the sliding Elan of Roddie Paterson, who retired when his exhaust blew. Unhappy with his Fiesta, Iain Gardner made a pit call, promoting Lewis Emslie, whose rorty Mazda fell to the UVA CanAm of Dougie Anderson, apparently revelling in the difficult conditions.

BILL HENDERSON

Allen Johns headed the Ingliston GT/Clubmans field with his fleet Mallock.



INGLISTON — SMRC

Sports-Tune Modified – overall: 1, Ian Bruce (2.0 Darrian), 12m30.39s; 2, Olly Ross (1.0 Davrian Mk7/8), 12m37.31s; 3, Alaster Cunningham (2.4 Opel Manta), 12m54.85s; 4, Mike Ramsay (2.0 Sierra Cosworth), 13m00.85s. **Sportscars:** 1, Bruce; 2, Ross; 3, Dougie Anderson (3.5 UVA CanAm). **Fastest lap:** Bruce, 60.77s, 61.02mph. **Saloons:** 1, Cunningham; 2, Ramsay; 3, Lewis Emslie (2.4 Mazda RX7). **Fastest lap:** Cunningham, 62.90s, 58.95mph.

Century Self Drive GT and Lowland Tyres & Exhausts Clubmans (12 laps) – overall: 1, Allen Johns (1.7 Mallock Mk24), 10m37.38s; 2, Eric Munnoch (1.0 Lotus Espirt), 10m54.76s; 3, Derek Ferguson (1.7 Mallock Mk24B), 10m57.37s; 4, Ron Cumming (2.0 AC3000), 11m02.89s. **GTs up to 1000cc:** 1, Munnoch; 2, Duncan Fisher (1.0 Hillman Imp). **Fastest lap:** Munnoch, 52.65s, 70.43mph. **GTs over 1000cc:** 1, Cumming; 2, Colin Philip (1.6 Lotus Esprit). **Fastest lap:** Cumming, 52.37s, 70.80mph. **Clubman 'A':** 1, Johns; 2, Ferguson; 3, Reg Forrester Smith (1.7 Marquis Mallock). **Fastest lap:** Johns, 52.04s, 71.25mph. **Clubman 'B':** 1, Grant Stewart (1.6 Phantom P88B); 2, Bill Carr (1.6 Mallock Mk16); 3, Mike Upton (1.6 Mallock Mk21). **Fastest lap:** Stewart, 56.82s, 65.26mph.

Honda CRX Challenge (20 laps): 1, Paul Taft, 19m22.73s; 2, Patrick Watts, 19m25.97s; 3, Rob Hall, 19m33.82s; 4, Graham Churchill, 19m36.41s; 5, Rick Shortle, 19m37.64s; 6, Andy Ackerly, 19m40.19s. **Fastest lap:** Ackerly, 67.36s, 64.64mph (**record**).

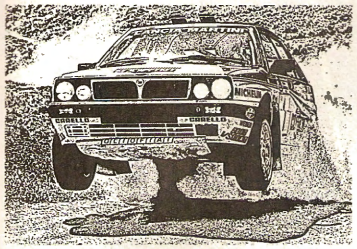
Silverscreen FF2000 (12 laps): 1, Cameron Binnie (Reynard 86SF), 9m56.80s; 2, Derek Butcher (Reynard 86SF), 10m00.19s; 3, Robert Mitchell (Reynard 84SF), 10m05.59s; 4, Mike Westgarth (Mondiale M87S), 10m19.80s; no other starters. **Fastest lap:** Binnie, 48.25s, 76.85mph.

Abercromby Road Saloons up to 1600cc (12 laps) – overall and 1600cc: 1, Alan Keith (1.6 Fiesta), 11m50.21s; 2, Kevin Tawse (1.6 Fiesta), 11m52.50s; 3, Iain Gardner (1.6 Fiesta), 11m55.90s; 4, Jonathan Gilbert (1.6 Fiesta), 11m56.97s. **Fastest lap:** Tawse, 58.27s, 63.63mph. **Up to 1300cc:** 1, Derek Hastings (1.0 Hillman Imp), 2, Alastair McCarter (1.3 Mini Cooper); 3, Andrew McKinna (1.3 Suzuki Swift). **Fastest lap:** Hastings, 59.35s, 62.48mph.

Abercromby Sports/Road Saloons over 1600cc and Loewe TV & Video BMWs (15 laps) – overall: 1, Alaster Cunningham (2.4 Opel Manta), 14m08.27s; 2, Stuart Gray (1.6 Westfield SEi), 14m21.81s; 3, Angus Gray (1.6 Westfield SE), 14m25.74s; 4, John Peace (2.1 Ginetta G27), 14m33.61s. **Sports:** 1, S Gray; 2, A Gray; 3, Peace. **Fastest lap:** A Gray, 56.17s, 66.01mph. **Saloons:** 1, Alaster Cunningham; 2, Lewis Emslie (2.4 Mazda RX7); 3, Ken Bowker (2.3 BMW M3). **Fastest lap:** Cunningham, 55.15s, 67.23mph (**record**). **BMW Class A:** 1, Paul Tilleard (2.0 BMW 2002 Tii); 2, Mike McCartney (2.0 BMW Tii); 3, Paul Manning (2.0 BMW Tii). **Fastest lap:** Tilleard, 62.16s, 59.65mph (**record**).

Loewe TV & Video BMW Challenge (15 laps): 1, Stephen Guglielmi (2.5 BMW 325i), 14m59.08s; 2, Del Delaronde (3.5 BMW 535i), 15m11.54s; 3, Alex Elliot (3.2 BMW CSL), 15m13.22s; 4, Roger Coote (2.0 BMW 2002), 15m28.62s; 5, Robert Shiell (2.2 BMW 320), 15m31.39s; 6, Ken Bowker (2.3 BMW M3), 15m40.24s. **Fastest lap:** Guglielmi, 58.88s, 62.98mph (**record**).

Tom Brown Racing School Junior and Shell Gemini Senior FF1600 (12 laps): 1, Colin Harper (Swift FB88), 10m27.09s; 2, Cameron Binnie (Van Diemen-Minister RF86), 10m28.23s; 3, Louis di Resta (Van Diemen-Scholar RF88), 10m34.44s; 4, Jim Forsyth (Van Diemen-Scholar RF87), 10m34.65s; 5, Ewan Buchan (Van Diemen RF86), 10m35.17s; 6, Colin Birkbeck (Van Diemen-Scholar RF87), 10m35.92s. **Fastest lap:** Harper, 51.34s, 72.22mph.



INTERNATIONAL RALLIES

Sundström shines

SEINÄJOKI RALLY, Jul 29/30: Mikael Sundström further extended his lead in the Finnish Championship by taking the honours in Pohjanmaaralli, held in the wide open spaces of the Bothnia region. This time it wasn't all plain sailing for the Mazda star, however. Treating the event as something of a test session for the 1000 Lakes Rally, Sundström initially struggled to find the necessary pace. After the brief rest halt, though, he put his head down and left the opposition trailing.

Sundström was particularly pleased to be using, for the first time, a works spec rear diff, which had been supplied by Mazda Team Europe.

Saku Vierimaa took second place and felt he was lucky to do so. The Lancia's head gasket blew on the last stage dropping the car to two cylinders towards the finish. To Saku's fortune his main rival Antero Laine spun on the same stage, dropping to third. Laine's performance, four weeks after victory in the previous championship round, confirms his return to form.

Local boy, Esa Saarenpää managed to lead the event after two stages, but had to settle for fourth after putting up a good fight. This was undoubtedly Saarenpää's best drive ever.

Group N should have fallen to Timo Kuivinen's Lancia, considering his local knowledge and pace setting form in the past year or so. He duly led into the last stage, but bent the front suspension and had to watch the virtually unknown Arto Kumpumäki claim a maximum score in another Lancia.

ESA ILLOINEN

SEINÄJOKI RALLY (SF)

Finnish Rally Championship, round 7

1, Mikael Sundström/Juha Repo (Mazda 323 4WD), 54m44s; 2, Saku Vierimaa/Roman Fehrman (Lancia Delta HF), 55m22s; 3, Antero Laine/Oiva Mickelsson (Lancia Delta Integrale), 55m37s; 4, Esa Saarenpää/Olavi Männistö (Audi 80 Quattro), 55m48s; 5, Juha Miettinen/Harri Pöntinen (Ford Sierra Cosworth), 55m59s; 6, Timo Heinonen/Tapio Eirtovaara (Audi 200 Quattro), 56m33s.

Ross the boss

GUDANG GARAM RALLY, Aug 10/13: Australian driver Ross Dunkerton has taken the lead of the FISA Pacific Asian Rally Championship after heading a Mitsubishi Galant VR4 1-2-3 in the Rally of Indonesia. He and his team mate Kenjiro Shinozuka were unrivalled after challenges from Greg Carr and Franz Wittman in Lancias and Rod Millen's Mazda failed.

The rally was held in Upper Sumatra and based at Medan. Wittmann was delayed, going off the road for 22 minutes. Dunkerton was the initial leader, but Millen soon caught him, as did Carr.

On Stage 14 Millen slid sideways into a culvert and was forced to retire, then Carr broke an oil cooler going off the road. Shinozuka took over the lead but then lost his lights, but Dunkerton overtook him and slowed to allow the Japanese driver to follow him. At the end of the second etape Wittmann, who had pulled up to seventh place despite running with only a 7mins gap after first day reclassification, withdrew due to transmission troubles.

Dunkerton thus regained the lead, but he went off the road in wet conditions five stages from the end; Shinozuka now had to return Dunkerton's kindness and pull the Galant back. The Australian still held the lead and eventually won by over 10 mins.

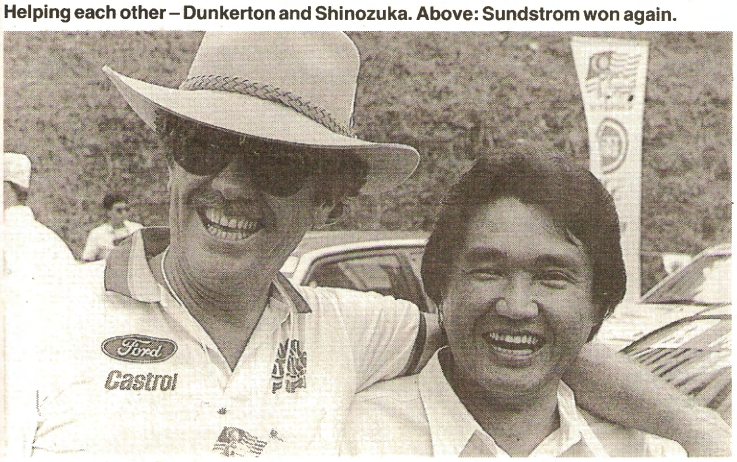
MARTIN HOLMES

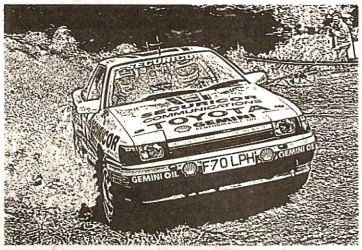
GUDANO GARAM RALLY (IND)

1, Ross Dunkerton/Mej Zainuddin (Mitsubishi Galant VR4), 6h07m05s; 2, Ken Shinozuka/Fred Gocentas (Mitsubishi Galant VR4), 6h12m18s; 3, Ken Chee Hong/B Chin (Mitsubishi Galant VR4), 6h19m47s; 4, Toshizki Endo/Soo Siew Wai (Toyota Celica), 6h32m42s; 5, Arief Indiarto/K Harilatu (Mitsubishi Lancer 4WD), 6h33m39s; 6, Boy Hariyanto/B Rejeki (Mazda 323 4WD), 6h45m04s; 7, Dian/Harris Gondokusmno (Suzuki GTi), 6h52m17s; 8, Beng Soeswanto/D Adiguna (Mazda 323), 7h01m26s; 9, Doni So/S Gunardi (AMC Jeep), 7h09m01s; 10, Dolly Nasution/F Muladi (Ford Sierra Cosworth), 7h09m05s.



Helping each other – Dunkerton and Shinozuka. Above: Sundstrom won again.





NATIONAL RALLIES

Spoonerism

Aug 12: London driver Paul Howcroft, holder of the European Historic Rally Championship for the past two years, scored a 26secs victory when he contested the Welsh Counties CC's Coronation Rally for the first time.

Having graciously given up their date on the Epynt ranges the organisers moved to the Welsh Motorsport Centre at Pembrey, and from 66 crews Howcroft and last year's winner Paul Loveridge drew away from the field to have an exciting tussle. Loveridge held the initial advantage after Howcroft spun his Lotus Elan three times on the first test, but when he collected himself together he went steadily away.

HUGH DAVIES COMPUTER SERVICES CORONATION RALLY

1, Paul Howcroft/Paul Spooner (Lotus Elan), 45m24s; 2, Paul Loveridge/Steve Suckling (Mini Cooper), 24m50s; 3, Brian Moorcroft/David Moorcroft (Lotus Cortina), 47m28s; 4, Geoff Brown/Colin Moss (Dolomite Sprint), 48m09s; 5, Martin Pither/James Prior (Mini Cooper S), 48m28s; 6, Graham Bendall/Ian Edge (Renault 8 Gordini), 48m30s.

Hall's kitchen

Aug 12: Whitby driver Ken Hall led all day in his powerful 3.9-litre Escort, when Glossop DMC ran their single venue event at RAF Northcoates.

He was only 24secs in front of C Spencer in a Rover V8 at the midway point, but when the Rover struck gearbox trouble, Hall was able to coast home. Ian Stansfield was equal third in an Escort at half distance until he ran into trouble.

BURGESS BOWL STAGES

1, Ken Hall/Dave Riddiough (3.9 Ford Escort), 2583s; 2, Anthony Hanson/R Holdsworth (2.6 Vauxhall Chevette), 2682s; 3, John Ruddock/John Porteus (1.6 Ford Escort), 2733s; 4, Andy Jones/Nick Cross (2.0 Ford Escort), 2748s; 5, Mike Barber/Mike Pettitt (1.8 Vauxhall Nova), 2749s; 6, Michael Kheng/A Parkes (1.3 Vauxhall Astra), 2754s.

A long way

Aug 13: George Robinson retained his lead in the Anglo Irish Bank National Rally Championship when he took second place on the Tipperary Stonethrowers' Rally.

The event, over eight long tarmac stages and run in difficult showery conditions, was won by Bill Connolly in his Manta 400, his third National victory on the trot. Leading retirements included Frank Meagher, his Escort's engine giving up.

BRIAN PATTERSON

WESTGATE STONETHROWERS RALLY

1, Bill Connolly/Tom Meaney (Opel Manta 400), 1m29.56s; 2, George Robinson/George Millar (Toyota Starlet), 1m32.58s; 3, Paedar Hurson/Joe McManus (Ford Escort), 1m35.01s; 4, Dominic McLoughlin/Sean Hannigan (Talbot Sunbeam), 1m35.12s; 5, Stephen Emerson/Mervyn McClelland (Talbot Sunbeam), 1m35.24s; 6, Enda Nolan/Jim Grove (Vauxhall Chevette HSR), 1m35.31s.



OFF TRACK SPORT

Malcolm, I presume

KIDDERMINSTER, Aug 6: Malcolm Livingstone (Lotus 7) finally shook off his reliability problems and took victory at his home club's event, Hagley & DLCC's Hagley Tests held at Kidderminster.

This was a relatively easy victory, although it involved plenty of pressure as the previously dominant David Haigh had a wrong route on an early test, finally finishing fifth. Also up at the sharp end was Steve Connor who tried various tyre combinations on his Mini Special and came home second ahead of Dick Squire and Graham Powell.

Saloon classes were poorly supported, with Steve Johnson the only small capacity Mini while Mike Sones suffered defeat at the hands of local dentist Paul Cross. Simon Bradley had a good run to beat Dave and Bill Cook in the medium saloon class, while Keith Allen threw away the large saloon lead with a stall and a penalty on the last test allowing Paul Leyser his first victory in his immaculate Chevette HS2300. Behind the battling Squire/Powell combination in the sports car class were Stuart Perren's and Kevin Savage's Duttons while third and fourth in the Specials were John Pick and Ian Giles.

JOHN PICK

HAGLEY

RAC Autotest Championship

FTD: Malcolm Livingstone (Lotus 7), 483.4s.
Class winners: Steve Johnson (Mini Clubman), 588.4s; Paul Cross (Mini), 560.0s; Simon Bradley (MG Metro), 576.8s; Paul Leyser (Vauxhall Chevette HS), 633.3s; Dick Squire (Austin Healey Sprite), 512.6s; Steve Connor (Mini Special), 505.9s.

Ruby Mac

GOODWOOD, Aug 12: With the ACOC celebrating 40 years since its inception, it would have been fitting for its annual sprint at the Sussex airfield to have been won by one of the 'home' club.

Despite mighty efforts by Cobra driver Bill Shepherd, it wasn't to be, the wailing Metro 6R4 of rallyman John McKerrell remaining out of reach all day. A number of circuit racing names were among an entry which boasted quality rather than quantity.

DUD CANDLER

GOODWOOD

ACOC Castrol Sprint

FTD: John McKerrell (2.8 MC Metro 6R4), 96.45s.
Class winners: M Smith (2.0 AC Buckland), 140.47s; M Jones (2.0 AC Aceca), 121.91s; Paul Stafford (2.0 AC Ace-Bristol), 113.27s; Bill Shepherd (4.7 AC Cobra), 98.47s; Andy Shepherd (7.0 AC 428), 111.09s; D Hescroff (3.0 AC ME3000), 116.46s; Bodo Linhoff (3.3 Porsche 911SC), 100.28s; Adam Stacy-Marks (6.75 Bentley Mk6 Special), 107.26s; K Hubbard (4.7 Sunbeam Tiger), 111.17s; Vic Callaghan (1.6 Ford Escort Mexico), 108.28s.



JACQUES LAFFITE

Argentinian Grand Prix
Buenos Aires
Janaury 21st, 1979
Ligier-Cosworth JS11

There are a lot of races for me, I've had a long careeer! I've competed in Formula 3, Formula 2, and more recently touring cars. But it would have to be Formula 1, and the Argentinian Grand Prix of 1979 when I won with the Ligier JS11.

This was a brand new car, and the first time we had used a Ford Cosworth engine. Until then we had used the Matra, but for '79 we felt the Cosworth was the way to go, and the JS11 was Ligier's first ground effect car. It was also the first time that the team had two drivers for a whole year, for Patrick Depailler had joined as my team mate.

As this was the first race of the season, we had tested a little at Paul Ricard beforehand, and the car was immediately very quick on the short 3.3km track, but when we tried it on the 5.8km circuit, it was not so good. It was difficult to drive through the fast corners like Signes. And this was worrying, because the Buenos Aires track had similar corners. I knew we would have problems when practice started. The car had too much ground effect at the front which made it very oversteery. I felt that if we could change the underbody venturi wing then it would make the car better overall.

So before I left France, I asked the designer Gerard Ducarouge if it was possible to change the car, and I remember telling him that although what we had was a good car, we would be in the shit on this type of quick track. But he said "No, no, it's too late."

And not only did I speak with him, but I went to my brother-in-law Jean-Pierre Jabouille who was driving for Renault. I explained what was happening with the car, and we decided that the underbody needed changing. So I went back to Duca, and Guy Ligier as well, but again they told me it was too late to change anything. They wondered why I wanted to change the car at the last minute, when it had gone so well as Ricard. I explained, but they still said we had no time.

But I was very unsure about the race. At that time I knew every person in the team – there were only about 30 people – as I had been with them from the start. So I went to see the man in charge of the steel parts, and I asked him if he could make me a new part in aluminium to replace some of the fibreglass venturi wing under the car, and he said yes. So I said "Bon! make me two!", because Depailler needed one as well.

He did the work overnight, and we left the next day for Buenos Aires with these aluminium bits to attach to the cars.

On the Thursday before practice we had an unnofficial three hour session, and the car was quick, but it was still handling badly. So I came in to the pits, and had the mechanics quickly fit these new parts to the underside of the car. Immediately, the car was much, much better, the balance was fine, and it was possible to do quick laps easily. The new parts were a great 'elp!

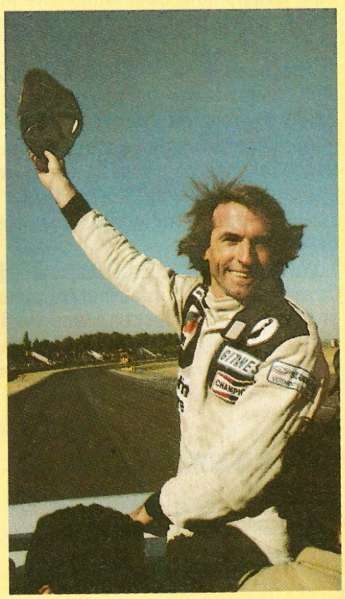
I took pole position over a second clear of Patrick who was next. An all Ligier front row! My start was not so good though, and I think I was fourth at the end of the first lap. But the car was so good I had no problem getting past John Watson, Jean-Pierre Jarier and into the lead, for Patrick's car was still not quite right. A problem with the skirts I seem to remember. And from then on it was easy. I set fastest lap, and everything was great. I was even waving to the backmarkers when I lapped them.

After Argentina, we went to Brazil – I was leading the World Championship. It was the first time that the people in France realised there was a French team in F1; a blue car. It was very important for the team's future. Even now, 10 years later, Gitanes is still sponsoring Ligier.

And it was a very important win for my career, really it was my first win. I had won two years before in Sweden with the Matra engine – a true French victory – but I won there because Mario Andretti had a problem with his fuel in the last laps.

It was funny in Agrentina to see how difficult it can be to work with a big team, how 'ard it was for a little thing like making something as small as the aluminium wings to 'appen even at Ligier, with many people who are important. A little improvement like that could, and did, change everything. You must fight for things like that. It comes with experience...

Jacques Laffite was talking to Andy Hallbery



Jacques Laffite (46) began his involvement with motorsport as a mechanic for his friend and future brother-in-law Jean-Pierre Jabouille's challenge for the 1968 French F3 Championship, which he narrowly missed. This spurred Jacques on to become a driver himself, and five years later he won the French F3 Championship, after cutting his teeth in Formule France. Had his first Grand Prix with Frank Williams's Iso Marlboro team in Germany, 1974, the beginning of a record-equalling 176 Grands Prix career, amazingly undertaken under just two team managers; Williams and Guy Ligier. Won six Grands Prix in 11 years, finishing fourth in the World Championship in 1979-80-81. Jacques was poised to beat Graham Hill's long-standing Grand Prix participation record at Brands Hatch in 1985 when he was involved in a first corner accident, badly breaking his legs. Now back to fitness, Jacques races for the Bigazzi BMW touring car team, and still test drives for Ligier. He is married with two daughters and a dog, Gitanes...

NEXT WEEK
ROY SALVADORI