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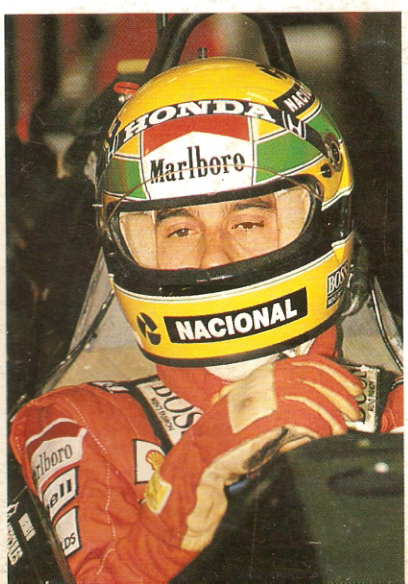
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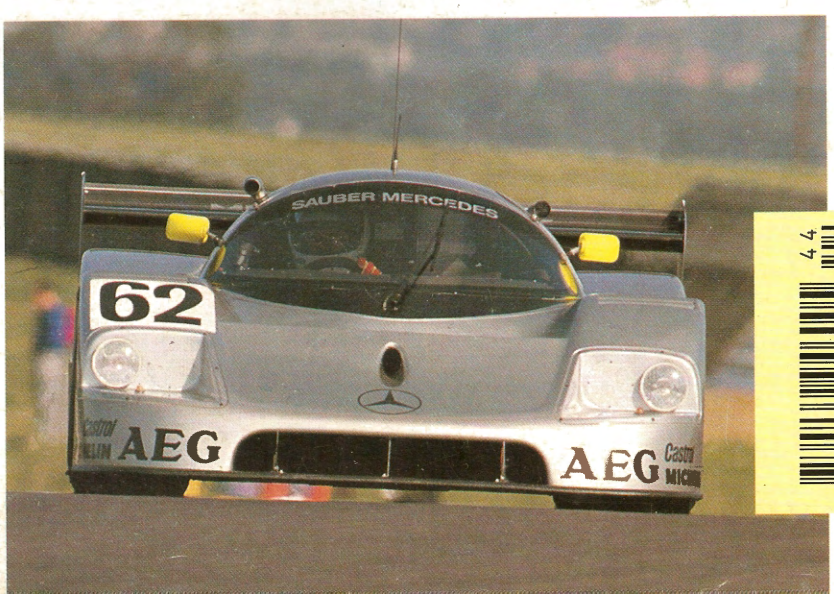


THRILL-A-MINUTE BRANDS FESTIVAL

SENNA: FISA ALLEGES DANGEROUS DRIVING

SCHLESSER STEALS WORLD SPORTSCAR TITLE IN MEXICO





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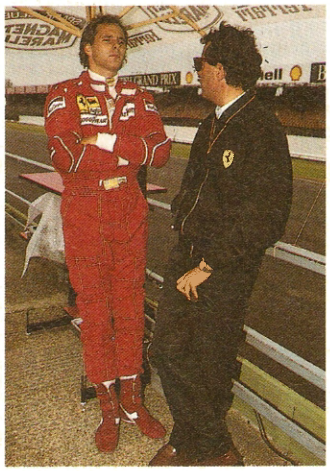
SCHLESSER WINS MERCEDES DUEL

When Kenny Acheson crashed out of the Mexican World Sports-Prototype qualifier on Sunday, Jean-Louis Schlesser emerged the jubilant winner of race and championship. **26**

BRANDS HATCH FESTIVAL OF SPEED

And of fun, sportsmanship, overtaking and excitement, with the best action saved for the final, where Niko Palhares won by half a length. **48**





BERGER'S NEW DIRECTION

The Austrian on that Imola accident, his desire to win the Formula 1 World title, and on Senna as a future team mate. **34**

THE GREAT ESCAPE

Formula First excitement at Brands was not quite so disciplined! Two incidents saw the race stopped and drivers suspended. **17**



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Formula Ford Festival. Photo: Jeff Bloxham; report, p48; **Senna controversy.** Photo: Michael C Brown; story p4; **Mercedes victory.** Photo: Michael C Brown, report p26.

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Senna slammed by FISA

The World Championship remains undecided. The FIA Court of Appeal convened in Paris last Friday failed to reach a conclusion on Ayrton Senna's exclusion from the Japanese Grand Prix. Controversial evidence presented by FISA, suggesting that the Brazilian should face a one year suspended ban, prompted Ron Dennis to convene a press conference on Monday to discuss the supposedly confidential proceedings, at which he hinted that the final outcome may lie with a civil court.

The appeal court was presented with a FISA report on the Japanese GP which stated that the sanctions imposed on Senna were not strong enough. The report introduced other evidence against Senna based on incidents both this year and last, and suggested that the Brazilian's violations of the regulations and sporting code in Japan are serious enough to justify his Japanese sanctions being augmented by a very heavy fine and a suspended suspension of his licence for one year.

Dennis alleges that FISA appeared to be "shifting the grounds for exclusion".

The facts are that according to the decision of the Japanese stewards, it is alleged that Senna "avoided the chicane" at Suzuka, thus infringing Article 56 of the F1 World Championship regulations. This states:

"Should a driver's car stop, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder the race or practice. If the driver cannot himself remove his car from a dangerous position, it is the duty of the marshals to help him. In this case, if the driver restarts his car and rejoins the race without committing an infringement, he will not be excluded".

The stewards report (printed alongside) alleged that Senna committed a number of infringements. What has upset Dennis, however, is that in *its* report on the Grand Prix and the decision of the stewards, FISA has introduced a number of factors that are not directly relevant to the case being judged. Extracts from this report appear below:



Ron Dennis accused FISA of inconsistency and double standards.

FISA's Report

"FISA considers not only that the international stewards of the meeting were justified in imposing the sanctions which they did, but that they were extraordinarily lenient in comparison with the sanctions imposed in recent cases.

"Indeed, the events which have occurred in the last few months during several Grands Prix prove that even if A Senna is a talented driver, he is also a driver who endangers the safety of other drivers.

"The FISA regrets that, with the whole world watching, the F1 World Champion has once again abandoned the sporting field to venture into legal territory."

The report then went on to add that FISA finds itself obliged to reiterate a certain number of serious errors committed by Senna. Specifically these were the incidents in the '88 Italian GP (collision with Schlesser); the '89 Brazilian GP (collision with Berger); the '89 French GP (dangerous change of direction at the start, cutting across the track from right to left); the '89 Portuguese Grand Prix (shared responsibility for the collision with Mansell); the '89 Spanish Grand Prix (failure to respect the red flag giving the order to stop the race).

The FISA report then lists a number of alleged violations committed by Senna at Suzuka which largely mirror the views already expressed in the stewards report.

The Stewards Report

1) He ordered his car pushed back which brought the car not out of danger, but to a more dangerous place.

2) When he again was completely on the track he steered his car not to the side of the track into the chicane but back into the escape road.

3) When he came back into the escape road he steered his car not to the side to a non-dangerous position but kept going straight on to use the pushing to restart his car.

4) When he had restarted his car he did not turn the car around in the escape road to rejoin the race at the place where he had left it but went in the escape road making a short cut and in doing so avoided the chicane completely.

The report then listed further transgressions:

a) "The Stewards further were of the opinion that driver A Senna had clearly gained an advantage from his preceding movements which is not permitted under chapter iV: Code of driving conduct on circuits.

b) "Considering that driver A Senna had not used the track alone during the race as stipulated under .g of the chapter "overtaking" of chapter iV of appendix L.

c) "Furthermore it is the stewards opinion that the crossing of the deceleration line before the manouevre to overtake (*the word 'by' seems to be omitted here*-ed-our itals) car No 1 was in no case "force majeure" and therefore not allowed and absolutely incorrect (chapter iV, appendix L entrance to the refuelling pits, d).

d) "That the overtaking manouevre of car No 1 to overtake No 2 was dangerous and incorrect.

e) "That it was dangerous to continue the race when car No 1 was in such a damaged condition that while driving the car lost pices of the front wing on the track.

f) "That the overtaking manouevre of car No 1 to overtake car No 19 near the end of the race was also highly incorrect.



Nicola – French conection?

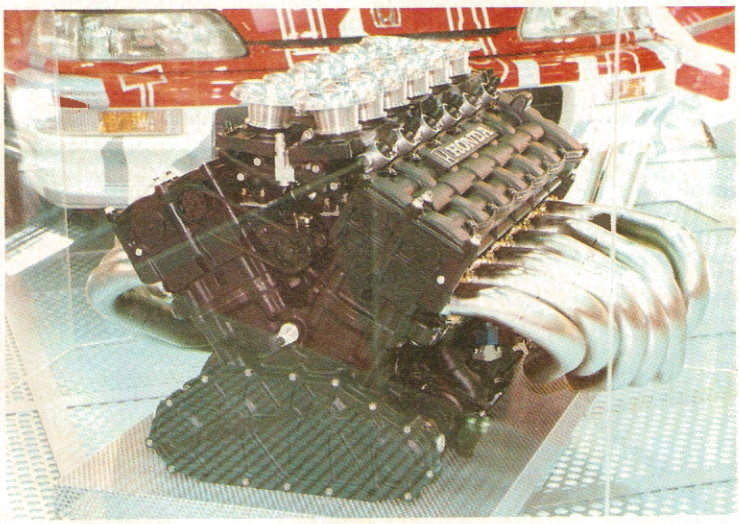
Larini's Ligier?

Nicola Larini is likely to sign for Ligier for next season.

The young Italian, presently driving for Osella, has an option to join Ferrari for the 1991-2-3 seasons but is currently without a drive next year.

"I think I'll go to Ligier" he told us recently. "I am talking to other teams but Ligier is the best possibility for me."

There is considerable speculation that Olivier Grouillard will leave the French team, and with Rene Arnoux expected to step back into sportscar racing, Philippe Alliot also appears to be in the frame at Ligier.



Honda reveals V12

Here it is! As we closed for press last week we brought you news of the impending appearance of Honda's new V12 F1 engine. It was, as expected, revealed at the Tokyo Motor Show and is scheduled to be introduced to the Grand Prix arena in 1991, although it is possible that McLaren may use the engine in one or two Grands Prix at the end of next year. Satoru Nakajima's Tyrrell signing was also confirmed in Japan, his contract thought to be for two years. Ken's team is to continue with Ford power next year, prior to receiving a Honda V10 in 1991.

Four MP4s Down Under

The events of the last week will not prevent McLaren taking four cars – a spare each for Senna and Prost – to Adelaide this weekend in an attempt to ensure that one of its drivers wins the Australian Grand Prix.

Asked to comment on various reports that when Prost complained about his car Dennis told him that the only way not to have problems was to sign with McLaren for another two years, Ron replied: "As I was climbing into a motorhome a few races ago when he was with a large group of French journalists, I jokingly said 'don't forget Waterloo.' Any remarks I make of that nature are done with a sense of humour and that remark was made many, many months ago, before any decision was taken by Alain or myself, so it is well out of context.

"I completely understand Alain's position but we (McLaren) will never ever use the press to discuss any matters concerning people who work for our company. It's not the environment in which to do it. If I have a problem with Alain Prost, I'm going to talk to Alain Prost about it, not talk to him through any newspaper."

McLaren has stressed that it believes those allegations to be largely irrelevant to the case which came before the appeal court.

Despite that, the McLaren statement went on to examine the five "serious errors" allegedly committed by Senna and defended each one with video evidence. Schlesser, it surmised, "had an obligation to give way to Senna" in Italy, while the Berger incident in Brazil, it said, "consituted a normal accident between experienced drivers." McLaren then points out that in France, Senna's transmission failure left him with no drive and he moved slowly to the left of the track on the grid so that the field did not run into the back of him. In defence of Portugal, McLaren points out that Mansell's car had been disqualified at the time the accident took place, and that the Spanish allegation is inaccurate.

McLaren's Japanese rebuttal

Turning his attention to the events that occurred in Japan, Dennis stated that the original stewards decision issued at Suzuka (decision number 17), was reproduced as decision number 16 in the appeal court and that a new decision 17 was produced, timed at the same time, 14.55pm, which was unsigned by himself. This, he added, "was a direct contravention of article 156 of the FIA regulations which states that instructions and communications to competitors will be distributed to competitors, who must give a written receipt.

"We had no prior knowledge of the existence of document 17 given to us on Friday (October 27)."

In fact there is nothing controversial contained in the 'revised' document 17, but Dennis alluded to it in order to illustrate inconsistency in the application of the rules and the sporting code, a theme which he feels is prevalent throughout the entire issue.

With regard to FISA's allegations, McLaren presented its defence (printed alongside).

Dennis continued, pointing out that the normal procedure in the event that infringements are alleged is for the drivers of the cars which take the first three places to mount the podium and for the deliberations of the stewards to take place following this event. This removes pressure which might result from the stewards not having sufficient time to fully consider the relevant provisions.

"Unusually," say McLaren, "this procedure was not followed at Suzuka and instead Jean-Marie Balestre insisted that the stewards reach a decision prior to the award ceremony, the result of which was to reduce the time available to 25 minutes."

While Dennis sympathised with the wish for a rapid decision, considering the bearing of the incident on the World Championship, he clearly feels that this compromised the stewards' ability to consider relevant facts.

McLaren submitted video evidence of previous occasions on which competitors have missed out parts of the circuit and remained unpenalised. Of the seven instances shown, one ironically, showed Prost spinning in this year's San Marino Grand Prix, rejoining across the grass thereby missing out the chicane, and going on to be classified second.

As a result, Dennis accused the FISA of inconsistency and "double standards". While he recognised that the sport's credibility was on the line if an irrevocable decision was not in place by the time of the Australian Grand Prix, he also acknowleged that if what he considers fair play is not forthcoming, then McLaren has the right of appeal in a French civil court...

Senna – incensed?



McLaren sets down its Suzuka case

McLaren's defence against FISA's allegations concerning Senna's conduct brought a response from the team which included the following key points:

A) FISA claims that Senna carried out "dangerous manoeuvres". The FISA report does not elaborate on this allegation. Senna overtook on Prost's right hand side and it would appear that FISA regarded this move as dangerous. However, the sporting code expressly permits overtaking on the right and aerial photographs (available to the Court of Appeal but not the stewards – ed) clearly indicate the circumstances in which the accident occurred.

B) FISA argues that Senna did not complete the race distance because he cut out the chicane and did not regain the track at the point at which he left it... There is no provision in the code which states that, if a driver leaves the main part of the track, he has to return to it at the point at which he left it. Indeed, escape roads are an integral part of a number of circuits. The obstacles are placed on the track in the escape road precisely to ensure that a driver who uses the escape road obtains no advantage from doing so.

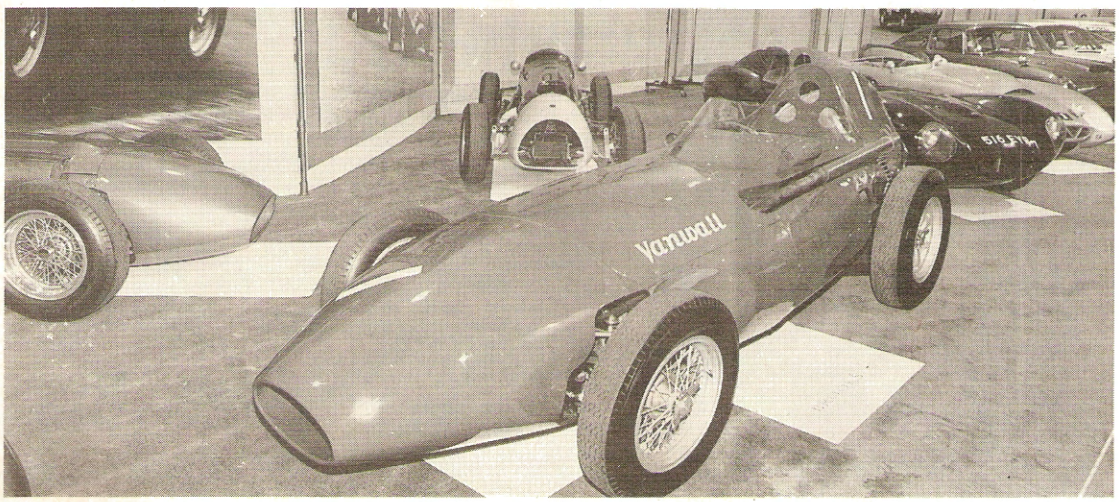
C) FISA cites part of the code which states that, "the race track alone shall be used by the drivers during the race... escape roads are clearly understood to be available for use by drivers who, for one reason or another, are unable to turn into the chicane. Indeed, some circuits (eg Spa and Hockenheim) promulgate express rules concerning the use of the escape road. It is clearly understood by all of those involved in motor racing that the use of an escape road (for safety reasons) could not constitute good grounds for excluding a driver."

D) FISA argues that Senna obtained an advantage from leaving the track. McLaren has argued that this is patently untrue, Senna's car was moved on the main part of the track in order to place it in a safe position. It is self evident from all of the video tape evidence that it was not moved into the escape road in order to gain him an advantage. Further, McLaren argued that it would be absurd to argue that he obtained an advantage by being in the escape road because, in order to leave the escape road, he had to drive between obstacles which are placed there precisely so as to force a driver to reduce his speed.

E) FISA alleges that Senna, "partially left the track in order to attempt a dangerous manoeuvre to overtake Prost's car". This is an entirely new point and was not raised by the stewards at Suzuka. However, even had it been raised by the stewards, McLaren argued at the hearing that the nature of Senna's crossing of the line marking the entrance of the pitlane could not possibly justify an exclusion. Senna's car did not commence its overtaking manoeuvre until after it had passed the entrance to the pit lane. There are other examples of drivers crossing the line into the pitlane in the Suzuka Grand Prix and many examples of drivers whose cars stray from the strict confines of the track during a race.

F) FISA argues that Senna carried out a dangerous overtaking manoeuvre at, "excessive speed". The provision quoted by FISA in support of this argument relates to overtaking outside, "the limits of the track". McLaren believes that it is evident from the aerial photographs of the incident that Senna was travelling in a straight line inside the limits of the track when overtaking Prost.

G) Finally, FISA claims that the "dangerous manoeuvre" was repeated several laps later by Senna against Nannini. McLaren believes that aerial photographs of Senna's overtaking of Nannini indicate quite clearly that Senna's overtaking manoeuvre represents an example of motor racing skill and does not constitute a dangerous manoeuvre.



The ex-Moss Grand Prix-winning Vanwall VW10 was the star of a record breaking Brooks auction at Motorfair last week.

Moss Vanwall sets post war record

The highlight of a UK record breaking classic car sale at Motorfair last week was the £1,595,000 paid for the ex-Stirling Moss Vanwall VW10, the car which won the Dutch and Portuguese Grands Prix in 1958.

The Vanwall was bought by Hans Thulin for the Swedish AB Consolidated Collection, which already owns the Bugatti Royale which went under the hammer for £5.5m at the Albert Hall in November '87. It is the highest price ever paid for a post-war Grand Prix car. A new world record price for a Jaguar was also achieved when the ex-Lord Louth D-Type went for £1,210,000.

Among the competition cars, the 1983 Le Mans 24 Hour-winning Porsche went to an overseas collector for £935,000. An '83 Toleman-Hart TG183B went for £68,200. The Brooks auction raised £7.1m which breaks the record previously held by Christies.

STOP PRESS

FIA court: Prost Champion

Alain Prost is the 1989 Formula 1 World Champion. The FIA International Court of Appeal has confirmed the decision of the stewards to exclude Ayrton Senna from the Japanese Grand Prix.

A statement, issued on Tuesday afternoon detailed that the FIA Court had, "Pursuant to the privsions of Article 189 of the International Sporting Code increased this sanction by pronouncing a six month licence suspension with a six month reprieve from execution and imposing a fine of US$ 100,000".

As the highest authority within motorsport, this decision could be considered an end to the affair, but it remains to be seen whether Ron Dennis will carry out his threat to take McLaren and Honda into a lengthy dispute in the French civil courts.

Tambay fined in Mexico

Patrick Tambay was fined US$15,000 at last weekend's Mexico City WS-PC event, following a spectacular practice incident which destroyed the Porsche 962 of Swiss privateer Antoine Salamin.

Tambay was at the wheel of a Jaguar XJR9 during Saturday's final qualifying session when he passed Salamin on the outside of the banked turn before the pits. Coming onto the straight he moved to the inside, and clipped Salamin's left front corner.

The Porsche was knocked off balance, and struck the exit end of the pitwall, at a point where it is angled back towards the track. The whole right-hand side of the car was torn off, and it spun down the straight before hitting the barriers head on a second time. Salamin was unhurt, but was furious about the incident, in what was the car's last race before it was sold.



Patrick – admitted mistake.

"It was a mistake," Patrick commented afterwards. "I came out of the corner, looked at the tacho, and I felt a bump. I must have lost concentration."

The stewards watched video evidence of the crash, and Tambay was called to make an explanation. The official report says that Patrick had "made deep apologies, admitted that he had made a very big driving mistake, and stated that such a mistake is unacceptable from a professional driver."

In addition to receiving the fine, Tambay was notified of "...an official blame for having caused an accident the result of which could have been much more critical".

An appeal has been made against the decision.



Fittipaldi – smile-raising income.

Emmo top CART earner

CART has just issued the statistics for its recently concluded 1989 Indycar World Series.

Champion Emerson Fittipaldi heads all but one of the lists. Fellow Penske driver Rick Mears posted one more pole than the champ but had to be content with second place in most of the other categories. The classifications cover pole poitions, wins, laps led, miles completed, and purse. Mears dropped to fourth behind Emmo, Michael Andretti and Al Unser Jr in the miles completed section. Emerson led 108 more laps over the season than any other driver. The top 10 money-winners are listed below. Even 57th and bottom ranked driver Robbie Unser, who didn't even start a single race, took home $7000...

CART/PPG 1989 Earnings

1	Emerson Fittipaldi	$1,712,578
2	Rick Mears	$889,684
3	Al Unser Jr.	$878,071
4	Michael Andretti	$713,043
5	Raul Boesel	$634,821
6	Mario Andretti	$622,364
7	Scott Pruett	$604,096
8	Teo Fabi	$582,463
9	Danny Sullivan	$553,734
10	Bobby Rahal	$542,424

Rent-a-driver adds to Dauer's misery

Jochen Dauer's miserable WS-PC season continued at Hermanos Rodriguez in Mexico City last weekend, when his Porsche 962 was badly damaged by a local rent-a-driver.

Dauer had originally intended to run John Andretti in the car, the American having driven for the team at Norisring, and then negotiations to hire Raul Boesel fell through at the last minute over the subject of the Brazilian's financial requirements.

Jochen thus took on Juan Carlos Bolanos, a veteran with Group 5 Porsche experience in the distant past. The Mexican was considerably off Dauer's impressive times during Friday's unofficial session, before he went off the road at the fast lefthander behind the pits, damaging the front and rear of the car.

Initial reports suggested that Bolanos had suffered a broken leg, but in fact his injuries were confined to torn knee ligaments.

Dauer's disastrous 1989 included major damage at Brands, where Will Hoy was T-boned on the first lap, and Donington, where Hoy was T-boned in the pits during practice...

Donnelly's exclusion appeal delayed

Martin Donnelly's appeal against his exclusion from the second round of the FIA International F3000 Championship at Vallelunga on April 30, has been delayed until December 5.

Donnelly's win was thrown out, after an appeal by the DAMS team, because he had used a Reynard nose section which had not been subjected to the formula's mandatory frontal impact test.

Eddie Jordan Racing's first appeal, to the FFSA (which was the national authority presiding at the Pau meeting where the disqualification was announced), was turned down, so the team put its case to a FISA court of appeal scheduled for last Thursday.

Adrian Reynard travelled to Paris with Trevor Foster and EJR lawyer Fred Rogers, only for the case to be adjourned until December 5. The delay, apparently, is because evidence is needed from the then FISA F3000 techical delegate Cecil Mitchell, DAMS boss Jean-Paul Driot and FISA's Gabriele Cadringher.



Raul – return to sportscars?

Raul – back to WS/PC?

Brazilian Indycar driver Raul Boesel was taking a keen interest in the WS-PC scene in Mexico last weekend.

Boesel, who won five races and the Drivers' World Championship during his single season with Silk Cut Jaguar in 1987, has been in contact with several Group C teams recently.

"Maybe I'll stay in Indycars", he commented, "Or maybe I'll come back here. Sports-Prototype racing is coming up all the time."

Boesel spent most of the weekend as a guest of the TOM'S Toyota team...

O'Brien's F3000 test

Perry McCarthy and Eugene O'Brien were due to test the CDM team's ex-Paul Belmondo Reynard 89D on the Silverstone Grand Prix circuit on Tuesday.

O'Brien, who finished second in this year's British Vauxhall Lotus Championship, is keen to jump Formula 3 and move straight into F3000. Richard Usher of the Usher Racing Organisation, who ran Eugene in Vauxhall Lotus this year, is looking for a budget and, assuming the test goes well, would like to link up with Brian Holmes of CDM to run Eugene in F3000 next year.

The fledgling CDM team ran Paul Belmondo and Eric Cheli in the FIA International championship this year, enduring a tough baptism.

Huffaker makes GTP debut

Joe Huffaker Racing turned to the IMSA GTP ranks for the first time at Del Mar, recently, running Bill Koll's Spice-Pontiac SE88P for Jeff Kline.

The car was raced by the factory at Daytona this year and is powered by a 5-litre V8 engine which was built by Ed Pink.

The team has been a major contender in all other IMSA series, most recently running a Camel Lights Spice-Pontiac for Swiss Niki Leutwiler and American David Rocha, and a GTU Pontiac Fiero for George Robinson.

The team plans to contest the entire GTP series in 1990.

Sun rises in the west

Expatriate Englishman and Long Beach Grand Prix organiser Chris Pook is currently consulting with a group of Japanese businessmen who are keen to establish two motorsports centres in the western half of the United States.

The centres would combine a number of motor sporting disciplines, each would have an oval, a road circuit and a drag strip. Feasibility studies are being conducted at the moment and the circuits could be up and running in two or three years time.



Geoff – retains title.

Lees scores a hat trick

Geoff Lees is Japan's Grand Champion for the third successive year.

Lees, suppressed to fourth place in Sunday's finale at Fuji, won the title in his Kawai Steel-sponsored Mooncraft-bodied Reynard-Mugen 89D.

The race marked the end of an era, for the series – which latterly has been run for F3000 chassis with 'clip-on' sportscar bodies – which has been discontinued after 19 years.

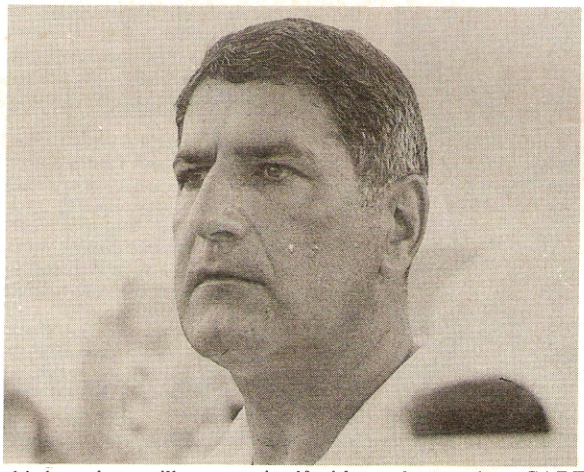
CART board reorganised

CART's team owners have voted to replace the organisation's 11-man board of directors with a 22-man board comprising all voting franchise members of the organisation.

By most accounts chairman John Frasco will not be part of the new board. A committee consisting of Roger Penske, Pat Patrick, Maury Kraines and Steve Horne has been appointed to negotiate with Frasco. A buy-out is required of Frasco's contract with CART which is estimated to be worth between £2-5 million.

The 22-man board will have power over most decisions, although president John Caponigro remains on the board after a very close vote in his favour. Caponigro will continue on a trial basis through the completion of his existing contract next February. A committee comprising five or six car owners will evaluate Caponigro's performance over that time period.

Three additional committees were established in Chicago on Monday. One of these will take charge of media and marketing and will be chaired by Dick Simon. A second committee, chaired by Roger Penske, will focus on legal and financial matters, while the third comittee will concern itself with technical rules under the direction of Derrick Walker.



John Frasco's involvement in Indycar racing is thought to be at an end.

Over the next few months, two new positions will be created. One is a director of media and marketing, the other a director of legal and financial matters. It is also possible that a new director of operations will be appointed to replace CART's hard-working but beleagured operations and technical director Kirk Russell.

It appears that most owners reaffirmed their commmitment on Monday to CART's controversial 1990-94 rules package. Another meeting of CART's team owners has been scheduled for December 12,

Huysman's £5000 fine

Harald Huysman was fined US$5000 after spinning his car while in the pitlane during last weekend's Mexico City WS-PC race.

Huysman was running third in a Brun Motorsport Porsche 962 when he pitted to hand over to team mate Oscar Larrauri.

On arrival at his pit he locked up his brakes, and slewed to the left, before sliding to the right, finishing up with the nose pointing towards the inside of the pit wall.

Amazingly, his mechanics managed to jump clear of the spinning car, and no one was hurt.

However, the stewards decreed that Harald had used excessive speed in the pits, and applied the fine. Huysman did not contest the decision.

Irvine's F3 return

Eddie Irvine returned to Formula 3 at Snetterton last week, and was immediately on the pace.

The Ulsterman is to drive for West Surrey Racing at Macau. Dick Bennetts had planned to give Irvine two days in the ex-Derek Higgins car to readjust to the junior formula after his F3000 season, but Eddie seemed to be at home in the car, clocking a 60.9 seconds on his third flying lap and running consistently at 60.7 seconds. This compares well with David Brabham's best on the day of 61.4 seconds in John Estupinan's regular car.

Irvine is scheduled to test the WSR Ralt again this week to check the Macau spec engine, prior to the car's shipment to Macau.

Marlboro injects $30m into Penske

Marlboro has entered into a sponsorship deal with Penske Racing worth more than $30m over three years, the biggest deal in American racing history.

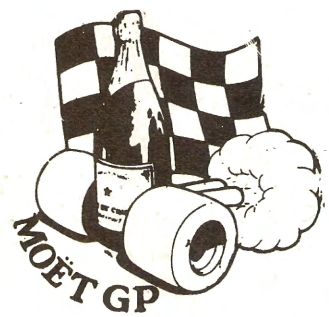
Marlboro will sponsor the Penske-Chevrolet PC19s driven by Emerson Fittipaldi and Danny Sullivan with Rick Mears continuing in his familiar yellow Pennzoil car. Mears will wear a Marlboro patch on his driving suit however, and the three Penske drivers will form Marlboro's World Championship Team in the USA.

The drivers' commitments are for one year. Chuck Sprague continues for a second season as Penske's team manager with Rick Rinaman taking over the chief mechanic's job on Fittipaldi's car. Teddy Mayer will engineer Emerson's car, joined by Peter Gibbons (Mears) and Grant Newbury (Sullivan) who joins Penske after many years with TrueSports.

The team will take five cars to each race and the first of next year's PC19s is expected to be ready for testing before Christmas, which will give the team a month or more advantage in testing time over competitors from March and Lola. Penske confirmed that three of this year's PC18s have been sold to Vince Granatelli who will run the cars with Buick V6 engines.

Rick Mears has tested a Penske PC18 fitted with a 1990-specification aerodynamic package at Phoenix International Raceway.

Mears lapped the one-mile oval just under a second slower than his best time in '89 trim. "It felt pretty good," he reported. "The changes made to the car didn't upset the balance any. You were just out of the throttle a little less. It was good."



Unfortunately the Suzuka magnum wasn't won, nobody predicting that Alessandro Nannini would take the Japanese spoils. We've racked our brains, but nobody in the office can remember the last time this occurred and, as a result, we were forced to down the champers ourselves!

This is your last chance to win a bottle of bubbly as the Formula 1 season draws to a close Down Under at the 2.35 mile street circuit of Adelaide. Last year the race was won by Alain Prost at an average speed of 102.017mph. So folks, guesses for the winner together with his average speed must arrive in this office by first post tomorrow. Answers on a postcard and only one entry per person to: AUTOSPORT Editorial, 60 Waldegrave Road, Teddington, Middx, TW11 8LG.

Fully comprehensive

We received an interesting call on behalf of an insurance company this week, asking us to certify that Eric van de Poele had finished in the top five of the International F3000 championship which finished last week.

Its concern, it seems, is because a client has insured with them against the amiable Belgian achieving that particular feat. The sum involved was more than 7 million Belgian Francs (approximately £108,000!).

Jourdain's WS-PC debut

Mexican Indycar driver Bernard Jourdain made an impressive WS-PC debut at Hermanos Rodriguez last weekend.

Jourdain, who has run an IMSA Porsche 962 in the past, shared a works Spice-Cosworth SE89C with Ray Bellm, and ran well in the race until colliding with John Watson's Toyota. The Indy 500 Co-Rookie of the Year indicated that he would like to continue in the series next year.

"It depends on the deal I have for Indycars," he said. "I have ordered two Lola T89/00s and Cosworth DFS engines, so I have the right equipment, but if I don't find the right budget and the right people I will prefer to do this than run at the back in Indycars."

Cellnet and Intersport part

Cellnet has decided not to continue its support of the Intersport Formula 3 team in 1990, ending an association with the Glenn Waters-run outfit that dates back to 1986.

Intersport's Dave Abram commented: "We are likely to run a car as a TOM'S GB development project. It is possible that the new Intersport chassis will be used. We will be running a development spec engine at Macau and are keen to show that the unit is not as bad as some have made it out to be this year."

Intersport's plans will become clearer when Toyota decides whether it wants to run one or two Group C cars next year.

AUTOSPORT



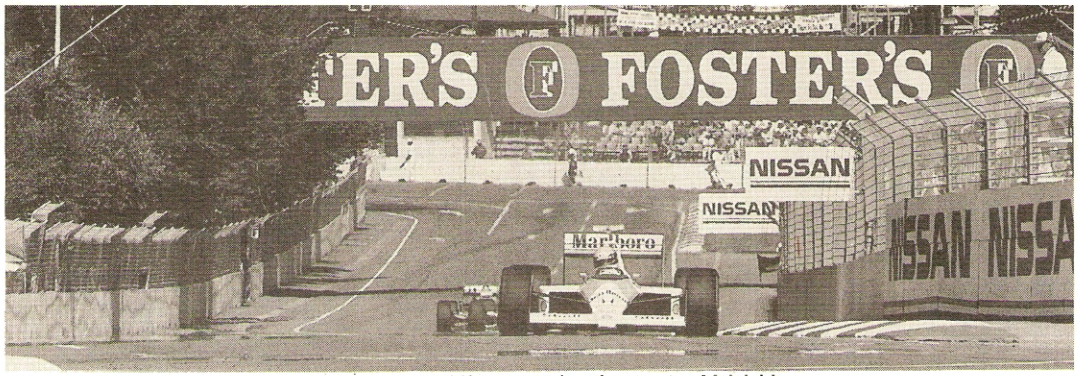
RACE LINES

At last, the final race in this year's exciting Formula 1 season is upon us, and you can keep up with all the action from Australia on and off the track by dialling the AUTOSPORT Grand Prix Line. News of the FISA/Senna appeal will be on line as it happens. The on-track action starts with pre-qualifying, at 7am British time on Thursday. Friday afternoon's session will be on line from 6am on Friday and Saturday. You can hear Simon Taylor's full race report from 6am on Sunday.

0898 654313

Calls are charged at 25p per minute (cheap rate) and 38p per minute (all other).

PREVIEW: AUSTRALIAN GP



With the present situation in F1, action aplenty should be assured on the streets of Adelaide.

Fireworks Down Under

The Australian Grand Prix brings to a close a season that was packed with incident.

Last year's race saw Prost win from Senna as the turbocar bowed out of Formula 1 competition. Prost led almost all the way, spending a short time behind Gerhard Berger, who was on an uninhibited glory run, with little hope of completing the distance.

Both Berger and Mansell will be flat out, trying to gain end-of-term success for Ferrari, while Alessandro Nannini is sure to be snapping at their heels following his spirited drive in Japan.

It is uncertain whether Pierluigi Martini will be fit to drive his Minardi in Adelaide, but if not Paolo Barilla will again substitute. Let's hope he has better luck this time.

Interest down the field centres on the last ditch attempts of the likes of Lola and Zakspeed to avoid pre-qualifying next season.

But, undoubtedly, the world's eyes will be on the battle between Senna and Prost. The McLaren drivers will want to outdo each other after the dramas of Japan and the recent FISA decision.

CHAMPIONSHIP POSITIONS – DRIVERS

1	Prost	76
2	Senna	60
3	Mansell	38
4	Patrese	36
5	Boutsen	28
6	Nannini	26
7	Berger	21
8	Piquet	12
9	Alesi	8
10	Warwick	7
11	Johansson	6
	Alboreto	6
	Cheever	6
14	Herbert	5
15	De Cesaris	4
	Gugelmin	4
	Modena	4
	Caffi	4
	Martini	4
	Brundle	4
	Danner	4
22	Arnoux	2
	Palmer	2
24	Tarquini	1
	Grouillard	1
	Sala	1
	Alliot	1

CONSTRUCTORS

1	McLaren-Honda	141
2	Williams-Renault	64
3	Ferrari	59
4	Benetton-Ford	31
5	Tyrrell-DFR	16
6	Arrows-DFR	13
7	Lotus-Judd	12
8	Dallara-DFR	8
	Brabham-Judd	8
10	Onyx-DFR	6
11	Minardi-DFR	5
12	March-Judd	4
13	Rial-DFR	3
	Ligier-DFR	3
15	AGS-DFR	1
	Lola-Lamborghini	1

PREVIOUS WINNERS

Year	Circuit	Driver (Nat)	Car	Speed (mph)
1985	Adelaide	Keke Rosberg (SF)	Williams-Honda FW11	95.715mph
1986	Adelaide	Alain Prost (F)	McLaren-TAG MP4/2C	101.040mph
1987	Adelaide	Gerhard Berger (A)	Ferrari F1/87	102.297mph
1988	Adelaide	Alain Prost (F)	McLaren-Honda MP4/4	102.017mph

BRIEFLY

■ Oscar Larrauri will continue as the anchorman in the Brun Motorsport Group C team in 1990. Larrauri has been with Brun for over five years, but has received overtures from several other teams recently.

■ The Obermaier WS-PC team is planning to run two cars next year, with a third as a spare. The sale of the team's old 962, which finished second at Le Mans in 1986, has helped fund the purchase of a new factory chassis and two Thompson monocoques. Harald Grohs and Jurgen Laessig will be the lead drivers.

■ Last Sunday's WS-PC race in Mexico City marked a nostalgic return for TOM'S Toyota team manager Dave Sims. 'Beaky' was last there 21 years ago, working on Graham Hill's World Championship-winning Lotus 49...

■ France Prototeam, which has run Spice chassis in the WS-PC this year, is hoping to field a Porsche 962 in 1990.

■ Essex Racing is planning to run a car in ARS next year, as a possible prelude to an Indycar programme in 1991.

■ Vauxhall will be paying substantial bonuses to drivers who have success in Vauxhall cars in the 1990 British Touring Car Championship. Championship wins will pay £12,000 (overall) or £2500 (class). Overall race wins will be worth £2500 and class wins £1000.

■ Sweden's national sporting authority has a new managing director in the form of 47-year-old Gunnar Elmgren, who has been Swedish F3 president. One of its stated aims is the reinstatement of the Swedish Grand Prix.

■ The 1990 Racing Car Show will be opened by Murray Walker at Olympia 2 on January 3.

■ At a busy Silverstone on Tuesday, Heinz Harald Frentzen, Jean-Marc Gounon and Jeremy Payne all had F3000 outings, while Emanuele Naspetti tested Martin Donnelly's EJR Reynard.

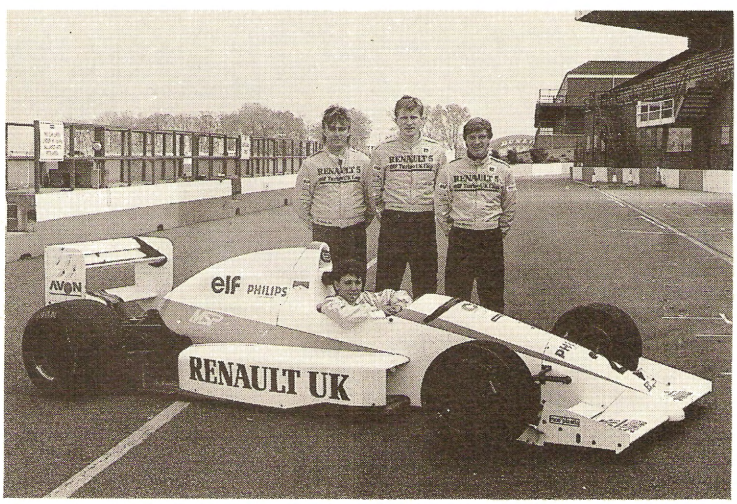


Smith – Swift debut.

Veteran run

Kiwi veteran Kenny Smith is to drive a new Swift DB-4 round the streets of Wellington in December and in the five race Peter Jackson International Series for Formula Pacific cars in January and February of next year.

The 48-year-old's main aim is to win the New Zealand Grand Prix at Pukekohe, which he last won in 1976. The new car will receive backing from Ford New Zealand and Motorcraft.



Five men graduate

Renault UK's racing champions Neil Riddiford and Niki Phillips enjoyed a taste of Formula 3000 competition at Donington last Friday. Arranged in conjunction with series sponsors Staw and Elf, the pair (plus David Grimshaw and Jim Edwards Jr, who were runners-up in the Renault 5 Elf Turbo UK Cup) drove Bromley Motorsport's Reynard-Cosworth 89D. Inaugural Formula Renault titlist Riddiford was particularly impressive, lapping in 1m06.58s (closest to German F3 driver Michael Bartels' target time of 1m04.56s) within five laps. Double Renault 5GT champ Niki Phillips (who also had a stint in Bromley's 88D last year), managed 1m07.63s. Despite a spin, Edwards lapped in 1m09.14s, and Grimshaw did 1m10.76s in greasy conditions.

Mexican F3 series

Mexico is to have its own national Formula 3 championship next year, using a batch of newly ordered Reynard 903 chassis.

The organiser, Grand Premio de Mexico, has entered into an agreement with Reynard Racing Cars to purchase 40 Reynard 903 rolling chassis for a six-race series beginning at the Mexican Grand Prix on June 24. The F3 series will be a route for Mexican drivers into F1 through a FISA approved formula, following advice received from Bernie Ecclestone.

The cars will run with locally built Volkswagen engines. Speaking in Mexico City last week, Reynard managing director Rick Gorne commented: "We had a number of obstacles to overcome to enable this deal to go through. However, with the aid of the Mexican government we have now concluded our arrangement which will herald the start of local manufacture of certain chassis components in addition to the final assembly procedures at a factory in Puebla."

Delivery of the cars will begin in January with the new series becoming the first 'one-make' F3 championship.

Eriksson's Mitsubishi

Kenneth Eriksson will be Mitsubishi's second driver in 1990. Confirming one of the worst kept secrets of the current 'silly season', Mitsubishi's head of motorsport, Yukimichi Katane, made the announcement at the Tokyo motor show last week.

It had been hoped to keep the news secret until the Lombard RAC Rally later this month, but the rumour factory has been hard at work in recent weeks and it became clear that Andrew Cowan's team could hold out no longer.

"We shall enter two cars on each of the six events in our 1990 programme," confirmed Cowan on Monday. "We have still to decide, however, whether we shall go to Australia or San Remo. Kenneth's joining our team will bring good testing experience, something that Ari does not enjoy, and he has already shown great commitment to the project, even though he has yet to drive the car."

In the meantime, the young Swede is testing the Toyota Celica GT-Four in readiness for the Lombard RAC Rally, his last outing for the Cologne team.



Mitsubishi has confirmed the appointment of Kenneth Eriksson as its number 2 driver to Ari Vatanen for 1990.



Millen – curry bound.

Rod for Himalayan

Rod Millen is a late entry for this weekend's Himalayan Rally. The New Zealander took the Asia-Pacific series lead in Australia and now has to enter the unpopular Indian event to try and clinch the championship for Mazda.

Mitsubishi offers the greatest challenge on the event which starts from Delhi on Sunday. Kenjiro Shinozuka is aiming to retain his title with the Galant VR-4 while Ross Dunkerton is another with his eyes on the crown.

A revised format has aimed to lessen the aggravation by political activists that has spoiled recent events, much of the 2000kms route taking place in the foothills of the mountains, avoiding the danger areas.

San Remo gets Manufacturers' nod

Jean-Marie Balestre was expected to confirm yesterday (Wednesday), that the San Remo Rally has retained Manufacturers status in next year's World Championship.

The announcement will leave the Swedish event out in the cold once again, despite promises that this would not be the case.

The FISA Rallies Commission held a telefax vote last week, seven members in favour of the Italian round and only three opting for Sweden.

"We are naturally very disappointed," admitted Lars Osterlind. "However, we hope that we shall be favoured when the World Championship starts to be shared among the countries involved."

Osterlind held a slim hope for a reprieve when we spoke to him on Monday as he had yet to receive a reply from FISA after asking if the Rallies Commission decision still needed to be ratified by the World Council before Balestre made his statement.



San Remo keeps its status.

Andrie stays on

Jean-Marc Andrie will not be splitting from European Champion, Yves Loubet, for 1990. He has decided not to join Sonauto in a managerial role and will stay with the Corsican in the Martini Racing Lancia.

The partnership is shortly to contest the Giro d'Italia for Alfa Romeo, but for 1990 there is one prime objective. "We aim to win Corsica!", insisted Andrie. "Lancia wants us to do it, and we know we can..."

Gaban takes early lead in Ivory Coast

The Ivory Coast Rally started on Sunday with 60 cars leaving the start at Abidjan. The FISA Technical Delegate, Jaakko Markuula, was surprised to note that all but five were genuine rally cars (not taxis paid to drive over the start ramp to make up the numbers) and no fewer than 22 were in Group N trim.

It had been intended that Sunday's superspecial would actually enable the organisers to reseed the entry into classification order (as it comprised 25% of the special stages on this mainly open road rally). However, complaints to FISA's Guy Goutard prompted this to be changed and the Monday restart (for all 60 competitors) was in seeded order.

There was confusion at the finish of the superspecial when several cars arrived at the finish together. Rudi Stohl was given the fastest time, 6m01s, shared with Billy Rautenbach. However, Toyota Supra driver Rautenbach claimed his time should have been 5m58s but this was later rejected and he started on Monday sharing the lead with the Audi man, having accepted the decision.

On Monday, however, Stohl retired with a blown engine and Alain Ambrosino was sidelined after hitting a service truck.



Pascal Gaban led the rally by 13 minutes in his Group N Mazda from Alain Oreille. The Lancia of Frederik Skoghag was third, 1 minute behind with Paola de Martini and Gregoire de Mevius fourth and fifth.

Rudi Stohl led at first but the engine let him down.

Terry for RAC

Terry Harryman will co-drive for Gianfranco Cunico on the Lombard RAC Rally.

The Italian driver visited Wales recently for the Audi Sport Rally, his first outing in the British forests, and Ford feels that it would be wise to take a co-driver more experienced in the nature of the RAC Rally, in preference to Cunico's regular partner, Max Sghedoni.

Cunico managed just five stages in Wales before being caught out by a typical corner that would crop up several times during this month's World Championship counter. Harryman would therefore be able to give more accurate instructions to his driver in the Q8 Ford Sierra Cosworth.

Having won last weekend's Rallye Due Valli in the Group A works Ford, Cunico has switched to the four-wheel drive Cosworth for some tests over the same roads this week. The Sapphire version is still scheduled for appearances on next year's 1000 Lakes, San Remo and RAC rallies before a full World Championship bid in 1991.



Harryman is to partner Cunico.

AUTOSPORT RALLY LINE

This week, the AUTOSPORT Rally Line covers the Ivory Coast Rally, with results from Africa on Friday, and begins the build-up to the Lombard RAC Rally with the introduction of two extra Rally Lines.

From today (Thursday) by phoning either of the two new lines you will be able to listen to a variety of interviews with the top World Rally Championship stars who will be competing in Britain this month. From behind the scenes, we take a look at what's involved in staging the RAC, and we talk to the team personnel responsible for keeping their drivers going on this gruelling event. The interviews will change regularly, giving you the chance of listening to all your favourites give their pre-event predictions.

From Sunday, the Rally Line too, will be given over to carrying interviews, so remember these numbers:

0898 654316

0898 654323

0898 654326

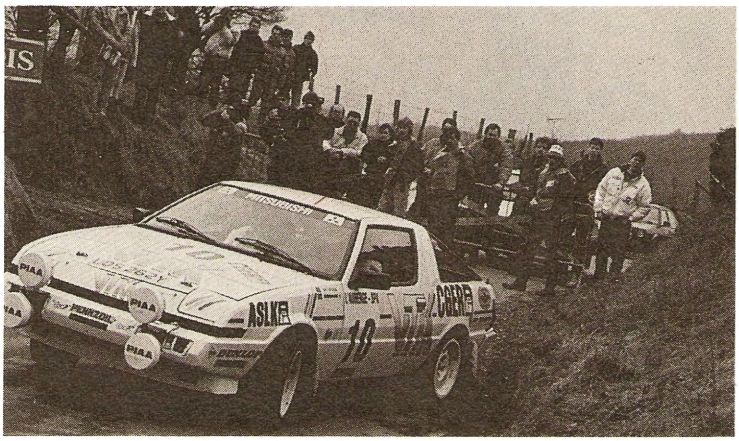
Calls are charged at 25p per minute (cheap rate) and 38p per minute (all other times).

RS switch

Both Mike Little Preparations and R-E-D are likely to switch to the Ford Sapphire Cosworth for 1990. In recent weeks, both Ford contracted teams have admitted that their efforts with the three-door version of the Sierra have probably come to a close and they will begin next year's Shell Open Rally Championship with the four-door version.

The Sapphire is heavier than the current model, but mechanically very similar. There is also the added advantage that the four-wheel drive car should be ready in time for at least two rounds of the series, if not three.

Ford's support policy changes for 1990. Currently, drivers are paid by the company but next year Ford will supply hardware to the teams and expect them to find and fund the drivers of their choice. Mike Little admitted before the Audi Sport International that he would possibly continue with the same team (Russell Brookes and Mark Lovell) and programme next season while an announcement is expected shortly from Widnes based R-E-D which has Jimmy and Colin McRae on its books at present.



Bannister's new car is the Starion driven by Guy Colsoul in Belgium.

Bannister's Starion

Steve Bannister will contest the Lombard RAC Rally in a Group A Mitsubishi Starion Turbo. The Yorkshireman tested the car at Jan Churchill's rally school recently.

Blaze Motorsport has taken delivery of two ex-Ralliart cars, to be run for Bannister and Simon Redhead by Peter Collinson's new Co-Ordsport company. Bannister's is the ex-Guy Colsoul car and, if the RAC Rally outing is successful, he will team up with Hideaki Myoshi (in a Group A Galant VR-4) for next season's Mintex National series.

Redhead has the ex-Lasse Lampi wide bodied car for the BTRDA Gold Star Championship.

Class men take up entries

Six drivers from this season's Shell Oils British Rally Championship are preparing for their free RAC Rally entries.

As part of their awards, each class winner was granted a free entry to the event. Factory drivers would have to nominate privateers to take up their entries and five of those entered have gained their entries in this manner.

Terry Cree and David Pemberton are Vauxhall's nomination instead of Brian Wiggins and Louise Aitken-Walker; Frank Larsen and Jeremy Barnes are Peugeot's answer to Simon Davison and Chris Birkbeck while Toyota has nominated Andrew Hudson to replace David Llewellin.

Ian Calvin will take up the award by winning his class for Toyota, but Harry Cathcart has declined the entry and wikl instead take away his Shell trophy and a cheque for £1000. Mitsubishi looks set to do the same as it has yet to find a driver that has started the requisite five events in order to take the place of Pentti Airikkala.

Champions all in title weekend

A host of championships were settled at the weekend, including both regional clubman series in Britain.

A win for Simon Paton over Steve Bannister on the Cambrian Rally was enough to leave the BTRDA title race in the same order, while Andrew Wood clinched a spectacularly tense Esso Scottish series at the last gasp. Two punctures ended Jimmy Girvan's dream of making it three Toyota titles this season, Wood's Astra beating him by a single point.

Further afield, John Bosch's win on the Zuiderzee Rally gave the Barron team BMW a 6-point victory over Erwin Doctor on the Dutch series; Christian Jaquillard took his Ford Sierra Cosworth to the Swiss crown with a win on the Rallye du Valais and while Carlos Sainz was taking his first victory with the Toyota Celica GT-Four on the Rally El Corte Ingles, Jesus Puras saw his championship bid evaporate when a water hose split, the engine let go and Sepp Bassas took the Spanish title for BMW, even though he was also on the retirements list.

A week earlier, on the Rally Queensland, Greg Carr claimed his fifth victory in five starts and the Lancia driver thereby clinched the Australian crown.

Franz Wittman's recent Steiermark Rally win takes him to the head of the Austrian series – his last season in the official Lancia before his title rival, Raimund Baumschlager takes over the drive.

Shortage of marshals

The Lombard RAC Rally is short of marshals. Certain areas still need helping hands – even though some 11,000 volunteers are already set to help run the event.

David Whale (05432 58581) needs assistance in north Wales on Monday, November 20 between 0700-2000; Howard Wilcock (0246 418404) is looking for Midlanders between 0400-1100 on Tuesday, November 21; Bill Troughear (0768 86603) and Peter Riley (0229 26746) want help in Cumbria between 1000-2030 also on Tuesday; Kielder is short of marshals on Tuesday (1500-2300) and Wednesday (0900-1830) and Newcastle is also on the short-handed list on Wednesday (1600-2200) with Dave Alexander the contact on 0670 861178. Finally, Ken Duff (0576 6222)would like to hear from anyone in Scotland that can help on Wednesday, November 22 between 0500-1230.

BRIEFLY

■ Miki Biasion was in Llandudno last Friday afternoon, inspecting the Great Orme with BBC's *Top Gear* team.

■ The GM Euro Sport team will have two British co-drivers for the RAC Rally. Mike Nicholson will partner Sepp Haider and Bryan Thomas will be with Mats Jonsson.

■ Three spectators were killed recently when a Group N Peugeot 205, diven by the Cernoia brothers, crashed off the road on the first stage of Italy's Rally del Santo. Three others were seriously injured.

RF90 stars at Brands

Van Diemen's RF90 FF1600 car caused a minor sensation on its introduction at the Formula Ford Festival.

Dave Baldwin's first all-new design since the classic RF85, the superbly engineered chassis is the fruit of nine months' solid development.

Built to what Ralph Firman's marque regards as "minimum dimensions", the machine's distinctive styling has been wind tunnel-evolved to set new standards of aerodynamic efficiency.

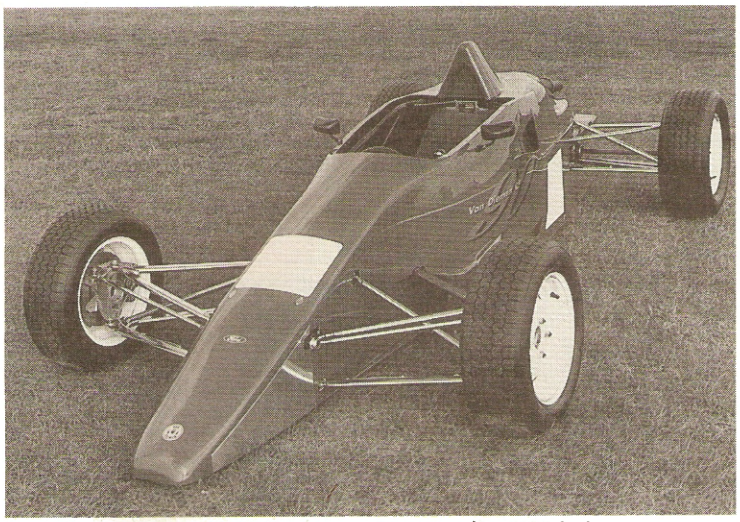
From the tiny frontal area of its narrow snout, past the enclosed roll hoop to its all-enveloping tail fairing, the Van Diemen looks ultra-aggressive.

Use of hi-tech steels has enabled Baldwin to pare 6kg from the weight of the spaceframe itself, without sacrificing stiffness.

Production cars, like the prototype, will require ballasting to meet FF1600's minimum weight requirement.

Pushrod-operated suspension is featured all round (the RF89 uses rockers at the back), with the rear spring/damper units mounted longitudinally atop the gearbox module.

Built exclusively for FF1600 in Europe and Australia (where regulations have been aligned for 1990), the RF90 will cost around £12,500 plus VAT, less engine.



Van Diemen's striking new RF90 opens a new chapter of FF1600 design.

No slick-shod American version will be offered as this export avenue is now so small. It is impossible to fit an FF2000 engine in the car, due to its size, but the thriving Canadian market has demanded an update of the RF89.

"Although the prototype wasn't finished until Saturday night, it was very important for us to show the RF90 at the Festival," said Van Diemen's John Uprichard.

The company's dealers were delighted with the car, and competitor interest was unusually high. Paulo Carcasci is due to shake down the machine next week, following final preparation.

Young men drive FAST

FAST tyres will be the control rubber in five 1990 racing championships.

Following their selection by Brands Hatch Leisure for exclusive Formula Forward use this year, the Uniroyal-branded covers will also be standard equipment for British Sports 2000, BARC FF2000, Pre-'84 FF2000, and Irish FF2000 over the next three years.

In addition to supplying and servicing these series, Formula and Sports Tyres (FAST) Ltd is also marketing tyres for hillclimb/sprint, rallycross, hot rod racing and tarmac rally use. Full details of the expanding FAST/Uniroyal programme from Derek Williams of Bob Martin on (0902) 324440.

Eyles buys Vision F3

Rodney Eyles has acquired the Vision Formula 3 project.

The former British Sprint champion, who is developing an Xtrac four-wheel-drive Vision sportcar for hillclimbing, hopes to be able to re-engineer the single-seater for speed event use.

"I've bought the Toyota/TOM's-powered development chassis, a new spare tub and a lot of components," said the Somerset motor caravan dealer on Monday. "If I could sell the engine, I'd like to have a crack at sorting out the car."

Evolution of the VF388/9 for circuit racing broke Paul Gibson's ambitious marque, but many people believe that the superb-looking car's characteristics may suit the hills.

Ireland conquers the FF1600 World

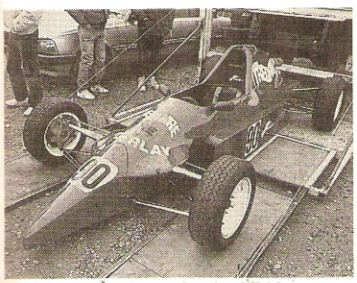
Ireland won the prestigious Formula Ford World Cup at Brands Hatch over the weekend.

The Republic's team of Bernard Dolan, Vivion Daly and Fionn Murray was cheered to the echo by the many Irish supporters who travelled over to Kent for the Festival.

Dolan also scooped £3300 for lowering the lap record; the Mondello Trophy for best placed Irish driver; and in the absence of Jordi Gene, the best placed Formula Services driver.

The Peter Rogers Trophy for most outstanding British driver was presented to David Coulthard, who was also nominated the driver of the day. The young Scot donated his £100 prize to the British Motor Racing Marshals Safety Fund.

Other winners were Dave Coyne (Roger Pedrick Award for best placed Englishman); Jonathan McGall (unluckiest driver); Sonic Racing (best presented team); and Michael Vergers, whose stunning recovery in the final netted him £2000 from TL Clowes for the drive of the day, and the Polly Blanchet Trophy for fastest lap in the Final.



Updated aerodynamics for FB90.

Swift's FB90

Swift Europe's 1990 FF1600 contender, a development of this season's Festival final-leading car, was shown at Brands Hatch last weekend.

While the chassis and running gear remain very similar to those of its predecessor, the 1990 machine boasts sleeker low-line bodywork.

"We had to lose something from the '89 car to make it quicker, so we cut it from the top," quipped Swift's Frank Bradley at the new car's launch.

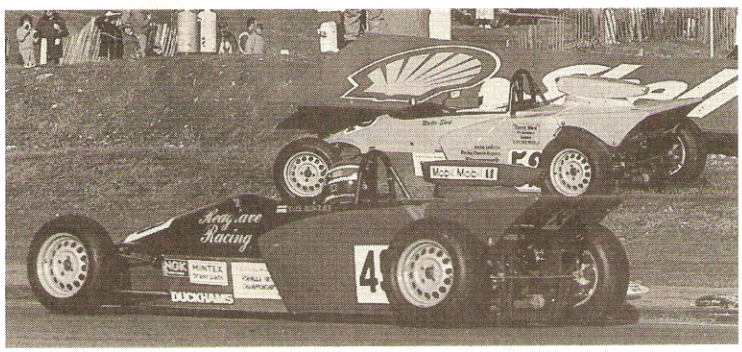
Testing of the FB90 is due to start this week, with Nicky Hart and Jose Cordova pencilled in for the initial trials at Snetterton.

Hart is expected to rejoin the works team in 1990, as leader of the Swift attack on the LuK British and Esso championships.

Two share Combe GT title

George Douglas and Nigel Mustill have jointly won Castle Combe's Merlin Motorsport Special GT series.

With five wins, two second places and five fastest laps apiece, in Ginetta G12 and Ford Escort-Mountune respectively, the BRSCC SW title contenders could not be split by a tie-break.



First pilots suspended

Formula First drivers Mark Redgrave and Martin Short had their racing licences suspended for 30 days following their race-stopping shunt in the *Evening Standard* series opener at Brands Hatch last weekend. The pair, seen here in a separate incident at Druids, were hauled before the stewards for failing to obey both waved and stationary yellow flags, and were also excluded from the results. Short, in fact, was extremely lucky to escape injury when his car rolled after striking the startline gantry.

Amity plans

Amity Racing is among many teams looking seriously at Formula Renault and Vauxhall Lotus.

The problems of finding appropriate FF1600 budgets, and the category's intensive calendar, has prompted Amity chief Alan Mitchell to consider other classes for 1990.

JLR lands big backer

Jonathan Lewis Racing has found an Arabian backer that will see the team progress to F3000 within three years.

The deal has taken six months to engineer, and offers an exciting cash dividend from benefactor Mohammed Bin Salman Ali Kalifala, an oil shipping agent in the Persian Gulf.

Should one of the team's drivers win either the Formla Renault or junior FF1600 titles, then he will pocket £10,000 and recieve full backing for the following season.

If everything works to plan, the team will graduate to National F3000 in 1991.

Pembrey's £1/2m upgrade

Pembrey circuit is to receive a half million pound facelift over the winter months.

Longer-term, there are also plans to extend the current 1.5-mile club racing track to either 2.8 or 3.2 miles.

The BARC, which was recently granted a 50 year lease to operate the Welsh Motorsports Centre, is planning to have the first phase of construction completed by the start of next season.

BARC Competition Director Dennis Carter confirmed, during last weekend's double bill, that new amenities would include a scrutineering bay, race control building, pit access road, press centre and toilets.

Landowner Llanelli Borough Council is 100 per cent behind the club's commitment to the facility, unique in Wales.

The granting of the lease was described, by spokesman Ron Cant, as "a pre-emptive strike," as the council could foresee major difficulties with the administration of the centre with changes in the rate system in 1991.

It was also agreed that racing should continue at the track, rather than it becoming a private test venue, hence the rejection of Jackie Stewart's £5m offer earlier in the year.

BRIEFLY

■ Falklands veteran Simon Weston is hoping to race in Australia over the winter, in preparation for a full Firestone prodsaloon assault next year.

■ The Republic of Ireland team's victory in the Formula Ford World Cup at Brands Hatch has earned a donation of £1000 to the NSPCC from The Peer Group Plc.

■ Tony and Mark Proctor, the Yorkshire 'dad and lad' rallycrossers, have won the Formula B and C classes of the Croft Challenge, in Ward Building Systems-backed Ford Sierra-GA and Vauxhall Nova respectively.

■ Scot Colin Harper was so delighted to have reached the Formula Ford Festival's third round that he rushed out to join the grid for the wrong semi!

■ Formula 4 competitor Nigel Payne has secured backing from series sponsor Dimsdale Developments to join Alan Mugglestone in Fortec Motorsport's *Grandstand* Formula Forward championship line-up.

■ Fritz Kreutzpointner, who brought his Walter Lechner-run Van Diemen home seventh (the first non-domestic series runner) in the Festival, is keen to contest Britain's senior FF1600 championships next season.

NYRC Novas

North Yorkshire Rally Conversions is looking to contest the Vauxhall Nova Rallycross Challenge in 1990.

John Carter's crack team, which ran British champions Pete Rucroft and Tony Bardy in Vauxhalls this season, is keen to hear from drivers with the backing to compete.

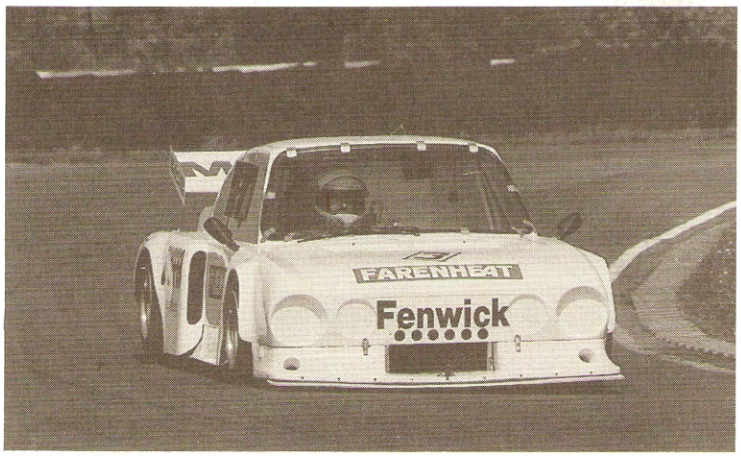
Swift deal?

Frank Bradley is considering selling a stake in Swift Europe.

"It started as bravado," explained Bradley at the Brands Hatch over the weekend. "Someone asked if I would ever sell the company. I said I would – if the money was right. He asked what I wanted, so I named a figure."

Frank now plans to get Swift's value correctly and professionally assessed, as he felt that the party concerned was rather too interested at the price he floated.

"I wouldn't mind selling, because I feel I've built up a good business and proved my point. If this deal comes off, though, I would still be part of the company. I would continue to run it for at least a year," asserted the Festival semi-finalist.



Alastair Fenwick's Skoda V8 was flying at Mallory. Wait until the Tiga emerges!

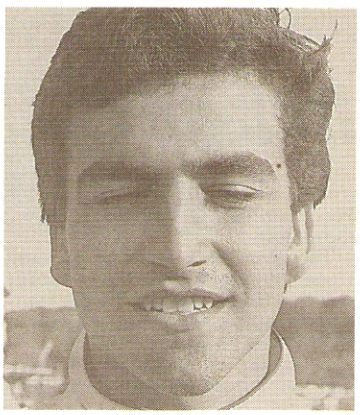
Fenwick unleashing Tiga

Alastair Fenwick is to convert his all-conquering Skóda-Rover clone back to its original Tiga C2 form for next year's BRDC Sportscar Championship.

The car will be powered by 'full house' 5-litre Rover V8 engine – developing 480bhp, with 450lbs/ft of torque – from the Nash family's NCK concern in Coventry.

Hillclimber John Meredith, who has also used NCK's 4.5-litre evolution powerpack successfully this season, is interested in putting the bigger unit in his Martin-based Skoda too.

Fenwick lapped Mallory Park in 44.8s last week (0.85s inside his own record) in the course of development work with Jupiter Racing's Peter Allnutt. He will now contest Brands' Winter Warmer GT series with the 425bhp bolide.



Jordi – no rain in Spain.

■ Jordi Gene's fourth place in the Formula Ford Festival – one better than last year's result – was recorded, remarkably, in the Spaniard's first fully wet race!

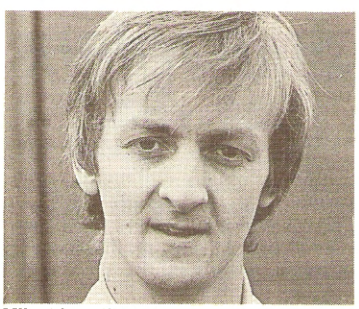
■ BRDA competitons director Geoff Webb has warned rallycross competitors that they will be excluded from all future meetings should their cars fail noise tests.

■ German Michael Krumm was bitterly disappointed to post the first retirement of the Festival, when his Reynard 88FF was elbowed out at Druids during the first heat.

■ Steve Deeks had a miserable Festival, the Kenilworth driver's FF1600 and Forward outings both punctuated by incidents.

■ Thieves broke into rallycrosser Vidar Sauthon's bus in Fleet, Hampshire last week. A spare Xtrac gearbox, and all of the Norwegian's tools, wheels and tyres were stolen. The local police would, of course, be grateful for information.

■ Don Lawrence, the BMRMC's national training officer, is making a strong recovery from his recent sudden illness. Many cards and messages from the marshalling world have kept his spirits up in hospital.



Mike – last ditch victory.

All Wright

Mike Wright snatched the CeKa Tools British Sports 2000 Championship with a dramatic victory at Brands Hatch's finale on Sunday.

The Bristolian started seven points adrift of Stuart Kestenbaum (Reynard) and two ahead of Shrike driver Anthony Llewellyn-Davies. Before a host of new sponsors, he had everything to do.

Wright struck for the MID/Hybrid Composites John Healy Lola team when Llewellyn-Davies spun away his lead on lap 12. The former sprinter seemed to have the title in his grasp until that moment...

Mike is keen to race Formula Renault or BRDC Sportscars in 1990.

Angelvy: new French find

Most impressive of the Frenchman at the Festival was 20-year-old Parisian Eric Angelvy.

Fifth in the national Formule Renault championship (and winner of the junior section) in his first year of racing, the Swift driver took to Formula Ford with ease.

Although he is still short on experience, Angelvy is keen to contest British senior FF1600 events next season. "I reckon he's a real find," said team chief Jonathan Lewis despite his quarter-final disqualification.

Suzuki star at Festival

Suzuki Swift production saloon ace Alastair Davidson tried his hand at FF1600 at Brands last weekend.

The Essex farmer, last year's Uniroyal champion, qualified his Wix Racing Merlyn Mk11A 12th in the wet. He slipped to 20th in the race, however, after a couple of moments.

Baldwins on TF3 March

QED 1600 Formula 3 champion Keith Baldwin is graduating to the CF3A's Toyota F3 series next season.

The former Brabham F1 mechanic (who also ran Chris Craft's European 2-litre sportcar series winning Lola T292 for Crowne Racing in 1973) will drive a March 803.

Baldwin's record (seven wins, three seconds and five fastest laps from 10 starts) with the ex-Ian Taylor/Ian Briggs/John Brown/Mike Adams March-Holbay 733 this season has been remarkable. The immaculate machine is now for sale.

Keith, and brother Julian (who has a March 783) are now seeking sponsorship for TF3. Ensign pilot Malcolm Carter – the '88 Daytune 1600cc F3 champ and the only man to beat Baldwin this year – is taking the same route with a 793 version.

BRIEFLY



Nigel – Mazda UK Cup pioneer.

■ Team Schemes boss Nigel Smith has put his name down for the Mazda MX-5 UK Cup. The ex-superkart ace has raced a number of interesting cars over the past six seasons, and has just enjoyed a good year with his ex-Hans Stuck BMW 635 in the JDC's Anglo-German Challenge.

■ Michael Shield and Pete Rucroft are split by just two points as they enter the final round of the BRDA National Rallycross Championship at Cadwell Park on Sunday.

■ Following his superb Festival performance, Mondiale's Jonathan McGall was due to have his first Formula 3 test in a Reynard yesterday (Wednesday).

■ Pre-85 FF1600 competitor Tom Scanlan has his sights set on the ARP Pre-'87 Formula 3 series next year.

■ Graham Hathaway is to debut the ex-Mark Rennison/DSRM Ford RS200 rallycross car in the GT race at Brands Hatch on Sunday. The chassis has been lowered and stiffened for the occasion.

■ Works Scarab driver Richard Burden narrowly overcame novice Jon Randall (Kaimann) in the final round of the 750MC's Volkspares Formula Vee series, to win the concurrent Lloyd Photography Highest Grid Mover competition.

■ Jonathan Hooker was unable to debut his Gp2 Luigi BMW CSL at Pembrey last weekend, as it sustained piston damage when the head gasket blew in testing at Snetterton. The BM Sport boss clinched class B of the Anglo-German series in Wales, however, with his regular Whitehouse BMW/Invicta Paints CSL.

■ The new Pilbeam MP58 hillclimb challenger of Max Harvey and Martyn Griffiths will, we hear, be powered by a Brian Hart-built Cosworth DFR Formula 1 engine.

Max – Pilbeam-DFR power.



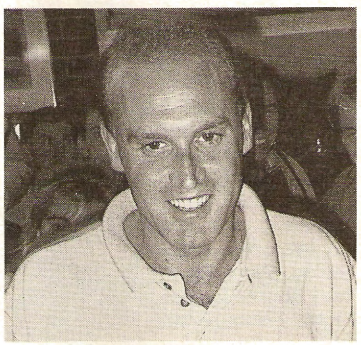
■ Tickets for the Motaquip British Rallycross GP at Brands Hatch on December 2/3 are available in advance at a saving of £1 per day – £3 and £5 respectively. Call the booking office on (0474) 872331.

■ Dubliner Bill Griffin finished second in two successive races at Brands on Saturday. John Wardle's Van Diemen beat his Crossle 45F home in the Formula E event. A daring last lap manoeuvre by Andy Colson (Ray) robbed him of Pre-'85 spoils 20 minutes later.

■ Harry Nuttall is one of many junior FF1600 drivers expressing an interest in Formula Renault for 1990. He would like to continue his association with Dave Greenwood, the former FSV champion who has run him on behalf of David Sears this season.

■ Kelvin Burt is looking towards Formula Vauxhall Lotus for next year's racing programme. Rumours of two or three leading teams setting up overall sponsorship packages are currently leading to optimism among talented but impecunious drivers such as Burt.

■ Brian Betteridge confirmed his runner-up position to Pete Rucroft in Sunday's Jonspeed rallycross series finale at Lydden. Terry Sowden, Ian Sandwith and Iain Bell won the other classes.



Chris – back in victory lane.

■ Former FF1600 frontrunner Chris Creswell made a triumphant return to Brands Hatch last weekend, the Oulton Park racing school chief taking the Grandstand Forward spoils.

■ American John Lee reached the quarter-finals of the Festival with his privately-entered Van Diemen RF86, despite a major shunt in qualifying on Friday. John and his wife, who sold their Bicester home to go racing, had to effect extensive repairs.

■ Tim Sugden, whose last-minute Festival deal with Cirrus Motorsport failed to produce the expected speed, hopes to go Formula Vauxhall Lotus racing next season.

■ Citizen Watch (UK) Ltd is the sponsor, and official timer, of this month's BARC-organised Beaujolais run.

■ Such was the ferocity of the wind at Pembrey on Saturday that the chequered flag bearer was blown off the gantry as he ended the 3hr relay race. Thankfully, he was not injured.

■ The Monoposto Racing Club's traditional end-of-season social will take place in the Silverstone Clubhouse on Sunday, November 12, from noon. Videos will be shown and hot lunches and a bar are available. All enthusiasts are welcome.



INTERNATIONAL RALLYING

NOV 5, ADELAIDE (AUS)
FIA World Championship.
For full details see p10.

NOV 5, PHOENIX (USA)
NASCAR Winston Cup Series.
With just one more round to go, Rusty Wallace is this year's likely NASCAR champion.

NATIONAL RACING

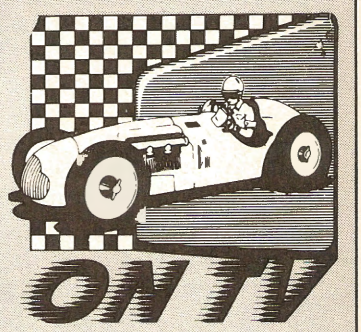
NOV 4/5, DONINGTON (nr Castle Donington, Leics)
DON British Open Truck Race Championship; Britain v France Formula Renaults; Citroen 2CVs; Honda CRX v Renault 5 GT Turbo Challenge
Practice: 0900 (both days); Racing: 1230 (Sat), 1000 (Sun).
Admission: £5.00 (Sat), £7.00 (Sun); Children: free (Sat), £1.00 (Sun).
Donington hosts two days of action packed Truck racing. Making a switch from bikes to trucks will be leading 500cc man, Niall Mackenzie, while World Sidecar Champion, Steve Webster, will also be making his six-wheeled debut. Heading the supporting cast are the Formula Renaults and a frantic Honda v Renault challenge race.

NOV 5, BRANDS HATCH (nr Fawkham, Kent)
P&O FF1600 Winterseries; Formula Firsts; *Grandstand* Formula Forwards; Road Saloons; Classic Saloons; Mini Sevens/Miglias; Sports GTs.
Practice: 0900; Racing: 1300.
Admission: £5.00; Children: free.
Brands Hatch's winter racing series continues with round 2 of the Grandstand Formula Forward Championship.

OFF TRACK SPORT

NOV 5, CADWELL PARK (nr Louth, Lincs)
BRDA National Rallycross Championship.
Practice: 0900; Racing: 1130
Admission: £4.00; Children, free.
Michael Shield and Pete Rucroft battle it out for title honours.

NOV 5, KENCO-RAC LONDON TO BRIGHTON CLASSIC CAR RUN
450 vintage and veterans head to the coast mainly along the A23 trunk road. The cars leave Hyde Park from 0800 – 0855. First arrivals are expected in Brighton at 10.30.



BBC1
Saturday, Nov 4: *Grandstand*, 1225, FF1600 Festival highlights; 1325, Mobil 1 Rally Challenge, round 4.

BBC2
Thursday, Nov 2: *Top Gear* – Tiff Needell does some straight line stuff at the Brighton Speed Trials.
Sunday, Nov 5: 1250, *Grandstand*, Australian GP highlights.

ITV
Saturday, Nov 4: 0235, Indycar World Series.

Thursday, Nov 2: 0700 Powersports International; 2215, IMSA GTP from Del Mar.
Saturday, Oct 4: 1400, IMSA GTP from Del Mar; 1830, Powersports International
Monday, Nov 6: 1800, IMSA GTP from Del Mar.
Tuesday, Nov 7: 1830, Drag Racing NHRA National
Wednesday, Nov 8: 1000, Drag Racing, NHRA Nationals; 2300, Ivory Coast Rally.

EUROSPORT
Thursday Nov 2: 1800, Mobil Motor Sport News.
Friday, Nov 3: 0900, Mobil Motor Sport News.
Saturday, Nov 4: 0000, F1 seasonal highlights.
Sunday, Nov 5: 0330, Australian GP live coverage; 1000, Australian GP; 2200, Australian GP.
Monday, Nov 6: 1000, Australian GP highlights; 2100, International Motor Sport.
Tuesday, Nov 7: 0900, International Motor Sport; 2100, Australian GP highlights.

COMMENT

Tarnished title

The FIA Court of Appeal, not to put too fine a point on it, has crucified Ayrton Senna.

The Brazilian, Ron Dennis and the motorsports world alike, thought that they were awaiting the court's interpretation as to whether or not Senna committed an infringement in missing the chicane during the Japanese Grand Prix. But the goalposts have been moved.

The court has found itself considering a much more far-reaching allegation: that of dangerous driving.

And everyone is left to ask just why, when the outside world is focusing on the closing stages of the season, FISA has changed the issue, thrown such confusion into the ball park.

The FISA statement from Japan expresses regret that the 1988 World Champion, "has once again abandoned the sporting field, to venture into legal territory".

But we can only repeat our plea that FISA itself learns how to manage the sport, how to govern justly and fairly, so that further damaging episodes can be avoided.

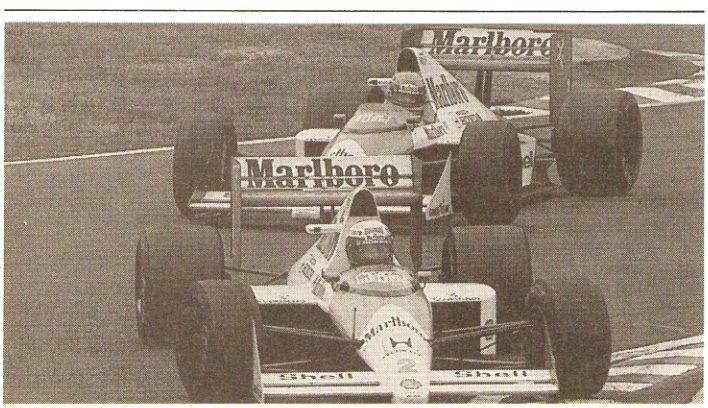
To the outsider, the change in emphasis has been made in order to support the weak case established in Japan. One which has, allegedly, largely ignored FISA's own code of conduct for such situations.

It is impossible, now, to assess the damage to the credibility of Formula 1.

Some will applaud the governing body for strong management, lay the blame at the feet of Senna and Dennis. They will state that the harsh penalties now announced are merely the continuation of a "get tough" policy in evidence over the course of recent months.

AUTOSPORT applauds any move to increase discipline on the race tracks. But without a firm framework within which to work – and officials who know how and when to act – there will continue to be opportunities for competitors to challenge the sporting authority in civil courtrooms.

Much as we condemn those who appear at ease in bringing the sport into disrepute – whether they be governors or the governed – McLaren is merely exercising its rights to the full, as would any self-respecting company.



NEXT WEEK

Australian GP, the final showdown for F1 – **Ivory Coast** World Championship rallying – **Cooper** on Sportscars – **Armchair Enthusiast** with the latest goodies – **Cadwell rallycross** – plus all our usual news and features *

* Contents correct at press time.

THEN AS NOW?

10

Ten years ago this week (AUTOSPORT, November 1, 1979), Vandervell Formula 3 Champion Chico Serra made his F1 debut at Thruxton – in a 1958 Vanwall! The Brazilian had to wait until 1981 for his World Championship break with Fittipaldi.

Team Lotus was at Paul Ricard, giving young chargers a run in Cosworth-powered 79 and 80 chassis. Those to get the call were Elio de Angelis, Eddie Cheever, Jan Lammers, Stephen South and, "surprisingly" (!), Nigel Mansell.

Jacky Ickx clinched the CanAm title, a hat-trick for the Carl Haas/Jim Hall Lola team. In F3, the performance of Roberto Guerrero was arousing much interest in Jo Marquart's latest Argo JM3 chassis.

On the club racing front, RAC British Formula Ford 1600 Champion David Sears (pictured) was interviewed, the "bright young hope" contemplating the move into F3. Tony Dron, meanwhile, took Nick Adams' Tiga SC79 Sports 2000 for a test at Snetterton.

And who is kicking himself for missing a restored road-legal "220mph" Lola T163 CanAm car, advertised for 29,000 measly US dollars?

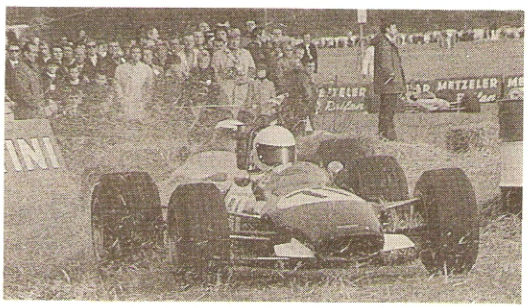


20

Twenty years ago this week (AUTOSPORT, October 30, 1969), Denny Hulme won the Riverside round of the CanAm championship by over a lap, from Chuck Parsons's Lola and Mario Andretti's McLaren. Chris Amon's Ferrari 712 was black-flagged after a push start, while Bruce McLaren survived a 150mph crash unharmed.

Formulae 2 and 3 and sportscars were on the bill at Neubiburg. Peter Westbury won the F2 race in his Felday Brabham BT30 after Dieter Quester, confused by inaccurate official signals, made his move in the works BMW on the wrong lap. Jurg Dubler won the hectic F3 bash from Dick Scott (pictured). Sadly Karl Adolf Kneip's pitifully slow Skoda Delfin failed to qualify. The two Porsche Salzburg 908s of Rudi Lins and Peter Peter dominated the sportscar race, Lins leading when it mattered.

John Watson was announcing plans to campaign a Brabham BT30 in 1970, and James Hunt was in contention with Peter Deal's similar F3 Brabham, Fred Saunders' Austro Vee and Tony Lanfranchi's Cooper-Maserati T86 for the Courage/Kent Messenger Formula *Libre* title at Brands.



30

Thirty years ago this week (AUTOSPORT, October 30, 1959), Jack Brabham's World Championship-winning Formula 1 Cooper-Climax earned pride of place at the London Motor Show. In recognition of the marque's F1 and F2 titles, the Society of Motor Manufacturers and Traders invited Charles and John Cooper to show their revolutionary car on its stand.

Chris Nixon profiled Brabham who, 10 years before, had won the New South Wales midget car title. His clan continues to thrive in the '9' years, sons Geoffrey and Gary having won the 1989 IMSA GTP and British F3000 titles respectively.

The opening of Lotus's new factory (pictured) brought a host of racing personalities to Cheshunt. Our lensman George Phillips captured such luminaries as Cliff Allison, Peter Ashdown, Frank Costin, Innes Ireland, Denis Jenkinson and Alan Stacey on celluloid at Colin Chapman's beano.

John Bolster road tested the Austin-Healey 3000. "A machine of impeccable manners, it gives a wonderful feeling of reserve power, which is perhaps one of motoring's greatest enjoyments."



Swap shop

I have an idea to settle this wrangling over driver numbers. Next season at Phoenix, all the cars have a blank circle with no number. The winner gets number 1 for Rio, second place gets number 2 and so on.

These numbers will be plastic peel-off jobs so team managers, drivers and fans can creep around at night swapping the numbers around to whatever they think the result of the current appeal will be. Someone may even catch Jean-Marie Balestre running across the track to change the numbers during the race, thereby pre-empting appeals and disqualifications...

LORRAINE STANLEY-FORD
ASHFORD, KENT

Aerodynamic aids

I can accept Ron Tauranac and Adrian Reynard's point about the huge power gap between F3000 and F3, but I feel the problem is being looked at from the wrong perspective.

I propose not to increase horsepower but to restrict the use of aerodynamic aids within the existing width limits to between the front and rear axle lines.

Also, the height of these devices be restricted to a plane below the nominal rear view mirror plane, determined at the current position.

We would then, effectively, have FF1600 style racing but faster and longer.

CHRIS BAILEY
BEDFORD

Rally register

With the news that Lancia has withdrawn from the Lombard RAC Rally, is it not time that rule changes be made to bring rallying into line with other FIA championships?

Allowing a manufacturer to pick and choose certain events can only serve to devalue the World Championship. Teams must be forced to compete on all events in future.

COLIN DENTON
HULL, YORKS

This is precisely what FISA is expected to include in its 1991 regulations – Ed.

World champion?

Ayrton 'I can just squeeze through here' Senna has now collided with all the other top drivers this year; Berger in Rio, Mansell in Spain and now Prost in Japan.

After the race he had the cheek to say the result was 'temporary' and 'did not reflect the truth of the race'. The truth was that Nannini completed the race without missing the chicane.

Ayrton and the Ronnettes at Fun Factory are going to appeal. Why? Will they claim that Senna missed the chicane because he did not see it..?

JG HILL
NORWICH

Desperate measures

It cannot have been satisfying from anyone's point of view to see the climax of what was promising to be one of the most exciting battles between Prost and Senna brought to a sudden and unjust end by the desperate actions of a desperate man.

It appears that Senna is prepared to go to any lengths in his bid for supremacy over his team mate. And will anyone really believe that statement put out afterwards about McLaren not favouring either of its drivers?

VANDA LAVEROCK
DORKING, SURREY

No favouritism

It is quite absurd, and frankly reprehensible, that Creighton Brown should claim McLaren is not favouring one driver above the other by appealing against Ayrton Senna's Japanese GP disqualification.

If, as he claims, there is no favouritism in the camp, McLaren ought to be quite happy with Alain Prost becoming World Champion.

Perhaps if FISA rejects the appeal, Mr Brown could do the honourable thing and fall on his sword...

SIMON PARRY
LONDON SE7

Disgusted of Surrey

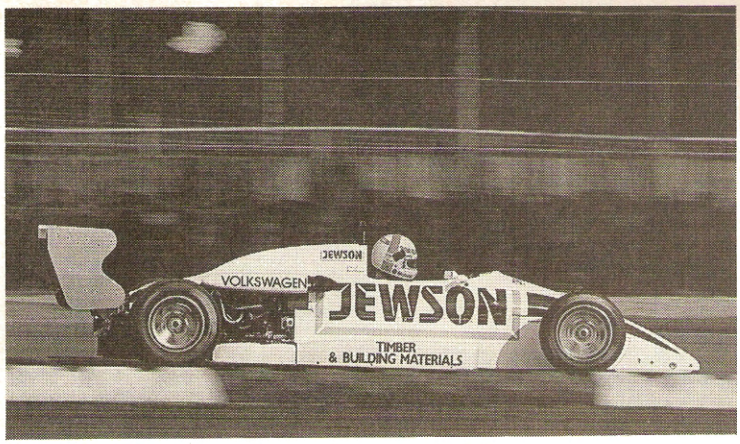
I feel I have to express my disgust at the way I was treated by the timekeepers at the Brands Hatch Formula Ford Festival. In Friday's practice, my mechanic timed me at 49.45s (good enough for eighth on the grid) but the timekeeper had me at 50.11s (14th). We asked the timekeeper to check their lap times against our recorded times but none matched, some out by as much as 2 seconds. We compared stop watches and found them both to be accurate.

The only posibility was the either my mechanic or the timekeeper had made a mistake.

After a heated discussion we were told that there was no way that they could be wrong and if we continued to appeal, we would be reported to the stewards.

I feel that these people do not realise how much money and effort is spent on getting to the Festival and how much it means for a driver to do well. They think they are never wrong and their attitude is one of "like it or lump it". Well I don't like it and, in future, I will not lump it.

GARRY WOODCOCK
ASHTEAD, SURREY



Aerodynamic aids: Should F3000 and F3 have a rethink?

Sorry Brands

I was involved in an unfortunate incident at the Formula Ford Festival which demolished my Formula First and cost the marshals their lunch break. My apologies, therefore, to those marshals, Brands Hatch and the BRSCC and thanks to everyone who helped.

MARTIN SHORT
ST IVES, CAMBS

Not 'fair'

Having been to Motorsports Day at Motorfair, I wondered why some manufacturers could not be bothered to do anything about it. When I asked about information on racing cars at Jaguar, I was asked, "Sports car? What's that?" Honda had no information about the McLaren and Mercedes also offered nothing to see or read: "Sorry sir, we've run out."

Renault had the Williams and information about it, Ford had plenty of cars and celebrities while Tiff Needell, on the Porsche stand, bent over backwards to find a picture of the RLR Porsche to sign – Derek Bell had already signed it as he could not be there on the day.

Well done to some, therefore, but not to others. Some people travelled a long way to see nothing.

TOBY MOODY
SPETCHELY, WORCS

Pinta power

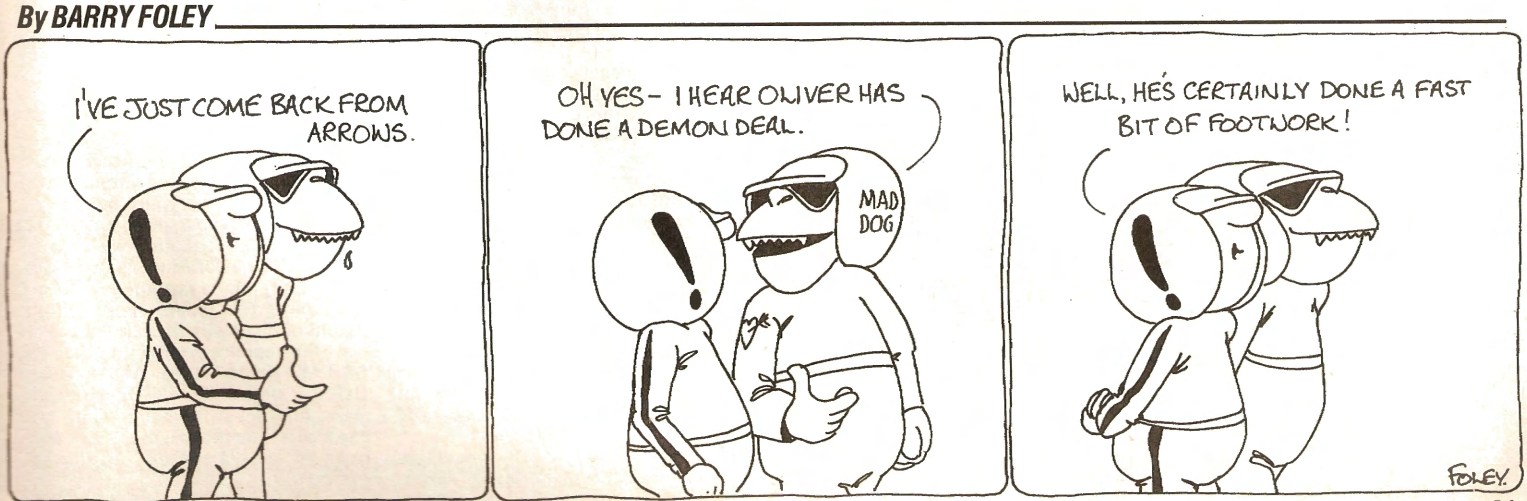
I was delighted to see the fastest milkman in Cheshire (if not the youngest) get a trophy at Oulton Park on October 14. After years of frustration and non-starts, it couldn't have happened to a nicer bloke.

Rumour has it that Colin Flynn has only been a non-finisher once this year, so come on Colin, what's the secret? Is it Philosan in the lead free?

JS MAWDSLEY
CUDDINGTON, BUCKS

CATCHPOLE

By BARRY FOLEY



5TH COLUMN

Silence in court



FISA president Jean-Marie Balestre is not shy of making his opinions known. He did it after Portugal and he did it again after Japan.

Usually our aim in Sydney is to eschew talk of motor racing. It never works out that way, of course, for this is what we know, but in the evenings, at least, we try to enjoy supper, a good bottle of wine or two, and restore equilibrium by remembering there is life beyond Formula 1.

In light of what happened at Suzuka, however, it's proving difficult this time. Put the stress on levity, therefore, we decided, and in recent days our conversation has become lamentably anarchic.

First of all, the World Championship. Much discussion here, and our conclusion is it should be scrapped – until Ayrton Senna retires, anyway. First, it is an irrelevance, a piece of increasingly meaningless hype; second, while Senna is on the scene, it must be offensive to him that mere mortals should presume to challenge for a title his by right. Consider how much unpleasantness could be sidestepped with this one simple innovation.

Certain things are meant to be, after all. In 1968 it was meant to be that Jean-Claude Killy (France) should win all three men's skiing golds in the Winter Olympics at Grenoble (France). Two he won squarely, and it was the work of a moment for Austria's Karl Schranz to be kept from victory in the third. A clean sweep for Killy! QED.

Moving on, our next proposal is that the Yellow Book be consigned to the flames. Another irrelevance. Clearly, Formula 1 rules have all the stability of jelly on springs, so why bother with them at all?

That way a decision about points allocation could be made *after* each race: as appropriate, the stewards could award nine to the yellow-helmeted Brazilian Marlboro McLaren-Honda driver who had crossed the line first, or to the first yellow-helmeted Brazilian Marlboro McLaren-Honda driver to retire on lap seven, or whatever. Obvious, isn't it? All these maddening appeals and protests would be a thing of the past, for it would guarantee that, for the first time ever, a yellow-helmeted Brazilian Marlboro McLaren-Honda driver would score more points in a season than anyone else.

Enough of this frivolity. Despite overwhelming evidence to the contrary, this is supposed to be a serious matter, after all, and I don't care to contemplate how much money is being spent on it.

I'm writing this before the FIA Court of Appeal makes known its decision about The Suzuka Affair. And it may yet be that plain old commonsense will win through, halt the wasting disease which is scything through Grand Prix racing's credibility. But I worry: how the matter was not considered open and shut, dismissed in a few minutes at the Place de la Concorde last week, I cannot fathom.

In Japan, Prost and Senna crashed right before my eyes. They touched, and then they came to a halt, with interlocked wheels and stalled engines. Prost, aware of the rules and believing himself and Senna to be *hors de combat*, climbed out at once, even before the marshals had pushed his McLaren to safety in the escape road. Senna stayed aboard while his car was pushed there.

Next, he gesticulated for another shove, and at first I assumed he wanted the McLaren further out of the line of fire, should anyone venture into the escape road at speed. But soon it was apparent, from the urgency of his signals, that he wished to continue with the race.

A deal of time and trouble could have been saved if someone in authority at the corner had been aware of the rules, for he could then have told his marshals to ignore Senna's request, inform Ayrton his race was over. As it was, they pushed him, and he got the engine alive once more. There and then, surely, he should have been disqualified, even – deep breath – shown the black flag.

It was Ron Dennis, lest we forget, who said after Estoril: "It's up to a driver to know the regulations. As soon as Mansell reversed in the pit lane, he must have known he was disqualifying himself."

While it was impossible not to be impressed by Ayrton's sheer will, quite clearly he was wasting his time. Two rules had been broken: there had been the second push start (not 'in a dangerous place'); and he had rejoined the track at the end of the escape road, rather than at the point where he had left it. No argument. I walked back to the pits with Prost, and there were no doubts in his mind, either.

Later, much later, after Alain had smiled for the photographers, posed with a pit board proclaiming him as the 1989 World Champion, McLaren director Creighton Brown came to the press room to tell us about the appeal. Creighton's outward demeanour is invariably the essence of calm and reasonableness, and he was the right man for an unpalatable job.

Senna, he said, knew he would have to take a risk to get by; and Prost, equally obviously, couldn't give way. But there was inconsistency in the stewards' decision to disqualify Ayrton; other drivers had missed chicanes this year, gone unpenalised. McLaren's business was to win races: the appeal, he stressed, was not an attempt to favour one driver over another.

'Methinks McLaren doth protest too much' was perhaps a cynical response, but one which found much currency in the press room. It was irrelevant that others had missed chicanes, and got away with it. That was the past, irredeemable, like the Grand Prix victories which stand in the record books for all time to cars blatantly illegal. What mattered here and now was that Senna had broken the rules that day.

"Illegal!" Balestre yelled that night as the video showed Senna's push start"

It is a nice quirk of irony that McLaren should cite 'inconsistency' as the foundation of their appeal. FISA has indeed been inconsistent in dishing out penalties. And in the very recent past, what's more. For ignoring the black flag in Portugal, Mansell was banned for a race. Had they similarly punished Senna (for precisely the same misdemeanour at Jerez), he would no longer have been in contention for the World Championship in Japan. But they didn't, and he was.

FISA president Jean-Marie Balestre made his feelings very clear at Suzuka, thereby passing up yet another invaluable opportunity to keep quiet. As in the aftermath of the Mansell episode at Estoril, it was not his place publicly to pre-judge the issue.

He did it, however, just as he did in the Mansell case in Portugal. And it was therefore surprising, to say the least, that last week's FIA Court of Appeal failed to reach a decision – and, what's more, a decision to throw out the McLaren appeal. The president's credibility was on the line, after all. Had he not firmly, and unbidden, given us the benefit of his conclusions on the matter?

"Illegal!" Balestre yelled that night, as the video showed Senna's push start. A case of single *entendre* if ever I heard it, and there was more of the same as the McLaren headed on down the escape road, back into the race.

In the press room there was little dissent, although we were – in spite of familiarity with JMB's eccentricities – mildly astonished he should volunteer such vehemence. That's it, we thought: he's telling us the appeal is a waste of time, a formality to be gone through, nothing more.

Here in Australia the local press is understandably bemused. What, the journalists ask, do we say in our Adelaide previews? Did we have a World Championship decider or not? Or has Prost won it?

By the time this is read, you will know more than I. There will have been more word from the governing body, be it upholding the appeal, rejecting it or merely deferring the decision further. I hope I'm wrong, but the cynic in me is expecting the last of the options – with a lot of people in Paris hoping like hell Senna doesn't win in Adelaide on Sunday. If he does, the pressure truly will be on the Court of Appeal: three men in blazers will sit around a table, and decide who is World Champion...

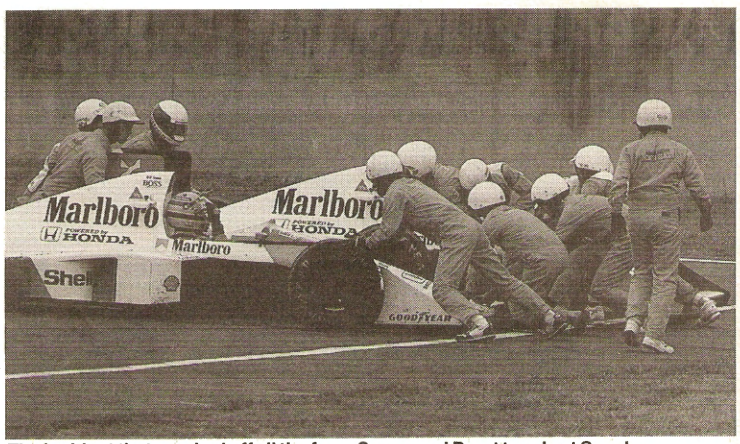
In *Nineteen Eight-Four*, George Orwell envisaged, among other things, sport in vast, deserted arenas, with TV cameramen the only spectators. An unappetising prospect, but preferable by far to a situation where titles are settled by a duration of lawyers. If, in the end, Senna is somehow World Champion this year, those photographs of Prost with the celebratory pit board in Japan will serve to mock the men who run this sport. And president Balestre's diatribe will come back, again and again, to haunt him. You can't be a little bit pregnant – not even in Formula 1. Dies the sport, dies the business.

NIGEL ROEBUCK

By KUNIHIKO AKAI

Senna states his case

Ayrton Senna's disqualification from the Japanese Grand Prix for missing a chicane provoked Ron Dennis to accuse FISA of double standards. Senna argues the case for his innocence.



The incident that sparked off all the fuss. Senna and Prost tangle at Suzuka.

How do you feel about the McLaren appeal now?
We have to try and regain the victory this week and carry on the fight in Australia. I have not lost yet. Whatever happens in Paris, I believe I should have won the championship a lot earlier already. But we had some failures, so the championship is in a difficult position. As far as I am concerned, I used the experience from last year as a driver, and I did a much better job this year than a year ago.

It is obvious that you do not feel you have broken any rule. What defence will you be offering to the suggestion that you took an illegal short cut?
What happened to me, my behaviour, is normal. Whenever a driver makes a mistake, he goes off the circuit and rejoins later without penalty, even if he cuts a chicane. It happened this year in Spa-Francorchamps, with Mansell; he lost the car under braking at the chicane, he went off the circuit, cut the chicane and rejoined at the next corner. No problem. And there is nothing wrong with it, because you cannot turn around and come back against the direction of the circuit, because that is a dangerous manoeuvre and it's against the rules. It has happened in many cases, not just these two; there are 10 or 20 cases.

Did you present this argument to the stewards when they interviewed you?
Of course. Unfortunately, the stewards had convinced themselves that I should have turned right immediately. But as I pointed out, if I had tried to do that, I would have put the car in a dangerous place. At that moment I did not have the engine running. I had to put the car in a safe place. That's what the rules say, and that's what I did. In the process of doing it I rejoined the circuit. Then they said, 'Oh, but you should have turned round and come back to the place where you left the circuit.' I could not do that, though; I would be against the circuit. I would be facing cars coming into the chicane, and if they missed the chicane they would have hit me head-on. That again is dangerous and against the rules.

You mean that they had no intention of giving you a fair hearing?
Exactly. It was disgraceful, for me, for my team, because it was clear to us that the disqualification was already established by the people concerned before I even arrived there.

Why do you say 'disgraceful'?
The stewards of the meeting said to me, first of all, 'why did you cause an accident?' Cause an accident? I said I didn't cause an accident. We (Prost and I) were fighting close, that's racing, and that happens. I didn't make any polemics by saying he closed the door and caused the accident, I didn't say that. Then they said I used the pit lane to overtake. I said that the pit lane, under the rules, is part of the racing circuit. And where I went was not the pit lane, it's the entrance of the pit lane. And at Suzuka, that is well used, even when you're not fighting. When you come under braking there, it's on the line of the braking, so you use it consistently. I took many cars there, not only in this race but in last year's race. I just said, 'OK, that's not a good argument.' Then they said I was push-started, but I pointed out that the rules say you may be push-started. 'Ah, OK,' they said, 'but you should have turned to the right.' I said: 'No, I could not turn to the right, the car would not turn, I did not have an engine running, it would be a dangerous manoeuvre and I would have been infringing the regulation.' So then they said: 'Oh, but when you got the engine started you should have turned round and gone back to the place you left.' So I replied: 'I would have been going against the direction of the circuit. The rules say you cannot do it.' So they have no argument. They told me to leave the room, and when they asked me back it was to say I was disqualified. It is disgraceful.

You have become noted for very good starts, yet at Suzuka you got beaten away by Prost.
I made a bad start, my own mistake. It's not been so easy this year, with the normally-aspirated engine. With so much power at the bottom end, you can get a lot of wheelspin very easily.

So there was no special mistake?
No, I did not miss a gear. I just had too much wheelspin in first gear. It's a little bit dirtier on the inside of the circuit, which gave me wheelspin.

So, from that moment you had to adapt yourself to being in second place behind Prost. What plan were you preparing?
Prost pushed very hard, at the beginning especially. In my estimation he was pushing so hard that there was a danger of compromising the tyre performance and car performance. Over a full Grand Prix distance, the physical and mental stress would have been perhaps too great also. So I tried to go as quick as I could, without compromising the car because if we had both not finished it would not matter for him. So it was a big tactical fight, not just technical. Then, my pit stop was a little bit slower than his, maybe one second, due to a problem with a front wheel. In this situation, one second means a lot. Then from half distance onwards I started to catch. I always caught with a clear circuit. Then sometimes in traffic he would go away, and vice-versa. I had to be positive and strong in my mind, very strong. So I completely applied my mind to driving fast, consistent, and aiming for victory. When I caught him, I realised then that he had more speed than me; out of the corners, under acceleration.

Was it a setting of the wing?
I had a little bit more on the rear, but that was more a balance set-up than downforce, it was not really more. The wing represented maybe only 2kph on the straight. It was acceleration which I was losing; in top speed I was about the same, but in acceleration I was losing a lot. I think maybe I had some electronic difficulties, so I lost a little bit of performance... So Alain had a better performance. But it's not possible to establish, I lost power during the race, it was definitely less than it was in qualifying, for whatever reason.

I saw clearly that the only [possible passing] place was the chicane, because it's the only heavy braking place. I could have an advantage, because I have a technique of using the engine to slow down, as well as using the brakes. Then the right moment came. I was close to him on the straight, close behind him in the slipstream. To stay close, I had to do the quick corner before the chicane right behind him, which was very dangerous for me, because I was in his slipstream, my wings lost downforce...

You did 100 per cent on that corner?
Yeah, completely committed... but dangerous because I had turbulence from his car, and I lost aerodynamic pressure. But I still did it, and then I came with the speed and the momentum to take him under braking. He was in the middle of the circuit, so I came to the inside and I outbraked him completely, and we were almost side by side, and there was no more room. And then he turned in. There I was, half a wheel behind him, and he just turned in. There was no space left.

> ***"Prost turned the wheel and let the cars engage, to make sure we stopped"***

Prost had warned you that he would not open the door. Do you think he hit you on purpose?
What he did was unbelievable, normally. But you can understand, because he could only gain, he had nothing to lose. He *had* to make sure that I would not go through, because if I had passed him, it was finished for him. I was faster than him and I would have gone away. So what he did was just to turn the steering wheel and let the cars engage, to make sure we both stopped.

What were your feelings at that moment?
I was upset, but what could I do? The cars were in a dangerous place. We were almost in the chicane. I stayed in the car to move out of a dangerous place. The marshals tried to move the cars but they could not do it without pushing the cars back to disengage the wheels. In the process of pushing the car straight I even disconnected my radio, I thought it was finished.

In the process of pushing straight I realised that maybe I could restart. So I put the ignition on and tried a bump-start, and the engine restarted. I was already halfway down the escape road, so I rejoined the circuit. I had to do one complete lap with no wing, and the car was loose, I even went off the circuit once. When I came to the pits the team made a really fantastic job, changing the nose.

When I went out I didn't know what position I was in. Fortunately they had connected my radio again. They told me I was 6 seconds behind Nannini. And I looked at my on-board computer to see how many laps. I saw five or six laps, so I just went. And I caught him very quick. But again, out of the slow corners, he goes away, the same as Prost. But I had much more top speed than him.

So I think about it, and I say, 'OK, the only places I use my top speed, on the straight to catch up, make the quick corner quick again, and under braking again at the chicane. And that's what I did; I overtook him under braking. It was the same situation as Prost, and everything went normal, because if he had closed the door – like the other did – there was no way it would have worked, because I was already inside. So everything went well, I took the lead and we won the race.

For you, as a religious person, is there anything to learn from what happened to you at Suzuka?
When you have a hard time, you suddenly have doubts. But His reasons, on many occasions, are only His reasons. Only He knows why this should happen, even if it seems like a bad thing. Our understanding is so short, so small, compared to His, that on many occasions we cannot understand. That is where faith is the beginning of everything. I finally found that in my life, that is what gives me strength to go through the nice times and the difficult times. This year on many occasions when I was winning a race, everything going fine, when suddenly, boom, something goes wrong. I am sure in different years I would have got out of the car mad, completely upset, and been very critical. I did the opposite this year. I was disappointed, of course, but I had equilibrium and I was at peace. I was able to accept it in a constructive way. I have rationalised it and I accept it. It is something that will count positively some time in my future. ■

REPORT: ADAM COOPER – PHOTOGRAPHY: MICHAEL C BROWN



Schlesser's spoils

"Jean-Louis owes me $200,000," joked Kenny Acheson after the race. "That's what he promised me last night if I parked it!" Mauro Baldi had to win to deprive team mate Jean-Louis Schlesser of the world title, and his co-driver Kenny was doing all he could to make it happen. Alas, he crashed out of the race while running right on the limit. Schlesser took the crown while sitting in the paddock...

QUALIFYING

BALDI: "That big corner is an adventure"

And so to warm and sunny Mexico, and the final round of the rejuvenated World Sports-Prototype Championship. The series began at Suzuka back in April, with Jean-Louis Schlesser and Mauro Baldi teaming up to win for Mercedes. Subsequently they split up to join their rightful partners; now the two equally matched sportscar aces were here to fight over the Drivers' World title, a prize which both men dearly wanted to take home. A classic fraternal showdown.

At Suzuka, we didn't know that Mexico would feature on the WS-PC menu, for the final round was officially designated as 'TBN', to be held somewhere in the USA in October. Tampa and Phoenix were mentioned, but nothing came of them. It's hard enough for FISA to put together a Formula 1 race in the USA, let alone find someone willing to put up the money for a Group C event in a country with an established domestic sportscar championship.

Thus, at mid-season, the Mexican Grand Prix organisers were invited to step in and put on a WS-PC race, to fulfil a promise made by Jean-Marie Balestre at Le Mans that the series would end "in North America". Despite the short time available, the organisers had done a fantastic job, and the teams were pleasantly surprised by the friendliness and enthusiasm of the car mad locals, who had been kept abreast of developments by extensive pre-race TV coverage.

What the teams were not surprised by, apart from the hustle and bustle of Mexico City's traffic, were the quirks of this historic circuit. Not only does it present the engine men with the problems of 6500 foot altitude, higher than Kyalami, but its unique characteristics – a long, long straight, twisting esses, and an incredibly bumpy surface – require a great deal of compromise to find a good set-up.

More perhaps than anything else, you've got to be right for Turn 14. This innocuous-sounding corner, a banked version of Monza's Parabolica, presents one of the most awesome sights you'll see on any road circuit. You hang on for dear life over the bumps on the entry, keep your right foot to the floor in fourth gear, and thank God for the invention of ground effect. And on the exit onto the pit straight you have to be oh-so-careful not to rely too much on the kerbs, or you risk spiralling, Philippe Alliot-style, into the pit wall.

For some drivers, this was a risk they appeared to take with alarming regularity, while for others, such as those at the wheel of a Mercedes, it looked a lot more comfortable. But looks aren't everything.

"That big corner is an adventure," said Baldi. "Looking from the outside our car may be very stable, but from in the car, it's terrible. It's *very* hard..."

Hard work it may have been, but, as ever, the Mercedes drivers were in a class of their own in qualifying. The Saubers had a good balance from the start, and the engineers had clearly got their sums right with the V8's electronics. Down the pit straight they were visibly quicker than anything else.



Mexico was all about Jean-Louis Schlesser, Mercedes and the World Championship, but there was plenty of local talent on hand!







touching 200mph. So once again, the battle for pole was to be between Messrs Schlesser and Baldi and, as usual, the Mercedes pitwall was crowded with anxious faces, straining to see the Silver Arrows spear out of Turn 14.

The C9s circulated on race tyres initially, Schlesser taking the early advantage with a 1m25.1s lap. Baldi's first big effort produced a 1m24.6s, to which Schlesser responded with a 1m24.3s and then a 1m23.9s on consecutive laps. Out Mauro went again, to put in a 1m23.2s and restake his claim. Good stuff.

But before Schlesser had time to reply, the session was stopped to retrieve the C2 ALD from the Turn 14 tyrewall, after its driver had fallen foul of those bumps. On the restart, Jean-Louis went out again, cruising for a gap in traffic, only for another red flag to fly after Roland Ratzenberger bounced across the Turn 14 gravel, striking the tyres at barely abated pace and destroying his Brun 962.

Not entirely happy with his car, Schlesser took advantage of the hold-up to change the springs. He took on a set of qualifiers too, before blasting round in 1m22.665s to reclaim pole.

"It was not bad," he said, "but I had to get the feeling straight away with these new springs, and it was different." Mauro, meanwhile, had been sitting in the pits for over 90 minutes, waiting for Jean-Louis to make his bid. Parked in the shade of the garage, the No 61 car had been receiving cooling off treatment, by way of fans and water sprays peeking into every orifice. The ambient temperature was rising as noon approached, taking the edge off engine performance, but here was Mauro with a very favourable set of temperatures on his gauges, not to mention on his pre-warmed tyres.

Time was running out as the Italian rumbled out of the pits, but he'd played the game just right. No 61 stormed out of the last turn with Baldi on one of his *banzai* specials; and the result was 1m22.571s, and a return to the top. "We decided to go out as cool

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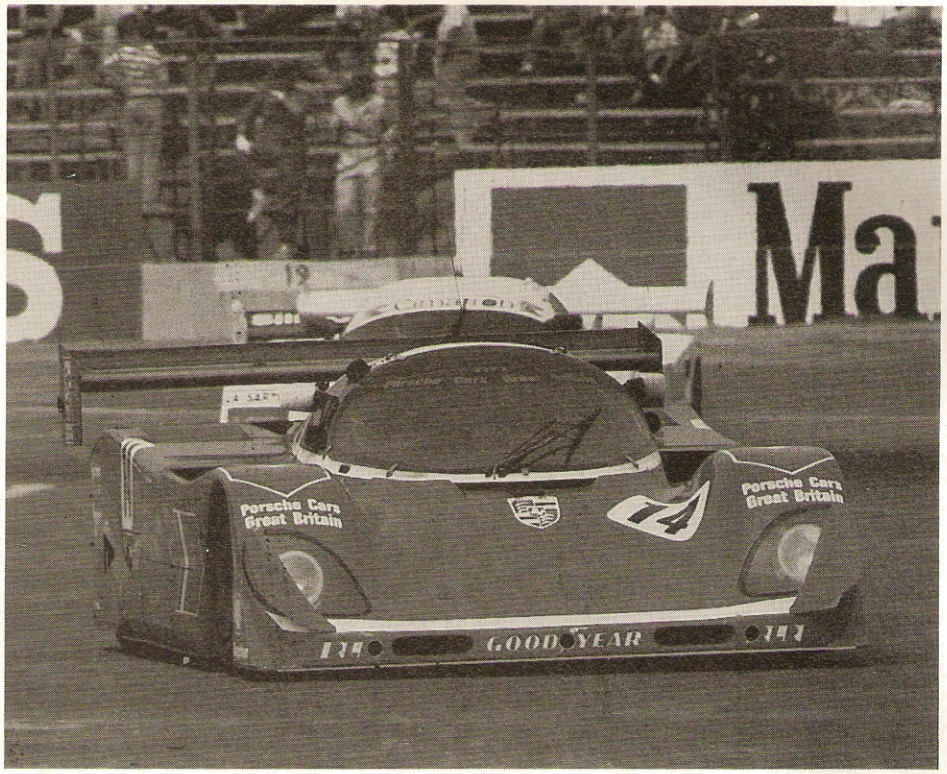
cool as possible," Mauro smiled, "so I risked going out without warming myself up again with another set of race tyres, as we usually do. I went straight out with the qualifiers. It was OK; maybe we could do better..."

On new tyres, he did another slightly slower lap, which was also fractionally quicker than Schlesser's best. The Frenchman tried again on soft race rubber, but couldn't improve on his earlier time.

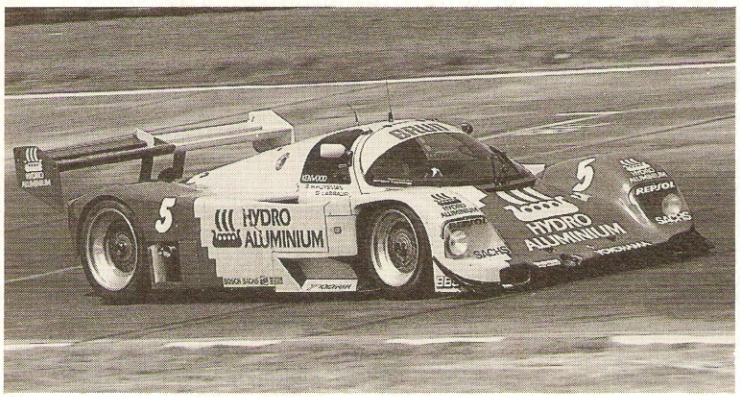
The last minutes ticked away, and Jean-Louis once again had to settle for second, albeit by fractions. For the fourth consecutive race, Mauro had won the first battle. "Ah, but it's important to win the last one Schless pointed out...

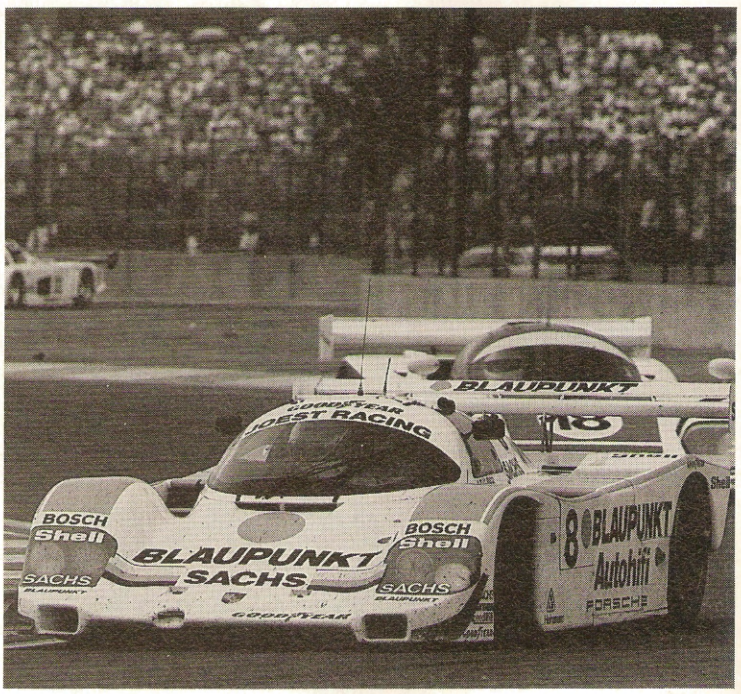
While the Mercs fought over the front row, the next two places were traded by Johnny Dumfries's Toyota and Bob Wollek's Joest Porsche. Like the other composite-chassised cars – the Jaguars and the Nissan – the Toyota was suffering badly over the bumps, with its limited suspension movement. However, the team arrived at a good compromise over a full lap, with a package including a new high downforce nose which got rid of the understeer induced by the standard bodywork.

The 89CV certainly looked quick onto the main straight, and was rather



Left: Derek Bell and Tiff Needell finished fourth after a good race which saw Tiff leading for six laps. A fine birthday treat. Below left: Henri Pescarolo was joined by Frank Jelinski at the last minute at Joest, the pair finishing third. Below: Harald Huysman and Oscar Larrauri gave a spirited showing, their chase punctuated by a spin for Huysman in the pits.





more spectacular than the rest of the top cars, as it bounced off the kerbs on the exit of the final corner. As ever, Dumfries drove his heart out on his qualifying runs, and secured third with a best lap of 1m24.166s, which was accompanied by a great fishtailing slide which gave those in the pits a fright.

A few minutes later, Wollek, demoted to fourth, did an even more comprehensive job of scaring everybody, as he tried to regain third. Bob bounced the Joest car over the kerbs and along the grass, sending up a great cloud of dust, before somehow regaining the circuit in one piece. Mr Wollek has made a habit of such moments in qualifying this year, evidence of his commitment with the ageless 962. "The tyres were going off, and I was trying," he explained. "I over-revved my heart a little..." He would have to settle for fourth.

The Porsches, with their inherently soft set-up, were looking good here. As usual, Wollek's 'works assisted' entry proved to be the best, closely followed by Oscar Larrauri's Brun machine. Back in the Hydro Aluminium entry, Oscar was down in seventh on Saturday morning, suffering a misfire at high boost, and finding the qualifiers not worth as much as he'd expected. In the afternoon, he bumped himself up to fifth, with a good lap on race rubber.

Sixth place went not to a turbo, but to a strangled atmo car. Fresh from his Del Mar IMSA win, Jan Lammers was in fine form with the Jaguar XJR9, brought back from its early retirement to try to ensure a good points finish in the wake of the XJR11's disappointing debut outings.

Forced to live with a significant straightline speed disadvantage, the team spent a long time sorting aerodynamics and spring/damper settings, and it paid off. Thoroughly enjoying the track, Jan made the most of his first set of qualifiers to take fifth in the morning, although the red flag delays effectively wasted his second set.

Larrauri's improvement dropped the Jag to sixth, but it was still better than anybody had really expected. In that final session Jan's co-driver Patrick Tambay was involved in a controversial incident with Antoine Salamin, which sent the Swiss driver's private 962 into the pit wall with alarming force. Salamin escaped the huge shunt unharmed, but the wreck was carted off to the customs shed, where two other rooted 962s – Brun/Torno and Dauer Racing – were already awaiting Lufthansa transfer...

The second XRJ9 was four places further back, Andy Wallace sharing this time with Alain Ferté. Andy had only one set of qualifiers to play with in the morning, but totally frustrated by traffic, was bogged down in 12th. A new left front quallie and three reconditioned covers gave him a final chance in the afternoon, and he rose to ninth.

Also climbing up the grid was the Cougar Porsche, Pascal Fabre finding the soft car well suited to the bumps. A misfire spoiled the morning, but a good run on race rubber saw the French car up to seventh in the final session.

Amazingly, the low budget Cougar beat the Nissan, which had been expected to go so well at the end of its debut season. Alas, the stiffly sprung car proved worse than anything else on the bumpy bits, and the car's geometry meant that little could be done to put things right. "It's like a bucking bronco, trying to get rid of you all the time," reckoned Julian Bailey. "It's going to be hard on our arms in the race – I don't think Batman could handle it for one hour!"

A suspension failure at the end of the straight, which sent Julian down the escape road, did not help matters, but in the afternoon, the car was better, if not yet to the drivers' liking. Another to improve in an unusually busy second session, Bailey made it to eighth. In the process he knocked down the Bell/Needell Lloyd Porsche, which Tiff had qualified a fine sixth in the morning, despite finding the Q tyres going off by the last corner. Concentrating on race tests in the final session, the car fell to ninth.

Behind the No 2 Jaguar were the pair of works Spices, which really was a surprise. The 3.5-litre engines were breathless on the straights, but their superb handling made up for that round the twisty bits. Eliseo Salazar, a late replacement for Wayne Taylor, qualified Thorkild Thyrring's regular car 11th, fractionally quicker than WSPC newcomer and CART Rookie of the Year Bernard Jourdain. Sharing with Ray Bellm, Jourdain was easily the most impressive of the local rent-a-drivers.

The next two rows consisted of Henri Pescarolo's Joest car, which suffered a misfire when on soft rubber, the Aston Martin, whose revised 6.3-litre engine was running very strongly, Tim Lee-Davey's carbon 962, and the C1-debuting Chamberlain Engineering Spice, which was going well in virtual C2 spec in the hands of regulars Nick Adams and Fermin Velez.



Left: Jaguar took two XJR9s to Mexico, leaving the turbo cars at home. Fifth and sixth places were Wallace/Ferté and Tambay/Lammers's rewards. Below: The corner before the pits was again the talk of the town. Acheson's car is stranded on the left after the accident which ended co-driver's Baldi's championship chances.



RACE

ACHESON: "I had to keep pressing. I ran wide and was gone"

The morning warm-up passed without major dramas and, as expected, the Saubers were comfortably quickest, with the Larrauri and Wollek Porsches also to the fore. For nearly everyone, fuel economy was of little significance in the game plan, in marked contrast to Donington and the 'Ring; instead, tyres and straight line speed were the talking points.

Quite a few cars would be capable of lapping quickly, if they were not held up in the corners by rivals who could just blast away on the straights. Some gentle nudging might be needed.

A large crowd, said to number 50,000, had gathered for the 1pm start. Mercedes, making as much PR as possible out of the occasion, pulled off a little coup; sitting in front of the C9s on the grid was a 300SLR, Juan Manuel Fangio aboard, and a gorgeous Gullwing 300SL, in the hands of Karl Kling. A stunning array of Silver Arrows, past and present.

Eventually all the festivities were done with, and the grid was cleared, leaving Baldi and Schlesser to contemplate the run to the first corner. But it was Wollek, parked just behind, who drew everyone's attention; the Joest car failed to fire, and he called for assistance. The drivers behind were getting impatient, and Tambay, making his first Jaguar start after Lammers went sick during the morning, started edging around. Four mechanics ran across to aid Wollek, and gave him a push as the field pulled away. Inevitably, that didn't impress the stewards; a black flag was prepared.

Baldi made the better getaway of the front row men, while behind the two Mercs everybody else sought the unfair advantage, running four or five abreast across the startline. Mauro held his lead into the right/left/right at the crucial first corner, but somehow Schlesser found an opening, and slipped in front by the next left-hander; he'd grabbed the initiative, and wasn't going to hang about.

Round they came at the end of the first lap, Schless a few lengths clear of Baldi, with Dumfries, Bailey (a real flier!), Larrauri, Wollek, Fabre and Bell in formation behind. Bob was shown a black flag straight away, and came in at the end of the next lap. He stopped at his pit, found that nobody there knew what was going on, and set off. Another flag brought him in again, and this time he wasn't allowed to rejoin; the biggest threat to Mercedes was out.

Schlesser's early laps were mighty, and he soon pulled out 1.5 seconds on Baldi, who in turn was able to leave Dumfries in his wake. Bailey was glued to Johnny's tail, while Larrauri had opened up a gap to Fabre, Bell, Pescarolo, Pareja and the Jags, Wallace ahead of Tambay.

Mauro looked to be sitting in a good position, keeping a close watch on his rival, but after six laps the gap started to grow, first to 3 seconds, and then out to 5 seconds. Baldi's tyres were going off. "I was trying to go as quick as I could," he said, "But I could just see that the other car was going quicker than me."

On lap 9, another huge cloud of dust ▶

1 SILK CUT JAGUAR

Lammers/Tambay

TWR running two XJR9s for the first time since Jarama. Soon found good balance for bumps, but unable to do much about speed differential to turbo cars. Excellent qualifying run by Jan secured sixth, second set spoiled by red flag. Jan felt unwell on race morning, so opted to take middle stint. Tambay dropped to 11th in first hour, unable to get past Pareja's 962. Pitted on lap 38, Lammers then gaining three places through retirements. Tambay got in front of Pareja during final pitstops, gained sixth when Nissan delayed.

2 SILK CUT JAGUAR

Wallace/Ferté

Rare chance for Wallace on qualifiers, frustrated by traffic in morning but finding good lap on old tyres in afternoon to qualify 10th. Passed Pareja for ninth on lap 8, then stuck behind Fabre and Bell, who were quicker on straight. Later repassed by Pareja. Ferté just avoided Acheson's accident, and then established in strong sixth after pace car. Stopped early when front tyres went off while catching Blundell. No problems for Wallace in final stint, but took to grass opposite pits when Bailey slowed unexpectedly. Fifth at flag.

5 REPSOL BRUN MOTORSPORT

Larrauri/Huysman

Yokohama qualifiers having little effect, misfire also affecting Oscar's practice efforts. Qualified excellent fifth in afternoon on race rubber. Held fifth throughout first stint, passing Nissan on lap 24 and taking third when Toyota pitted a lap later. Lost touch with Saubers after first pace car, led for five laps until late stop on lap 44. Huysman took over, gained second when Acheson crashed, and held off Jelinski until Joest car passed and pulled away. Lost time with pitlane spin, but charging Larrauri caught and passed troubled Pescarolo in final stint, securing second.

6 REPSOL BRUN MOTORSPORT

Pareja/Brun

Lost engine in morning session, qualified only 18th. Put on less wing after warm up, making car quick on straight and hopeless in the corners, and perfect for holding people up! Pareja ran between Jaguars in first stint, Brun doing same in second. Dropped to seventh behind Tambay in final stint, just holding off Leslie.

7 JOEST RACING

Wollek

Using less popular 145 chassis after recent shunts. Quick on Friday, but lost time with gearbox oil leak. Qualified fourth by Bob on Saturday morning. Failed to fire up on grid, and received push start from mechanics, which led to black flag. Jelinski switched to second car.

8 JOEST RACING

Pescarolo/Jelinski

Excellent fifth by confident Pescarolo on Friday, but problems on Saturday saw final grid position of 13th. Splendid charge by Henri in early laps, passing Bell and Fabre to take sixth behind Larrauri, fifth when Toyota delayed. Early stop on lap 32 with fuel pressure problem, Jelinski taking over instead of Ricci. Caught Huysman after first stop sequence, then ran third after Acheson crashed. Passed Huysman for second on lap 58, and then pulled away and reeled in Mass. Pescarolo took over on lap 73, but engine didn't run cleanly and Larrauri was able to secure second.

10 KREMER PORSCHE

Reuter/Konrad

One of several Porsches to suffer a misfire in practice, qualified only 17th. Konrad spun to back of field on first lap, and was later knocked off by Jourdain's Spice, but recovered to take 10th, despite recurrence of misfire.

13 COURAGE COMPETITION

Fabre/Manautou

Local man Manautou joining Fabre with extensive backing. Car very suited to circuit's bumps, but misfire in morning postponed qualifying attempt until afternoon, when Fabre earned good seventh. Strong first stint from Pascal, battling with Bell and Pescarolo. Briefly held second during pitstop sequence. Slower Manautou then lost ground, dropping back to ninth before crashing on lap 65.

14 RICHARD LLOYD RACING

Bell/Needell

Found good set-up, strong qualifying performance from Tiff despite qualifiers going off before end of lap. Bell ran seventh in early laps, but then got caught in ninth behind Pareja after first pace car. Climbed to third for one lap before first stop. Tiff then held fifth, and benefited when second pace car caught his pursuers. Held fourth through most of stint, then led laps 74 to 80 after those ahead pitted. Maintained fourth.

16 REPSOL BRUN MOTORSPORT

Ratzenberger/Sigala

Sigala returning to Brun with Torno backing. Car seventh fastest on Saturday morning when Ratzenberger understeered off in middle of last corner, destroying car in heavy impact with tyre wall. Non-started.

17 DAUER RACING

Dauer/Bolanos

Veteran local driver Juan Carlos Balanos bought ride at last minute, after negotiations to hire Raul Boesel came to nought. Dauer quick straight away, ninth on Friday, before slow Balanos had huge shunt at lefthander onto back straight. Non-started.

18 ASTON MARTIN

Leslie/Redman

New 6.3-litre 'Version 2' engine on hand. Car proved handful over bumps, both drivers spinning in practice, but a good balance found after much work. Qualified 14th. Ran 12th/13th in early stages, lack of straightline power hampering progress, held up by Kremer car. Plugged away, gaining places as others retired, settling for eighth after Leslie was unable to find way by Pareja on last lap.

20 TEAM DAVEY

Lee-Davey/Toledano

Misfire with carbon chassis car during practice, but still qualified good 15th. Ran just outside top 10 for most of race, missing out on points in 11th after misfire returned.

21 SPICE ENGINEERING

Bellm/Jourdain

Atmo cars proving quicker than expected, but tending to understeer. Indycar and IMSA Porsche driver Jourdain having first experience of Spice on Friday. Quick straight away, earning 12th on grid. Ran in big battle with Jaguars and Aston, rising to sixth as others stopped. Collided with Watson's Toyota on lap 40, putting car out of race with suspension damage.

22 SPICE ENGINEERING

Thyrring/Salazar

Regular Wayne Taylor didn't stay for race, so Salazar, deposed from No 21 by Jourdain, recalled. Same understeer problem as other car on qualifiers, but Salazar earned 11th on Saturday afternoon. Disappointing showing from Thyrring, towards back of C1 field in early laps, made worse when docked a lap by pace car. Salazar gained a lot of time in middle of race, helping car up to eventual 11th.

23 NISSAN MOTORSPORTS

Bailey/Blundell

Car proved a real handful over bumps, vast changes required to find a satisfactory compromise. Disappointing on Saturday morning, time lost with broken suspension, but found nearly 3 seconds in afternoon to place eighth. Flying start from Julian, up to fourth behind Dumfries on lap 1. Passed by Larrauri on lap 23, regained fourth by passing slowing Dumfries a couple of laps later. Lost power when vibration caused an intercooler clip to come lose. Blundell caught out by second pace car, going a lap down to RLR Porsche, which had been just ahead. Therafter led lapped runners in fifth, until Bailey suffered fuel pressure problem with seven laps to go. Toured round and stopped on circuit, made flag in 12th place, with fuel to spare.

29 MUSSATO ACTION CAR

Giacomelli/Contreras

Unable to get boost in qualifying, only 20th on grid. Bruno lying 18th when wing folded back and caused major off before pits on lap 10.

34 PORSCHE ALMERAS MONTPELLIER

Almeras/Almeras

Qualified poor 24th, finished 15th after penalty because fuel flow in first stop was too fast.

37 TOYOTA TEAM TOM'S

Dumfries/Watson

Slightly revised high downforce bodywork for this track, along with different turbos. Spectacular over bumps, but drivers happy with set-up for overall lap, Johnny qualifying excellent third. Held third at start, but unable to keep up with Saubers. Tyres blistered after first pace car, causing early stop. Watson then knocked into barrier in collision with Jourdain on 39th lap. Rear puncture and frontal damage rectified at long stop. Dumfries went out at tail of field, found car handling oddly, and then broke driveshaft on lap 66.

40 SWISS TEAM SALAMIN

Salamin/Lavaggi

Qualified 22nd, but non-started after huge accident when Salamin was knocked off by Tambay on pit straight during final session.

61 SAUBER MERCEDES

Baldi/Acheson

Minor aerodynamic mods to both cars to improve air flow and cooling. Car quick straight away, requiring little change to get best set-up. Another superb pole from Mauro on Saturday morning. Baldi led into first corner, but was passed on run to second by Schlesser. Held second throughout stint, but lost ground to Schlesser as tyres went off. Caught up after pace car, but fell back 6 seconds when pitted for Acheson on lap 37. Kenny charged past Mass a couple of laps later, and was hanging on in front when he spun into tyre wall coming onto pit straight on lap 47.

62 SAUBER MERCEDES

Schlesser/Mass

Less happy with car than other pairing, made lots of changes to get a good balance. Traded pole with No 61, but had to settle for second. Ran a higher downforce set-up in race. Schless took lead at second corner on first lap, and edged away from Baldi. Made a good jump at pace car restart, and started to open up gap again. Pitted on lap 39, Mass then immediately caught and passed by flying Acheson. Hit Velez on lap 43, damaging wheel, regained lead when Acheson crashed. Schlesser maintained 40 seconds advantage over Larrauri in final stint.

72 OBERMAIER PRIMAGAZ

Laessig/Yver

Qualified 22nd, but suffered clutch and third gear problem, retiring on lap 5.

201 CHAMBERLAIN ENGINEERING

Velez/Adams

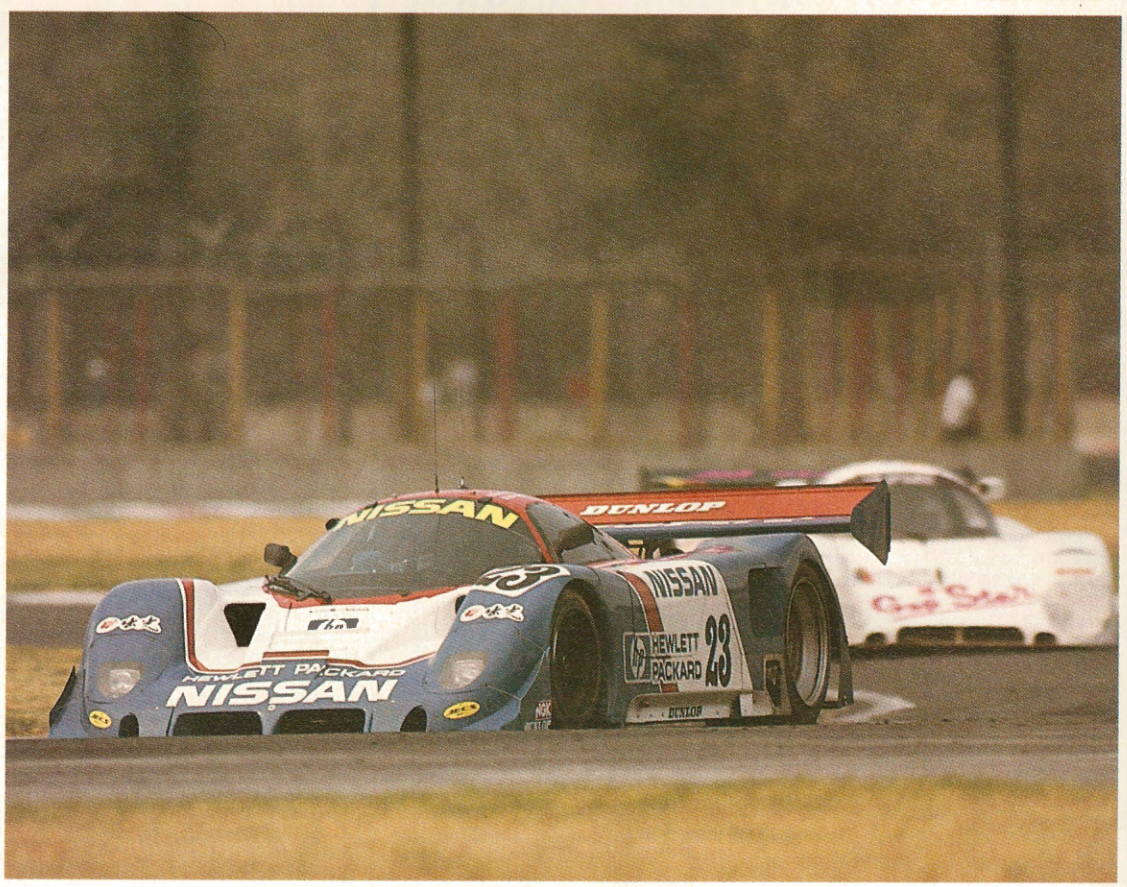
First C1 race for Chamberlain, with car effectively in C2 spec. Qualified good 16th by Fermin, ahead of several Porsches. Ran 14th early on, but charged up order as others pitted, intending to do only one stop. Ran amazing fourth when Velez punted into gravel trap by Mass as the two Saubers came by. Lost two laps; undertray damaged, but recovered to take 14th.

►►

rose in the vicinity of Turn 14, signalling a major off. In the middle of it was Bruno Giacomelli's Mussato Lancia, which had been running towards the tail of the C1 field before its rear wing folded back and sent the Italian into the tyre wall. After a couple of laps of deliberation by the officials, a pace car was called for to allow the Lancia to be moved.

It emerged just as Schlesser passed the pits, in time to catch out Baldi. Mauro had no option but to slow up and wait behind it, while Schless disappeared into the distance. This looked like an incredible break for Schless, and a disaster for everyone else, including the spectators, as Jean Louis was now able to gain a lap on the whole field. However, the organisers quickly made use of a rule which allows the pace car to wave the queue past until it picks up the leader.

Suddenly we would have a race again, and Mauro could breathe a sigh of relief. He was invited by the pace car crew to go by, much to the annoyance of Schlesser, who was in contact with his pit. "I tell you, I was very unhappy about this. In Brands Hatch it happened to me; the pace car went out in front of me, and I lost a lap. It 'appened 'ere, and they change it!" Mauro appeared on his own on the next lap, blasting past the pits as if nothing had happened, much to the confusion of many observers. After a gap came the rest of the field, led not by the pace car, which was dropping back through the traffic to find Schlesser (which he failed to do at first), but by the Chamberlain Spice Hart, its local driver understandably not quite sure how fast he was allowed to go to meet up with the rest of the queue. We soon had the bizarre situation of the pace car coming past, followed only by Schlesser, the unluckily lapped cars of David Kennedy and Thorkild Thyrring, and Baldi. Then after a long gap came the rest, led by that C2 car.



Nissan had an unlucky time, falling foul of the pace car, and suffering fuel pressure problems in the closing stages.

It looked for a while as though the two halves would never meet, but eventually the pace car driver slowed to a crawl. Up in the Olivetti-Longines timing tower, the computer boffins were working overtime to keep things under control. They then watched with horror as the big truck pulling the crashed Lancia headed across the startline, and parked right in front of the timing beam! Amazingly the service was not disrupted, and the computers were able to sort out the order.

It took eight laps, long after the original obstruction was removed, before the pace car lights went out to signal an impending return to the pits. Schlesser, annoyed that the field had been allowed to close up, was determined to make the most of the restart, using the two cars between himself and Baldi. "You know what I did? I knew the pace car would go away, so I lift off, slow everyone down, then I go flat out. I knew Mauro cannot pass the cars in the fast corner."

Immediately the leader had a 2.5 seconds advantage over Baldi, half of what it had been before the pace car, but useful nonetheless. At first, Mauro didn't drop back, matching Schlesser's lap times for the first five or six laps, until again he started to slip away.

Behind, the pace car had done a good job of closing up the field. Dumfries still ran third, with Bailey, Larrauri, a flying Prescarolo and Fabre strewn out behind. Pareja and Bell were next, followed by Wallace, frus-

►

The last time

The final ever race for the Group C2 category turned out to be one of the best. While Bernard Thuner took control in the early stages with his France Prototeam/Marlboro Spice-Cosworth, six cars engaged in a heated battle not too far behind. The dice continued unabated until the second full-course caution period on lap 48. Thereafter, though, young Mexican driver Giovanni Aloi burst through in John McNeil's Team Mako Spice-Cosworth, taking the lead on lap 83.

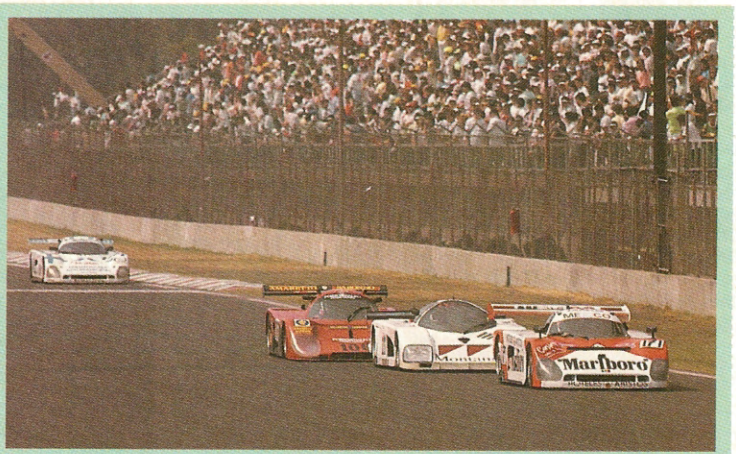
Aloi was obliged to ease his pace in the closing stages, running low on fuel, but he held on to score a fine victory on his sportscar debut.

The tone of the weekend was set in the first period of practice on Friday morning, when six of the 10 C2 cars present set times within half a second of each other. Bernard Thuner's 3.5-litre Mader-powered Spice was comfortably quickest in the first qualifying session, only to have his time disallowed when the rear wing was found to be 1.5cms too high. Undaunted, Thuner duly reclaimed the class pole in the afternoon session.

Aloi showed his promise by being only 0.458 second slower, while Richard Piper also went well in his PC Automotive ADA to pip Chris Hodgett's Dianetics GPM/RBR Spice in the second session.

Thuner took off impressively at the start, while behind him Philippe de Henning, in the Dianetics Spice, Piper, Andres Contreras (Team Mako Spice), Ranieri Randaccio (Porto Kaleo Tiga-DFL), Aurelio Lopez (Essex Racing Spice-Buick) and Jari Nurminen (Colt Tiga-DFL) were engaged in heated competition.

Thuner led through the first two caution periods, on each occasion forced to surrender a handy advantage, then made his one scheduled pit stop on lap 54. Co-driver Jean Messaoudi lost some time by stopping under green flag conditions, then later in the race he was obliged to save fuel. In addition, he wasn't quite as quick as his Swiss team mate, and so slipped back to an unrepresentative fifth.



The C2 runners provided a fine swansong, victory going to Aloi and Contreras.

Contreras also stopped under the green, after 58 laps, but co-driver Aloi quickly made progress, moving up from sixth in class to a challenging third place on lap 80. Three laps later, after the Aurelio Lopez/Carlos Guerrero Spice-Buick made its second pit stop, Aloi passed Pasquale Barberio's Porto Kaleo Tiga to assume the class lead.

There he remained, despite slowing towards the finish to make sure he had enough fuel. At one stage the Lopez/Guerrero car, which had suffered a broken exhaust header many laps earlier, suddenly closed to within a second with five laps remaining. But Aloi had matters under control: "I let him come maybe too close," he said, "but I knew he could not pass me. I was much quicker in the corners."

The Mexicans thoroughly deserved their victory, while fellow countrymen Lopez and Guerrero were equally thrilled to place second: "I had to lift off the gas to save fuel near the finish," said Guerrero, "but is better to finish second than nothing."

Randaccio/Barberio were outpaced in the closing laps, but held on for third. Piper/Olindo Iacobelli overcame a power discrepancy in their 3.3-litre ADA and ran strongly to fourth, with Piper overtaking Messaoudi on the final corner.

De Henning/Hodgetts deserved better than sixth, delayed by an early stop when de Henning thought he had felt a tyre going down, and then again later when a wire feeding the starter solenoid broke, causing a lengthy pit stop. For Hodgetts, though, there was at least the consolation of setting fastest lap.

Also running at the finish were Nurminen/Oscar Hidalgo, delayed by a puncture and then a broken wheel nut but running well in spite of that, and Tomas Lopez/Quirin Bovy whose run in Chamberlain Engineering's Spice-Hart was hampered by fuel consumption problems. The only retirement was Frenchmen Patrick Oudet/Guy Cuynet, whose Didier Bonnet-entered Tiga went out with a broken transmission.

As usual, the Mazdaspeed Mazda 757 of Pierre Dieudonné/David Kennedy was the only GTP entrant. "Got ourselves a trophy," quipped Kennedy after another troublefree run, their only hiccough coming when they unfortunately lost a lap to Schlesser in the first full-course caution. "We just don't have the power to make up a lap," said Kennedy.

JEREMY SHAW

trated at being unable to make progress against the Porsches because of his lack of straightline speed.

The Toyota's third place was short-lived, for on lap 25 it slipped down to fifth, behind both the Hydro Brun 962 and the Nissan. Running behind the pace car, Dumfries had picked up a lot of rubbish on his tyres, and they had blistered. He lost another place to the flying Pescarolo, before stopping for new tyres and a change to John Watson on lap 30.

At the same time, Bailey started to lose ground to third man Larrauri, the bumps having shaken an intercooler clip loose, costing the car around 0.2 bar in boost. Pescarolo started reeling in the Nissan, until a fuel pump problem forced him to make his first scheduled stop a little early. When he came to a halt he was surprised to see Frank Jelinski jump in to replace him, instead of the expected Jean Louis Ricci; Herr Joest and Ricci himself reckoned that Frank, unemployed after the disqualification of No 7, would be more likely do justice to the surviving entry.

As the scheduled stops approached, Schlesser extended his lead to 6.5 seconds. Clearly the stops would be vital; any mistake might cause the Mercs to swap positions. Baldi handed over to Acheson on lap 37 without drama, and on lap 39 Schlesser traded seats with Mass.

The stops were identical in length, and Mass was out before Kenny had come by the pits. But with his tyres up to temperature, Kenny drove a couple of storming laps, and caught right up. Before Jochen had time to think, Kenny swooped past out of the final turn and along the pit straight.

Meanwhile, another of Merc's strongest challengers was removed when a hard charging Jourdain, as high as sixth during the stop sequence, gave Watson's Toyota a bump. Wattie went into the barrier, sustaining front end damage, while Jourdain struggled back to the pits with broken suspension. The Spice was retired on the spot, while the Toyota would spend some 17 laps being repaired.

Other frontrunners had yet to stop, and the Sauber battle was temporarily for sixth place. Larrauri stayed out to lead for five laps, and the Cougar was briefly promoted to second, ahead of Leslie's Aston and Velez in the Chamberlain Spice. The latter nearly played a major part in the outcome of the race, for Fermin was clipped by Mass when the Mercs passed by on lap 43. The Spice spun into a gravel trap, while Mass continued with a front wheel rim bent, but secure.

SCHLESSER: "I lift off, slow everyone down, then I go flat out"

Eventually all the stops, spread out by the pace car confusion, were completed. Acheson, driving his heart out, now led, with Mass a little over 0.5 second behind. Huysman had taken over Larrauri's car and was battling with Jelinski for third, while Needell ran a strong fifth, ahead of Ferté. Blundell (still with the boost problem in the Nissan), and Brun, whose car had held a lot of people up in Pareja's first stint.

At the start of lap 47 the leading pair came out of that final turn just behind Needell. Without warning, Kenny's car snapped sideways, right in front of Mass. In an instant Acheson was going backwards, wreathed in tyre smoke. He bounced across the gravel and struck the tyrewall head on, before flicking round to hit it with the rear. It had happened with the speed and force of an Indycar oval accident, but an unhurt Acheson was soon out of the steaming wreck.

Inevitably another pace car was sent out, which successfully caught Mass next time round. Kenny was hugely disappointed, more because it ended Mauro's hopes than anything else, but he reckoned that he had no option but to charge. "The tyres were going off a bit, but the game plan was to drive flat out. I just had to keep pressing. I just got a little bit too close to Tiff, and I probably got on the power a little bit too early, ran wide, there was a bit of understeer, a bit of over, and gone."

Sitting in the Mercedes unit behind the pits, Schlesser suddenly found himself the recipient of messages of congratulation. He was now World Champion, but both he and Mass wanted to get on and win this race to finish the season in style. After four laps, the pace car pulled off, and Mass was left to consolidate a 16 seconds lead over Huysman and Jelinski. Needell was fourth and the last car on the lead lap, having gained under the pace car. Everyone else, including the fifth placed Nissan, had lost out.

The Joest car's engine had not been running right early in Jelinski's stint, but after a while it came on song, and he was able to pass and pull away from Huysman, who had been doing a good job. Frank then started taking time out of Mass's lead; it came down to 10 seconds by the time Jelinski stopped on lap 72, and Pescarolo took over. Because the first stop had been early, this one was correspondingly longer, and Pesca would lose a lot of ground in the pits. On lap 75 Mass and Huysman pitted; Harald spoiled his fine effort on the track by spinning sideways as he braked for his pit, scattering his crew, and earning himself a $5000 fine. Valuable seconds were lost while the car was pushed to its rightful place, and Larrauri was determined to make them up on his return. In the meantime, Needell celebrated his birthday by keeping the RLR car out and in the lead for six laps, until he made his final stop.

The final quarter of the race was played out without major incident. Huysman's pitlane spin had left Schlesser with a 40 seconds advantage on Larrauri, which he maintained, despite a vibration from the front and an offset steerng wheel, the legacy of Jochen's bump with Velez. Pescarolo tried to uphold Joest's honour in the fight with Larrauri, but once again the car suffered an engine problem, and lost grunt on the straight.

A more serious problem was afflicting the Nissan. With around seven laps to go it started to suffer a fuel pressure problem. This first manifested itself when Bailey was exiting the last turn. At the time Andy Wallace was right on his tail, and had to flick to the left and bounce across the kerbs to avoid the suddenly slowing car. It crawled round for a few more laps, before coasting to a halt out on the circuit.

There were no such problems for Schlesser, who kept up a hard pace to the very end, he saluted his team on the final lap by sweeping over to the pit wall and showering them with dust, before returning to the pits and the start of serious celebrating. Dressed now in civvies, a thoughtful Baldi watched proceedings from the top of the control tower.

"Kenny feels very sorry for me," he shrugged. "He was doing his best."

Larrauri kept pushing to the end in the hope that the Merc might falter, but was happy to accept second place, while Pescarolo was delighted to be up on the rostrum for the first time since he helped Mike Thackwell to score Sauber's maiden win back in August '86. The Porsche parade continued with fourth for RLR, while TWR's decision to bring the V12s was vindicated with strong fifth and sixth finishes, Wallace ahead of Tambay.

Pareja's car, source of many complaints, took seventh, despite a nudge from Leslie's eighth-placed Aston on the last lap ("My foot slipped off the brake!"). The Nissan eventually fired up again, and crawled round to a disappointing 12th.

And so the Mercedes party started, and both Acheson and Baldi joined in. This is a team where having fun still ranks high on the list of priorities. ■

MEXICO CITY (MEX)

October 29

Trofeo Hermanos Rodriguez, World Sports-Prototype Championship, round 8, 109 laps – 299.42 miles

Pos	Drivers (Nat)	Team/Sponsor	Class	Car-engine	Tyres	Result	Qual	Pos
1	*Jean-Louis Schlesser (F)* Jochen Mass (D)	Sauber/Mercedes	C1	5.0t Sauber Mercedes C9-88/05	M	2-51:17.986 – 104.88mph	1:22.665	2
2	*Oscar Larrauri (RA)* Harald Huysman (N)	Brun/Hydro Aluminium	C1	3.0t Porsche 962-003BM	Y	2-51:54.429	1:24.642	5
3	*Henri Pescarolo (F)* Frank Jelinski (D)[1]	Joest/Blaupunkt	C1	3.0t Porsche 962-004	GY	2-52:24.095	1:27.162	13
4	Derek Bell (GB) *Tiff Needell (GB)*	RLR/PCGB	C1	3.0 Porsche 962GTI-200	GY	108 laps	1:26.067	9
5	*Andy Wallace (GB)* Alain Ferté (F)	TWR/Silk Cut	C1	7.0 Jaguar XJR9-287	D	108 laps	1:26.429	10
6	Patrick Tambay (F) *Jan Lammers (NL)*	TWR/Silk Cut	C1	7.0 Jaguar XJR9-588	D	108 laps	1:25.440	5
7	Jesus Pareja (E) *Walter Brun (CH)*	Brun/Repsol	C1	3.0t Porsche 962-150	Y	107 laps	1:27.985	18
8	*David Leslie (GB)* Brian Redman (GB)	Aston Martin/Mobil	C1	6.3 Aston Martin AMR1	GY	107 laps	1:27.189	14
9	*Franz Konrad (A)* Manuel Reuter (D)	Kremer	C1	3.0t Porsche 962-CK6	Y	106 laps	1:27.741	17
10	Thorkild Thyrring (DK) *Eliseo Salazar (RCH)*	Spice/FSI	C1	3.5 Spice-Cosworth SE89C	GY	106 laps	1:26.610	11
11	*Tim Lee-Davey (GB)* Alfonso Toledano (MEX)	Davey/Rizla	C1	3.0t Porsche SH962-89/01	D	106 laps	1:27.584	15
12	*Julian Bailey (GB)* Mark Blundell (GB)	Nissan/Hewlett Packard	C1	3.5t Nissan R89C	D	106 laps	1:25.949	8
13	David Kennedy (IRL) *Pierre Dieudonné (B)*	Mazdaspeed	GTP	1.3r Mazda 767B	D	105 laps – 100.65mph	1:29.185	19
14	*Fermin Velez (E)* Nick Adams (GB)	Chamberlain/Repsol	C1	3.3 Spice-Cosworth SE89C	GY	105 laps	1:27.606	16
15	*Jacques Almeras (F)* Jean-Marie Almeras (F)	Almeras/Montpelier	C1	3.0t Porsche 962-110	GY	103 laps	1:31.328	24
16	*Giovanni Aloi (MEX)* Andres Contreras (MEX)	Mako/Marlboro	C2	3.3 Spice-Cosworth SE88C	GY	103 laps – 98.706mph	1:31.029	23
17	Aurelio Lopez (MEX) *Carlos Guerrero (MEX)*	Essex Racing	C2	4.5 Spice-Buick SE88P	GY	103 laps	1:32.607	28
18	*Rainieri Randaccio (I)* Pasquale Barberio (I)	Porto Kaleo	C2	3.3 Tiga-Cosworth GC288/9	GY	103 laps	1:32.898	29
19	*Richard Piper (GB)* Olindo Iacobelli (F)	ADA + PC/Montana	C2	3.3 ADA-Cosworth 02	GY	102 laps	1:31.666	25
20	*Bernard Thuner (CH)* Jean Messauodi (F)	France Prototeam/Marlboro	C2	3.5 Spice-Cosworth SE88C	GY	102 laps	1:30.571	21
21	*Philippe de Henning (F)* Chris Hodgetts (GB)	GPM + RBR/Dianetics	C1	3.3 Spice-Cosworth SE87C	GY	100 laps	1:31.708	26
22	*Jari Nurminen (SF)* Oscar Hidalgo (MEX)	Tiga Race Team/Colt	C2	3.3 Tiga-Cosworth GC289	GY	100 laps	1:32.156	27
23	*Tomas Lopez (MEX)* Quirin Bovy (B)	Chamberlain/Montana	C2	1.8t Spice-Hart SE86C	GY	94 laps	1:34.137	30
R	*Johnny Dumfries (GB)* John Watson (GB)	TOM'S/TakaQ	C1	3.2t Toyota 89CV/07	B	66 laps – driveshaft	1:24.166	3
R	*Pascal Fabre (F)* Oscar Manautou (MEX)	Courage/Montana	C1	3.0t Cougar-Porsche C22S	GY	64 laps – accident	1:25.741	7
R	*Gerard Cuynet (F)* Patrick Oudet (F)	Bonnet	C2	3.3 Tiga-Cosworth GC289	GY	61 laps – driveshaft	1:36.667	31
R	*Mauro Baldi (I)* Kenny Acheson (GB)	Sauber/Mercedes	C1	5.0t Sauber Mercedes C9-88/05	M	46 laps – accident	1:22.571	1
R	*Bernard Jourdain (MEX)* Ray Bellm (GB)	Spice/DHL	C1	3.5 Spice-Cosworth SE89C	GY	39 laps – accident damage	1:26.622	12
R	*Bruno Giacomelli (I)* Enrique Contreras (MEX)[3]	Mussato	C1	3.0t Lancia LC2-008	D	9 laps – accident	1:29.350	20
R	*Jurgen Laessig (D)* Pierre Yver (F)	Obermaier/Primagaz	C1	3.0t Porsche 962-130	GY	5 laps – transmission	1:30.684	22
R	*Bob Wollek (F)*[2]	Joest/Blaupunkt	C1	3.0t Porsche 962-145	GY	3 laps – disqualified	1:24.393	4
NS	*Massimo Sigala (I)* Roland Ratzenberger (A)	Brun/Torno	C1	3.0t Porsche 962-006BM	Y	NS – accident	1:27.053	–
NS	Antoine Salamin (CH) *Giovanni Lavaggi (I)*	Salamin/Hotel Annivers	C1	3.0t Porsche 962-131	GY	NS – accident	1:30.223	–
NS	Jochen Dauer (D) *Juan Carlos Bolanos (MEX)*	Dauer/TicTac	C2	3.0t Porsche 962-141	GY	NS – accident	no time	–
NS	Alain Serpaggi (F) *Marc Fontan (F)*	ALD/Seine et Marne	C2	3.3 ALD Cosworth C289	GY	NS – accident	no time	–

Fastest lap: Schlesser, on lap 3, 1:25.120s, 116.188mph. **Group C2:** Hodgetts, on lap 46, 1m31.929s, 106.960mph. **Lap leaders:** Schlesser, 1-38, Larauri, 39-43; Acheson, 44-46; Mass, 47-74; Needell, 75-80; Schlesser, 81-109. **Notes:** [1] Also qualified by Jean-Louis Ricci (F); [2] Also qualified by Jelinski; [3] Also qualified by Franco Scapini (I). **Final championship positions – drivers:** 1, Schlesser, 115 (127) pts; 2, Mass, 107; 3, Baldi, 102 (110); 4, Acheson, 97 (105); 5, Jelinski, 84; 6, Wollek, 72; 7, Larrauri, 54; 8, Lammers, Tambay & Wallace, 30, etc. **Overall – teams:** 1, Sauber Mercedes, 155pts; 2, Joest Racing, 84; 3, Repsol Brun Motorsport, 66; 4, Silk Cut Jaguar, 57; 5, Nissan Motorsport, 37; 6, Aston Martin, 26; 7, Toyota Team TOM'S, 25; 8, Porsche Kremer, 21; 9, Spice Engineering, 19; 10, Richard Lloyd Racing, 18; etc. **C2 Drivers:** 1, Adams & Velez, 107pts; 3, James Shead (GB), 80; 4, Robbie Stirling (GB), 70; 5, Piper & Iacobelli, 61; 7, Thuner, 58; 8, Nurminen, 42; 9, Ballot-Lena, 27; 11, Barberio & Randaccio, 25, etc. **C2 Teams:** 1, Chamberlain Engineering, 120pts; 2, Team Mako, 100; 3, PC Automotive, 81; 4, France Prototeam, 58; 5, Tiga Race Team, 44; 6, Porto Kaleo Team, 33; etc. First named drivers started race. Drivers in italics set qualifying times.

By ALAN HENRY

Changing horses

Gerhard Berger may not have been at his happiest this season, but after three seasons in the Ferrari Funny Farm, he's emerged with a smile on his face and a spring in his step. For that reason alone, he may turn out to be the shrewdest driver choice that Ron Dennis could have made...





I don't know what Ayrton Senna is going to make of Gerhard Berger next season. Unlike Ayrton, the Austrian is not as overwhelmingly committed to Formula 1, to the exclusion of almost all life's other pleasures. Neither does he display any signs of the neurosis which contributed to making Alain Prost's final season with McLaren such an embittered and unsettling experience. Sceptics are saying that the genial, 30-year-old Austrian, whose character is rather akin to an over-energetic golden labrador, will have his work cut out keeping a sense of humour in the ascetic McLaren International environment.

When Gerhard says he likes and admires Senna, you tend not to prick up your ears waiting for the remark that qualifies that statement. We are talking immediately after the Friday press conference at Suzuka which Gerhard attended – and Ayrton didn't. Berger believes that the Brazilian should have been present, but that doesn't alter the fact that he respects him as a professional.

He grins: "You know, sponsors pay us a lot of money to have this life style, to do what we all want to do and enjoy doing. I personally think Ayrton was wrong not to be here. It's not really too much to ask that we turn up perhaps 16 times a year for these conferences. But I really admire Senna. I like the way he operates as a driver. And I'm looking forward to the challenge of being in the same team.

"You know, to be honest, I'm a little bit lazy. I admit that. I have to be pressed hard, to be pushed. If I was in a team with Nakajima, I would probably push just hard enough to be faster than him. Being in a team with Senna will be like a big punch in the back for me. It's what I need."

He is the first to acknowledge, of course, that relationships between drivers can be more complex than one might anticipate. The fundamental motivation which propels any Grand Prix driver necessarily makes close friendships precarious.

"The obvious problem is that everybody has the same interests," he smiles. "All of us driving in F1 are doing it to become World Champion, to get a name as the quickest driver, to get as much money as possible, to get as famous as possible. You start out in low class teams where, OK, you meet low class drivers. Perhaps you get through relatively easily. But one day, if you get to the top class, it's as if you are in thin air at 1000 metres... and my progress has been exactly like this."

Berger relishes a quick review of his career. "First I met Manfred Winkelhock at ATS," he recalls. "OK, he was quick, but not consistent. Then Boutsen at Arrows. He was quick, but the comparison was not very representative, in my view, because this was my first full year, I would say that my first step towards the top was with Benetton where I was partnered with Teo Fabi. He was quite quick on some circuits, but hopeless on others. Then I get to Ferrari..."

The way in which Gerhard asserted himself over sitting tenant Michele Alboreto was not totally unexpected, although he does not believe that the Italian's recent depressing form is a very accurate yardstick of his capability.

"In the beginning, it looked as though he would be hard work," says Gerhard candidly, "but then he got some problems in the head and became de-motivated. He's gone in the wrong direction, I think, but I believe he is still a quick driver – for sure nowhere near as slow as he looks today. In many ways it is easier being the man who is new in the team, but certainly I felt under pressure when I came to Ferrari with Michele Alboreto.

Nigel Mansell's arrival on the scene at the start of 1989 changed the Maranello game plan quite significantly. Gerhard admits he was under no illusions about the Englishman's potential.

"He is the quickest driver I have ever met," says Berger firmly. "OK, so Senna is quick, but I would doubt that he is any quicker than Nigel. Perhaps it is possible, but I wonder... Really.

"You know, it will be no more easy for me with Senna than with Nigel. I had quite a good relationship with Nigel, but I think it was what I would describe as a typical partnership with a team mate. Inevitably, perhaps, I find myself thinking that Nigel and I were more open with each other before we came to be team mates.

"Instantly I realised he was quick, I knew I was quick, and we both started to try and keep things just for ourselves. That's never good for the relationship, I suppose, but that's the way it was. I never thought there was much to choose between Nigel and myself in terms of pure speed, but physically he is stronger and much better when it comes to lapping people. It is important for me to be teamed with somebody like this, because I still need to learn..."

But why did he need to leave Ferrari? If he regards Mansell in such a favourable light, why switch teams? Did he feel under pressure in the wake of that Imola accident?

On these points, Gerhard comes across as analytical and objective, reminding me slightly of his compatriot Niki Lauda. Yes, he realised that Mansell gained a psychological leg-up with that maiden victory at Rio. No, he didn't believe that his miraculous escape at Imola injected a slightly frantic edge to his driving style.

On Mansell's early success: "When you arrive in a team, people tend to say, OK, the other driver is already there, so for the new guy it takes a little time before he's competitive. If the new guy uses this breathing space well, he can earn himself a little bit of image. That's what Nigel did. OK, so he had a little bit of luck to win the first race. But that's what you need in this business – the right luck at the right time..."



Top left: Gerhard Berger is looking forward to racing alongside Ayrton Senna in 1990: "Senna will be like a big punch in the back for me. It's what I need." Left: Berger enjoyed a happy year with Benetton which culminated in his maiden Formula 1 victory in the Mexican Grand Prix of '86.

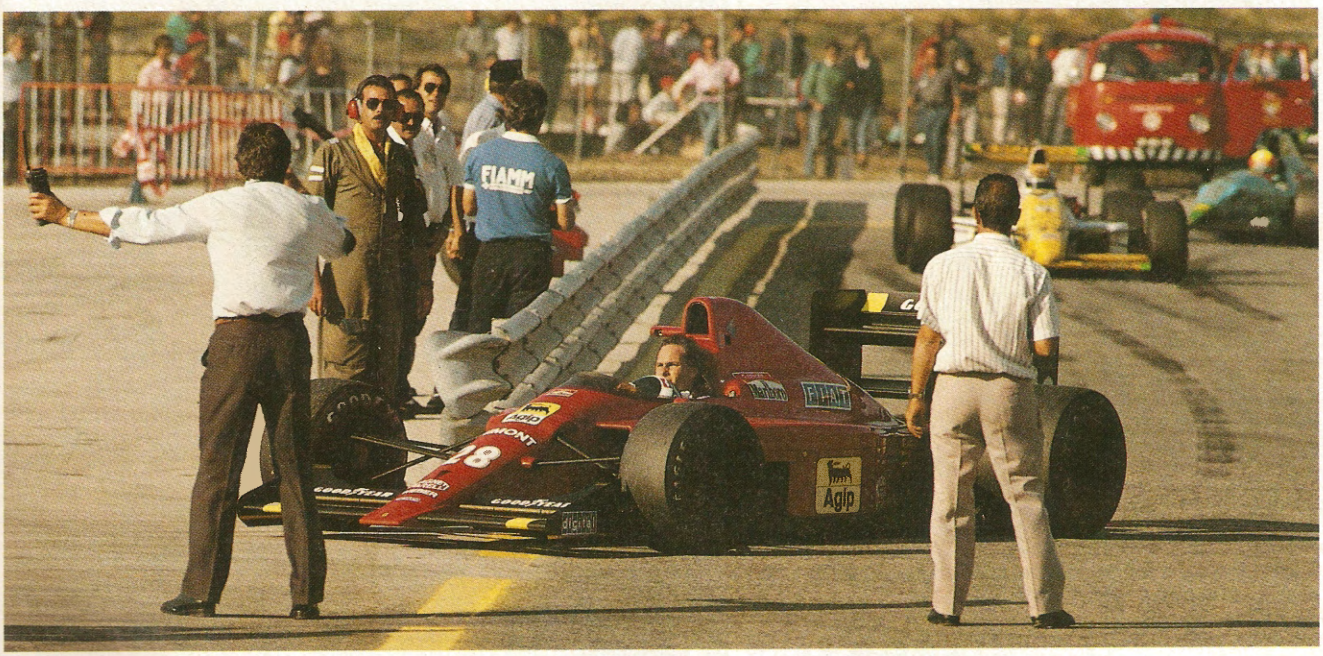
As far as the accident is concerned, Berger concedes that he thought about quitting – but only for a few minutes: "I was hardly on my way to hospital before I began thinking, 'I wonder if I can be fit for Monaco...' But I don't think I over-drove after the accident.

"People are always trying to find problems when a driver has been through a season like I've just had. Easiest to say the guy over-drove. But what do you do when a front wing breaks at 170mph? And if you have gearbox problems on a push-button system? You can do nothing wrong like on a mechanical gearbox. Twice I was forced to stop with a broken hydraulic pipe. What did I do wrong there? Nothing, of course."

He laughs to himself when he reflects on his first corner shunt at Rio, willingly sharing responsibility for it with Senna and Patrese. Rightly he says: "If I had asked you, just before the start, whether a Ferrari would have been around at the end of the Brazilian Grand Prix, you would have laughed in my face. Having been through all those problems in qualifying, I figured it might last 10 laps. I thought, right, let's put on a good show... That's why I was risking a lot going into that first corner."

By the time Berger's first win of the season finally arrived, at Estoril, his signature had long dried on the bottom





Above: After three years with Ferrari, Berger is facing a new challenge with the all-conquering McLaren team. A step towards the 1990 championship crown? Left: Relieved, following the bad luck of this season, the Austrian seems relaxed after winning the Portuguese Grand Prix.

of a McLaren contract. He felt his relationship with Ferrari had run its course. Only four Grand Prix wins in three years was rather less than he had been expecting when he switched, wide-eyed and hopeful, from Benetton at the end of 1986.

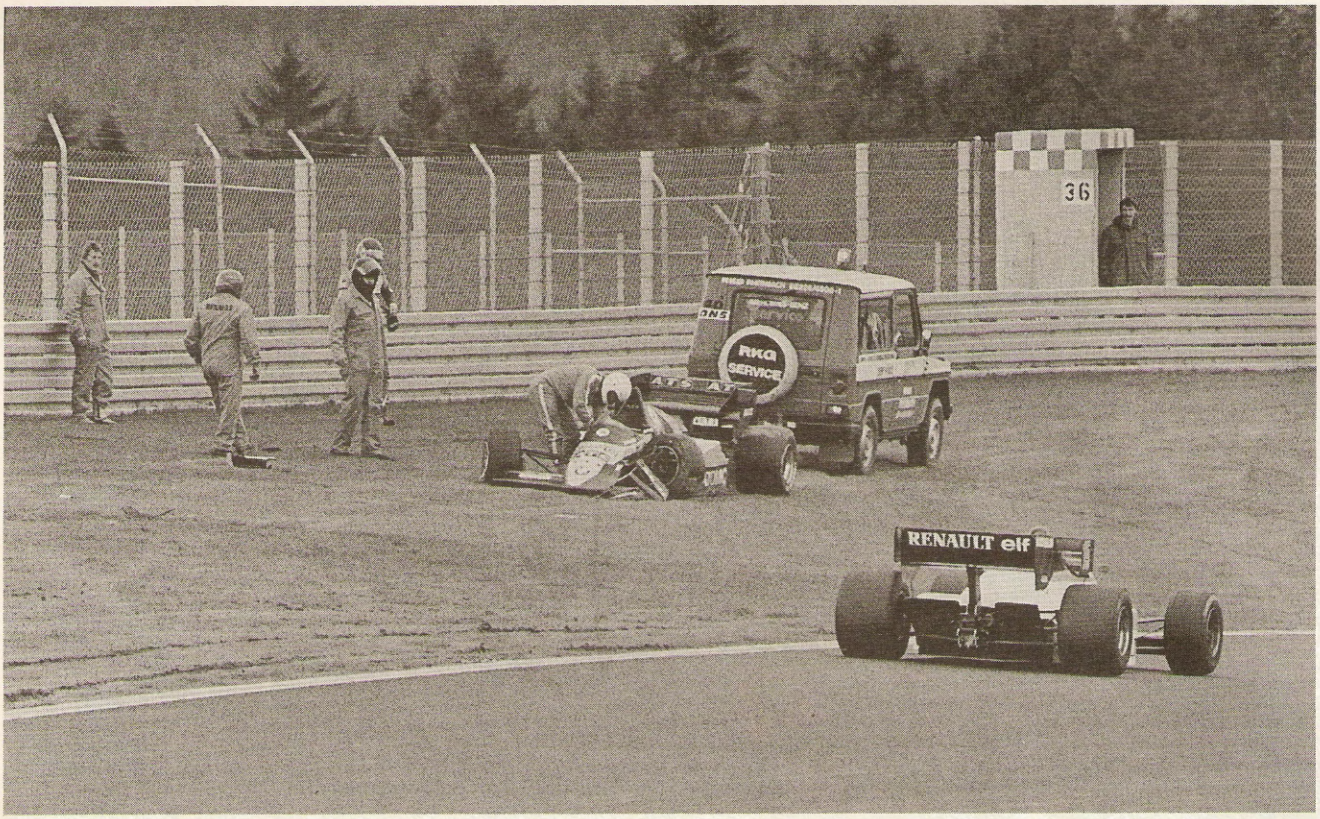
"You know, in three years at Ferrari I never really had a winning car," he reminds us, "and at McLaren during that time they only had winning cars. At a point in each season it always looked as though Ferrari was catching up and I was always hoping that next year would be right. But it never came."

Mindful, perhaps, of the way Alboreto was washed up and thrown away at the end of 1988, Berger chose to move before he was pushed. His comments mirror the sentiments of Mike Hawthorn, who pointed out over 30 years ago that the question 'why did you retire' is more comfortable than 'why don't you retire?'

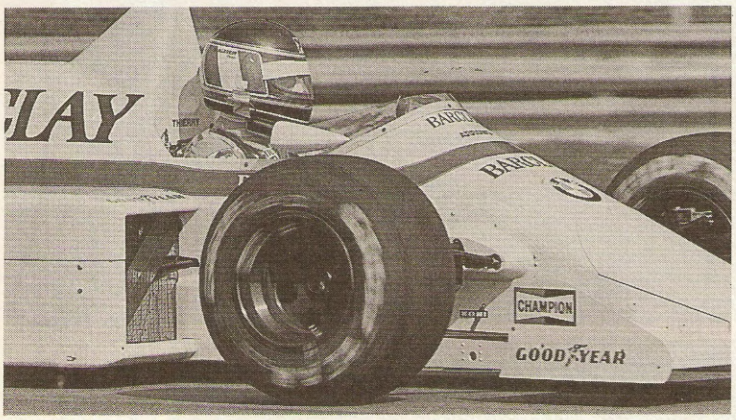
"The main thing with Ferrari," says Gerhard, "is that it's better you leave them than they leave you. Maybe I'm wrong, but I need fresh motivation. Now is the right moment to go."

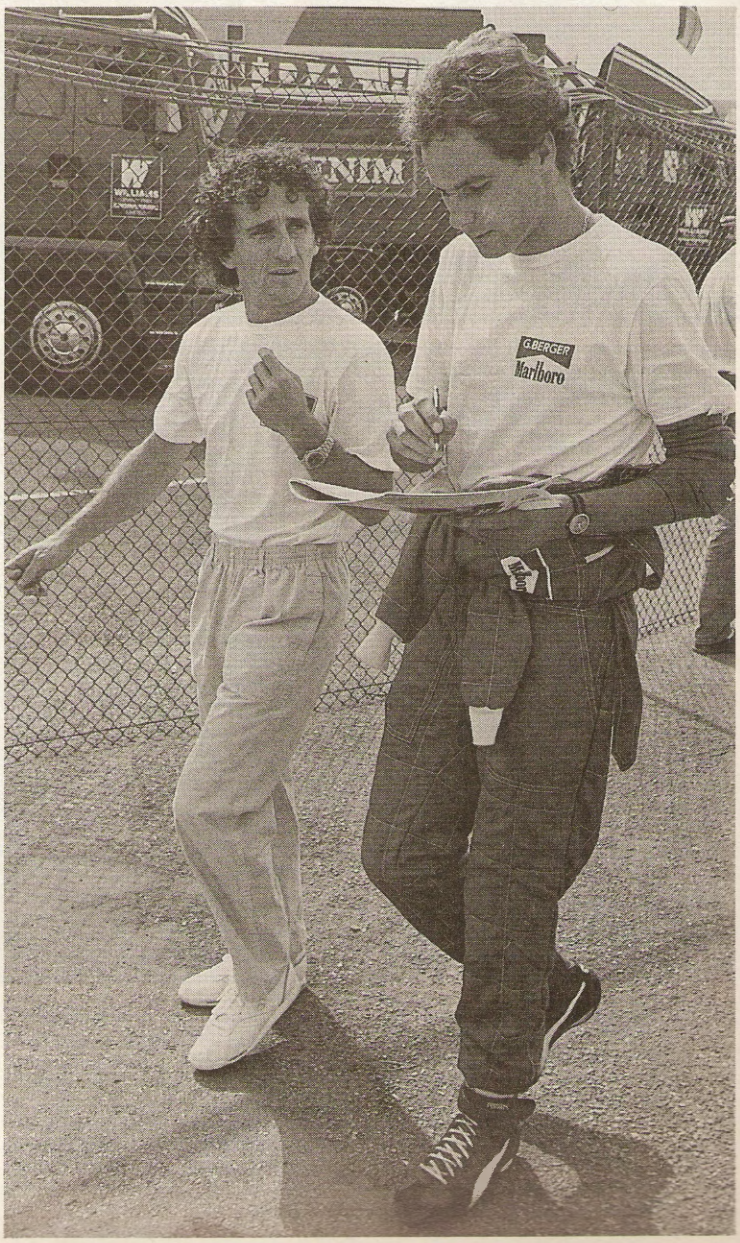
The high turnover of key personnel at Maranello also wore Berger down. "There was always somebody new arriving, and always the new guy had new ideas, always changing everything, saying the guy before him was no good.

"When I arrived the chief [illegible] Marco Piccinini with Piero La[illegible] Old Man, John Barnard [illegible] Postlethwaite, Gustav Br[illegible] then I had Cappelli, [illegible] Fusaro... names, [illegible]



Left: Berger's Formula 1 apprenticeship was served with ATS. Things sometimes went wrong. Below left: Gerhard's first full Grand Prix season was with Arrows in 1985. Below: Prost (left) and Berger will swap seats next season – but who has done the better deal?





►►

Every one of them was telling you something different. Eventually it drives you mad. I don't know which of them was right, but at McLaren you have Ron Dennis and nobody else. And he understands racing like few other people."

Presumably, I inquired, Gerhard's switch to McLaren reflects a belief, shared by all top drivers, that he can win the Championship. A crass question, I suppose. Gerhard is convulsed with laughter. "What do you mean, a belief shared by all top drivers?" he shudders. "Everybody in F1 thinks they are the best; Christian Danner thinks that if he was in a McLaren, he would win the Championship, too. I tell you, it's hard at the top. There is a lot of pressure – and not just from the other drivers.

"I mean, you meet people like John Barnard who, if you try to tell him you've got a problem with the car, he'll tell you that your problem is with your right foot. Or Ron, who'll tell you that, OK, you were quick in the first half of the race, but the reason you slowed in the second half was that you had no power in your arms any longer..." More laughter. "Nobody bothers to tell you these things if you're in a Rial or an Arrows. Believe me, with the top teams you get good money, but they really want you to deliver in exchange!"

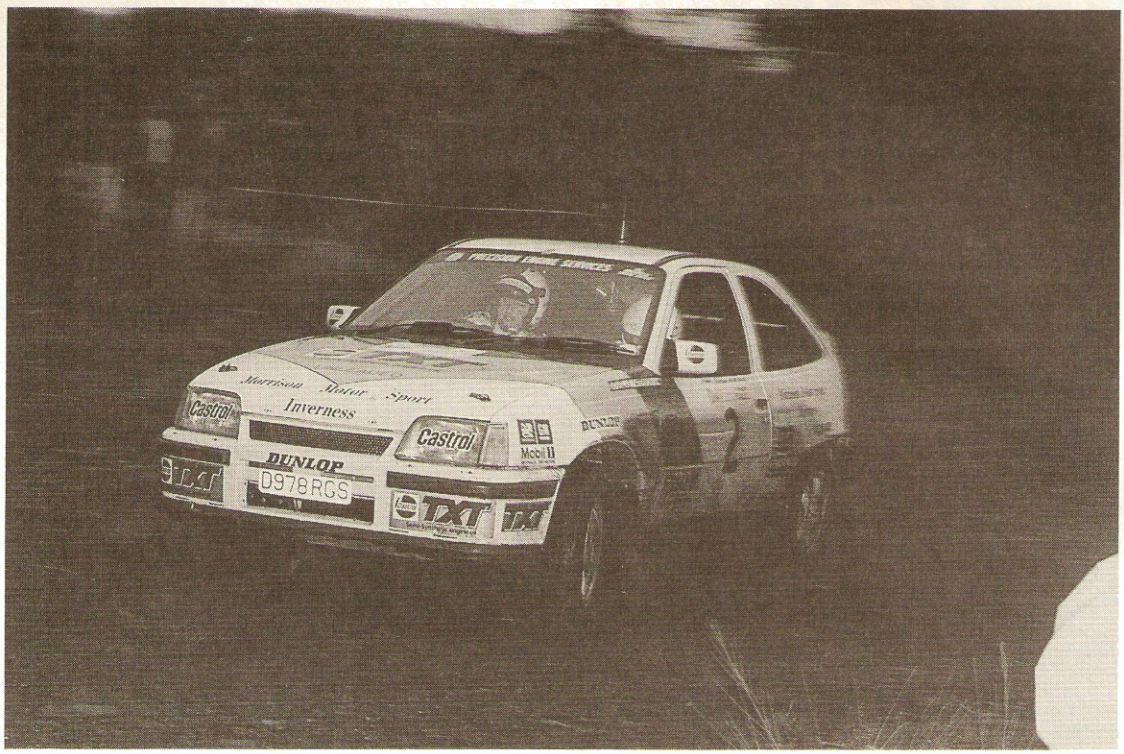
He skirts round the question of whether or not he can become World Champion. "Take Nigel as an example," he ponders. "He has never been World Champion, and I think there is a good chance he never will be. But I believe he ought to be, because he's one of the drivers with the true potential to do so. I sometimes wonder whether Ferrari appreciate what an asset they have in him. But it's an extremely difficult challenge to win the title.

"It's not just a question of driving. You've got to do all the right things at the right moment. Being a successful Grand Prix driver is not simply about late braking. You have to get the complete package together. I have a long-term deal with McLaren – we've agreed not to discuss the length of my contract – but I can only say I'm confident I can be competitive. But I don't want to outstay my time in F1, be trailing round like an old man..."

Still he dodges the question of whether or not he can win the championship. Implicit in that avoidance, I suspect, is a streak of fundamental honesty. When he talks about his win at Estoril, he adds: "You know, I think it's wrong to say that I might have won the race had Nigel and Senna still been there. I was confident, but who knows..."

That remark speaks volumes; not only for Gerhard Berger's ultimate Formula 1 potential, but also for the man himself. ■

REPORT: JOHN FIFE – PHOTOGRAPHY: SANDY TOPP



Andrew Wood, although not taking top Trossachs honours, found himself the Scottish Rally Champion after Jimmy Girvan suffered on the final stage.

Lucky Wood

The Esso Scottish Rally Championship is renowned for close finishes, but few come closer than last weekend's Park Systems Furniture Trossachs Rally thriller. The championship looked settled until the final stage when Jimmy Girvan's hopes were dashed following a puncture, leaving Andrew Wood the surprised champion.

Girvan and Campbell Roy came to Aberfoyle needing only a top five finish to clinch their first national title, while Andrew Wood and Murray Grierson were dependent on outside factors. As the rain-drenched marshals took up their posts, Kenny Dorans led off the 116 car field in his Dorans TV and Hi-Fi Sierra four-wheel drive, but all eyes were on the three cars behind.

The championship looked settled until Jimmy Girvan's hopes were dashed

Wood was quickest over the 7.5 mile opener in the Morrison Rally Sport/Castrol Astra GTE sharing 9m15s with Walter Henderson's Eldon Homes/William Gormley Escort. Two seconds behind was Grierson in the ICI Films Metro Ford but, unbelievably, the Middleton & Townsend Toyota Celica was almost a minute slower on 10m06s. A front tyre had rolled off the rim on a downhill left hand hairpin and dropped Girvan to 10th place.

Seven stages remained in the 45 mile event giving Girvan a fighting chance of claiming 'his' title. Wood was holding station behind rally leader Stewart Robertson in the Robertsons of Dalbeattie/Esso MG Metro 6R4 and that was just where he needed to be. Prior to the rally start, Robertson had opted out of claiming championship points feeling he had no place in this tense nail biting finale. That meant Girvan had to finish sixth or higher to claim the title.

By the start of the final stage, Girvan had clawed his way back into contention with sixth place, and the title his, if he could maintain that position. Phil Walker's Chesterton Escort was 5 seconds ahead and Ian Baumgart in the J&AB Motors Escort 6 seconds behind. Ahead lay almost six miles of greasy, streaming wet, pine needle strewn forest road. The white Group N fairly whooshed through that narrow winding stage, and then it happened! Bang! Girvan's championship hopes exploded with his second puncture of the day.

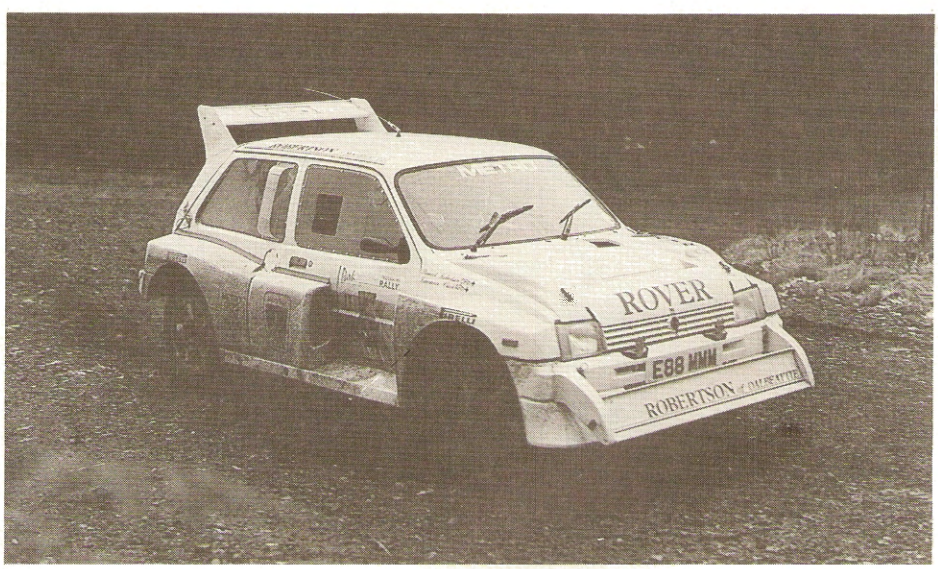
After a cool, calm and steady drive, Wood reached the finish thinking Girvan was the new champion. Running first on the road he was unaware of the last minute drama behind. It took a while for the news to sink in, and even longer before he believed it, but Wood was the new Scottish Champion. Girvan had been passed by Baumgart, and Ewan Brewis put the matter beyond doubt when the Mazda also passed the stricken Toyota.

Girvan whooshed through the narrow winding stage and then it happened . . . Bang!

As the crowds gathered for the televised champagne-spraying ceremony, the rally winner slipped into the car park almost unnoticed. Stewart Robertson had given the Metro 6R4 its fifth consecutive win on this event while Grierson's Metro Ford hybrid had managed to fend off Henderson's Escort to take third in both the rally and the championship.

Prior to the event George McWilliam had an 11 point lead over young Alister McRae in the race for the Esso Challenger's title. Despite driving a borrowed Sierra Cosworth, the youngster failed to close the gap sufficiently and McWilliam's 15th overall in the McWilliam Butchers Escort earned him enough points to claim the newcomers title.

Alan Blackstock won the 1300 class, Dave Elder the 1600 section and Andy Kelly claimed the points in the Group N 1800 class but the day belonged to two men. At the awards presentation in the Forth Inn later that evening, Jimmy Girvan himself took the stage to congratulate Andrew. ■



Stewart Robertson brought his 6R4 home to victory, the fifth consecutive time such a car has taken the spoils on the Trossachs.

PARK SYSTEMS FURNITURE TROSSACHS RALLY

October 28, Esso Scottish Rally Championship, round 10

Pos	Driver/Co-driver	Car	Result
1	Stewart Robertson/Lawrence Clark	MG Metro 6R4	56m13s
2	Andrew Wood/Douglas Paterson	Vauxhall Astra GTE	56m31s
3	Murray Grierson/Roger Anderson	Metro Ford	56m49s
4	Walter Henderson/Jim Kinloch	Ford Escort RS	57m17s
5	Phil Walker/Dave Wilford	Ford Escort RS	57m26s
6	Ian Baumgart/Ian Maxwell	Ford Escort RS	57m26s
7	Ewan Brewis/Douglas Redpath	Mazda 323	58m03s
8	Jimmy Girvan/Campbell Roy	Toyota Celica GT4	58m05s
9	Bob Locke/Dave Nicholson	Audi Quattro	58m33s
10	Alister McRae/David Senior	Ford Sierra Cosworth	59m03s

Final championship positions: Drivers: Andrew Wood, 225pts; Jimmy Girvan, 224; Murray Grierson, 216; etc. **Challengers:** George McWilliam, 122pts; Alister McRae, 116; Ian MacDonald, 72; etc.

HUMBLE Pye

Atlantic crossings

While I cannot claim to match the airlines' 'frequent flier' points tallies of colleagues Saward or Dodgins, I seem to have spent quite a lot of time aloft of late.

Most of my flying visits went out of the window when I relinquished Formula 3000 reporting duties at the end of last season, but four transatlantic trips in the past month or so have bumped up my hours dramatically.

Apart from a self-financed visit to the Daytona 500 in February, I've concentrated on the national motor sporting scene this year – and, not unexpectedly, have enjoyed it!

My September trip to the USA came by courtesy of Mazda UK, and editor Foubister who was summoned to Rally Australia, and could not attend the launch of the new 323 series.

Despite it being a 'whistle stop' tour – 50 hours in California – this brief intro was typically well choreographed by David Palmer, Theresa Yates-Round and Tim Watson of Mazda.

Our 40-strong party was based in the wonderful Ritz-Carlton Hotel, perched high above the Pacific Ocean at Laguna Niguel. With its imposing position, enchantingly unobtrusive service, and plethora of facilities, it is not difficult to understand its reputation among the premier west coast resort hotels.

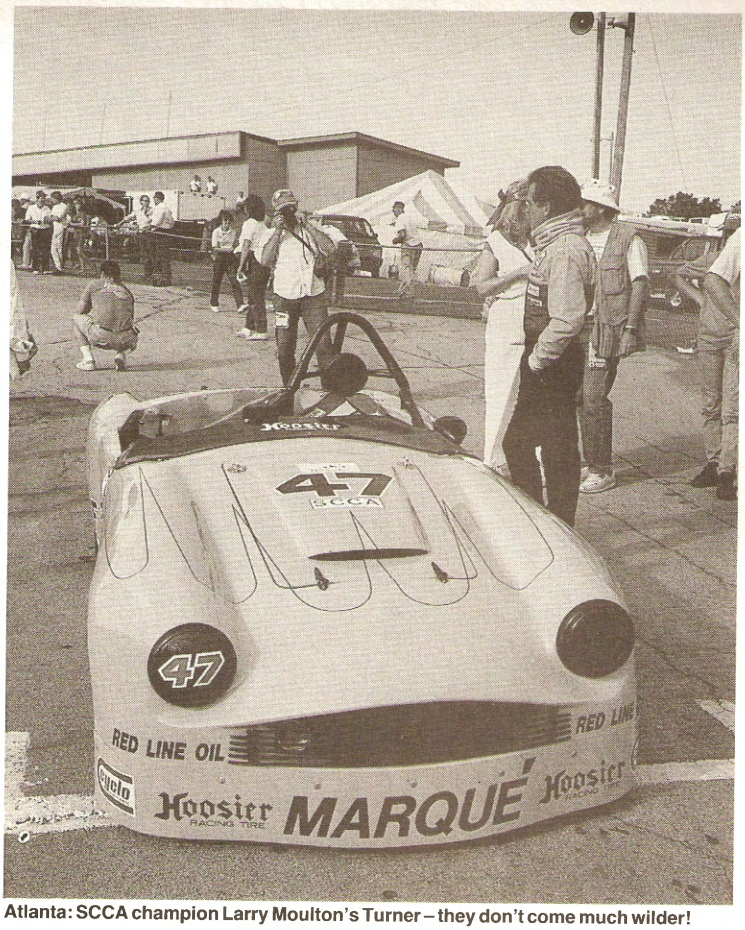
Drivers of American blancmanges were somewhat surprised to encounter the fleet of right-hand drive, British-registered 323s – in three distinct body styles – on our 200 mile test route.

Past the emasculated remains of the once great Riverside race circuit (in temporary remission from the onslaught of developers) and up towards the other classic Southern California road race venue at Palm Springs we motored. Then down to Lake Elsinore and back via the San Bernardino (remember the song?) National Forest.

The Mazdas, powered by hi-tech 16-valve engines of 1.3, 1.6 and 1.8 litres' capacity, are beautifully finished, and will surely find great popularity in Britain. The purposeful 323 1.8 GT Injection Hatchback (at £11,299) should prove to be a real road-burner. Hopefully, it will only require a trip to Mazda at Tunbridge Wells to bring you a full test of the sportiest model.

I bumped into our esteemed Ulster correspondent Richard St John Young in Los Angeles airport, Belfast's hot-shoe DJ-cum-journalist also on the trail of the Mazda. Naturally, we soon started exchanging notes on hillclimb cars, an abiding mutual interest. Ricky has had a marvellous season, winning the Irish championship with the ex-Larry Perkins/Michael MacDowel/Alan Payne Coogar.

Coogar-ised by ex-Tyrrell Formula 1 designer Derek GARdner for MacDowel's COOmbs of Guildford team, the car started life as 'Cowangie Kid' Perkins' F3 Ralt-Toytota RT1 in 1975.



Atlanta: SCCA champion Larry Moulton's Turner – they don't come much wilder!

The 'old girl' indeed gave me my intro to real speed hillclimbing at Wiscombe Park and Prescott when owned by the late, lamented, Payne. That I now have a Rover-powered RT1 for the hills is perhaps a reflection of the impressions left by the Coogar.

ESPN's motor sport crammed channel was working overtime during my couple of nights in California. I feasted on the NHRA's stunning Winston National Drag Racing Championship rounds from Sears Point and Brainerd, groaned at stadium racing, and was amused by some off-road 'classic' from Obscuresville, Wyoming, or some such place.

Drag racing is mega business in the USA, and the elapsed times continue to tumble in all classes for the standing-start quarter-mile. This time last year, Eddie Hill blasted his Super-Shops rail through the 5-second barrier for the first time. Now – as terminal velocities have climbed into the high 294mph range, and within range of 300 to the concern of many – as many as a dozen Top Fuel aces have recorded 'fours'... I've now got to go and see this wild circus for myself.

Apart from points leader Gary Ormsby's two huge accidents in the Castrol GTX digger, and some phenomenal low 5-second Funny Car action, the real eye-opener for me came in the important manufacturer-intensive ProStock class.

There we were, sitting in the footwell of Bob Glidden's Motorcraft Ford Probe, camera looking up to the winningest pilot – 75 National events – in the class's history. Wham. Another perfect start. Wrench, wrench, wrench on the air shifter levers, right foot planted in the bulkhead. So consistent. Yet another low seven. But wait. This guy's wearing an open face helmet and no gloves! I couldn't believe it.

In an attempt to ward off jet lag on my return – the human metabolism does not respond kindly to two 11 hour flights inside three days in my experience – I popped a US brand 'over the counter' sleeping pill for the flight back to Gatwick. But not before I'd chatted to a top travel agent who was also on the plane.

"Thirty years in the business, and I still hate flying," he says. "People find it hard to believe. I just can't relax or sleep on planes." I offered him one of the 'magic' pills, having first elicited his recommendation for a future flight to Atlanta. "Have you ever flown

> **"At 170mph, tears obscured my view of the chicane"**

Delta?" he asked. "Then try it." I'm relieved to say that he knew little of our flight until we landed, and I thoroughly enjoyed Delta's service when I returned Stateside last month.

In the meantime, I'd dived down to the Cricket St Thomas hillclimb with my brother (its beautiful wildlife park is the perfect place to combine a family outing with club motorsport), commentated at the tremendous RAC Sprint Championship finale at Weston, and competed in Ray Rowan's British Hillclimb series-winning Roman-Hart at Curborough. Oh, and driven the March-Porsche Indycar at the Nurburgring.

I'd only gone to Germany as ghost-writer for Gary Brabham (*Track Test*, October 19), but when the offer of a stint behind the wheel came up, late in the day, I was hardly going to refuse.

Sure, the black clouds were gathering overhead. Sure, it was getting colder and damper all the while. But this was the opportunity of a lifetime.

Having had runs in three Formula 1 cars (albeit non-current ones), and an F3000 chassis, I was not overawed by the 720bhp output of this 2.65-litre methanol-burning monster. Wary, yes, but frightened, no. It was only at the end of the main straight, with wind forcing its way under my visor at 170mph, that tears obscured my view of the chicane.

As it was, the power delivery was so smooth that your favourite aunt would have little difficulty in driving it tolerably well. More extraordinary, perhaps, was the fact that the Porsche survived 486kms of 'stick' (at the hands of 11 different pilots), without missing a beat.

That, in itself, speaks volumes for Porsche's engineering, and reflects the philosophy of the company whose road cars seem similarly resistant to long-term abuse across the full ability spectrum.

The Sports Car Club of America's National Championship Run-Offs captured my imagination so much last year that I had to return for another helping. More than 500 competitors in

> **"1990 Thunderbird... the sleekest American production car ever"**

22 races, and the sensational Road Atlanta circuit, is an irresistible recipe.

America is now self-sufficicient as a producer of Formula Ford 1600 cars. Why, I saw a FF1600 race without a Van Diemen – a situation Ralph Firman is not out to rectify with his all-new RF90. Fulmar Competition Services can hardly rest easy either, with but one Reynard in the field.

The grid contained 26 of David Bruns' once revolutionary California-built Swifts and three of Steve Lathrop's spindly-looking Citations. Not surprisingly, Swift carried the day – again.

Britain evened the score in Formula Continental (FF2000), where Bobby Carville took the honours for Reynard, but Swift tipped the Ford Formulae balance among the sports cars, despite a gutsy charge by Tom Harrer on behalf of the well-represented Lola marque.

Among the GT and modified production cars, good accounts of British machines were given by champions Doug Peterson (in Fortech's fabulous spaceframe Mini), Ken Purgasson (MG Midget), and Larry Moulton in the most remarkable Turner-Ford you ever did see.

Racers also go to the Run-Offs to catch up with old friends. I remember Phil Creighton from his Clubmans racing days back home. This year, his Transatlantic Racing Services team has run won the Camel Lights division of the IMSA GTP series, running McDonalds store owner Scott Schubot and Linda Ludemann in their S&L Spice-Buick.

Creighton, whose former business partner Charlie Kirby (of Clubmans and FAtlantic racing fame) has found his contentment as a disciple of the Bhagwan, had just taken delivery of a brand new 1990 Ford Thunderbird, the sleekest American production car ever.

Talk of Thunderbirds in Georgia led, inevitably, to an update on the NASCAR racing exploits of Bill Elliott, a superhero in these parts. AUTOSPORT contributor Jonathan Ingram, my host in Atlanta, thus proposed a 30-mile run up to Dawsonville, South Carolina, for an evening of homage to the man they call 'Awesome Bill'.

We arrived after dark at the team workshops, from which the Elliott family breathe such fire into Ford's latest sedans. A light was on in the

►►

office, however, and George and Mildred Elliott (Bill's proud parents) took great delight in showing Jon, racing suspension expert Bill Mitchell and myself round the team's newly completed trophy room.

Centrepiece of the display is a genuine Coors/Melling/Motorcraft Thunderbird, while the twisted wreck of the car he mashed into the Daytona wall back in February serves as a chilling reminder of the sport's hazards. The compression fractures in its tubular frame are testament to the violence of the 200mph incident. That William alighted with only a broken wrist proved its ultimate integrity.

Next year, Elliott will have the latest shape T-bird at his disposal. Leaner and more graceful than its predecessors – reminding this observer of a beautiful BMW M635 CSi in stretched form – the hardware is already being tested to good effect. Bill reckons it would lap Talladega at 225mph without superspeedway carburettor plates, such is his optimism for 1990...

A trip to the tiny town (more a village) would not be complete without a visit to the Dawsonville Pool Room, Gordon Pirkle's emporium where fast food and liquor are served with a NASCAR flavour. A shrine to stock car racing, and Bill Elliott's career, the place is festooned with memorabilia. And the video shows Winston Cup races all day long.

While inquisitive visitors scan the newspapers which trace the history of the sport round its walls, admire the shives of race car sheet metal (red number 9, Ford of course) and bumpers hung from the ceiling, and invest in the wide range of Elliott team gear, locals play pool on the two central

"Bill reckons it would lap Talladega at 225mph"

tables, and southern belles dispeñe refreshment over the counter.

Dan Elliott is in tonight. A ringer for his illustrious brother, he could make a fortune playing Bill in a Hollywood movie. He's fallen in with journos Laura Culley (AUTOSPORT's TransAm reporter) and J Michael Hemsley, and cheerily greets our party. We're clearly not in F1 circles here.

Ingram, threw his now traditional houseboat party on Lake Lanier the following night. Among the luminaries who attended the former chef's barbecue were triple Camel Lights Champion (and now Kudzu manufacturer) Jim Downing with his charming wife Connie, Alfa Romeo ace and double SCCA National champ Paul Spruell and Goodyear's PR ace Bill King.

Also on board, in the company of his managing editor Jane Shaw (the Run-Offs coverage mastermind wife of former AUTOSPORT staffer Jeremy) was Paul Pfanner, publisher of the SCCA's colourful and fast-expanding magazine, *SportsCar*.

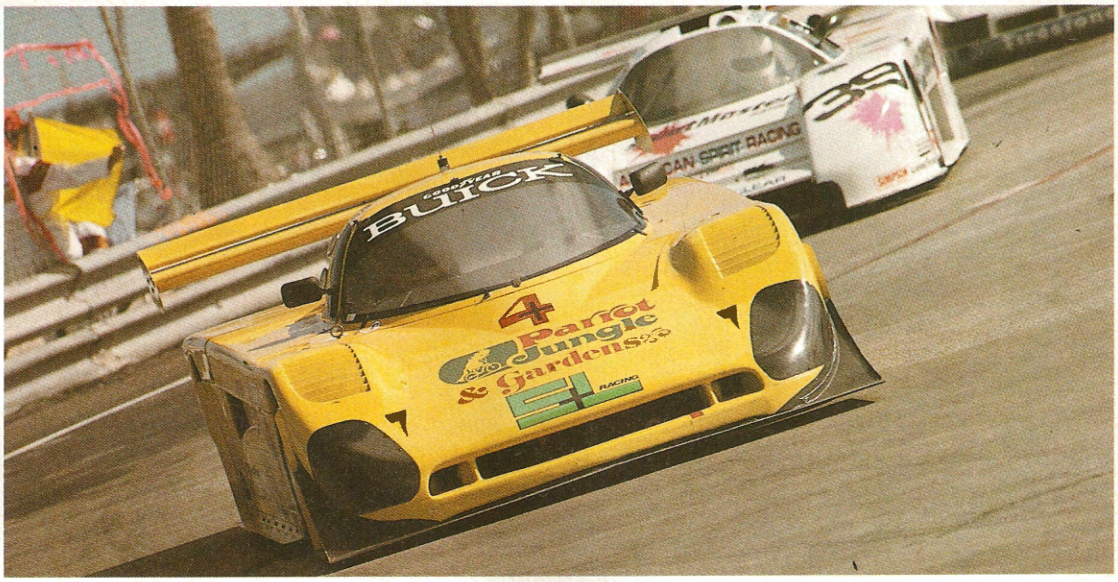
Pfanner is something of a whizz-kid in the publishing world, having thrust the club magazine concept out of the dark ages. The archetypal Californian surfer, Paul also collects, of all things, Elden racing cars! Now my fanaticism for Argo JM6s, widely viewed as specialised in the past, has begun to look almost regular!

The pride and joy of the Pfanner stable, though, is the ex-Gilles Villeneuve March 76B Formula Atlantic car which he and Jon Norman are painstakingly restoring. Out come the pictures. Cue another pleasurable hour of classic racing car gossip.

Scott Liebler's tragic accident marred the Valvoline Run-Offs, reminding everyone of motorsport's darker side. Doubly ironic was his sponsorship from Heartland Park, Topeka, the superb new venue which is essaying to pull the annual American club racing festival to Kansas.

Celebrations were necessarily subdued at the post-meeting banquet and prizegiving, following a sincere address from SCCA President Nick Craw. Scott and his medics lost their fight that night, and Road Atlanta its first car incident victim in its 20-year history. Many hope that one fatality will not be used as the lever for wholesale change in this traditional and joyful event.

MARCUS PYE











Top to bottom: Creighton's pride – the IMSA Camel Lights-winning Spice-Buick of Schubot/Ludemann; Greg Harrington's Ralt RT1 – not like the writer's! Fortech Mini – champion at 30; Mazda's 323 GT roadburner; Momento of Dawsonville.

REPORT: ANDREW HAILL – PHOTOGRAPHY: JONATHAN SMITH



Simon Paton took victory on the Cambrian Rally and, with it, clinched the BTRDA Gold Star title.

Paton the head

After the JC Van Hire Stages Rally in September, there were just two drivers in with a chance of winning the Ashley Competition Exhausts BTRDA Gold Star Championship. Simon Paton was one point ahead of Steve Bannister and so they both had it all to do on the final round, the Renault Premier Cambrian Rally.

Last Saturday, in North Wales, the two Escort drivers had a day-long battle which went, finally, in Paton's favour by just 10 seconds after 80 miles of competition. Bannister, wrestling with a bent steering rack for much of the day, was second – both on the rally and in the championship – and John Roberts was third, also in a Ford Escort.

Before the competitors set off for the North Wales forests they had to contest a stage on the toll road around the Great Orme. The Cambrian was the first event for some time to use this stage, and it was Ceiriog Hughes, in an Opel Manta 400 hired from Brian Price, who stamped his mark by being the only one to go through in less than 3 minutes. Andy Elliott's similar car expired halfway through the stage with fuel injection trouble, and neither Paton nor Bannister featured in the top 10.

To the woods and, following the demise of Hughes with brake trouble and fuel starvation, it was Bannister who took up the cudgel. Fastest times on the next three stages saw him open up a lead of 10 seconds over Paton with John Roberts keeping in touch in third. Simon Stubbings's Mazda was the best production car in sixth place.

The weather was wild and windy and the rally was held up while the Toyota Corolla of Trevor Garvey, which had rolled some way down an embankment on the last Penmachno stage, was removed. From there it was on to Maesgwn and, in one go, Paton took 8 seconds back off Bannister reducing the deficit to just 2. They tied on the next two stages and then Paton narrowed the gap to 1 second in Hafod Owen.

Bannister is not particularly at home on tarmac and on the next short stage, the Ranges, Paton shot into a 6 second lead. However, if he believed he was home and dry, he had another think coming. The Malton farmer was squeezing every ounce out of Ethel the Escort and, after the first of three stages in Clocaenog, he and Paton were dead level. Back to square one.

Bannister is not particularly at home on tarmac

Paton was fastest by 3 seconds on the next one, and a brief inspection of a ditch by Bannister on the last forest test increased the difference to 11 seconds.

The last stage of the day was a blast up and down the Promenade in Colwyn Bay but, at less than two miles, there was no way, barring problems, that Bannister was going to recoup the lost time. He took 1 second back but had to settle for runner-up spot in the end.

While all this breath-taking activity had been going on at the head of the field, Stubbings had worked his way up to fourth place and Rudi Lancaster's Escort was fifth. Tim Hill's Brooklyn Sierra had been chasing Stubbings's Mazda all day and had had a few minor offs in the process. He had to settle for sixth in front of Richie Holfeld's Metro which had been as high as fourth, but dropped back during the afternoon.

All good things, as they say, must come to an end and the Renault Premier Cambrian Rally bore witness to the last ever outing of the Sureguard Astra/Nova Challenge. The series has been running for the last seven years associated, for the most part, with the BTRDA Championship. Although this year's Challenge had already been tied up, the final win went to the Nova of Ian Knight and Noel Fletcher. ■



Steve Bannister provided gallant, but ultimately unsuccessful, opposition.

RENAULT PREMIER CAMBRIAN RALLY (GB)

October 28

BTRDA Gold Star Rally Championship, round 8

Pos	Driver/Co-driver	Car	Result
1	Simon Paton/Judith Flavell	Ford Escort RS	70m17s
2	Steve Bannister/Dave Oldfield	Ford Escort RS	70m27s
3	John Roberts/Greg Mills	Ford Escort RS	71m54s
4	Simon Stubbings/Mike Corner	Mazda 323 Turbo	72m24s
5	Rudi Lancaster/David Joll	Ford Escort RS	72m47s
6	Tim Hill/Paul Spooner	Ford Sierra	73m01s
7	Richie Holfeld/Edynfed Morgan	MG Metro 6R4	73m11s
8	Will Clarke/Garry Preston	Ford Escort RS	74m33s
9	Gordon Currie/Alan Causey	Lancia Delta	74m41s
10	Jon Ballinger/Simon Gronow	Opel Manta	74m56s

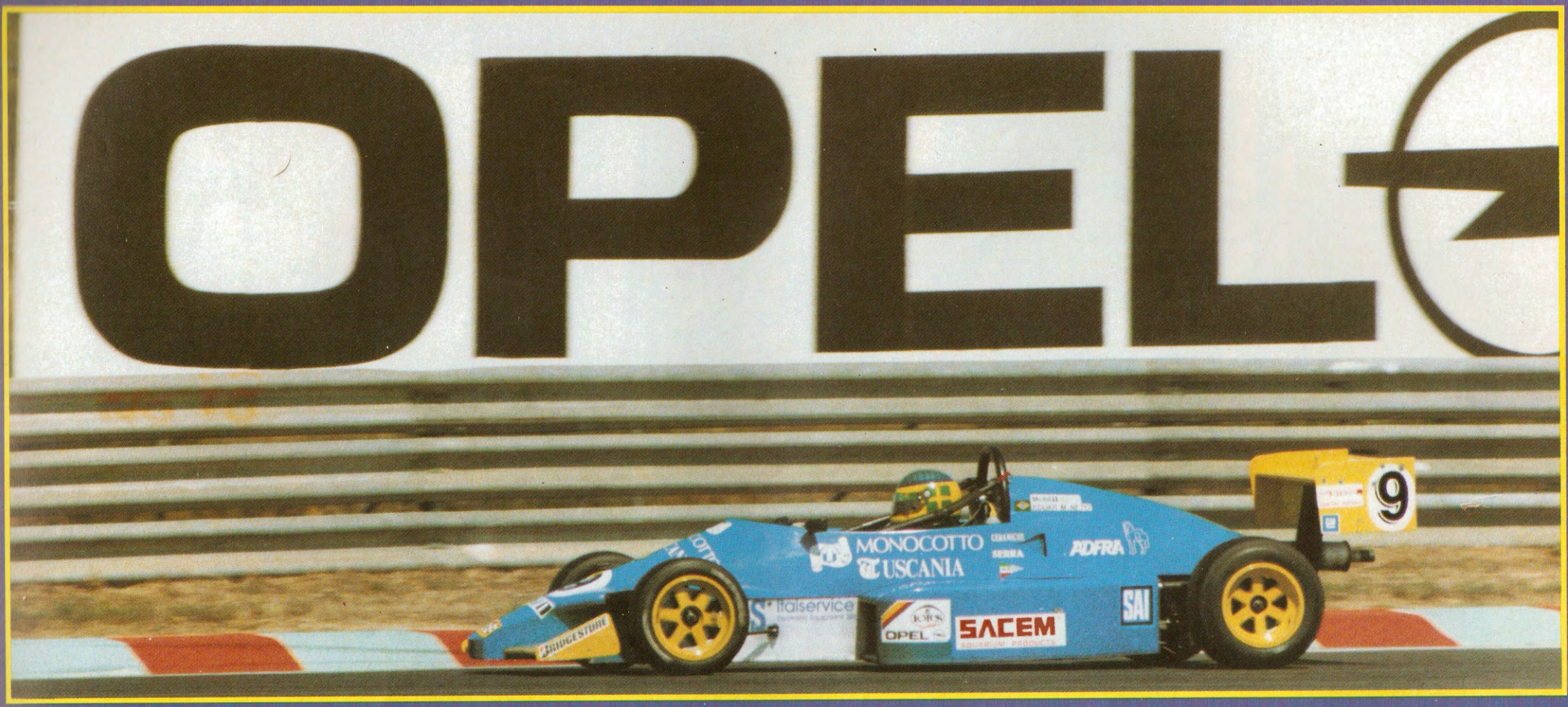
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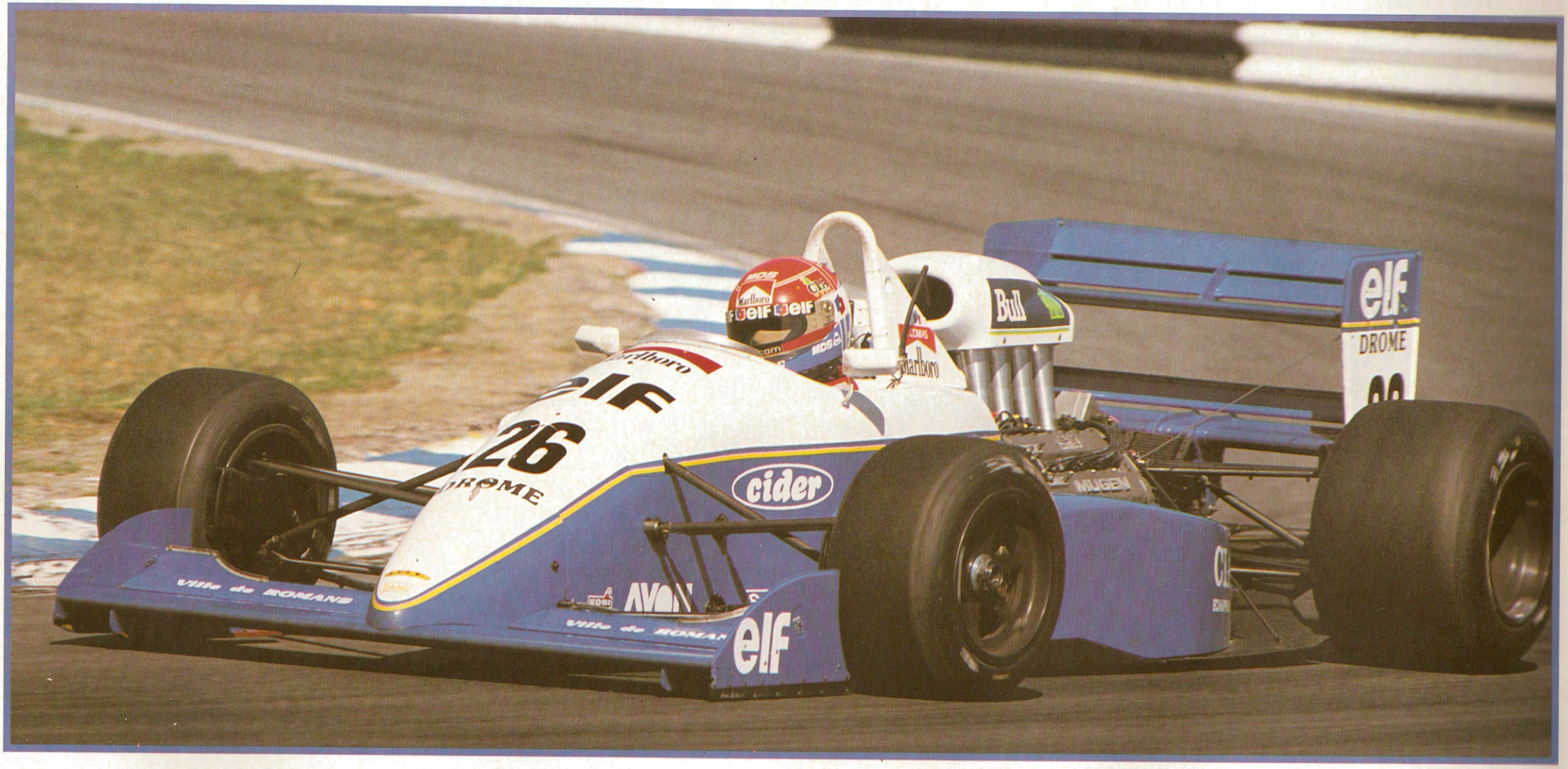
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Suppliers of Magnesium Castings to Lola Cars in support of their outstanding success

By MIKE McCARTHY



Left: The new Renault 21 Quadra is available with or without turbo and produces 140 to 175bhp respectively. The engine mounted fore-and-aft makes for a simple drive-line. Torque split is 65% front, 35% rear. Below: The hatchback version of the 21 adds variety to the range.

Quadra force

No self-respecting manufacturer today is without four-wheel-drive versions of standard models, and Renault is the latest to jump on the bandwagon with the 21 Quadras. The TXI uses the new 12-valve, 140bhp engine, and is available with four-door or hatchback bodies, while the 175bhp Turbo is only available as a four-door saloon.

The 4WD layout follows that introduced on the Espace Quadra. The fact that the 21's engine is mounted fore-and-aft, in front of the gearbox, means that an Audi-like set-up can be easily adopted – there are no awkward right-angle turns in the drive-line as required by transverse engines.

Thus power from the engine is fed into the gearbox primary shaft and then to a hollow output shaft. The tail end of this secondary shaft becomes the ring gear of an epicyclic gear system. The planet gears are attached to a third shaft, within the hollow secondary shaft, driving forward to the front wheels, while the sun gears feed a viscous coupling and thence the propshaft and rear axle. Torque split is 65% front, 35% rear. All Quadras use the uprated Turbo gearbox as standard.

Unlike the Espace, the 21 Quadra's propshaft is a two-piece steel item, the Espace's woven carbon-fibre shaft being unable to cope with the extra torque of the Quadra Turbo's engine.

The rear suspension is via semi-trailing arms and coil springs. The rear diff' is pneumatically lockable in first and reverse gears for really slippery conditions. Other mods from standard include a specific floorpan to accommodate the propshaft, which has meant a relocation of the (plastic) petrol tank to the boot floor with a slight loss of boot capacity, and a Teves ABS braking system to control the four disc brakes. Overall weight increases are 130kg on the Turbo and 165kg on the TXI.

To test the new Quadras, Renault flew the world's press out to the Yemen, and the answer to the question 'why?' is 'why not?' The Yemen is very much a third-world country, and the roads reflect this: some are pretty dreadful, while others – built by the major powers – are splendid, which meant there was a spread of surfaces to test on.

It is also pretty mountainous, and the first day's driving encompassed considerable up and down stuff on a tarmac, but busy and indifferent, road. The altitude, however, means a 25% loss of power, so any overtaking requires bags of revs in the non-turbo cars. That was reasonably acceptable, since it happens to everyone, but hair-pins showed a fairly large gap between second and third: it was either valve bounce or fall off the cam.



The gearchange itself is not one of the best around either. The 12-valve engine is neither outstandingly good nor dreadful: it's acceptably smooth and refined, except when you approach the red line. As with many high-revving multi-valve engines, torque at the bottom end is not its strong suit either.

The run on the second day incorporated more mountains plus a superb, smooth, fast, new road leading out into the desert. In the hills the second-third gap was even more pronounced, and it also showed that with its 58% front/42% rear weight bias, plus that torque split, the 21 Quadra behaves very much like its 2WD sisters, with understeer predominating: not as strong, perhaps, and with less reaction to power on/power off situations.

Once on the flat, in conditions as near as you can get to a motorway, the Quadra proved to be stable, quick and quiet. It really only came into its own, though, on a shortish piece of track carved from the dust of the desert: there was no fuss or bother, the power flow to all four wheels simply allowing you to drive as if on a normal but rather lumpy road.

Some of the criticisms of the TXI may have been answered by the Turbo version, but it seems it disliked the Yemen dust and all were withdrawn before we could drive them. ■

REPORT: ANDY HALLBERY & NICK PHILLIPS – PHOTOGRAPHY: JEFF BLOXHAM

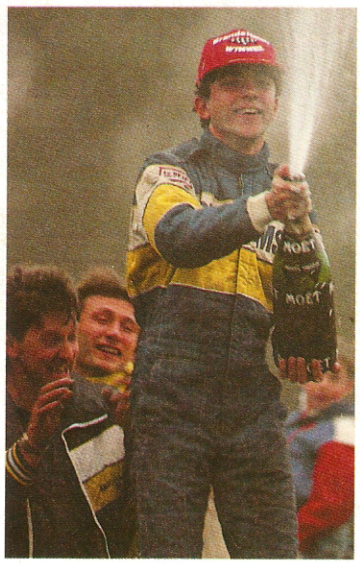
Spin to win!

This was a remarkable Formula Ford Festival. Any one of six drivers could have won. Niko Palhares survived a spin to win; Michael Vergers a trip through the gravel to finish second, and future superstar David Coulthard came home third. But it could have been Jonathan McGall, Bernard Dolan or Dave Coyne. It was Formula Ford at its best.



HEATS

It was a question of being in the right place at the right time



Practice on Friday started damp and gradually dried out, turning into a warm bright autumn day. Saturday, heat day, started in much the same way, but after the drying out, the rain returned to be joined by some awning-ripping winds.

Dutch champion Marcel Albers took pole for Heat 1 with 59.14s in his Van Amersfoot Racing Van Diemen. He was joined by the first of Jonathan Lewis's runners, French revelation Eric Angelvy on 59.64s. It was a question of being in the right place at the right time as the track dried and several felt that they'd been caught out on the wrong settings.

It was Albers who made the best start and led into Paddock from Andy Stapley, Mark Cole, Gareth Rees and West German star Michael Krumm. Angelvy got a dreadful start, he completed the first lap in seventh spot.

The first casualty came at Druids on lap 2, when Michael Krumm found himself forced wide, onto the wet stuff, and slid into the sand and retired. The next to go was another fancied runner, French champion William David, who was disputing third with Gareth Rees, after a strong aggressive start. He failed to take Paddock, ending heavily in the tyres.

The top three, Albers, Stapley and Rees were now well established although strung out, while Cole had fallen to fifth behind the recovering Angelvy. Meanwhile Gianpiero Simoni and Enrique Barcellos had got past Cole. Mark Albon tried to push him back one further into Paddock on the final tour; both spun. Cole recovered to finish 10th, Albon did not. Angelvy set fastest lap by more than a second.

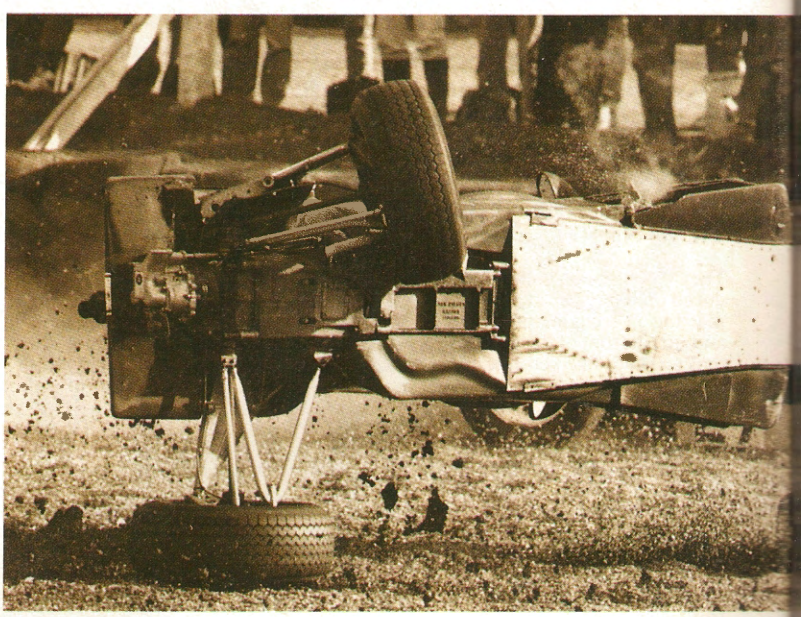
Qualifying for Heat 2 was a bit drier as was the race. Jordi Gené set the pole time on 55.78s in the Minister Van Diemen from top Finn Pekka Herva's Reynard on 56.30s. For the race much of the circuit was dry, though there was still a substantial stream on the entry to McLaren.

Gené led into Paddock from Herva and Goodwin. Chris snatched second on the inside at Druids, but only held it as far as McLaren on lap 2 when he spun, dropping to 13th. At the end of lap 3 Gené led comfortably from Herva, Belgian champion Micke van Hool, Mark Woolford, Swede Hans Simonsson, German Thomas Woehrle, Graham Fennymore and the recovering Goodwin. On lap 5 Simonsson went off at McLaren, and the following lap Goodwin took one risk too many at Paddock and rotated with Woehrle. Thomas resumed 11th, but Goodwin didn't – the Champion of Brands's Festival was over. The remaining laps unfolded without further drama and the top six finished well spaced in the order: Gené, Herva, Van Hool, Woolford, Fennymore, Len Bull and Woehrle.

Practice for Heat 3 was almost dry at the end and it brought out the first of the fancied runners in the shape of Michael Vergers and David Coulthard. The Dutchman took pole from the Scot and the top five were covered by 0.4 second. This was more like it.

The race was again almost dry, but there were still a few damp patches. Coulthard got to Paddock first from Vergers, Vivion Daly and Frenchman Jan Christophe Bouillon. Alan McGarrity had deposed Bouillon by the end of the lap and next time round the Frenchman dropped it at McLaren, rejoining well back.

At the front we had a real race with Coulthard and Vergers followed closely by Daly and McGarrity. On lap 3 Vergers grabbed the lead at McLaren, but Coulthard retook it at Druids next time. Meanwhile Daly and McGarrity were falling away very slightly as they disputed third. Vergers was quicker at McLaren and into Clearways but the young Scot fended him off until the final lap when a brief hesitation behind a back marker at Paddock gave Vergers the opening he required.



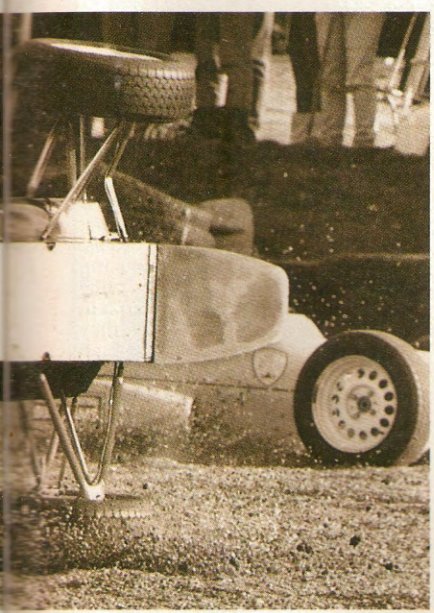
The first significant battle had gone to John Village's Dutch charge. Daly just got the better of McGarrity, Karl Frahm took fifth and John Mowlem sixth, after his rival for the place, Colin Lees ended his Festival in the Clearways bank on lap 7.

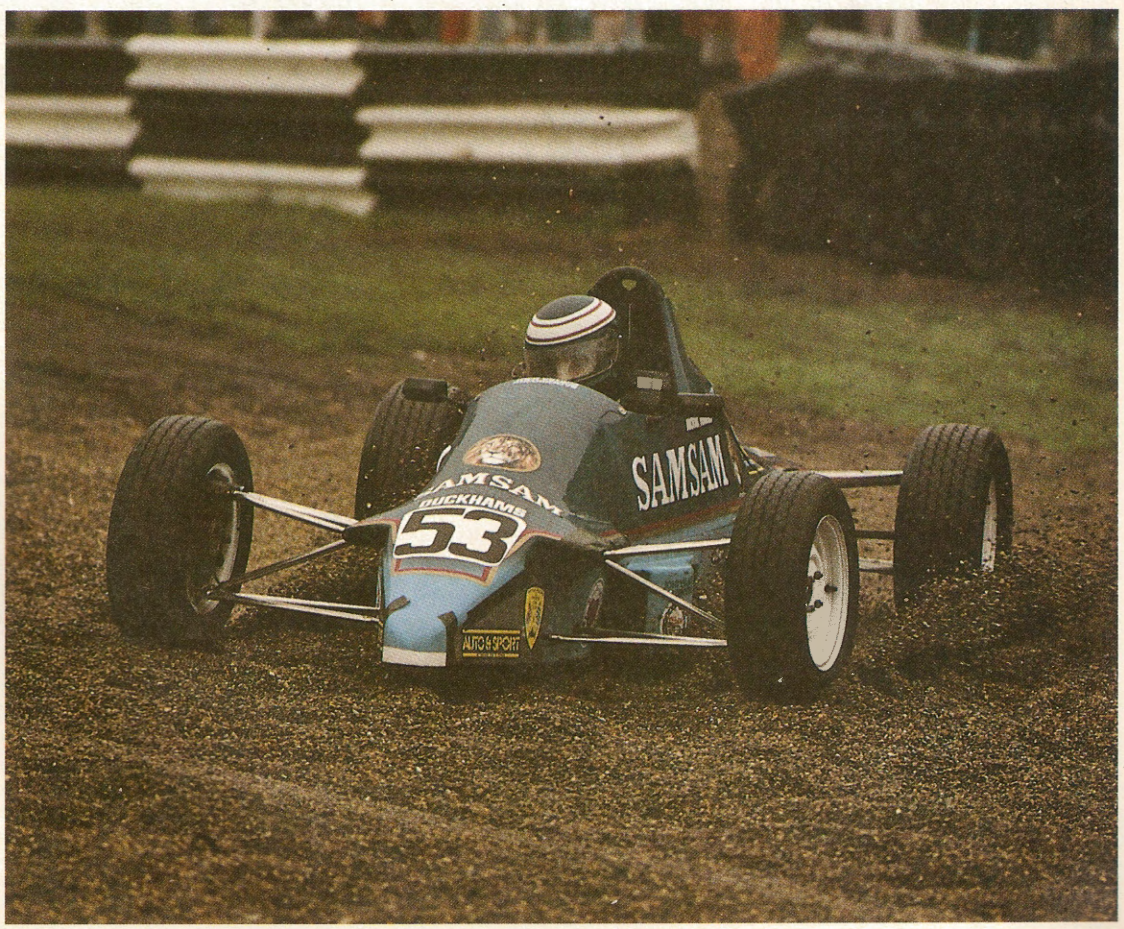
Heat 4 was another strong one, Niko Palhares set pole with 48.49s from Fritz Kreutzpointner, Kelvin Burt and Warren Hughes. Frenchman Patrick Lemarie set sixth fastest time but was banished to the tail of the grid for contravening the yellow flag rules. He was joined by pre '85 champion Andy Colson, whose 12th fastest Ray 84F was found to be underweight.

Palhares led away from Krentzpointner, Nicky Hart and the slow starting Hughes. At Druids we lost Chris Pullman's Quest and Franck Thouvenel in one of the two Orion FF87s. On lap 2 Hughes bravely outbraked Hart into Paddock as Palhares and Kreutzpointner started to edge



Far left: Niko Palhares celebrates with mechanic Malcolm 'Puddy' Pullen and last year's winner Vincenzo Sospiri. Left: Rain intervened for the Duckhams Formula Ford Festival Grand Final. Dave Coyne (122) was one of three drivers to lead in the final, but here the Swift driver is pressured by eventual winner Palhares (95) and Scottish sensation David Coulthard (51). Jordi Gene follows. Below: Michael Vergers tripped into the gravel on lap 1, dropping almost to the back. Within 20 laps, he was fighting for the lead after a fantastic drive. Bottom left: Len Greeney and Pat Duffy exit the Quarter Finals. This year's Festival was one of the cleanest on record, with only one race stoppage.





away. On lap 4 a brief shower crossed the circuit and Fritz went straight on at Surtees, coming back onto the track still in second.

Next time around Hughes moved ahead of Burt into third, while Hart was falling back. Hughes was really charging, attacking the German's Walter Lechner Van Diemen into Druids. He finally took second going round the outside of Fritz at the hairpin on lap 6 before setting out after Palhares. Niko won it and was fol- ▶

►►

lowed across the line within 0.5 second by both Hughes and Fritz Krentzpointner. Burt, Fionn Murray and Scot Colin Harper completed the top six. Both Lemarie and Colson made it into the top 10.

For Heat 5 Dave Coyne, Neil Cunningham and Rick Morris were all in the 48s, while fourth fastest man Adrian Fernandez was among those

All of the heavily fancied front runners made it through the heats unscathed

sent to the back of the grid. His crime was contravening the yellow flag rules. Coyne and Cunnningham were side by side up to Paddock but the Texaco Swift emerged ahead.

Gavin Wills was initially third from Rick Morris, although the Fulmar Reynard was ahead of the Combe champion by the end of the lap. Coyne looked comfortable in the lead until Morris passed Cunningham at Paddock on lap 3 and quickly moved up onto his tail. The two veterans probed and tested but the powder would stay dry for later. Cunningham came in a comfortable third, but swapped places with Morris when Rick was penalised 10 seconds for a jump start.

An entertaining midfield scrap left fourth to ninth covered by 1.76 seconds at the flag. Gavin Wills leading Dennis McGall, the charging Fernandez, Franc Ten Wolde, Adrian Coles and Roger Morback.

Bobby Verdon-Roe put his Swift on pole for Heat 6. He was joined in the 48s by the Van Diemens of David Button and Tim Sugden, however Tim's Cirrus-run car was sent to the back of the grid with the throttle pedal fractionally too far forward. He was joined in the sin bin by seventh and 10th fastest men Andrew McAuley and Franck Guibbert.

As the cars set out on the warming up lap, the heavens opened. Verdon-Roe got too much wheelspin and was beaten into Paddock by Button, the Swift counter attacked into Druids and took the lead. Chris Hall pushed the comeback man down another place out of Clearways and started to harry the leader. Verdon-Roe defended stoutly, Hall looking quicker between Druids and Clearways, but was unable to pass.

Button was comfortable in third but Alvaro de Arenzana soon came under pressure from Borre Skiaker, Andrew McAuley, and Victor O'Farrill. The drama was left to the last lap. First O'Farrill took de Arenzana at Paddock. This pair then ran wide at Druids, skeetering on the edge of the sand pit, allowing McAuley (from the back of the grid) into fourth.

More was to come as Hall bravely ran down inside Verdon-Roe into Surtees, Bobby sensibly gave him just enough room, before fighting back into Clearways. It was the Jamun which took the flag. Button was third from McAuley, de Arenzana and O'Farrill. Sugden struggled up to 11th and Guibbert to 12th.

Among those lost in the wet were Rick Shortle, who spun the Getem at Graham Hill and the man who collected him, Tyrolian Hannes Lintner.

Bernard Dolan pulled a 48.47s out of a fraught practice session to take pole for Heat 7. He got sideways at Clearways on his first lap and once onto the wet grass accelerated into the tyres. He struggled to the pits with the NS rear askew. Things were kicked and cajoled more or less straight, Bernard put in the time and then the abused corner broke without causing further drama. Carlos Eduardo da Rosa joined him on the front row.

The race took place after lunch and the outside of the grid had dried off, but the pole side definitely got a raw deal. Da Rosa crept at the light and duly received a 10 seconds penalty, while immediately behind him Aussie Mark Larkham made an absolute scorcher to lead at Paddock, from Victor Lopez, da Rosa and Dolan. At the tail Jim Warren, Alan Cooper and Trevor Welsh all buried themselves in the Paddock tyre wall.

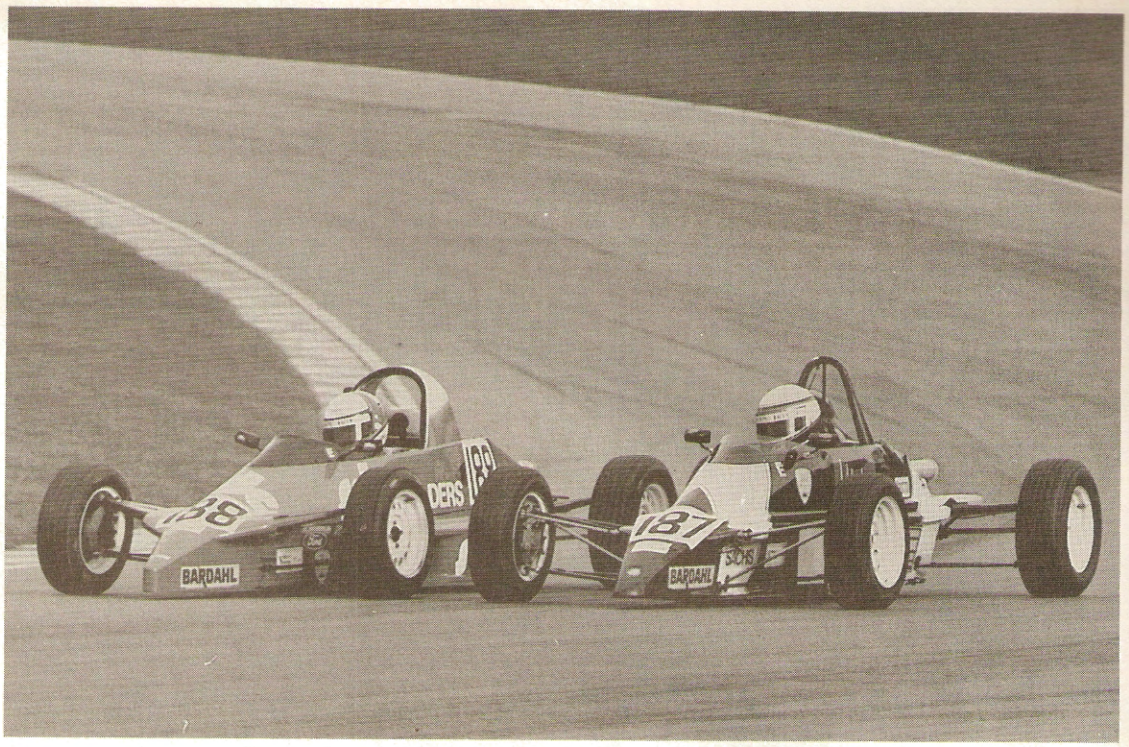
Dolan was soon up to third and when Larkham got very sideways on the exit to Graham Hill he took Lopez into Surtees, Larkham into Clearways and pulled away to win by 5 seconds. Larkham dropped behind da Rosa and into the clutches of Marc Goossens. On lap 7 Goossens and Larkham clashed at Druids and both dropped behind Louis di Resta.

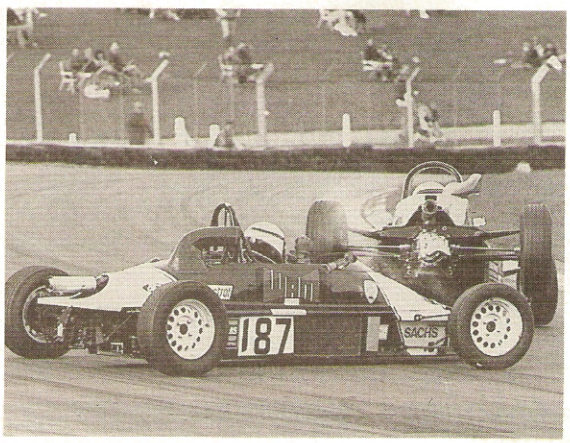
Goossens almost caught di Resta again on the line for third, setting fastest lap on that last tour. Da Rosa's 10 seconds penalty turned third on the road into fifth and Larkham struggled into sixth with deranged rear suspension. Franck Lagorce hussled the second Orion past Hubert Stromberger's Van Diemen to grab seventh on the last lap.

Qualifying for Heat 8 saw Gil de Ferran, Jonathan McGall and Scott Lakin all in the 48s.

On the warm-up lap more rain fell and at the green light McGall got away first from Lakin, de Ferran, Jonathan Moore and Frank Bradley. Fran Reilly soon found a way past Bradley and when Moore went wide at Druids on lap 2 he moved up to fourth.

At the front Lakin often got close to McGall but the order remained the same to the flag. Meanwhile Moore was trying to get back past Reilly. On lap 8, he got alongside at Surtees they locked wheels and both spun off, Reilly continued back in seventh, but a broken steering arm spelt the end for Moore after a good performance. Scandinavian champion Marko Mankonen had made it past Bradley into fourth. The fish merchant and Swift boss took fifth from Evan Kersbergen.





Above: Gil de Ferran is given minimal room at Clearways by Jonathan McGall while fighting for the lead on the last lap of the Quarter Finals. The pair touched and spun, McGall eventually finishing third, de Ferran out of the event in 18th.

QUARTER FINALS

There were battles galore as drivers fought to stay in the 'qualifying zone'

Sunday morning dawned bright and clear, and a fine day's racing seemed in prospect despite the forecasts. Events began with a Formula First encounter which had to be stopped twice, the second incident requiring major surgery to the startline barriers. Thus, we were already one hour behind schedule, and it was announced that racing would continue through the planned lunchbreak. There would be no peace for the wicked.

An all-Dutch front row sat waiting on the grid for the TL Clowes Quarter Final 1, Vergers and Albers, while Coulthard and Stapley hung around on the second row. At the lights, Stapley was far from hanging around, almost taking the lead. Albers was not so well off, slow away from the outside of the front row. So, at the end of lap 1, Vergers was leading from Stapley and Coulthard. Albers lay in fourth place, from Daly, Rees, McGarrity and Frahm.

Coulthard moved by Stapley's Ray on lap 3 at Surtees, and began to make an impression on the leader. The next lap saw the third red flag of the day. Two cars had gone off at Clearways, Pollock and Kelly and there were five other wrecks to clear up, including John Oxborrow. Twenty minutes later they came under starter's orders once again.

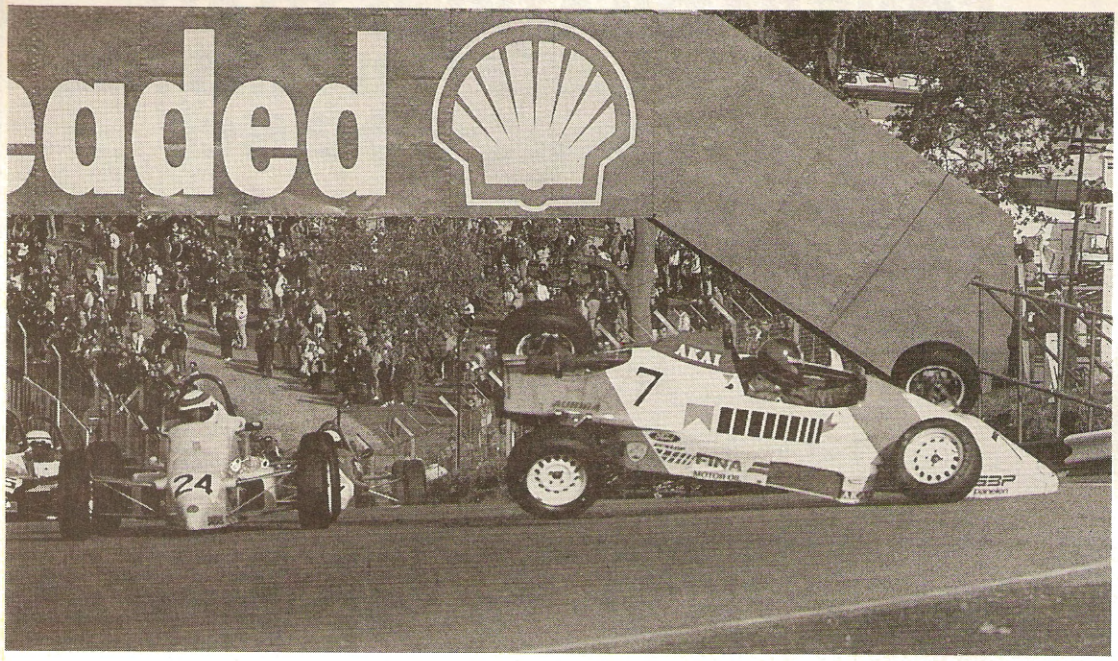
Vergers again made the best getaway, chased by Coulthard, Albers, Stapley, Daly, McGarrity, Rees, Frahm and Simoni. These nine ran together. Stapley and Albers' fine weekends came to an end on lap 6 in the Druids gravel bed, where they were joined a lap later by Frahm and Simoni, although the Italian managed to resume in that important 13th place 'cut-off spot'.

A small mistake from Vergers on lap 9 was all that Coulthard needed, and the Scot was by, into a lead he kept to the flag. The Dutchman was mildly disappointed, but still in high spirits. Daly took third from McGarrity, Rees, Mowlem, Simoni (crossing the line 12th but bumped up the order on aggregate) Barcellos, Parsons and Bouillon.

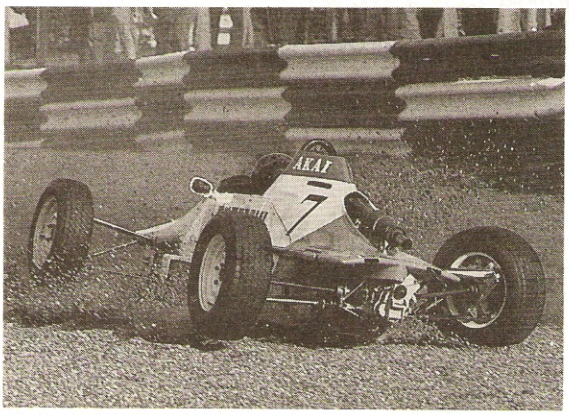
Frenchman Eric Angelvy would have been eighth but was disqualified for 'misbehaviour', probably resulting from a manoeuvre that saw Barcellos travel the length of the start straight on the grass.

The grid for the Universal Salvage Quarter Final 2 looked on paper to be the strongest, with Gené and Palhares occupying the front rank, dark horse Herva and the spirited Hughes on row 2. Gené got the drop, with Palhares tucking in neatly behind.

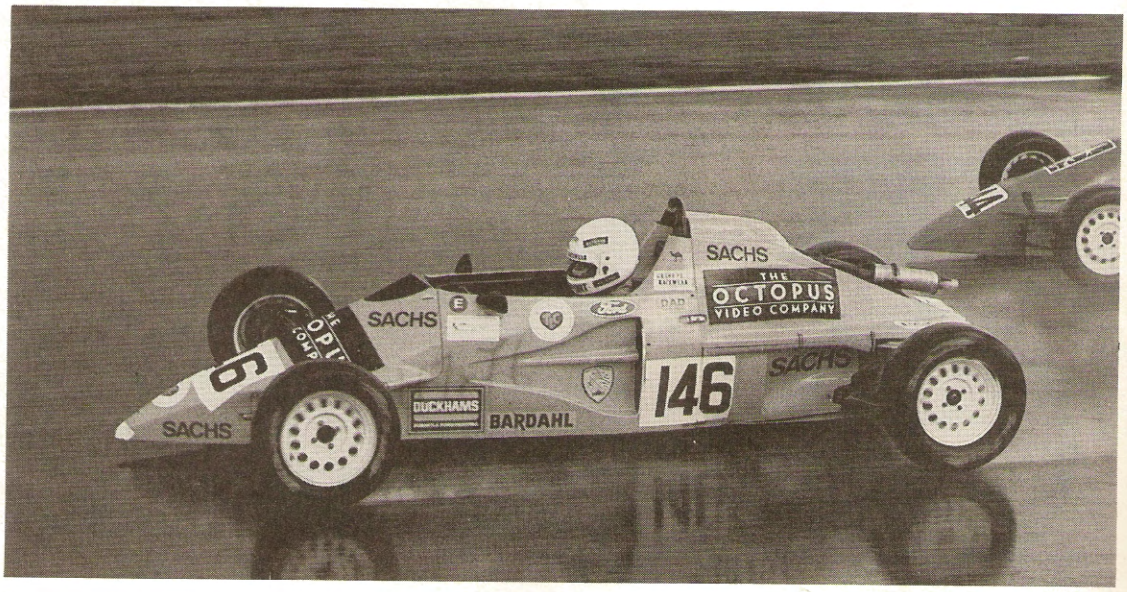
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Above and left: Dutchman Marcel Albers was surprisingly quick. In his first year of racing, he won his heat, but tangled with Andy Stapley in the Quarter Final. Below: Bobby Verdon-Roe showed promise, but mechanical failure ended his challenge.



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Things quickly settled down, with Hughes passing Herva into Druids on the second lap, and Palhares taking the lead from Gené along the start straight next time round. Jordi stayed on the Brazilian's tail, once or twice having a look at the way by into Paddock and along Cooper Straight.

Herva returned Hughes's gesture on lap 4 by retaking third. Burt tried to go by as well, but clipped the rear of the Sonic Van Diemen, all but losing his nose cone. A frantic five car dice for fifth place between Hughes, Burt, Murray and Germans Kreutzpointner and Müller held the attention, but Burt's run began to go sour when his engine lost power at the top end and he began to slip back. Murray, too, was to be out of luck, dropping back to 14th when a plug lead fell off with just two laps to go.

So Palhares took the chequer, a scant four hundredths ahead of Gené. Herva's third kept the Finn right there in the frame, while Hughes's superb weekend continued unabated. Kreutzpointner and Müller took fifth and sixth from Burt, Hart, Fennymore and Lamaire.

If the battle for the lead had been close, the crowd looked forward with anticipation to the Transcity Exhibition Quarter Final 3. There on the front row sat Bernard Dolan, many peoples' favourite for overall honours, and Dave Coyne. Waiting to pick up the pieces were Neil Cunningham, Victor Lopez, Morris and di Resta. Also worth watching was Fernandez back in 11th spot, still intent on making up places.

Lopez distinguished himself by spinning at Graham Hill Bend on the warm up lap(!) while Coyne was best away, and immediately pulled left to take the proper line for Paddock. Dolan, now with no option, followed the Swift. Cunningham, Lopez, and di Resta also remained in grid order.

Out of Clearways, Dolan was ideally placed for a run down the start straight at Coyne, and jinked left. Coyne, on the inside, also went left, Swift and Reynard making sharp contact. They both held on, and Dolan began to plan his next move.

It came a lap later. Again down the straight, Bernard was able to get alongside, but the pair left little space for each other. It was real wheel-to-wheel stuff. Approaching Paddock, Dolan remained on the outside. He was fast running out of space though, as both cars drifted uphill. "I just couldn't turn in," said Coyne afterwards. "It was as if there was no grip at the front." Dolan, who couldn't turn in until Coyne did, seemed to be heading for the gravel. The Reynard had two wheels in, but the Irishman managed to stay out of harm, and rejoined the circuit, albeit behind Cunningham and Morris.

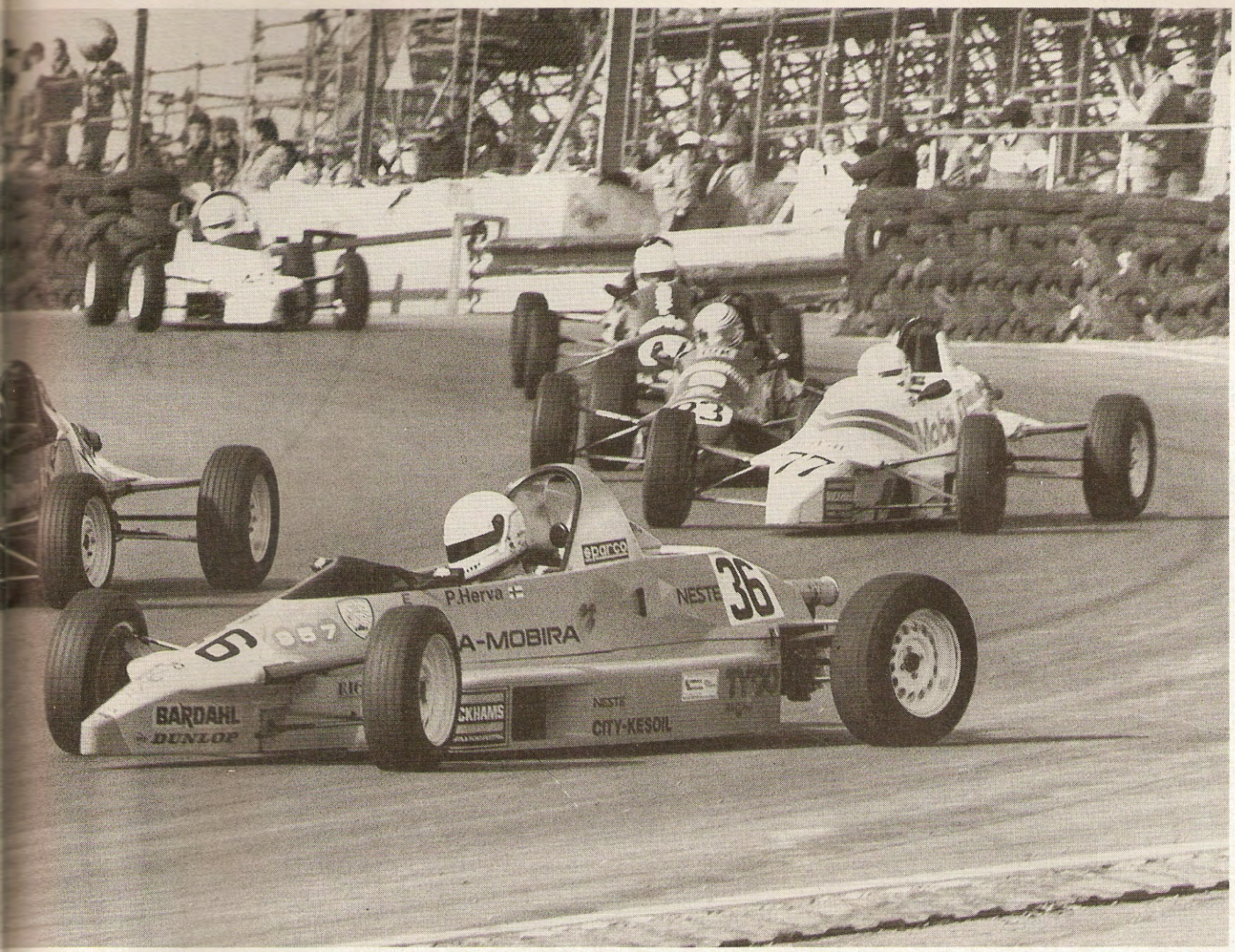
Di Resta held fifth from Wills, Goossens, Dennis McGall and Fernandez, but all eyes were on the leading four. Dolan was really charged up now, passing Morris at Druids on lap 3, and Cunningham two corners later. Now back in second, Dolan planned his strategy. "The wind was really strong, so I figured I would 'shelter' behind Dave, and get a tow. The plan worked, and on lap 6, he breezed by Coyne into Surtees. It was this lap that toppled Rick Morris's year-long lap record, Bernard's 48.04 shaving five hundredths off.

Already we had lost a couple of the top runners; Lopez, spun off properly at Surtees, and Wills pulled off after six laps.

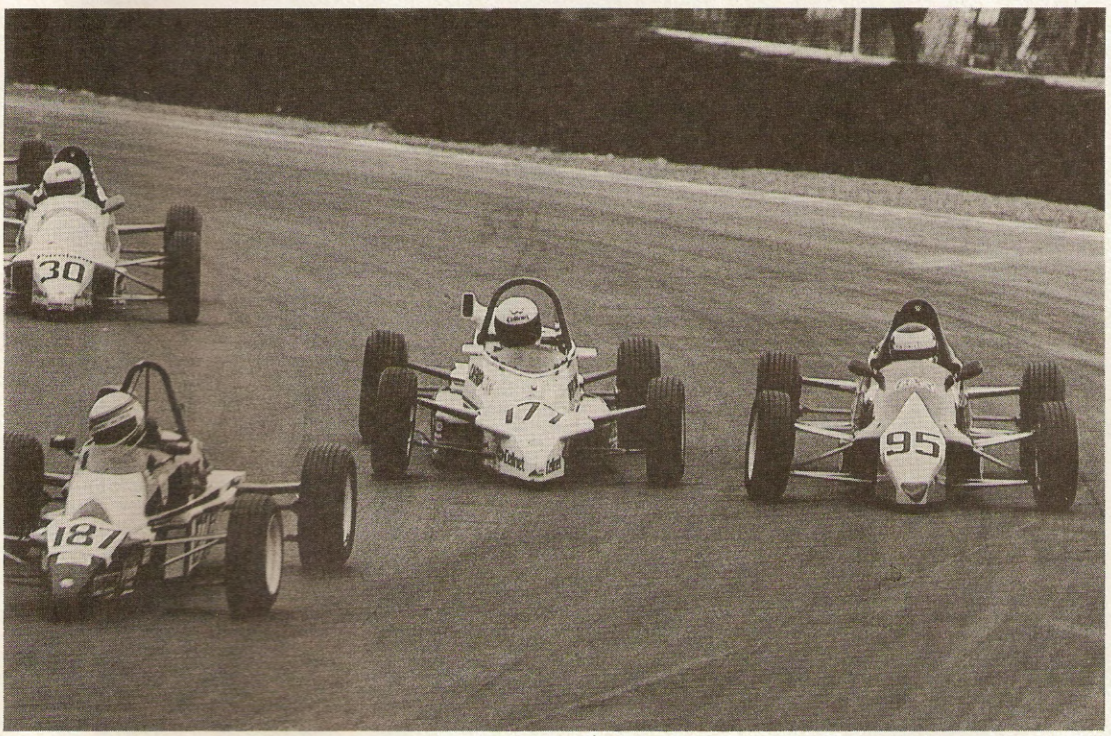
Fernandez's car had not felt right, and his hopes of finishing in the top three seemed long gone. Not so. On lap 8 he got da Rosa, McGall and Goossens, and di Resta on lap 10. Fifth place kept the Mexican in with a shout.

Dolan received the news of the new lap record with the vigour you would expect from a man who had just made himself prime candidate to walk off with John Webb's £2000 plus for the new record owner. "It's good to break the record, but I feel there could be more to come."

And so to the final Quarter Final, courtesy of Grand Prix Racewear. McGall Jr sat on pole, alongside Hall, with Lakin, Verdon-Roe, de Ferran and Button behind. Jonathan cut a nervous figure in the paddock, admitting to unusually not sleeping on Saturday night. "This is my last Formula Ford event, and I want to do well." De Ferran, sitting on the third row was keen to make up places, but was just as keen to finish the race.



Left: Pekka Harva (36), Warren Hughes (91) and Kelvin Burt (77) were all impressive in making the Final. Herva was eventually black-flagged for using the old circuit at Paddock once too often. Hughes was another to spin in the Final, but still finished 10th, and Burt recovered from earlier engine problems to finish eighth. Below left: Scott Lakin (177) was another youngster to mix it with the front-runners, and was holding second place in the Semi-Final before brushing with Palhares (95).



McGall made a blinding start, well clear by the time they reached Paddock. Lakin held a good second, from Button, Hall, Verdon-Roe, de Ferran.

There were big changes on lap 2, as Verdon-Roe approached Paddock, only to have the ignition pack fail, and the engine die. As he coasted round the corner there were some anxious moments, de Ferran benefiting most to pass Hall and Button to complete the lap in third. The order remained the same until lap 7, when Gil executed a fine manoeuvre on Scott, passing him on the outside into Paddock.

While the rest of the field strung out, de Ferran closed on the leader having set a lap four tenths quicker than anyone else in the heat would manage. Gil was flying. McGall had been unable to get too far ahead, and with two laps to go the pressure was on. The Irishman resisted the Brazilian until the final corner, where de Ferran dived up the inside. They rounded the corner side-by-side, and we seemed set for a grandstand finish. Then came a tell tale wisp of tyre smoke, and then both were spinning.

"I was inside, no problem," remarked a disappointed Gil afterwards, "but he leaned on me, when I tried to put the power down, the back came out, we touched, and off I went. Just another three inches space and we would have been OK." McGall seemed unaffected by the whole affair, having crossed the line in third place. "His move was like the one Sospiri did on Higgins in the final last year. I saw his wheels, but gave him no room. I think I should still be all right from the third row."

Lakin then gratefully accepted the chequered flag, followed by an equally chuffed Button. McGall claimed third from Hall, Mankonen, de Arenzana, McCauley, Kersbergen, Reilly, and O'Farill. De Ferran finally made it back to the track, and crabbed his way across the line in 17th place, his work done for the weekend.

SEMI FINALS

We had the works Swift and Reynard, and the junior Champion in a Van Diemen. Which was best?

No sooner had everyone drawn their breath from the Quarter Finals, than the cars were back on the grid for the first Semi-Final. The Brands Hatch Leisure Semi Final 1 looked to be the stronger of the two, with favourite Dolan on pole and Coulthard joining him on the front row. The Scotsman was enjoying his Festival, and looking increasingly like an outright winner. ▶

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David had picked up many fans over the weekend.

Into Paddock for the first time, Dolan held on from Coulthard, Coyne, Vergers, Morris and Herva. These six crossed the line in that order, followed by Daly, Cunningham, Fernandez and Rees. Coyne had a run on the outside of Coulthard up to Druids, but to no avail.

This was the race that would provide the best information regarding chassis. We had the works Reynard and Swift, and a double junior FF1600 Champion in a Van Diemen. Which was the best?

On lap 5, Dolan broke his own lap record. It was an incredible time

We lost another of the fancied Reynard runners on lap 2 when Morris pulled off on the hill to Druids with his engine dead.

Dolan seemed to provide the answer to the chassis question almost immediately, pulling out a comfortable margin. On lap 6 he broke his own lap record, stopping the watches at 47.96s, the first sub-48 second lap of the Brands Indy circuit. It was an incredible time, and reinforced his claim to John Webb's 'wager'. If the time remained unbeaten, Bernard would leave Brands with £3300 in his pocket.

Coulthard was now under severe pressure from Coyne. The old against the new. Lap after lap, Coyne sat right on the youngster's tail, trying this way and that, but Coulthard was driving as good a defensive race as you are ever likely to see.

Behind these three, Vergers was having a lonely time in fourth, while Daly defended fifth vigorously from Cunningham, Fernandez, Rees and Mowlem.

So vigorously that Cunningham took to shaking his fist as they passed the start line a couple of times. The matter was settled when the Australian made it through a gap that appeared to be about half the size of his car on the pits straight. It was a brave move.

Into the closing stages, spots of rain began to fall, and Coyne remounted his attack, with attempts at Druids and Surtees. Coulthard was again unflustered, following winner Dolan over the line. Coyne was a little disappointed with third, reckoning on being some 3bhp down on his Scottish rival.



Left: Bernard Dolan was the quickest driver of the weekend. He broke the lap record twice, leaving the new mark at 47.96s – three tenths quicker than anyone else managed during the meeting. As a result of this, Bernard is now £3300 better off. His car was not set up correctly for the wet conditions in the Final, and he struggled along to sixth place.

The first Semi-Final was remarkable in that all but one driver finished, and that retirement was Morris's mechanical one. Who said Formula Ford drivers couldn't be hard and fair?

After such a show, it seemed difficult to believe that we still had the Final to look forward to. With 13 drivers already in, the Dunlop Semi-Final 2 would give us the remaining hopefuls.

Pole position belonged to Palhares, the Brazilian perhaps not showing the extreme speed expected, but nevertheless on pole. Lakin bagged the second spot, from Gene, Button, Herva, McGall and Hughes.

The rain was getting harder, and most drivers took the opportunity to effect changes to set-up on the grid. At the lights, Palhares sat spinning his wheels, and it was Lakin who led into Paddock from Gene and McGall, who had made another brilliant start from the third row.

At the end of the first lap it was Lakin, McGall already ahead of Gene, Palhares, Hughes, a slow starting Button, Herva and Hall.

McGall had had enough of second place by lap 3, and calmly moved into the lead at Druids, proving that the Mondiale in his hands is a tough combination.

The rain began to get harder, and the field split into two groups. There were eight cars in the lead bunch, and an equally hectic seven car group fighting around the cut off point. It was difficult to know where to look.

On lap 8, Palhares tried to go around the outside of Lakin at Paddock. They rounded the corner together, before touching. Scott began a long, slow spin to the inside. He frustratingly ended up facing the traffic, and had to wait before rejoining in 16th. It would have been a sad way to end what was a very strong challenge, but Scott hadn't given up yet.

Palhares meanwhile had dropped behind Gene and Hughes, and found to his dismay that his front suspension was bent. No worries though, and by lap 11, he was back in second, and again closing on McGall. Niko was to run out of laps, crossing the line just under 1 second behind the winner. Gene took third, from Hughes, Herva, Kreutzpointner, Burt, Button, de Arenzana, McCauley and Lakin, who had magnificently fought his way up to 11th. He would start the Final.

On the verge

Michael Vergers undoubtedly produced *the* drive of the Formula Ford Festival, finishing a close second despite a time consuming off on the first lap of the Final.

Dutchman Michael, 20, a former karting champion had been considered no more than an each way bet before the weekend, and his hopes seemed to take a battering on Thursday with an enormous accident in testing. Coming along the start straight, he was confronted by Bob Bailey's spinning Van Diemen, and hit it hard, severely damaging his own Van Diemen. Both Bailey and Vergers were taken to hospital, the former breaking a collar bone, while Michael emerged with nothing worse than bruised legs and a sore neck.

The John Village crew set about a repair, and after a late night, the Samson car was again ready for action.

Drawn against David Coulthard, Vergers was always going to have a tough time, but set pole position and won their first match in the heats. The tables were turned in the Quarter Finals, while he slipped to fourth in the Semi-Final. "My engine was not as strong as the others, so I was having to start from the fourth row," he said. "I began to pray for rain, because it would be the great equaliser. It was my only chance to win."

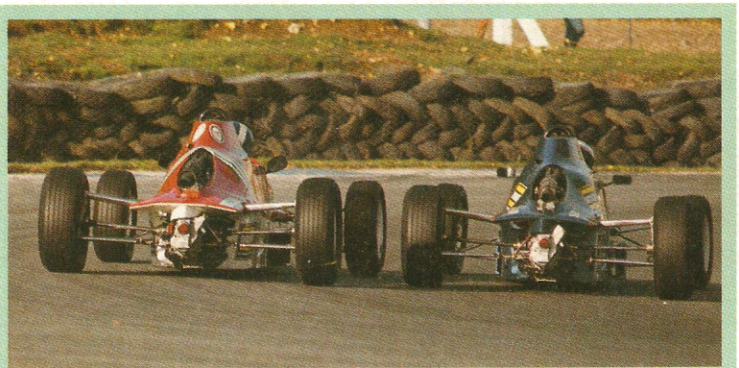
He couldn't have been happier as he left the collecting area in pouring rain. A good start saw him up to fifth by Paddock, but his smile had gone by the next corner. Into Druids, Coulthard moved across. "I locked up, and slid straight into the gravel. I thought that was it, but somehow managed to get out and rejoined in about 16th place. I told myself it was 'do-or-die', and just got on with the job."

His drive was stunning, consistently putting in laps in the 59 second bracket despite overtaking cars left, right and centre. No one else made it under the minute mark.

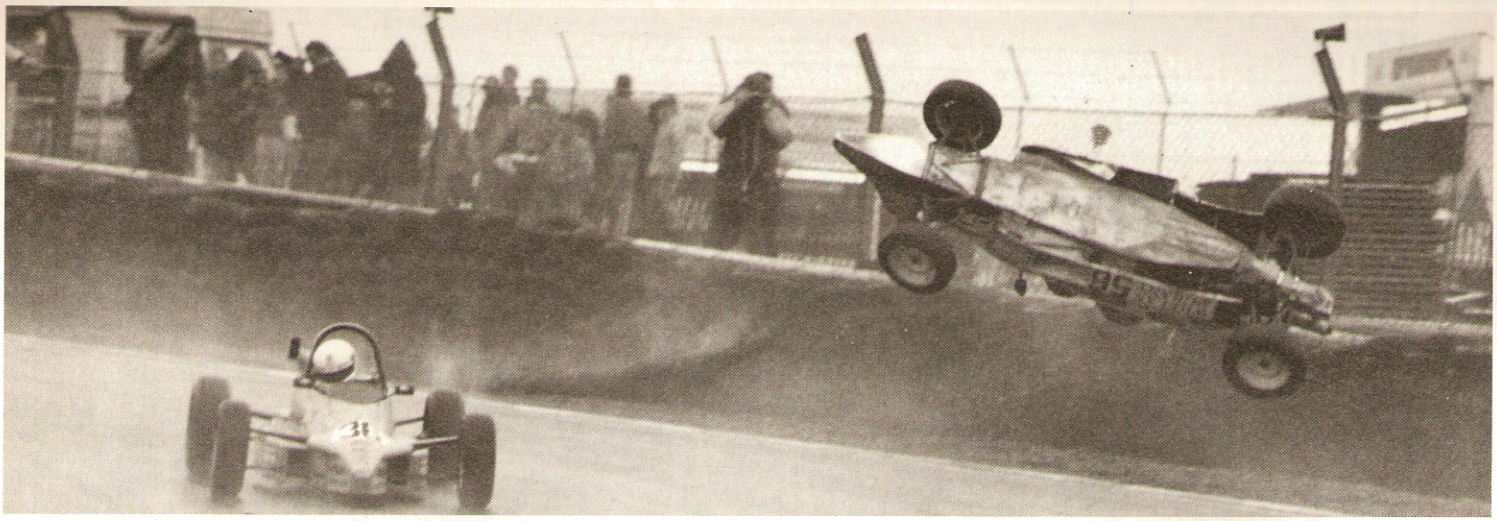
With five laps to go, the chase was on. Only Coulthard and Palhares were ahead and Michael got his head down again. "I nearly lost it through Surtees, and went onto the grass again, but this time it wasn't so bad," he grinned. Druids and Clearways were his favourite overtaking spots, and at Druids on lap 18, he made it by Coulthard. Palhares though, was just out of reach. "One more lap and I'd have had him, but I can't complain with second place."

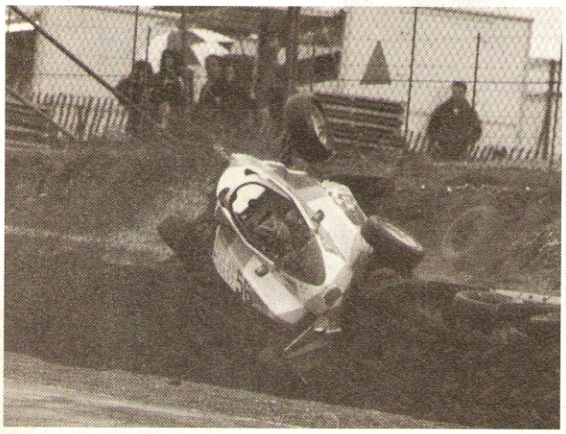
There will undoubtedly be a number of team managers chasing Vergers for next season after his performance at Brands, and the Dutchman is keen to stay in Britain in the senior FF1600 championship. There are rumours that he is being sought for the works Duckhams Van Diemen drive. Wherever he goes, the 20 year old has a good future ahead of him.

ANDY HALLBERY



Drawn with Coulthard, Vergers had competition in all his races.





Vivion Daly departed the Final spectacularly after shunting into Pekka Herva (36). His Reynard rolled twice, before vaulting the tyre barrier, coming to rest without harm to driver or spectators.



GRAND FINAL

PALHARES: "I couldn't believe it. I came to rest facing the right way..."

The weather forecasters were proved right, as the rain began to fall in earnest. The flags were flying on the grid, especially with representatives from both Northern and Southern Ireland filling the front row, and the St Andrew's Cross for Coulthard in third.

Dolan sat quietly on pole in his Reynard, knowing that his best chance had been in dry conditions. McGall, in the Mondiale, didn't mind either way. Coulthard, felt likewise. "Everyone says they like the wet, and I like it as much as anyone else, so..."

With surprisingly few of the favourites falling by the wayside in the qualifying rounds, we seemed set for one of the best Finals in memory. The grid lined up in the order Dolan, McGall, Coulthard, Palhares, Coyne, Gené, Vergers and Hughes, any one of which wouldn't have looked out of place on the rostrum at the end of the day. Fernandez too could cause a surprise, sticking to his remarks made the previous day, "If it's wet then I could win." The Mexican had resolutely made up places after starting his heat from the back, and lined up in 13th for the Final. Definitely one to watch.

Because of the change in conditions, the competitors were given two warm-up laps, and this time it was the turn of Herva and Hall to have spins, but both resumed, and took up their rightful spots for the start.

The rain ceased, but it was a very wet circuit – and crowd – that waited in anticipation of the Grand Final.

At the lights, Dolan made his first mistake of the weekend, bogging right down and watching his rivals fly by. McGall, in contrast, made a peach, chased by Palhares, Coyne, Coulthard, Gené, Dolan and Hughes. Vergers's hopes took a dive when he got caught up with Coulthard and slid into the gravel at Druids. The Dutchman kept the car moving, however, and rejoined in 20th place with gritted teeth. It was the start of a remarkable drive.

Palhares was glued to McGall's tail, and on lap 3 went around the outside of the Irishman into Paddock. In the conditions, this line afforded better traction, and Niko stuck to his guns. Round the corner they went, side by side. Suddenly, both were spinning. Palhares did one complete revolution. "I couldn't believe it. I came to rest facing the right way, thinking 'please go into gear...'. I was counting them past." McGall also came to rest facing uphill, but he was unfortunately on the grass, and his wheels just spun. Sadly, the Irishman's race was over. He had shone throughout his last FF1600 race, and was very disappointed not to have gone the whole way.

But the race went on, with Coyne now in front. Could this be Dave's big chance? He was under extreme pressure from Coulthard, Gené, Palhares, Dolan, Hughes and Fernandez, but no one doubted that if Coyne wanted to keep them behind, he would.

On lap 5, Vivion Daly's weekend came to a spectacular end at Paddock. The Irishman had had de Ferran's engine and gearbox grafted on to his Reynard, but found Gil's rear brakes very much against his personal taste. When he called them into use on lap 5, they locked up, and he slid up and over Herva. The car cartwheeled over the barrier, landing on the bank in front of the spectator area, Vivion popping his belts and calmly getting out.

With Daly's car well out of harm's way, there was no need for yellow flags

BRANDS HATCH — BRSCC

Coloroll Heat 1 (10 laps): 1, Marcel Albers (Van Diemen-Auriga RF89), 8m51.88s, 83.59mph; 2, Andrew Stapley (Ray-Ford 89), 8m53.89s; 3, Gareth Rees (Reynard-Ford FF89), 8m56.04s; 4, Eric Angelve (Van Diemen-Minister RF89), 8m58.05s; 5, Giampiero Simoni (Van Diemen-Minister RF89), 9m00.48s; 6, Henrique Barcellos (Van Diemen-Scholar RF89), 9m01.75s. **Fastest lap:** Angelve, 50m11s, 86.49mph.

Searle Racing Engines Heat 2 (10 laps): 1, Jordi Gené (Van Diemen-Minister RF89), 8m26.69s, 85.54mph; 2, Pekka Herva (Reynard-Minister FF89), 8m28.18s; 3, Mikke van Hool (Van Diemen-Zagk RF89), 8m34.06s; 4, Mark Woolford (Reynard-Scholar), 8m39.61s; 5, Graham Fennymore (Reynard-Auriga FF89), 8m40.59s; 6, Len Bull (Jamun-Scholar M89), 8m41.06s. **Fastest lap:** Gené, 49.62s, 87.35mph.

Brands Hatch Thistle Hotel Heat 3 (10 laps): 1, Michael Vergers (Van Diemen-Scholar-RF89), 8m24.96s, 85.83mph; 2, David Coulthard (Van Diemen-Scholar RF89), 8m25.07s; 3, Vivion Daly (Reynard-Minister FF89), 8m26.77s; 4, Alan McGarrity (Van Diemen-Scholar RF89), 8m27.00s; 5, Karl Frahm (Van Diemen-Scholar RF89), 8m33.85s; 6, John Mowlem (Reynard-Minister FF89), 8m36.02s. **Fastest lap:** Vergers, 49.44s, 87.66mph.

News Shopper Heat 4 (10 laps): 1, Niko Palhares (Van Diemen-Scholar RF89), 8m36.77s, 83.73mph; 2, Warren Hughes (Van Diemen-Scholar RF89), 8m37.93s; 3, Fritz Kreutzpointner (Van Diemen-Minister RF89), 8m38.16s; 4, Kelvin Burt (Van Diemen-Minister RF89), 8m39.36s; 5, Fionn Murray (Reynard-Ivey 89F), 8m39.39s; 6, Colin Harper (Swift-Scholar FB89), 8m40.48s. **Fastest lap:** Kreutzpointner, 49.86s, 86.93mph.

Coloroll Heat 5 (10 laps): 1, Dave Coyne (Swift-Quicksilver FB89), 8m20.03s, 86.68mph; 2, Neil Cunningham (Mondiale-Loynings M89S), 8m24.30s; 3, Rick Morris (Reynard-Auriga 89RF), 8m30.19s; 4, Gavin Wills (Van Diemen-Auriga RF89), 8m31.46s; 5, Dennis McGall (Mondiale-Loynings M89S), 8m32.00s; 6, Adrian Fernandez (Van Diemen-Scholar RF89), 8m32.12s. **Fastest lap:** Morris, 48.78s, 88.85mph.

John Davallou Trophy Heat 6 (10 laps): 1, Chris Hall (Jamun-Connaught M89), 10m39.45s, 67.78mph; 2, Bobby Verdon-Roe (Swift-Minsiter FB89), 10m39.64s; 3, D Button (Van Diemen-Minister), 10m49.91s; 4, Andrew McAuley (Van Diemen-Ford RF88), 10m51.16s; 5, Alvaro de Arenzana (Van Diemen-Minister RF89), 10m53.27s; 6, Victor O'Farrill (Van Diemen-Scholar RF89), 10m53.99s. **Fastest lap:** Verdon-Roe, 1m03.58s, 69.26mph.

Formula Services Heat 7 (10 laps): 1, Bernard Dolan (Reynard-Auriga FF89), 9m47.55s, 73.77mph; 2, Victor Lopez (Van Diemen-Scholar RF89), 9m52.57s; 3, Louis di Resta (Van Diemen-Scholar RF88), 9m58.28s; 4, Marc Goossens (Van Diemen-Zagk RF89), 9m58.45s; 5, Carlos Eduardo da Rosa (Van Diemen-Minister RF89), 10m05.35s; 6, Mark Larkham (Van Diemen-Ford RF89), 10m09.12s. **Fastest lap:** Goossens, 55.91s, 77.52mph.

Fulmar Colour Printers Ltd Heat 8 (10 laps): 1, Jonathan McGall (Mondiale-Loynings M89), 10m19.39s, 69.97mph; 2, Scott Lakin (Reynard-Scholar), 10m21.16s; 3, Gil de Ferran (Reynard-Auriga 89FF), 10m24.48s; 4, Marko Mankonen (Swift-Minister FB88), 10m38.54s; 5, Frank Bradley (Swift-Quicksilver FB89), 10m40.25s; 6, Evan Kersbergen (Van Diemen-Zagk RF89), 10m40.48s. **Fastest lap:** McGall, 1m00.81s, 71.27mph.

T L Clowes & Co Ltd Quarter Final 1 (12 laps): 1, Coulthard, 8m27.62s, 85.38mph; 2, Vergers, 8m28.56s; 3, Daly, 8m32.64s; 4, McGarrity, 8m32.64s; 5, Rees, 8m35.14s; 6, Mowlem, 8m40.48s. **Fastest lap:** Coulthard, 48.90s, 88.63mph.

Universal Salvage Auctions Quarter Final 2 (12 laps): 1, Palhares, 9m53.64s, 87.61mph; 2, Gené, 9m53.68s; 3, Herva, 10m02.87s; 4, Hughes, 10m03.88s; 5, Kreutzpointner, 10m05.49s; 6, Jorg Muller (Mondiale-Auriga M89), 10m08.42s. **Fastest lap:** Gené, 48.42s, 89.51mph.

Transcity Exhibitions Ltd Quarter Final 3 (12 laps): 1, Dolan, 9m52.14s, 87.83mph; 2, Coyne, 9m53.44s; 3, Morris, 8m30.19s; 4, Cunningham, 9m59.89s; 5, Fernandez, 10m06.81s; 6, Di Resta, 10m07.90s. **Fastest lap:** Dolan, 48.04s, 90.22mph.

Grand Prix Racewear Quarter Final 4 (12 laps): 1, Lakin, 9m58.55s, 86.89mph; 2, Button, 10m01.68s; 3, McGall, 10m02.64s; 4, Hall, 10m02.67s; 5, Mankonen, 10m03.04s; 6, De Arenzana, 10m03.10s. **Fastest lap:** De Ferran, 48.49s, 89.38mph.

Brands Hatch Leisure Semi-Final 1 (15 laps): 1, Dolan, 12m10.77s, 88.96mph; 2, Coulthard, 12m16.31s; 3, Coyne, 12m16.39s; 4, Vergers, 12m24.56s; 5, McGarrity, 12m25.56s; 6, Cunningham, 12m26.62s. **Fastest lap:** Dolan, 47.96s, 90.37mph.

Dunlop Semi-Final 2 (15 laps): 1, McGall, 12m38.64s, 85.70mph; 2, Palhares, 12m39.51s; 3, Gené, 12m40.19s; 4, Hughes, 12m40.76s; 5, Herva, 12m48.04s; 6, Kreutzpointner, 12m48.81s. **Fastest lap:** Palhares, 49.04s, 88.38mph.

as the leaders approached, and the racing carried on. The rain had started again, and the conditions worsened. Coulthard began taking some curious, but effective lines through Surtees, going in wide, and getting the power down before chopping across to the inside. This inadvertantly helped Palhares, as Gené was aiming for the gap when Coulthard pulled across. Niko passed the Spaniard on Brabham Straight, and was by Coulthard at Druids. By the end of the lap he was past Coyne and into the lead, with Coulthard following him through.

Coyne was not happy with the weather. "The car was fine when it wasn't raining, but as it got wetter I just couldn't hold on."

One driver relishing the conditions was the remarkable Mr Vergers. Each time he came past, the Samson (or 'Samsam') car was making up places. Up to 12th by lap 3, his progress continued at a prodigious rate, and he was eighth by lap 7, on the tail of the train comprising Coyne, Dolan, Gené and Fernandez. Dolan slipped back on lap 10, while Vergers passed Fernandez, following that with a double manoeuvre on Coyne and Gené at Druids.

So, time to gather breath again. At the completion of lap 15, Palhares led from Coulthard, Vergers, Coyne, Fernandez, Dolan, Hughes, Kreutzpointner, Herva, Button and Cunningham.

The rain was now at its hardest, and the track was very slippery at Surtees. Most of the leading bunch had some form of wobble, Hughes being the only one to rotate. Fernandez's weekend came to a halt in the tyres at Paddock on lap 17, while Herva was black-flagged for excessive use of the old circuit at Paddock.

Two laps to go, and Vergers was pushing Coulthard, slipping through into Clearways. Could he do anything about Palhares? Yes, he could. He closed all the way round the final lap, and was setting himself up for a stab at the lead at the final corner. His plans were hampered by a big moment at Surtees, and the Dutchman was forced to follow Palhares across the line.

Both drivers justifiably punched the air with delight, as also did Coulthard. It was the end of one of the best Finals anyone could recall.

No one gave a thought to the pouring rain, and the crowd greeted the top three with a rousing reception. The champagne flowed for Vergers and Coulthard, while Palhares showed that his deft touch didn't extend to opening magnums, and as he struggled the others drenched him. There were smiles all round, from Niko especially, as he kept saying "I couldn't believe it.



Behind the regulation front runners, there were good showings from visitors Kruetzpointner, Muller and Mankkanen.

Before the Final, everyone was saying I had the best engine, but the rain makes them all equal, and it was all about the driver."

One more lap, and we could possibly have been greeting Michel Vergers as the 'Formula Ford World Champion'. But he was more than delighted with second place. "I had a couple of scary moments coming back, once in particular at Paddock. The car was perfect, and we ran with dry settings. It's a shame I ran out of laps."

Coulthard's amazing season came to an end with a very competent third place in the year's most important Formula Ford race. "I thought I was keeping something in hand, but when I tried to push harder, I couldn't. I'm still very delighted to be on the rostrum."

Gené took fourth, from Coyne who was the first non-Van Diemen driver home. Dolan's sixth place was scant reward for a storming weekend, and there was little doubt that had it remained dry, Bernard would have been higher up the order. But such is the way of the Formula Ford Festival. ■

BRANDS HATCH (GB)

October 28, Duckhams Formula Ford Festival & World Cup Final

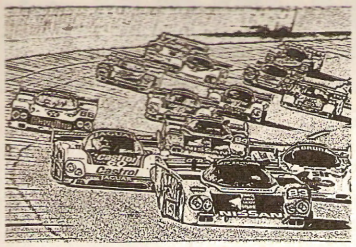
20 laps – 24.08 miles

Pos	Driver	Entrant	Chassis-engine	Result	Best lap	Grid Pos
1	Niko Palhares	Duckhams/Van Diemen	Van Diemen-Scholar RF89	20:27.92	1:00.20	4
2	Michael Vergers	John Village Automotive	Van Diemen-Scholar RF89	20:28.30	0:59.35	7
3	David Coulthard	Eternit	Van Diemen-Scholar RF89	20:29.27	1:00.24	5
4	Jordi Gené	Racing for Spain/Marlboro-Purolator	Van Diemen-Minister RF89	20:31.82	1:00.38	6
5	Dave Coyne	Texaco	Swift-Quicksilver FB89	20:37.94	1:00.86	5
6	Bernard Dolan	Fulmar Racing/Formula Services	Reynard-Auriga FF89	20:40.93	1:00.65	1
7	Fritz Kreutzpointner	Walter Lechner Racing/Formula Services	Van Diemen-Minister RF89	20:43.52	1:00.88	12
8	Kelvin Burt	Jonathan Lewis Racing/Mobil 1	Van Diemen-Minister RF89	20:45.71	1:00.82	14
9	D Button	Jonathan Lewis Racing/Mobil 1	Van Diemen/Minister	20:47.00	1:01.24	16
10	Warren Hughes	Sonic Racing	Van Diemen-Scholar RF89	20:47.14	1:00.49	8
11	Andrew McAuley	Driver	Van Diemen-Ford RF88	20:48.36	1:01.09	20
12	Neil Cunningham	GJ Motorsport/Formula Serivces	Mondiale-Loynings M89S	20:48.81	1:00.41	11
13	Scott Lakin	Amity Racing	Reynard-Scholar FF89	20:49.29	1:00.49	22
14	Giampiero Simoni	Duckhams/Van Diemen	Van Diemen-Minister RF89	21:00.37	1:00.99	17
15	Gareth Rees	Formula Services	Reynard-Ford FF89	21:00.86	1:01.53	19
16	Henrique Barcellos	David Sears Motorsport/Formula Serivces	Van Diemen-Scholar RF89	21:02.27	1:01.56	25
17	Chris Hall	McKinnon & Clarke	Jamun-Connaught M89	21:03.94	1:01.40	28
18	Marc Goossens	Formula Services	Van Diemen-Zagk RF89	21:16.47	1:01.29	27
19	Alvaro de Arenzana	Racing for Spain/Marlboro-Purolator	Van Diemen-Minister RF89	21:18.53	1:02.39	18
20	John Mowlem	Driver	Reynard-Minister FF89	19 laps	1:02.56	21

Winner's average speed: 70.59mph. **Fastest lap:** Vergers, 59m35s, 72.82mph. **World Cup:** 1, Eire, 124pts; 2, Scotland, 119; 3, Brazil, 118; 4, Spain, 115; 5, Holland, 109; 6, England, 91; 7, N Ireland, 82; 8, Finland & West Germany, 68; 10, Australia, 53; etc.

WORLD CUP

1	Eire	124
2	Scotland	119
3	Brazil	118
4	Spain	115
5	Holland	109
6	England	91
7	Northern Ireland	82
8	Finland	68
	West Germany	68
10	Australia	53
11	Mexico	36
12	Italy	25
13	Belgium	16
14	France	11
15	Norway	9
16	Austria	8
17	USA	6
18	Hong Kong	4
19	Poland	1
20	Portugal	0
	Sweden	0



INTERNATIONAL RACES

Five alive

NOGARO, Oct 15: The top three championship finishers from eight European countries came to Nogaro to do battle in the International Renault 5 Turbo Championship.

Representing Britain were of course British Champion, Niki Phillips, David Grimshaw and Jim Edwards Jr.

Racing was fierce with just 2.8 secs blanketing the first six across the line. The overall winner and now Renault 5 Champion of Europe was Dutch driver Frans Vershuur while finishing the top 3 were the French and Italian drivers, Jean Louis Carponcin and Demetrio Spampatti.

The highest placed British driver was Edwards Jr in sixth with Grimshaw back in ninth. Niki Phillips was running in 10th before retiring to the pits.

COLIN KNIGHT

NOGARO (F)

International Renault 5 Turbo Championship

15 laps – 9.315 miles

1, Frans Vershuur, 29m13.44s; 2, Jean Louis Carponcin, 29m14.00s; 3, Demetrio Spampatti, 29m14.29s; 4, Jean-Marc Morizet, 29m15.18s; 5, Mario Silva, 29m15.85s; 6, Jim Edwards Jr, 29m16.26s; 7, José Carlos Macedo, 29m19.43s; 8, Jip Coronel, 29m22.59s; 9, David Grimshaw, 29m22.96s; 10, Charly Hagen, 29m24.82s; etc. **Fastest lap:** Vershuur, 1m55.6s.

Three out of three

FUJI, Oct 22: Geoff Lees took his third successive Japanese Grand Champion title after finishing fourth in the final round at Fuji. Lees' only rival for the championship, Emanuelle Pirro, retired with steering problems following a coming together with Hideki Okada.

The race was dominated by Masanori Sekiya, who initially fended off the attentions of Pirro and Okada before they effectively attended to themselves. With these two out, Takao Wada came through to claim an easy second, in front of Kazuyoshi Hoshino.

NAO MURASE

FUJI (J)

All Japan Champion Series, final round

36 laps – 100.58 miles

1, Masanori Sekiya (March-Mugen 89J), 49m35.225s; 2, Takao Wada (Lola-Mugen T88-50), 49m51.783s; 3, Kazuyoshi Hoshino (Lola-Mugen T89-5), 49m52.211s); 4, Geoff Lees (Reynard-Mugen 89D), 50m17.37s; 5, Kunimitsu Takahashi (Lola-Mugen T88-50), 50m27.603s; 6, Eje Elgh (Lola Mugen T88-5), 35 laps; 7, Tetsuya Oota (Lola-Mugen T87-50), 35; 8, Takashi Yorino (Lola-DFV T88-50), 35; 9, Masatomo Shimizu (Lola-DFV T86-50) 35; 10, Keiji Matsumoto (Lola-Mugen T88-50), 35; etc. **Fastest lap:** Sekiya, 1m21.800s.

Final championship positions: 1, Lees, 32pts; 2, Pirro & Wada, 24; 4, Masanori, 23; 5, Hoshino, 22; 6, Kunimitsu Takahashi, 9; etc.



Cecotto – Touring Car title.

Go Johnny go

IMOLA, Oct 28/29: Johnny Cecotto, with two Class 2 wins in his Schnitzer-prepared BMW M3, clinched the Italian Touring Car title in the final round of the series at Imola. The two heat wins went to Gianni Morbidelli and Giorgio Francia. Italian F3 champion Morbidelli and runner-up Antonio Tamburini, making his touring car debut, shot off from the front row in their Bigazzi BMWs followed by Fabien Giroix in the Schnitzer car. Cecotto and newly-crowned German series winner, Roberto Ravaglia were both down in class A2 to hold off Marco Brand for the overall title. Morbidelli led the heat from start to finish, holding on to a 4sec lead over Giroix who took Tamburini for second on lap 1. The leading Alfa driver Francia spun into the sand on the final lap, while Cecotto with an easy class win scored his first-ever four-wheel title victory. The first six laps of heat 2 were an all-French affair as Giroix immediately took the lead from Morbidelli, who was also passed by Lafitte. Francia was meanwhile storming up the field from 14th on the grid to third when Lafitte bumped his fellow countryman off at the Tosa. Francia saw his chance and dived through to take the lead, which he held to the end for a remarkable victory, despite being hounded by Lafitte. Morbidelli retired with engine trouble while Tamburini finished fourth behind Livio.

JULIAN THOMAS

IMOLA (I)

Italian Touring Car Championship, Final round

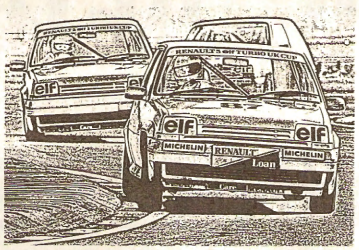
Heat 1 – 12 laps – 37.8 miles

1, Gianni Morbidelli (BMW M3), 23m03.251s, 98.377mph; 2, Fabien Giroix (BMW M3), 23m07.660s; 3, Antonio Tamburini (BMW M3), 23m09.164s; 4, Jacques Lafitte (BMW M3), 23m22.267s; 5, Stefano Livio (Alfa Romeo 75 TE), 23m36.539s; 6, Johnny Cecotto (BMW M3), 23m40.188s; 7, Roberto Ravaglia (BMW M3), 23m40.868s; 8, Luciano Lovato (Alfa 75 TE), 23m45.065s; 9, Federico d'Amore (Alfa 75 TE), 23m57.084s; 10, Luca Maggiorelli (BMW M3), 24m01.430s; etc. **Fastest lap:** Morbidelli, 1m54.428s, 99.102mph.

Heat 2 – 9 laps – 28.35 miles

1, Giorgio Francia (Alfa 75 TE), 17m27.076s, 97.471mph; 2, Lafitte, 17m27.642s; 3, Livio, 17m34.460s; 4, Tamburini, 17m42.497s; 5, D'Amore, 17m46.857s; 6, Cecotto, 17m48.062s; 7, Ravaglia, 17m49.615s; 8, Lovato, 17m53.507s; 9, Marco Brand (BMW M3), 17m57.723s; 10, Daniele Vitale (BMW M3), 18m34.370s. **Fastest lap:** Francia, 1m54.980s, 98.626mph.

Final championship positions: 1, Cecotto, 130pts; 2, Brand, 121.8; 3, Giancarlo Naddeo (Peugeot 205GTI), 109.4; etc.



NATIONAL RACING

TVRs through the gloom

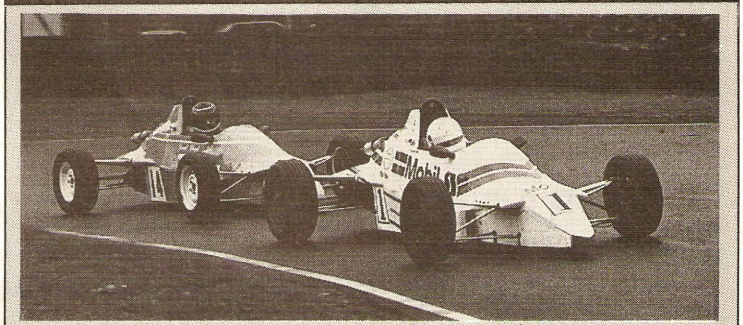
OULTON PARK, Oct 21: After the first ever night-time Formula First counter two weeks ago, it was the turn of the TVR Tuscans this time to attack the gloom.

After a far from sedate warm-up lap, 20 of the Blackpool sportscars were unleashed, with Gerry Marshall (on slicks!) taking the advantage from row two, but Steve Cole's rebuilt car took the lead on the run down to Cascades. Marshall ended the first lap in 10th, obviously on the wrong tyres, with a vicious weave under braking. Behind Cole, poleman Jeff Allam had the advantage over Chris Hodgetts, a fast starting Frank Sytner and the lurid pink car of Richard Cabburn in fifth. Cole spun out of the lead at Cascades, rejoining eighth. Allam inherited the led with Hodgetts looming large behind. Sytner had been delayed with Coles' incident but was now third from Cabburn and John Kent who climbed through the field. After a lunge at Island on lap 6, Hodgetts took the leda on the next tour at Old Hall. Allan could not respond to the Gulf car, and Hodgetts, headlights blazing through the darkness, took the flag by 0.3s from Allam. John Kent took third from team-mate Sytner (in tyre trouble) on lap 6, then the recovered Steve Cole passed Sytner and closed quickly on Kent. At Knickerbrook on the last lap, Cole tried an impossible manoeuvre and hit the wall.

The opening race was the final round of the BRSCC Super Road Saloon Championship. From pole, Ray West's Opel Manta led from Graham Millward's Sunbeam and Andrew MacKenzie's XR4. MacKenzie was through to second, and then the lead on lap 2, and although West tailed him to the end, he had no answer to the Sierra.

A fine race for the lead developed in the Hawk Racewear Pre-'74 FF1600 race between the Dulon of Chris Woodcock and Neil Womack's Merlyn. The lead swapped twice in the first three laps, but Woodcock dropped back with a collapsed nose, which caused the engine to overheat. ▶

DUNLOP/AUTOSPORT STAR OF TOMORROW FF1600s



Kelvin Burt finished the season with a Star of Tomorrow win.

Burt's 1 in 10

If 12 cars at Snetterton was small but select, 10 cars over Oulton's international circuit was stretching it a bit far for the Junior FF1600 finale.

One man highly conspicuous by his absence was champion David Coulthard, although his season-long rival, Kelvin Burt, was present and on pole. His time was over 1sec quicker than team mate Brian Anderson in very wet conditions.

Row 2 saw the Dave Greenwood car of Jonathan Moore just ahead of David Lloyd and Graham Fennymore.

With darkness approaching and still the TVR Tuscans to run, the race was shelved to a six lap sprint. The first corner saw Burt lead Anderson, Lloyd, Moore, Fennymore and Harry Nuttall. Lloyd popped into second at Knickerbrook, but needn't have bothered as Anderson rotated into the sand at Druids and was out on the spot.

By the second lap, Moore repeated Lloyd's manoeuvre, passing Lloyd himself for second.

On the completion of lap 5, the first four positions were very close. At Shell, Lloyd was past Moore and attacked Burt with spectacular consequences as they touched wheels at Knickerbrook, Lloyd indulging in some fancy aerobatics before smacking the tyre wall. While this was going on, Fennymore bowed out at Foulstons with a damaged nose and sidepod.

By the flag, things had settled down, Burt surviving to take a lucky win in a borrowed car (see *Sports Extra*), from Moore, a long gap to Goode in third and Nuttall, Russ Spink and Sanders rounding off the six finishers.

CHARLES BRADLEY

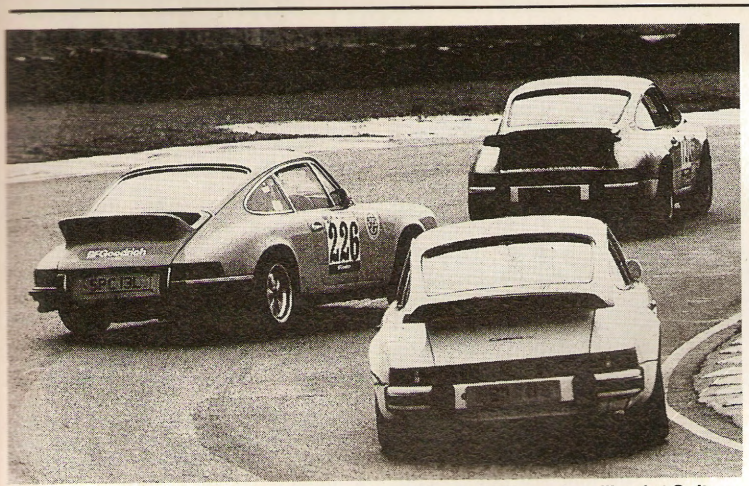
OULTON PARK

Oct 21, Dunlop/AUTOSPORT Star of Tomorrow Championship, round 14

6 laps – 16.61 miles

Pos	Driver	Chassis-engine	Result	Best lap	Qual	Pos
1	Kelvin Burt	Van Diemen-Minister RF89	12:29.3	2:03.0	2:01.5	1
2	Jonathan Moore	Van Diemen-Scholar RF88	12:30.8	2:03.3	2:03.8	3
3	David Goode	Van Diemen-Minister RF89	12:38.2	2:03.1	2:04.5	5
4	Harry Nuttall	Van Diemen-Scholar RF89	12:47.4	2:04.3	2:05.0	6
5	Russell Spink	Van Diemen-Minister RF89	13:00.9	2:07.3	2:10.7	8
6	Stuart Sanders	Van Diemen-Minister RF82	14:24.4	2:15.8	2:20.1	10
R	Grham Fennymore	Reynard-Auriga FF89	4 laps	2:03.3	2:05.5	7
R	David Lloyd	Van Diemen-Scholar RF88	4 laps	2:03.1	2:04.0	4
R	Jeremy Unsworth	Royale-PHRE RP21	1 lap	2:20.9	2:18.0	9

Winner's average speed: 79.81mph. **Fastest lap:** Burt, 2m03.1s, 80.99mph.



A Porsche enduro race, won by Robin Gray and Barrie Williams, headlined at Oulton.

Shortcomings

BRANDS HATCH, Oct 28/29: Saturday's support programme started with the Pre-'74 FF1600s, and while Derek Pullman made a super start, his glory lasted only as far as Cooper Straight where a rear upright snapped pitching him into the barrier. Pole man Peter Hancock led at the completion of the lap and he gradually edged clear of the chasing Chris Whittingham, Chris Woodcock and Gary Pearson. A little way adrift, Mark Swales led the next group, though he lost a couple of places near the end. Whittingham's indiscretion at Graham Hill Bend on lap 5 dropped him to fourth and Woodcock's engine lost power thanks to a broken exhaust, allowing Pearson up to second.

The Formula E race saw Roger Eccleston jump the start and so incur a 10secs penalty as he slipped to fifth on the road (14th in the results). While Mike Gardner and Irish visitor Tommy Reid battled over third spot, the centre of attention was some way in front where John Wardle had his hands full with Bill Griffin who shadowed his every move. Try as he may, Griffin couldn't fluster the experienced Wardle who clung to victory by 0.14s.

The Pre-'85s rounded off the first day and a number of cars from the previous race were hastily refettled and brought back into action. Bill Griffin looked like making amends for his narrow defeat in the previous event, though Andrew Colson and Simon Davey allowed him little respite. Colson snatched the lead around the outside at Surtees on the final lap leaving no time for Griffin to reply.

►►

The PCGB Porsche enduro saw Ian Flux put his car on pole, then stall on the parade lap, giving co-driver Chris Millard all manner of palpitations, and start last. As John Nicholl peeled the Sierra pacecar into the pits, James Weaver, in Chris Banks's 944TS, used all his rolling start experience to dive for the lead, only to collide with Tony Dron, the 911 picking up a puncture and pitting on lap 1. Robin Gray had the lead from Weaver, who took the Carrera on lap 3 at Knickerbrook. On lap 6, Weaver had a slide at Old Hall, and by the next lap was in the pits. A water pipe had burst, spraying liquid on the tyres. The steaming car was pushed away. The first to pit was leader Gray, handing over to saloon stalwart Barrie Williams, who tried his best to stall. As many of the cars pitted early, Flux found himself in the lead from Williams, Barry Robinson, and Mike Jordan who took over from Mark Hales. As the 40min deadline for mandatory driver changes came and went, Flux continued to circulate, finally coming in over 5 minutes late. Chris Millard rejoined second but the car was later withdrawn as it became obvious it would be disqualified. That left Barrie Williams comfortably in the lead. Williams was overjoyed to end the year on a high note, with Peter Clark/Barry Robinson second from Mike Jordan/Mark Hales.

It was now very wet as the Champion of Oulton runners asembled for their 8-lap race. Graeme Riley's Reynard looked for a way around Miles Johnston but Brian Anderson took the lead into Old Hall with Riley slotting in behind from Johnston and Peter Kay. Johnston, the newly crowned Champion of Oulton, took second at Lodge and then repeated the exercise to take the lead from Anderson. A gap now opened to the scrapping Riley and Kay, but the order remained the same to the flag.

Ater a wet qualifying session, the Italian Intermarque's had more of the same as the Lancia Stratos HF of Terry Pettet rocketed off the line, ahead of John Day and Troy Dunlop. The Stratos looked a handful in the wet, and soon relinquished the lead to Day, Dunlop soon following. On lap 3, Pettet spun at Shell, resuming behind John Liddle's Alfa Sud. Although Dunlop set fastest lap, he could not get past Day before the flag.

CHARLES BRADLEY

OULTON PARK — BRSCC

BRSCC Super Road Saloons (8 laps) – and Class A: 1, Andrew MacKenzie (3.2 Ford Sierra XR4i), 16m33.71s, 80.25mph; 2, Ray West (2.4 Opel Manta), 16m36.68s; 3, Francis Butcher (3.9 Rover SD1), 16m50.02s; 4, Graham Millward (2.2 Lotus Sunbeam), 16m50.69s. **Fastest lap:** MacKenzie, 2m00.48s, 82.73mph **Class B:** 1, Millward, 78.90mph; 2, Steve Savage (2.0 Triumph Dolomite), 17m51.31s; 3, Tony King (2.3 Vauxhall Chevette), 18m09.20s. **Fastest lap:** Millward, 2m03.83s, 80.50mph. **Class C:** 1, Steve Wild (1.6 Ford Escort), 17m31.72s, 75.82mph; 2, Ron Field (1.6 Hillman Avenger), 17m31.90s; 3, Paul Brian (1.8 VW Scirocco), 17m43.33s. **Fastest lap:** Field, 2m07.73s, 78.04mph. **Class D:** 1, Jim Dixon (1.3 Ford Escort), 7 laps, 67.65mph; 2, Ricky Metterick (1.3 Hillman Avenger), 7; no other finishers. **Fastest lap:** Dixon, 2m24.16s, 69.14mph (record).

Hawk Racewear Pre-'74 FF1600s (8 laps): 1, Neil Womack (Merlyn-Minister 20), 14m53.24s, 89.27mph; 2, Peter Hancock (Merlyn-Minister 20/25), 15m01.06s; 3, Chris Woodcock (Dulon-Minister MP15), 15m01.96s; 4, Steven Lightfoot (Merlyn-Aldon 20A), 15m09.31s; 5, Gary Pearson (Hawke-Richardson DL11A), 15m09.65s; 6, Stuart Tilley (Merlyn-Alpha 20A), 15m09.88s. **Fastest lap:** Hancock, 1m48.97s, 91.47mph.

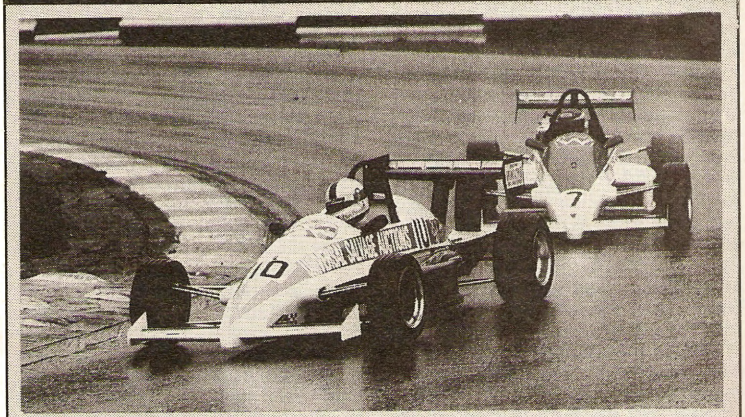
BF Goodrich PCGB Production Porsches (32 laps) – overall and Class A: 1, Robin Gray/Barrie Williams (2.7 911 Carrera RS), 1h01m38.18s, 86.25mph; 2, Peter Clark/Barry Robinson (2.7 911 Carrera), 1h02m05.32s; 3, Mike Jordan/Mark Hales (2.7 911 Carrera RS), 1h02m17.96s; 4, Valentine Lindsay/Josh Sadler (2.7 911 RS). **Fastest lap:** Ian Flux/Chris Millard (3.0 930 Turbo), 1m52.53s, 88.58mph. **Class B:** 1, Nigel Rice/Mike Clapham (2.3 944 Turbo), 31 laps, 82.66mph; 2, Hugh Price/Serg Davies (3.0 911 SC), 31; 3, Jon Fletcher/Ian Stansfield (3.0 911 SC), 31. **Fastest lap:** Clapham/Rice, 1m56.27s, 85.73mph. **Class C:** 1, Mike Jordan/Mike Walker (2.3 911E), 31, 81.75mph; 2, Dave Horsley/Pete Clark (2.4 911E), 31; 3, Rob Watson/Roger Payne (2.4 911E), 31. **Fastest lap:** Horsley/Clark, 1m57.56s, 84.79mph. **Class D:** 1, Stephen Smyth/Caroline Lucas (2.4 911T), 29, 76.21mph; 2, Paul Hogarth/David Warnock (2.4 911T), 28; no other finishers. **Fastest lap:** Mike Pickup/John Collings (2.4 911T), 2m03.73s (**record**).

P&O Ferries Champion of Oulton FF1600s (8 laps): 1, Miles Johnston (Van Diemen-Minister RF89), 16m52.61s, 78.75mph; 2, Brian Anderson (Van Diemen Minister RF89), 16m55.34s; 3, Graeme Riley (Reynard-Minister FF89), 17m25.75s; 4, Peter Kay (Reynard-Auriga FF89), 17m26.21s; 5, Dave Hart (Ray-Scholar FF85), 17m55.95s; 6, Roger Eccleston (Crosslé-Scholar 25F), 17m56.75s. **Fastest lap:** Johnston, 2m02.48s, 81.38mph.

BRSCC Italian Intermarques (8 laps) – overall: 1, John Day (2.0 Lancia Beta Coupé), 17m12.46s, 77.23mph; 2, Troy Dunlop (2.0 Lancia Monte Carlo), 17m13.47s; 3, John Liddle (1.6 Alfa Sud Ti), 17m55.03s; 4, Alan Marshall (1.6 Alfa Sud Ti), 18m32.21s. **Class A:** no finishers. **Fastest lap:** Terry Pettet (2.4 Lancia Stratos HF), 2m11.3s, 75.92mph. **Class B:** 1, Day; 2, Dunlop; no other finishers. **Fastest lap:** Dunlop, 2m06.21s, 78.98mph. **Class C:** 1, Liddle, 74.18mph; 2, Marshall; 3, Alan Bezzant (1.6 Fiat Strada 105C), 7. **Fastest lap:** Liddle, 2m12.56s, 75.19mph. **Class E:** 1, John Myerscough (2.5 Alfa GTV6), 7; no other starters. **Fastest lap:** 2m24.88s, 68.80mph. **Class F:** 1, Bill Stillwell (2.0 Fiat Strada Abarth), 18m33.16s, 71.64mph; 2, Danny Stillwell (2.0 Fiat Strada Abarth), 19m10.87s; 3, Ian Wilson (2.0 Alfa Giulia Super), 7. **Fastest lap:** Bill Stillwell, 2m15.91s, 73.34mph. **Class G:** 1, Martin Parsons (1.4 Alfa Sud Ti), 19m16.32s, 68.96mph; 2, Paul Edwards (1.4 Alfa Sud Ti), 19m17.91s; 3, Ian Pearce (1.5 Lancia Beta Coupé, 7. **Fastest lap:** Edwards, 2m19.94s, 71.23mph. **Class H:** 1, Richard Denby (1.3 Fiat Uno), 7, 65.13mph; 2, James Bailey (1.3 Fiat 127 GT), 7; 3, Dino Philippos (1.3 Lancia Fulvia), 7. **Fastest lap:** Bailey, 2m28.25s, 67.24mph.

TVR Tuscans (10 laps): 1, Chris Hodgetts, 18m44.56s, 88.64mph; 2, Jeff Allam, 18m44.89s; 3, John Kent, 19m16.24s; 4, Chris Maries, 19m17.82s; 5, Colin Blower, 19m20.44s; 6, Mike Patterson, 19m21.32s. **Fastest lap:** Hodgetts, 1m50.35s, 90.33mph.

BBC GRANDSTAND FORMULA FORWARD CHAMPIONSHIP



Creswell beat Guye-Johnson in the first race of the *Grandstand* series.

All's well for Creswell

Conditions for qualifying could hardly have been further removed than those come race time. In glorious sun on Friday afternoon, not only did the top three get below Thomas Erdos' lap record, they were blanketed by 0.04s! Having won the final round of the Cavendish Finance series last week, Piers Hunnisett is currently on the crest of a wave and the Eastbourne driver stopped the time sheets. Chris Creswell claimed the other front row spot while Andrew Guye-Johnson completed the top three with young Brian Saunders qualifying fourth. It was damp when the race got underway, though the choice of slicks and wet tyres was divided to put it mildly. Creswell just headed Hunnisett on the run to Paddock, the pole man riding the inside kerbing and dislodging the front body panel which flew off on the run-up to Druids. Guye-Johnson demoted Hunnisett, but at the completion of the lap, the red lights were on. A wet Cooper Straight had caught out Steve Deeks, Alan Mugglestone and Andy Gregory.

While the mess was cleared up, those on the grid were furiously changing to wet weather tyres, conditions worsening by the minute. Hunnisett's crew took the chance to rebody their car, but a hitch with the mirrors saw it start the race from the pit lane. With the front row to himself, Creswell was able to head Saunders who was soon to fall victim to Guye-Johnson. Adrian Wood headed the next group, but by lap 5 Hunnisett's charge had brought him within striking distance. As the leading duo opened and closed the gap between them, so Saunders began to face an increasing threat from Hunnisett who dealt with Wood very impresively. With the race cut to 12 rather than 15 laps, it seemed that Saunders might just hang on, but Hunnisett took the place at Druids on the last lap. Up front, Guye-Johnson piled on the pressure but Creswell had an answer to every move. All in all a promising start to the series.

DUD CANDLER

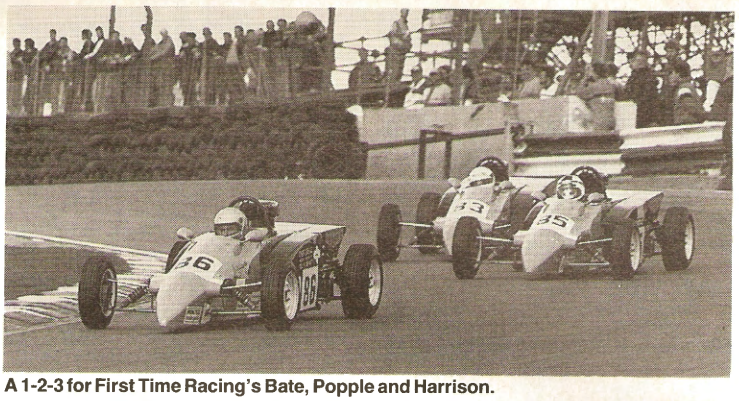
BRANDS HATCH

BBC Grandstand Formula Forward Championship, round 1

12 laps – 14.45 miles

Pos	Driver	Team	Result	Best lap	Qual	Pos
1	Chris Creswell	Universal Salvage Auctions	11m46.86s	57.86s	47.42s	2
2	Andrew Guye-Johnson	Driver	11m47.15s	57.62s	47.43s	3
3	Piers Hunnisett	Fast Forward Racing	12m01.20s	57.94s	47.39s	1
4	Brian Saunders	First Time Racing	12m01.70s	58.62s	47.96s	4
5	Adrian Wood	Driver	12m07.50s	58.87s	48.40s	9
6	Ben Edwards	Driver	12m07.70s	59.17s	48.69s	13
7	James Rhodes	Touraco/Cadwell Park	12m09.40s	58.97s	48.43s	11
8	Marc Chauveau	Pine City Racing	12m23.40s	60.51s	48.31s	6
9	Sean Flynn	Driver	11 laps	64.58s	51.80s	16
10	Nigel Payne	Dimsdale Group	11 laps	63.68s	50.76s	15
NS	Alan Mugglestone	Fortec Motorsport	–	–	48.19s	5
NS	Steve Deeks	Performance Eng Services	–	–	48.39s	8

Winner's average speed: 73.58mph. **Fastest lap:** Guye-Johnson, 57.62s, 75.22mph. **Championship positions:** 1, Creswell, 9pts; 2, Guye-Johnson, 6; 3, Hunnisett, 4; 4, Saunders, 3; 5, Wood, 2; 6, Edwards, 1. **Next round:** Nov 5.



A 1-2-3 for First Time Racing's Bate, Popple and Harrison.

Washed out

PEMBREY, Oct 28: To close the JDC's and Pembrey's season, a bumper two-day meeting was held at the Welsh circuit, featuring Firestone production saloons on the Sunday and a four hour relay race on the Saturday. Despite the almost intolerable weather, Saturday's first race, a combined Replicars and XJ challenge event, proved to be one of the best.

Tim Sisson headed the field in his mighty 5-litre Ram Cobra, as they gingerly tip-toed through Dibeni for the first time, with the LR D-Types of Nick Taylor and Ron Lea in his spray. Come the end of the first tour and Lea slid off at Forest, clouting the tyres.

The demise of Lea left Sisson and Taylor engaged in a titanic lead dice on the waterlogged track. Lap 6 saw Taylor attempt a late braking manoeuvre into Hatchets and the D-Type spun very quickly, almost hitting Sisson whose avoidance was masterly. Miraculously, Taylor recsued the car, a superb recovery that saw him still glued to the tail of the Cobra as they exited the turn! This drama at the front allowed Trevor Taylor to join the battle in his GTD 40.

On lap 7, the immense power of the Cobra finally caught Sisson at the exit of Paddock, the errant Cobra spinning into the infield. The lead dice was now between the two Taylors with Trevor grabbing the initiative on the penultimate lap to take victory after a thrilling dice. Don Miles won the concurrent Jaguar thrash quite convincingly, after an early battle with the spectacular Geoff Burraway.

Paul Cramer proved to be the rain-master in the Anglo-German saloon car race, pulling out a healthy lead almost immediately in his Jaguar XJ6. Roger Bowman in his XJS and Nigel Smith in his ex-Stück BMW 635CSI provided much of the drama with a superb hard-fought dice in the later stages, Bowman clinching second at the flag.

Reduced from four to three hours, the relay race provided plenty of drama with the TVR Tuscan team and the Istel team both on 132 laps at the close, the former winning on the road after the latter had done much of the early leading. On handicap however the victory went to the BMW car club 'A' team with the Jaguar-mounted Weeble team second and the standard 2002 team third.

Sunday was wet again, although the wind was not so strong. Opening the proceedings was a rather lacklustre combined TR and Morgan race. Stephen Hall took his TR4 to a convincing victory ahead of Peter Cox and Mike Walker in the TR section, while Barry Sumner inherited the Morgan victory when early pacesetter, John Milbank's alternator fell off!

There was no let-up in the conditions for the main TR race, but this did not deter Richard Wright and Paul Dingle. The newcomers were embroiled in a tremendous dice, until lap 10 when Dingle spun at Brooklands handing Wright the victory.

Following the lunchbreak was yet another combined race, this time for Pre-'68/XJ Jaguar challenge cars and BMWs. Alex Elliott ran away with the BMW race, after fellow front row man, Del Delaronde, spun while attempting to outbrake Elliott at Hatchets on the first lap. Delaronde continued but was unable to negate the deficit, because of handling problems. Paul Tilleard and Dick Hannis were second and third, both in 2002 Tis. The concurrent Jaguar race was a little processional, John Sharp winning in his Mustang(?) from the MkII of Mike Cann and the XJS of Justin Rockett.

David Robinson took his E-Type to a superb well-judged victory in the *Top Gear* Heritage team challenge race.

At last the rain stopped for the final race of the day, a handicap event won by Geoffrey Hobbs in his Heritage C-Type from Les Johnson and John Sharp.

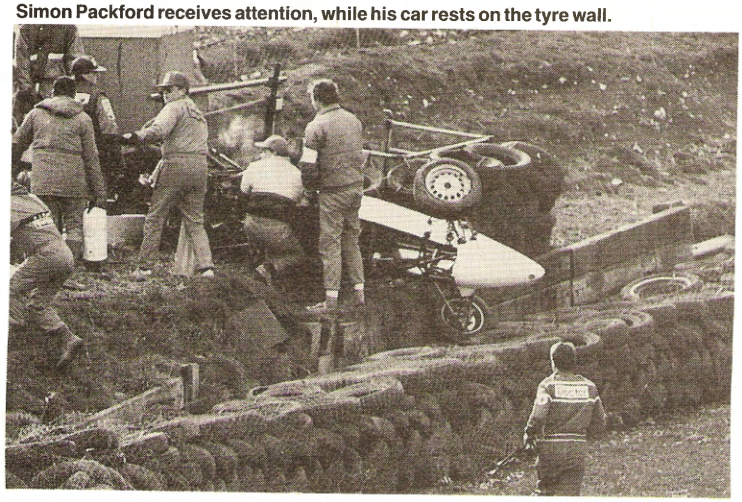
MIKE BRESLIN

▶▶ Sunday started with the opening round of the *Evening Standard* Formula First series and if the following rounds are going to be as eventful, then two-day meetings will be needed. twice the race was stopped and even then the results were declared over just five laps! At the first time of asking, Philip Bate was leading when a spinner at Paddock on lap 2 created havoc, the nett result being several cars going off, including Simon Packford who planted his car atop the tyre wall next to the marshals' post. The race was halted. Bate made the start once again to lead the rerun, this time under pressure from Martin Short, Simon Harrison and Julian Popple. Short spun at Druids on lap 2, which allowed the trio of First Time Racing cars to break clear of John Whiteley who headed the chasing bunch. Short resumed some way down the order and was fighting back when on lap 5 he tangled wheels with Mark Redgrave on Brabham Straight (*see Sports extra*). Once again the race was stopped, the organisers calling it a day and declaring results.

Jump start penalties cost Bernard Vermilio and Paul Cope their chances in the Sports 2000 finale. Both were right in contention for overall honours, but had 'moments' that dropped them even further down the order. Anthony Llewellyn-Davies set the pace from Mike Wright which looked destined to seal the outcome of the title, as both could snatch it from Stuart Kestenbaum who never showed better than fifth this time. When Llewellyn-Davies spun away the lead at McLaren on lap 12, Wright sailed past and on to the title. Martin Cooper came through steadily to annexe second spot with Llewellyn-Davies almost alongside at the flag. A super final round with excellent midfield tussles.

DUD CANDLER

Simon Packford receives attention, while his car rests on the tyre wall.



BRANDS HATCH — BRSCC

BRSCC Pre-'74 FF1600s (10 laps): 1, Peter Hancock (Merlyn-Minister Mk20/25H), 10m43.02s, 67.40mph; 2, Gary Pearson (Hawke-Richardson DL11), 10m43.20s; 3, Chris Woodcock (Dulon-Minister MP15), 10m44.03s; 4, Chris Whittingham (Dulon-Minister MP15), 10m55.79s; 5, Dave Lowe (Lotus-Scholar 61), 10m57.34s; 6, John Anderson (Merlyn-Searle Mk 20A), 10m57.72s. **Fastest lap:** Pearson & Woodcock, 61.61s, 70.35mph.

Formula E FF1600s (10 laps): 1, John Wardle (Van Diemen-Aldon RF78), 9m12.85s, 78.40mph; 2, Bill Griffin (Crosslé-Auriga 45F), 9m12.99s; 3, Mike Gardner (Van Diemen-Scholar RF79), 9m25.19s; 4, Tommy Reid (Crosslé-Reid 25F), 9m25.55s; 5, Charles Jordan (Crosslé-Scholar 25F), 9m35.25s; 6, Mal Davison (Van Diemen-Scholar RF88), 9m36.22s. **Fastest lap:** Wardle, 52.65s, 82.32mph.

BRSCC Pre-'85 Trophy (10 laps): 1, Andrew Colson (Ray-Scholar 84F), 8m44.85s, 82.58mph; 2, Bill Griffin, 8m45.04s; 3, Simon Davey (Lola-Scholar T644E), 8m46.96s; 4, Peter Bell (Ray-Aldon 83F), 8m50.52s; 5, Tony Barwell (Lola-Scholar T644E), 8m54.94s; 6, Laurie Hughes (Van Diemen-Minister RF78), 8m56.60s. **Fastest lap:** Tony Gemmell (Van Diemen-Scholar RF84), 51.07s, 84.87mph.

***Evening Standard* Formula Firsts (10 laps-results at 5):** 1, Philip Bate, 4m31.18s, 79.91mph; 2, Julian Popple, 4m31.38s; 3, Simon Harrison, 4m31.57s; 4, John Whiteley, 4m34.20s; 5, Terry Lilley, 4m34.92s; 6, Stephen Dunn, 4m35.20s. **Fastest lap:** Popple, 51.90s, 83.51mph.

CK Tools Sports 2000 (20 laps) – overall and Class A: 1, Mike Wright (Lola-Neil Brown T87/90), 16m07.04s, 89.64mph; 2, Martin Cooper (Shrike-Neil Brown P15), 16m14.70s; 3, Anthony Llewellyn-Davies (Shrike-Scholar P15), 16m14.81s; 4, Stuart Kestenbaum (Reynard-Neil Brown 89), 16m21.30s. **Fastest lap:** Wright, 46.83s, 92.55mph (**record**). **Class B:** 1, Cooper, 88.93mph; 2, Goesta Asker (Tiga-Nelson TS85), 16m26.07s; 3, Paul Cope (Tiga-Neil Brown SC84), 16m28.67s (inc 10sec penalty). **Fastest lap:** Cope, 47.57s, speed not given.

PEMBREY — JDC

Hatfields Jaguar XJ Challenge (10 laps) – overall: 1, Don Miles (5.3 XJS), 14m35.3s, 62.4mph; 2, Geoff Burraway (5.3 XJ12), 14m37.5s; 3, Gary Davis (4.2 XJ6), 14m41.8s; 4, David West (5.3 XJS), 14m50.34s. **Class A:** 1, Miles; 2, Burraway; 3, West. **Fastest lap:** Miles, 1m24.1s, 64.20mph. **Class B:** 1, Davis, 61.26mph; no other starters. **Fastest lap:** 1m25.38s, 63.24mph. **Class C:** 1, Les Johnson (5.3 XJS), 15m23.54s, 58.47mph; no other starters. **Fastest lap:** 1m29.8s, 60.21mph.

Paladin Shield Historic Replicar (10 laps) – overall: 1, Trevor Taylor (5.0 GTD 40), 14m23.33s, 62.54mph; 2, Nick Taylor (4.2 LR D-Type), 14m24.87s; 3, Tim Sisson (5.0 Ram Cobra), 14m32.2s; 4, Paul Bevis (4.7 Shelby Cobra), 14m50.4s. **Class A:** 1, N Taylor, 62.43mph; 2, Richard Tyzack (4.5 Proteus C Type), 14m51.68s; 3, Geoffrey Hobbs (3.7 C Type), 9 laps. **Fastest lap:** N Taylor, 1m23.29s, 64.83mph. **Class B:** 1, T Taylor; 2, Sisson; 3, Bevis. **Fastest lap:** Sisson, 1m22.51s, 65.44mph.

Anglo German Saloons (10 laps) – Class A and overall: 1, Paul Cramer (3.8 XJ6S), 13m30.26s, 66.64mph; 2, Roger Bowman (5.3 XJS), 13m34.08s; 3, Nigel Smith (3.5 BMW 635CSI), 13m35.12s; 4, Jonothon Hooker (3.3 BMW CSL), 14m16.23s. **Fastest lap:** Bowman, 1m16.58s, 70.51mph. **Class B:** 1, Hooker, 63.06mph; 2, David West (5.3 XJS), 14m16.94s; 3, Geoff Burraway (5.3 XJ12), 14m21.25s. **Fastest lap:** Burraway, 1m23s, 65.01mph. **Class C:** 1, John Sharp (5.7 Mustang), 14m49.26s, 60.72mph; no other starters. **Fastest lap:** 1m26.81s, 62.20mph.

Relay race – Handicap (3 hours): 1, BMW Car Club 'A' team, 146 laps; 2, The Weebles, 145; 3, Standard 2002 team, 142; 4, BMW M3s, 141; 5, Anglo Germans, 141; 6, Paladin V8 team, 136.

Morgan Sports Cars (11 laps) – overall and Class D: 1, Barry Sumner (2.7 Plus 4), 16m20.04s, 58.83mph; 2, Tony Dillon (1.9 Plus 4), 16m21.88s. **Fastest lap:** Dillon, 1m25.02s, 61.65mph. **Class C:** No finishers. **Fastest lap:** John Milbank (1.5 4/4), 1m24.12s, 62.31mph.

Cox and Buckles TRs (12 laps) – overall: 1, Stephen Hall (2.4 TR4), 16m19.35s, 64.22mph; 2, Peter Cox (2.3 TR4), 16m55.95s; 3, Mike Walker (2.5 TR3A), 17m16.86s; 4, Angus MacLachlan (3.5 TR8), 11 laps. **Fastest lap:** Hall, 1m19.09s, 66.27mph.

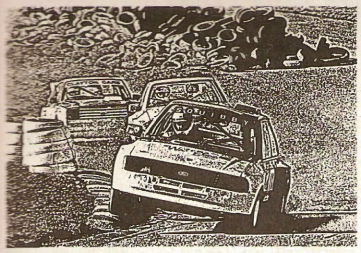
Cox and Buckles TRs (12 laps) – overall: 1, Richard Wright (TR6), 16m45.79s, 62.53mph; 2, Paul Dingle (TR6), 16m55.71s; 3, Chris Conoley (TR4), 17m09.51s; 4, Mike Crosbie (TR4), 17m18.97s. **Class A:** 1, John Fritchley (TR4), 17m36.81s, 59.51mph; no other starters. **Fastest lap:** 1m25.20s, 61.52mph. **Class C:** 1, Conoley, 61.09mph; 2, Mike O'Brien (TR4), 17m21.68s; 3, Howard Morgan (TR4), 17m28.24s. **Fastest lap:** O'Brien, 1m24.08s, 62.34mph. **Class D:** 1, Crosbie, 60.83mph; 2, Mike Hughes (TR5), 17m14.54s; 3, Chris Carter (TR5), 17m16.49s. **Fastest lap:** Carter, 1m23.37s, 62.87mph. **Class F:** 1, Wright; 2, Dingle; 3, Richard Bradbury (TR4), 11 laps. **Fastest lap:** Wright, 1m21.57s, 64.25mph.

Pre-'68/XJ Challenge (10 laps) – overall: 1, John Sharp (5.7 Mustang), 15m00.38s, 58.21mph; 2, Mike Cann (3.7 MkII), 15m09.04s; 3, Justin Rockett (XJS), 15m18.87s; 4, Gary Davis (4.2 XJ6). **Class C:** 1, Sharp; no other starters. **Fastest lap:** Sharp, 1m27.53s, 59.88mph. **Pre-'68:** 1, Cann, 57.66mph; 2, Reg Palmer (3.7 MkII), 9 laps; no other starters. **Fastest lap:** Cann, 1m27.85s, 59.66mph. **XJs:** 1, Rockett, 57.04mph; 2, Davis; 3, Don Miles (5.3 XJS). **Fastest lap:** David West (5.3 XJS), 1m27.85s, 59.66mph.

BMW Car Club Challenge (10 laps) – overall: 1, Alex Elliott (2002 Turbo), 14m13.37s, 61.42mph; 2, Paul Tilleard (2002 Ti), 14m28.25s; 3, Dick Hannis (2002Tii), 14m40.78s; 4, Grant Howarth (2002Tii), 14m41.29s. **Class A:** 1, Hannis, 59.51mph; 2, Howarth; 3, Robert Bollard (2002Tii), 15m01.1s. **Fastest lap:** Howarth, 1m24.39s, 62.11mph. **Class B:** 1, John Young (3.0 CSI), 15m20.11s, 56.96mph; no other starters. **Fastest lap:** 1m28.14s, 59.46mph. **Class C:** 1, Del Delaronde (M535i), 15m33.60s, 56.14mph; no other starters. **Fastest lap:** 1m28.29s, 59.36mph. **Class D:** 1, Robert Gibson (2002), 15m21.04s, 56.90mph; no other finishers. **Fastest lap:** Gibson, 1m24.77s, 61.83mph. **Class E:** 1, Elliott; no other starters. **Fastest lap:** 1m22.83s, 63.28mph.

***Top Gear*/Heritage Team Challenge (12 laps) – overall and class B:** 1, David Robinson (4.2 E-Type), 17m15.50s, 60.74mph; 2, Chris Carter (2.5 TR5), 17m20.64s; 3, Chris Conoley (2.3 TR4), 17m20.99s; 4, Martin Hall (2.5 TR6), 17m21.22s. **Fastest lap:** Hall, 1m24.41s, 62.09mph. **Class A:** 1, Robinson; 2, Alan Charlton (2.5 TR6), 17m49.77s; 3, Roger Seymour (4.2 E-Type), 18m09.4s. **Fastest lap:** Robinson, 1m25.48s, 61.31mph.

Allcomers Handicap (12 laps) – overall: 1, Geoffrey Hobbs (4.5 Heritage C-Type), 15m32.03s, ?1.86mph; 2, Les Johnson (5.3 XJS), 16m08.3s; 3, John Sharp (5.7 Mustang), 16m25.62s; 4, Paul Dingle (2.5 TR6), 16m35.04s; 5, Peter Curtis (2.0 Sierra), 16m38.10s; 6, Stuart Anderson (2.0 Rawlson S2000), 16m42.36s. **Fastest lap:** Anderson, 1m15.38s, 69.53mph.



OFF TRACK SPORT

Palmer power

LYDDEN, Oct 29: Steve Palmer won the Lord of Lydden trophy and opened his account in the winter championship with a maximum score at the first round of the Super Rallycross series.

The 'B' Final was by far the most exciting race of a very entertaining meeting. Gary Baker's rapid RS200 had claimed pole position, but it almost stalled at the start, and so Guy Williams led into the first corner with his recently acquired MG Metro 6R4. Just behind, Brian Betteridge's potent 2.2 Escort suddenly swapped ends in the middle of Chesson's Drift, leaving Dave Ward, Dave Ling and Bob Smith to chase the leading pair.

Baker powered ahead as they raced up Hairy Hill for the first time, but Williams was able to demonstrate how quickly he had managed to adapt to 4WD by regaining the lead as he squeezed through on the inside at Pits Bend. The Metro held the lead for almost three-quarters of a lap until Williams rushed into the Hairpin too fast and slithered onto the grass. Baker's RS200 sliced past before the 6R4 was able to regain the track some 50yds in arrears of the new leader.



Steve Palmer took the first round of the Lydden Winterseries.

Undeterred by his mishap, Williams set about making up the deficit, and with a lap to go he dived through to regain the lead again at Pits Bend with an identical manoeuvre. Baker immediately fought back, but in his desperation he slid up on to the outside bank at the last corner and was unable to continue. Ward held off a determined challenge from Ling to finish third, with Smith fourth and John Cross fifth.

After the first qualifying runs, Palmer was comfortably quickest. Richard Hutton was next with his less potent 6R4, but the best he could manage was 3secs slower.

Few drivers were able to improve during their second runs as a steady drizzle began to affect the track. Two exceptions were Rob Gibson who leapfrogged up to second place in the qualifying times, and Dave Ward who went even quicker to head the Formula 'C' qualifiers. Brian Betteridge was comfortably the quickest in Formula 'B'.

Willy Vevers was going as well as ever in his Porsche-engined Beetle and he managed to win the 'E' and 'D' Finals. He also made a demon start to the 'C' Final from the back row, although he was beaten to the first corner by the Escorts of Bob Smith and Toby Coulson. Going up Hairy Hill for the first time the VW blasted past Coulson's car, but it promptly slithered straight on at the Hairpin. Coulson inherited second spot, but could not catch Smith.

By the time the 'A' Final started, the track was reduced to a sea of mud. Palmer used the extra power of his 6R4 to beat Hutton to the first corner, and from then on he never looked like losing the lead. Gibson was gaining rapidly in third place until he spun at the Hairpin, allowing Mark Flaherty's new 6R4 to pass him. Further back, Aidan Creegan was holding off Barry Squibb. Although Hutton was trying desperately hard through the corners, his 6R4 was no match for Palmer's example, and he was eventually forced to settle for second place. Flaherty held on to third spot ahead of Gibson.

LYDDEN — **KERRY DUNLOP**

Lydden Winter Rallycross Championship, round 1

'A' Final (3½ laps): 1, Steve Palmer (3.0 MG Metro 6R4), 2m57.4s; 2, Richard Hutton (3.0 MG Metro 6R4), 2m58.9s; 3, Mark Flaherty (3.0 MG Metro 6R4), 3m03.8s; 4, Rob Gibson (3.0 MG Metro 6R4), 3m05.2s; 5, Aidan Creegan (3.0 MG Metro 6R4), 3m07.1s; 6, Barry Squibb (1.8t Ford Escort X-trac), 3m10.5s.

'B' Final (3½ laps): 1, Guy Williams (3.0 MG Metro 6R4), 3m10.3s; 2, Dave Ward (1.6 BL Metro), 3m24.9s; 3, Dave Ling (1.6 Ford Fiesta), 3m28.5s; 4, Bob Smith (2.1 Ford Escort), 3m31.4s; 5, John Cross (2.0 Ford Fiesta 2RX), 4m08.9s; 6, Gary Baker (2.1 Ford RS200), retired.

'C' Final (3½ laps): 1, Bob Smith (2.1 Ford Escort), 3m27.2s; 2, Toby Coulson (2.0 Ford Escort), 3m29.7s; 3, Willy Vevers (2.2 VW Beetle), 3m31.8s; 4, Ray Morgan (2.0 Ford Escort RS1800), 3m35.7s; 5, Kerr Robertson (1.6 Ford Fiesta), 3m42.0s; 6, Peter Brown (2.0 Ford Escort), 3m48.4s.

FIRESTONE PRODUCTION SALOONS



Mark Hale took another long distance prod-saloon race at Pembrey.

Hales' thunder

Originally due to visit the Welsh motor sports centre for its cancelled inaugural meeting in April, the Firestone Prod Saloon contingent graced the JDC meeting with a 1hour, two-driver race to close the season.

Mark Hales clinched pole 0.7sec ahead of championship leader and rival, Kieth Odor, these two being partnered by Slim Borgüdd and Barrie Williams respectively.

With the electrics failing due to the rain, which continued to fall unabated, a flag start was employed.

Hales made a stormer of a start, in fact a little too quick as he was deemed to have jumped the flag and was penalised by 1min.

There was the usual jostling on the run down to Hatchets with Kieth Odor (mindful that just one point would make him Class A champion) trying hard to keep out of trouble and dropping to fifth in the Hatchets sort-out.

At the end of the first tour, Hales had already pulled out a significant lead with Ray Macdowell trying to hang on in second place, and the Class B BMWs of Nick Whale and Guy Povey fighting over third spot.

As the race developed Hales continued to dominate, oblivious to his penalty with Macdowell losing his comfortable second when the turbo failed at about mid-distance.

Class B was still being mightily fought over between the M3s of Whale and Povey with Odor joining this pair just before half distance. With Hales making an early and very quick changeover to Slim Borgüdd, Frank Greenway inherited the lead for a brief moment of glory.

Once the pit stops had been completed, the race turned into something of a procession, with the main interest being Barrie Williams's spirited pursuit of the Povey M3, now piloted by Andrew Jeffrey.

At the flag the Hales/Borgüdd Firestone Cosworth had completed one lap more than the rest of the field, and had easily negated the 1min penalty to score a popular victory. Frank Greenway was second with the Class B-winning M3 of Povey/Jeffrey in third overall. Kieth Odor clinched the Class A championship when Barrie Williams brought his car home fourth. Andy Middlehurst and James Kaye completely dominated Class C in Middlehurst's GTI, Middlehurst claiming both class and overall championship honours.

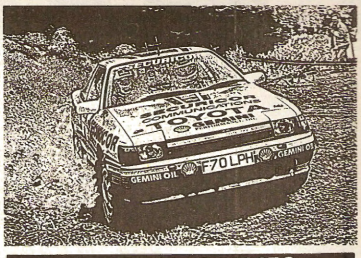
MIKE BRESLIN

PEMBREY

Firestone Production Saloon Championship

1hr race, 46 laps – 66.98 miles

1, Mark Hales/Slim Borgüdd (2.0t Ford Sierra Cosworth), 46 laps, 66.46mph; 2, Frank Greenway (2.0t Ford Sierra Cosworth), 45; 3, Guy Povey/Andrew Jeffrey (BMW M3), 45; 4, Kieth Odor/Barrie Williams (2.0t Ford Sierra Cosworth), 45; 5, Frank Cundell/Nick Whale (BMW M3), 45; 6, Ian Flux/Lionel Abbott (2.0t Ford Sierra RS Cosworth), 44. **Fastest lap:** Cundell/Whale, 1m16.56s, 69.25mph.



NATIONAL RALLIES

Sheffield Stone

Oct 28/9: Graeme Stone won the Sheffield and Hallamshire MC event two years ago as a navigator and his triumph as a driver on this East Midlands Championship event means he is believed to be the first to complete an unusual double. He and Charles Wheeldon were the unfortunate victims of a minor road blockage on a muddy white when a car in front stalled and blocked the road. The diversion which followed meant the winners arrived at the next control from the wrong direction.

MR EXHAUSTS RALLY OF THE DAMS

1, Graeme Stone/Charles Wheeldon (Ford Escort RS 2000), 1F; 2, Terry Curtis/Malcolm Young (Ford Escort RS 2000), 1F 300s; 3, Dave Quinney/Rob Grant (Ford Escort RS 2000), 1F 420s; 4, Jon Atherton/Keith Wilford (Fiat 127), 1F 561s; 5, Paul Screaton/Tim Bates (Vauxhall Chevette), 1F 840s; 6, Ashley Chapman/Paul Wheeldon (Alfa Sud), 1F 845s.

King for a day

Oct 29: Steve King ended his Opel Manta days with a comfortable win on the Otterburn ranges in north east England when fancied crews fell by the wayside. It was enough to give him runner-up spot in the EARS/*Motoring News* Championship to John Price who blew the cam belt off his Metro 6R4 on the second test. Richard Atkinson lost the lead after hitting a sheep in his Darrian T9 and the Toyota Starlet of George Robinson blew its engine apart on the 10th of the 15 stages.

HI-TECH CHEVIOT STAGES

1, Steve King/George Tyndall (Opel Manta), 90m56s; 2, Charles Taylor/Keith Chipchase (2.0 Ford Escort), 93m27s; 3, Graham Dale/Gareth Broere (Ford Escort RS 2000), 96m22s; 4, David Turnbull/Graeme Kellett (2.0 Ford Escort), 97m30s; 5, Brian Colligan/Richard Colligan (2.0 Ford Escort), 97m57s; 6, Bob Cook/Colin Tombs (3.5 Rover), 98m34s.

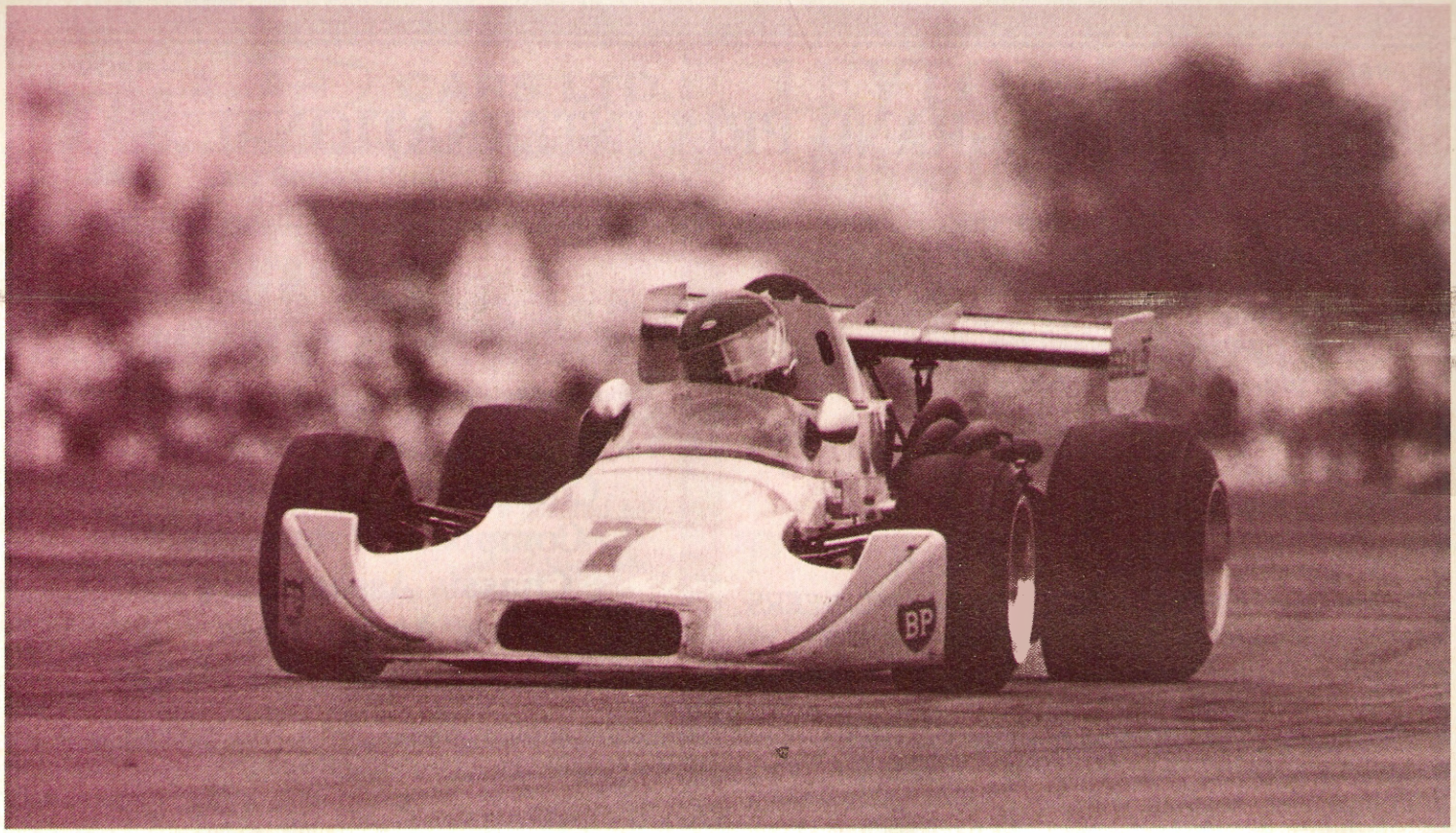
On the ball

Oct 29: Liverpool crew Reg Marshall and David Stevenson just managed to hang on to a narrow lead to win the High Moor Car Club's single venue rally at the Three Sisters circuit near Wigan.

Despite the atrocious conditions competition was keen right down the leaderboard. The driver who claimed most attention was Cliff Spencer who took his 4.2 Rover Vitesse into the runner-up spot on the tight and niggly circuit which always favours smaller capacity machinery.

HIGH MOOR STAGES

1, Reg Marshall/David Stevenson (2.0 Talbot Sunbeam), 1101s; 2, Cliff Spencer/David Lambourne (4.2 Rover Vitesse), 1105s; 3, Tony Lynch/Paul Barton (1.3 Ford Escort), 1108s; 4, Ian Stansfield/Annette Stansfield (1.6 Ford Escort), 1125s; 5, Stephen Booth/Mark Hewitt (1.0 Ford Escort), 1130s.



ALLAN McCALL

Tom Gloy
Lady Wigram Trophy
Christchurch
January 30th, 1977
Tui-Micholson/BDA BH2

One of the races that most stands out for me was the Lady Wigram Trophy meeting in 1977. It was the fifth and last race in the Tasman Series, for Formula Atlantic cars – or Formula Pacific as we call it back home in New Zealand.

We were there with Tom Gloy, who drove for me the previous season, '76, in North America. I really liked the guy, I thought he was a good talent, and this was back in those days when motor racing cost so much less, by comparison with today.

You could actually compete in a series like that – and the one in North America – and actually exist on the prize money. If you finished in the top six you could earn enough money to get to the next race meeting, *and* pay all your hotel bills.

There wasn't a particularly strong field that year, but Keke Rosberg was there with one of Fred Opert's Chevrons. Another Finnish driver, Mikko Kozarowitzky, drove a second Opert Chevron, and went quite well. And then there were all the local aces: Dave McMillan, Kenny Smith, David Oxton and Steve Millen. But Keke and Tom were really in a class of their own; they ran away with everything. And we were nearly always second.

This was with the Tui, one of the Formula 2 cars which I converted to Formula Atlantic spec. There were four of them originally, but one was written off when Bert Hawthorne crashed and was killed at Hockenheim back in '72. One of the cars was kept as spare parts, which I never assembled, and one we ran for John Watson in F2.

The car that we took to New Zealand was the second car, which we never raced in Europe. We converted it with a slightly longer wheelbase than the original Tuis, which were incredibly short. We modified it a little bit, modernised it, put the wide nose on it which was current in those days. It was a good car.

We should have won the very first race at Bay Park. Rosberg retired with a dead battery, but we also dropped out when a gear selector broke in half, which I've never seen happen before or since. The end fell off the selector finger.

The rest of the series went fine. We finished second behind Keke in the New Zealand Grand Prix, at Pukekohe, and at Manfield, although we had a bad race at Teretonga where we finished third.

The race at Wigram was one of those where you just have to turn up and go. It's an operational airfield, so you can't test. You just have to get on with the job. And we were incredibly quick, right from the start. In fact, embarrassingly quick. We sat on pole and the race was gonna be ours.

Of course, Keke was going to have something to say about that and they had a hell of a race, terrific race. Keke got by several times with absolutely demon braking, but we were much faster through the fast corners than he was.

In any case Rosberg picked up a puncture – while he was in the lead – and he had to make a pit stop. That left Tom out in front by a mile. He did back out of it a little bit and Keke caught up again towards the end, but the race was ours. We won the race. And we clinched second place in the championship.

Tom brought the car in after the finish – it had been a 100-mile race – and I went straight to the car. I noticed that there was this intense heat coming off the engine. So I looked down and I could see that the cylinder head was split, on the water jacket side. I could actually see into the water chamber. The whole head was split all the way down to the exhaust valve!

I remember what drew my attention to it, other than the heat, was this enormous creaking and groaning as the crack was contracting in the engine bay. That's how hot it was! And I watched this crack close, with utter fascination.

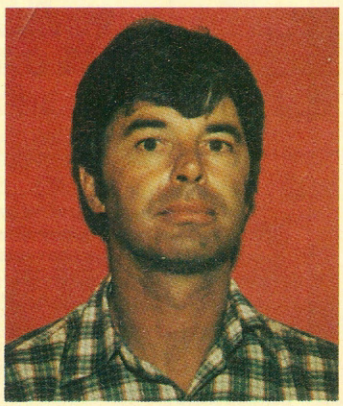
It was one of those situations which makes the hair stand up on the back of your neck. I asked Tom if he'd noticed a temperature problem. "Oh yeah," he said. "A quarter of the way into the race the water temperature gauge pegged itself, but then it dropped back to zero, so I thought the gauge had broken."

When a driver tells you that, you know that just means the water has completely gone! So we drove for 75 miles without any water in the car. Which is incredible, and hard to believe. You know, the old 2-litre Formula 1 BRMs used to run on oil but they had five gallons of the stuff and it used to cool the outside as well as the inside of the engines.

As far as I'm concerned, my old mate Bert Hawthorne played a big part in winning that race for us. After he was killed, his body was flown back to New Zealand, and he was buried just up the road in Christchurch. A real character, he was, with a terrific feel for the car, and the most incredible desire to win. I reckon he gave us a helping hand that day at Wigram...

Allan McCall was talking to Jeremy Shaw

"So we drove for 75 miles without any water in the car. Which is incredible, and hard to believe"



Allan McCall (47) is one of the sport's pre-eminent mechanic/engineers. Originally from Auckland, New Zealand, McCall travelled to Europe in 1965, found a job with Team Lotus, and after three years took the position of chief mechanic on Jim Clark's Formula 1 car. He designed his own car, the Tui, in 1969, which he entered successfully in F3, F2, Atlantic, and Super Vee trim. McCall has been based in North America since 1982, winning the West Coast Atlantic series with Ted Prappas in '86, but has recently moved back to Europe. He is running his own team this year in association with fellow ex-Lotus man Mike Young.

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No. 1 NURBURGRING 1959

Phil Hill and Dan Gurney take a spell at the wheel of the 340 hp Testa Rossa works cars, eventually finishing 2nd and 5th in the A.D.A.C. 1,000 kilometre race, on the 7th June, 1959, around the twisting Adenau circuit.



No. 2 MONZA 1958

Mike Hawthorn, driving the 2,500 c.c. six cylinder, duels with Stirling Moss during the 1958 Italian Grand Prix at Monza.



No. 3 BRANDS HATCH 1974

Niki Lauda driving the 312 B3 at Brands Hatch during the 1974 British Grand Prix.



No. 4 SICILY 1965

Vaccarella, driving the 275 P/2, hurtles down the main street of Collesano, under the watchful eyes of the locals, during his drive to victory in the 1965 Targa Florio.

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