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The Twilight Zone

With Nigel Mansell running away at the front of the Grand Prix pack, Perry McCarthy spills the beans about life for the underdogs in F1's Twilight Zone—pre-qualifying. **Page 26**



Well it's one for the money

The Shell Scholarship offers one young rallying talent an expenses-paid drive for the 1993 season. Who was the lucky winner? **Page 54**



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Emerson's third at Cleveland

The Penske of Emerson Fittipaldi was the car to beat at Cleveland but fourth place keeps Bobby Rahal out front in the championship. **Page 34**

BMW strikes Welsh gold

BMW's filled the first four places at Pembrey's maiden touring car race, continuing the marque's good record in BTCC cross-border excursions. **Page 28**



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Nigel Mansell — can he clinch it in Hungary? Photo: Martyn Elford. Preview, page 20

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ABC

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Goodyear ends F1 tyre crisis

Goodyear has decided to comply with FISA's wishes and will supply all the F1 teams with narrower tyres next year

Gaug, 'it was forced upon us. We have accepted it, so it's a done deal. The alternative was not to do it at all — and we were not prepared to do that.'

'Now FISA is concentrating on fuel and we're getting on with building new tyres. We will have to wait and see how it works.'

The new regulations will require a completely new range of moulds from which the tyres will be made at the company's design, development and production facility in Akron, Ohio.

Goodyear last week took delivery of the prototype rear moulds for the 15in regulations. These will run on 13.7in rims. The first front moulds, which will run on 11in rims, will not be delivered until the end of this week.

'In terms of shape, the tyres will look shorter and wider,' continued Gaug, 'but they will not be quite as round and aerodynamic. We will try to get the maximum tread on the ground but that will mean a sharper angle at the shoulder of the tyre. That's a problem because it's where the tyres get hot and blister. We will have to make the shoulders thick. We will just have to see what that does to the grip.'

'We hope to do the first testing with the new tyres at the end of September in Estoril. We have the circuit booked for that.'

'The chances are that the first time we run them they aren't likely to be absolutely right. It may be that we need to have two or three moulds in the early development steps before we go into production.'

Goodyear's decision to remain in F1 continues a tradition in Grand Prix racing which dates back to the mid-1960s, during which time the company has notched up 273 Grand Prix wins.

Although Goodyear currently has an F1 monopoly, it is thought likely that both Michelin and Bridgestone/Firestone will enter the Grand Prix arena, possibly in 1994.



Lee Gaug: 'it was forced upon us'

The threat to Formula 1 tyre supply is over. Goodyear will continue to produce rubber for all the Grand Prix teams in 1993.

Doubts over the company's F1 future had been raised in June when the FISA World Council voted to reduce F1 tyre widths from 18in to 15in with effect from January 1, 1993.

Goodyear argued that the reduction was too drastic and too dangerous, so it proposed a compromise of 16.5in, but this was rejected by FISA. Goodyear was thus left with the decision to either accept 15in or withdraw from F1.

'We didn't really decide,' said Goodyear's F1 manager Lee



Fuel, F1's modern day black art, reverts to pump specification in Hungary

F1 engine builders go frantic over fuel

Formula 1's engine manufacturers have been working overtime this week to prepare engines for Grand Prix racing's new fuel formula, which will come into force in Hungary this weekend.

Test beds have been running flat out as the engine builders try to discover whether their power units will function with pump petrol rather than the exotic fuel cocktails which have been used this year.

The panic has been caused by

FISA's decision to alter its understanding of the F1 fuel regulations regarding 'power-boosting additives'. The governing body, reacting to detailed analysis of fuel samples taken at the French Grand Prix, is threatening to take action against anyone found to be contravening its new understanding of the rules.

Fuel companies are unwilling to challenge FISA for fear of defeat and being branded as having raced illegal fuels.

F1 FUELS — THE ENGINE MEN REACT

Jean-Jacques Delaruiere (Renault Sport): 'We are ready to use pump fuel, but we are also ready to use our normal fuel. If other teams use pump fuel we cannot risk a problem. We will do the same. We tested an engine with such fuel last Friday because if we are forced to use fuel from a service station we want to know how it will work with our engine. For us it is just a question of adjusting the mapping of the engine.'

'The problem is that no one knows exactly what it is that FISA wants. It is not very clear. They said that after the French Grand Prix at Magny-Cours they had checked several cars. We don't know which cars. They said there was illegal fuel. We don't know which fuels. We don't know what to do.'

Mike Royce (Lamborghini Engineering): 'We ran a quick test on an engine with gasoline we bought around the corner here in Modena. The shape of the power and torque curves are the same, although the power did come down a little.'

'We didn't lose as much as we might have expected, but we are going to have to change the mapping to some degree. We have an added problem because we are planning to take some development engines to Hungary and we have to check their mapping before we go.'

'We think that the change should

reduce some of the advantage which some fuel companies have been getting from spending exorbitant sums of money on exotic fuels. The problem is that we don't really know what constitutes pump fuel in the regulations. It's a bit of a grey area.'

Mario Illien (Ilmor Engineering): 'We are in the process of testing with the new fuels to find out what they do. The first impression is that the fuel will mean a slower combustion. That will have an effect on the revs.'

'At the same time the fuel will have a higher octane so that allows a high compression ratio. I wouldn't think it will have a big effect overall. We will have had to make some changes but that may not be the same for everybody. Pump fuel will probably have a different effect on each different engine. Everyone is going to lose a little bit, but Williams is still going to be very competitive. What will happen is that engine specifications will need to be changed for next year.'

Takashi Koshiba (Yamaha/Ypsilon): 'The performance drop without the use of special fuel is the same for every team. Although it is not a small change, it has not been a big problem for us. We have just reset the engine-mapping for the fuel. It should bring us closer to our competitors.'



Swiss-Italian Andrea Chiesa has stood down after a disappointing time in the Fondmetal

Van de Poele in for Chiesa

Brabham driver Eric Van de Poele is expected to switch to Fondmetal this weekend, replacing Andrea Chiesa.

Chiesa has had a disappointing season with the Italian team and in a statement to the Swiss press last week, announced that he was standing down.

On Monday, Fondmetal confirmed that Chiesa's place would be taken by the Belgian, but on Tuesday morning Brabham was still under the impression that Eric would be

driving alongside Damon Hill.

Eric himself was not sure: 'I don't know who I will drive for,' he said, 'but I think it will be Fondmetal. It's not 100% sure yet as I have to sort things out with Brabham.'

Julian Bailey is standing by to step in for Van de Poele at Brabham if Eric does switch.

The Fondmetal drive is a chance not to be missed for Van de Poele, who has had a frustrating F1 career to date.

Although the change will



Van de Poele — switching to Fondmetal?

mean Eric has to pre-qualify, the Sergio Rinland-designed GR02 chassis has shown considerable potential in the hands of Gabriele Tarquini. By contrast, the outdated Brabham BT60B — also designed by Rinland — has been struggling to qualify.

Eric has qualified for just two Grands Prix. He retired when lying fifth on his debut in San Marino last year with the unwieldy Lamborghini, and finished 13th in the Brabham at this year's South African GP.

Prost and Williams — a false start for the Italian press

Alain Prost has not signed for Canon Williams-Renault for 1993 — but it is probably only a matter of days before he does.

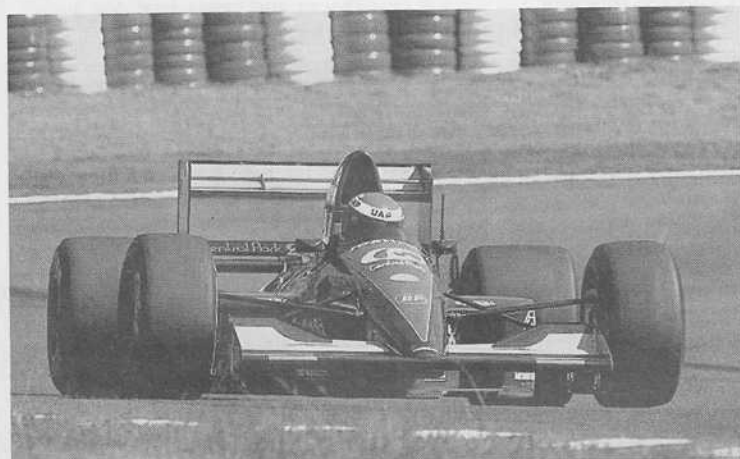
Last week Italian newspaper *La Repubblica* published an interview with Prost in its *Il Venerdì* magazine. The article included the assertion that 'I have gone to Williams, the best team at the moment.'

The story was picked up by news agencies and beamed around the world. It was immediately denied by Williams, Renault and Prost.

Prost has been careful to avoid controversy since he was fired by Ferrari last year and the idea that he would choose to leak the story to an unknown Italian journalist — not even the paper's regular F1 reporter — is fanciful, particularly after his stormy dealings with the Italian media during the Ferrari split.

On closer investigation, the discredited interview was found to be a compilation of Prost quotes from the last few years.

The assertion that he had signed for Williams seems to have involved a fair degree of artistic licence.



Eric Bernard hopes to revive his Formula 1 career, which began with Larrousse

Bernard sets his sights on F1 return

Eric Bernard is hoping to return to Grand Prix racing next season. The talented young Frenchman's career was abruptly halted when he suffered leg injuries in an accident during practice for the Japanese Grand Prix in October last year.

Eric spent the early months after his accident in the care of the famous Professor Raymond Letournel of the Porte de Choisy clinic in Paris, who has treated many F1 stars for leg injuries.

Eric was not sufficiently recovered in time to find an F1 drive for 1992. He attended the South African GP to see if there

were any opportunities, but all doors were closed. Instead, he joined the Peugeot sportscar team to partner Yannick Dalmas and Derek Warwick in the Le Mans 24 Hours.

Eric tested for Peugeot but suffered a stress fracture and was replaced by Mark Blundell, who went on to win Le Mans with Dalmas and Warwick.

Eric is now fully fit once again and — after an unplanned sabbatical — is determined to relaunch his promising Grand Prix career.

He is still highly respected in the Venturi-Lamborghini team.



Ligier has tested a semi-automatic 'box but financial constraints are delaying the project

Ligier's technical advances delayed

Ligier is being handicapped by budgetary restrictions.

The team has backing from French government companies Gitanes Blondes, Loto and Elf and is widely believed to be one of F1's best-funded teams, but it is having to cut back on development programmes.

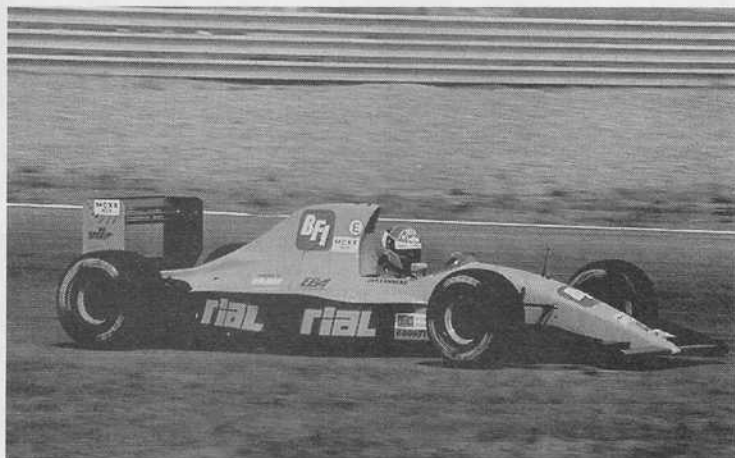
The team's active suspension programme has been put on hold for financial reasons, despite being well advanced. The project, under British engineer Steve Clark, has been conducted on testing rigs at the Defence Research Agency at Shrivenham.

Ligier's semi-automatic gearbox is also six weeks behind schedule because of cost-cutting measures, but was given its first proper run at Magny-Cours last week.

The system worked well and the new gearbox completed a race distance without drama.

Ligier plans to continue the development of the gearbox so that it can be raced next year — although this depends on Guy Ligier's future plans.

Rumours persist that Ligier is selling to ex-AGS owner Cyril de Rouvre. No one at the team is willing to confirm the stories.



Jan Lammers drove the March CG 911B at Zandvoort's Marlboro Masters weekend



Naspetti - March F1 driver at Spa

Naspetti signs for March F1

Formula 3000 star Emanuele Naspetti is to join the March F1 team from the Belgian Grand Prix. The Italian will replace Frenchman Paul Belmondo for the remainder of the season.

Belmondo has gained confidence in recent races after a shaky start, but has not been able to raise the sponsorship necessary to keep the drive.

Naspetti has been talking to several F1 teams in recent weeks - notably Tyrrell - but reached agreement with March on

Wednesday last week. Sponsorship will come from Oliveto, an Italian water company.

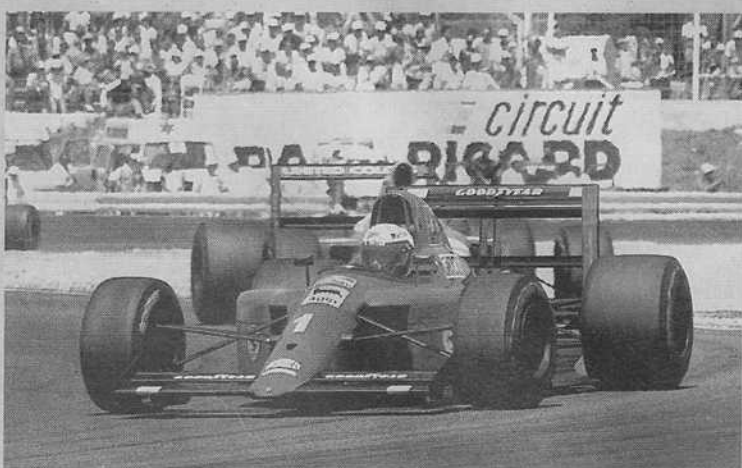
The 24-year-old from Ancona was the 1988 Italian Formula 3 Champion and has spent four seasons in international F3000. For the last two years he has driven for Forti Corse, scoring five wins.

Karl Wendlinger's contract with March runs out after the Portuguese GP on September 27 and there is a possibility that the

Austrian will be replaced by Dutch veteran Jan Lammers for the final two Grands Prix of the year in Japan and Australia.

'Karl is the best asset the team has,' said team manager Charlie Moody on Monday, 'but as everyone knows his contract is only for 14 races and it really is a question of money.'

'Karl would love to race for us in Japan and Australia and we would love to have him, but we have to have money. If he can find it, he'll be racing with us.'



Scuderia Ferrari - 500 not out

Ferrari celebrates its 500th World Championship event in Hungary this weekend.

The legendary Prancing Horse marque debuted at Monaco in 1950 - the second race in the history of the FIA World Championship - and has since scored 103 race victories and 110 pole positions. In recent seasons the Maranello-based team has struggled for success, Ferrari's last victory coming in Spain two years ago, with Alain Prost (above).

Despite the phenomenal success of McLaren in the last 10 years, Ferrari is still the most successful F1 team in history. In the 42 years since the World Championship began, it has employed a total of 85 drivers and won nine Drivers'

World Championships: two each for Alberto Ascari (1952-53) and Niki Lauda (1975-77) and one apiece for Juan-Manuel Fangio (1956), Mike Hawthorn (1958), Phil Hill (1961), John Surtees (1964) and Jody Scheckter (1979).

In addition the team has collected eight Constructors' world titles (1961-64-75-76-77-79-82-83).

Since the death of Enzo Ferrari in 1988, Ferrari has been run by Fiat. At the start of this year Luca di Montezemolo was appointed president of the company. Montezemolo was team manager of Ferrari during its great years with Niki Lauda in the 1970s and Lauda himself is now back with the team, acting as an advisor.

Sad Capelli takes more battering in Imola test shunt

Ivan Capelli walked unhurt from a huge accident while testing for Ferrari at Imola last week.

The Milanese driver's desperate run of bad luck continued when his F92A went out of control at the high-speed Villeneuve corner.

At around 185mph the car was pitched into a spin and hit the barrier. Fortunately it was travelling backwards at the moment of impact. After the initial crash the Ferrari was thrown into a series of spins along the wall, suffering several more impacts. Capelli was badly shaken but otherwise unharmed.

Initial investigations suggested that the car, which had been on the fourth lap of a Grand Prix simulation test, had suffered some form of mechanical failure. Damage was extensive.

Capelli's crash occurred during a three-day test in which a modified V12 engine appeared briefly before blowing up.

Jean Alesi was present for two days and Capelli took over for the third day, but his progress was cut short by the accident.

Ferrari has announced that Capelli will not drive for them in 1993 (see separate story).

BRIEFLY

● **Jean-Marie Balestre** has confirmed that he will not be standing against FISA president Max Mosley in the election in October. Balestre will fight for the presidency of the French national sporting authority on September 16 and intends standing for re-election as president of the FIA in 1993.

● **Ford is to use** its Series VI HB V8 engines at this weekend's Hungarian GP. 'We are very pleased with the performance of the Series VII at Hockenheim,' said Cosworth's Dick Scammell, 'but we will race Series VI in Hungary, because we feel it is better suited to that circuit.'

● **John Barnard** was in Italy last week to pay a visit to Ferrari headquarters in Maranello. Barnard is setting in motion a number of development projects for the team and had talks with engineer Paolo Francia of Magneti-Marelli regarding the team's active suspension system.

● **Renault has yet to decide** whether to race its new RS4 engines at this weekend's Hungarian GP. The Williams team has done considerable running with the RS4s but has raced the older RS3C all season.

● **Lamborghini Engineering** is reported to have concluded a deal with TAG Electronics for engine management systems for the company's V12 F1 engine. The news has yet to be confirmed by TAG Electronics, part of the TAG/McLaren empire. McLaren's Ron Dennis had talks with Lamborghini on the subject earlier this year.

● **Michael Schumacher** has another claim to fame. The young German F1 star features on a new postage stamp in the Central African Republic...

● **Jean Alesi** took time off from testing last week to visit a young cancer victim at Aix-les-Bains in France. The youngster's dream was to meet the Ferrari driver, so Jean turned up in a Ferrari F40 and took him for a drive.

● **Luca Badoer** has begun talking to F1 teams about possible test drives. Last week there were suggestions that the talented Italian F3000 driver would test a Tyrrell, but the talks came to nothing.

● **Footwork Mugen Honda** spent two days at Silverstone last week working on the reliability of its new sequential gearbox - as raced in the recent German GP. David Brabham conducted the testing, which included work on a revised suspension.

● **Also at Silverstone** were the Jordan and McLaren teams - both for three days of testing. Jordan's work centred around the Yamaha V12 engines, with Judd development engineers working with Yamaha for the first time. McLaren was represented by Mark Blundell and Gerhard Berger.

● **BP has announced** that it is opposed to FISA's decision to insist on pump gasoline in F1. BP says it does not believe that the use of normal pump fuels fits F1's image of technical excellence, although it shares FISA's concern that F1 should be environmentally-conscious.



Ferrari will pay the earth for Ayrton Senna, but will he gamble on 1993?



Capelli is definitely out of Ferrari next year

Capelli out, Ferrari after Senna

Jean Alesi will stay at Ferrari next year, but the team will replace Ivan Capelli — it hopes with Ayrton Senna.

'Senna is our number one target,' confirmed Ferrari spokesman Giancarlo Baccini, 'but we have told him we do not think we can win the championship next year and we must work for 1994. He must decide what to do. If we do not get Senna,' said Baccini, 'we will have Gerhard Berger. That is the most probable thing.'

Senna is unwilling to make a decision, preferring to await Honda's decision whether to continue in Formula 1 — and a resolution of the negotiations between Mansell and Williams.

Ferrari is believed to have set a deadline of this weekend for Senna, although a previous deadline was extended.

Senna wants to join Williams, but a deal will only be possible if Nigel Mansell leaves the team. The Englishman has a contract on offer from Williams, but is

unwilling to accept the terms. If Nigel agrees to the deal he will be joined by Alain Prost. If not Williams may call his bluff.

The team is currently in a strong position with both Senna and Prost keen to drive next year. Mansell's position is weakened as he has no clear alternative, beyond vague talks with Ferrari.

We do not believe that Williams will try to integrate Prost and Senna, preferring to keep Patrese as number two.

Teams told that Spanish SWC is back on

Sportscar World Championship teams last week received faxes from both FOCA and FISA saying that the Spanish SWC race, scheduled for Jarama on October 4 will go ahead as planned.

A fax from Bernie Ecclestone to all teams said that there was 'good reason to believe' that the race would take place.

The official word from the FISA press office, however, is that there is no decision yet about the event.

Illness forces Weidler out of Japanese F3000

Volker Weidler, winner of two rounds of the Japanese F3000 series this year, will miss the next two races and the Suzuka SWC race because of illness.

The German has suffered a recurrence of an ear problem which has troubled him all season and forced him to miss the Daytona 24 hours in January.

Volker's likely replacement in the Nova Lola JF3000 team is Katsutomi Kaneishi.

McLaren — trying active suspension at Hungarian GP?

McLaren is rumoured to be taking four cars to Budapest this weekend — one fitted with active suspension.

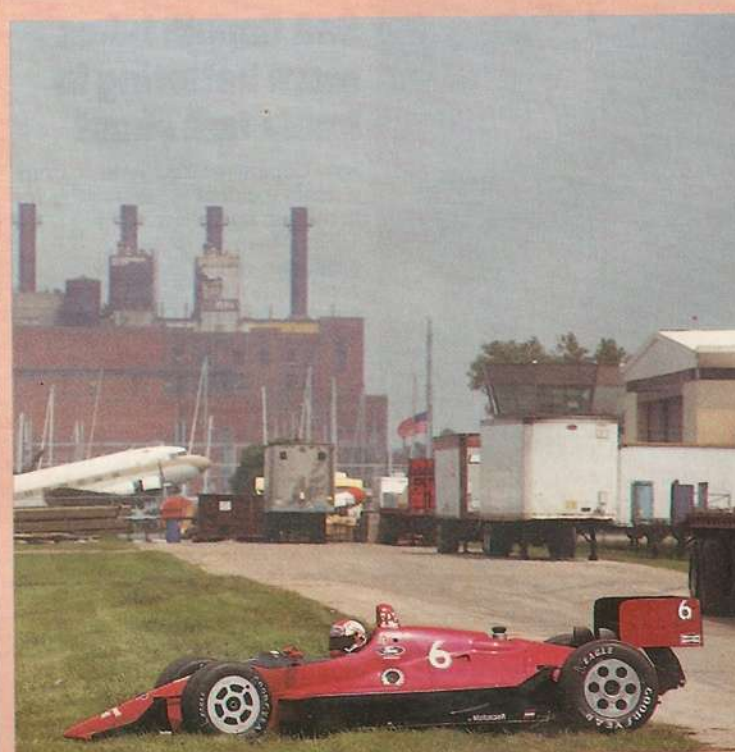
We hear the system could race at the Belgian GP, but team boss Ron Dennis was unavailable as we closed for press.

McLaren tester Mark Blundell recently spent three days at Magny-Cours trying out traction control. Hot temperatures forced the team to hose the straight to create slippery conditions.

Tyrrell pushes forward with traction control

Tyrrell will have traction control on its 020B chassis in Hungary this weekend.

The system has not been tried on a car, but has undergone extensive dyno testing. The plan is for Andrea de Cesaris and Olivier Grouillard to experiment in practice on Friday before deciding whether to continue for the weekend. The team will also be continuing the development of its active front ride-height control.



Robby and Raul's parking problems

Robby Gordon (above) was one of two drivers to go off the circuit and end up in a public area at Cleveland's IndyCar race last weekend. He ended up only a few feet from a truck, the driver of which honked his horn as Gordon spun towards it. Raul Boesel went off at the same place during practice on Friday, but luckily the car park area was empty at the time. Boesel ran over some camera equipment left behind by a fast retreating photographer, whose missing rolls of film were later retrieved from Raul's radiator! Photo: Michael C Brown.



Lauda — airline advert offensive

Lauda Air in hot water over naked girl advert

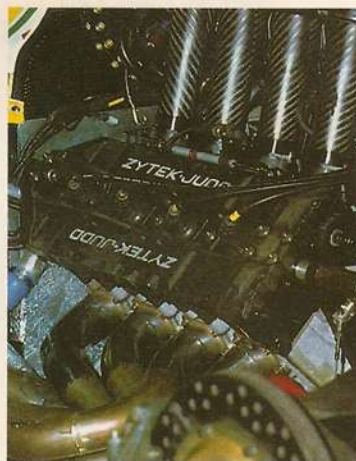
Niki Lauda's airline, Lauda Air, has annoyed children's groups in Thailand with an advert featuring a naked girl framed by a heart. The greeting says, 'From Thailand with love'.

A coalition of more than 200 child and women's rights organisations has set up a protest at Lauda's Bangkok headquarters.

'This is the biggest joke of all time,' Lauda told the Austrian APA news agency on Saturday.



IBR drivers Montermini and Barrichello avoid trouble in the hunt for the F3000 title



The Zyteck-Judd won in Barcelona. Pic: DPPI



Kurosawa — Jordan's Japanese tester

IBR switches to Mader power

The Il Barone Rampante Formula 3000 team has made a shock engine change mid-season.

The Italian team — runner-up in last year's International F3000 Championship — has opted for the Heini Mader-tuned Ford Cosworth engines as used by Crypton Engineering — winners of the last two races — among others.

It is believed that a deal was struck last Thursday, but team boss Giuseppe Cipriani was unavailable for comment as we

went to press. IBR now has two weeks to install the Mader-Cosworth units prior to the next race at the Nurburgring on August 23.

The team started the season with Zyteck-Judd KV engines, which performed well early in the year — Andrea Montermini featuring at Pau and winning in Barcelona — but which were left behind on the power circuits at Enna and Hockenheim.

The other Zyteck-Judd user, Paul Stewart Racing, will stick

with the KV engines. The team was at the Silverstone South circuit last week and at Donington this week testing developments on the KV unit.

'They've been working flat out to find more top end power,' said PSR team manager Dave Stubbs on Monday. 'The modifications are very impressive on the dyno and we are happy that improvements will come.'

Meanwhile rumours suggest that another F3000 team is ready to switch to Zyteck-Judd engines.

Kurosawa tests Jordan-Yamaha at Suzuka

Japanese Formula 3000 driver Takuya Kurosawa tested a Jordan-Yamaha 192 at Suzuka last week.

The former British FF1600 driver ran for three days, trying new Yamaha developments. He was not expected to go for quick times. He had already tried the car on a private track.

Last year Japanese testing — mainly for Yamaha — was undertaken by Ukyo Katayama.



Tennyson — from IMSA to SWC

Euro Racing lines up David Tennyson for Suzuka SWC

Euro Racing Lola hopes to recruit Canadian David Tennyson for the Suzuka round of the Sportscar World Championship on August 30.

The team feels obliged to run three drivers per car in the gruelling 1000km race, as Toyota and Mazda will do.

Tennyson currently lies sixth overall in the IMSA GTP series.

Euro Racing will not be attending the Sugo JS-PC race on September 13, as it had hoped.



Fiorio claims Atlantic record for Italy

Former Ferrari sporting director Cesare Fiorio last weekend led a 14-man crew to claim the record for the fastest non-stop crossing of the Atlantic Ocean. The Aga Khan's Destriero took 21 hours off the previous time — setting a new target of 58h34m50s. Destriero was awarded the Virgin Atlantic Challenge Trophy, although the vessel was not eligible for the Blue Riband itself as it does not carry passengers. The 67m aluminium Destriero is powered by three marine jet engines capable of producing 60,000bhp, sufficient to reach speeds of 65 knots.

Stricklin triggers off Winston Cup silly season

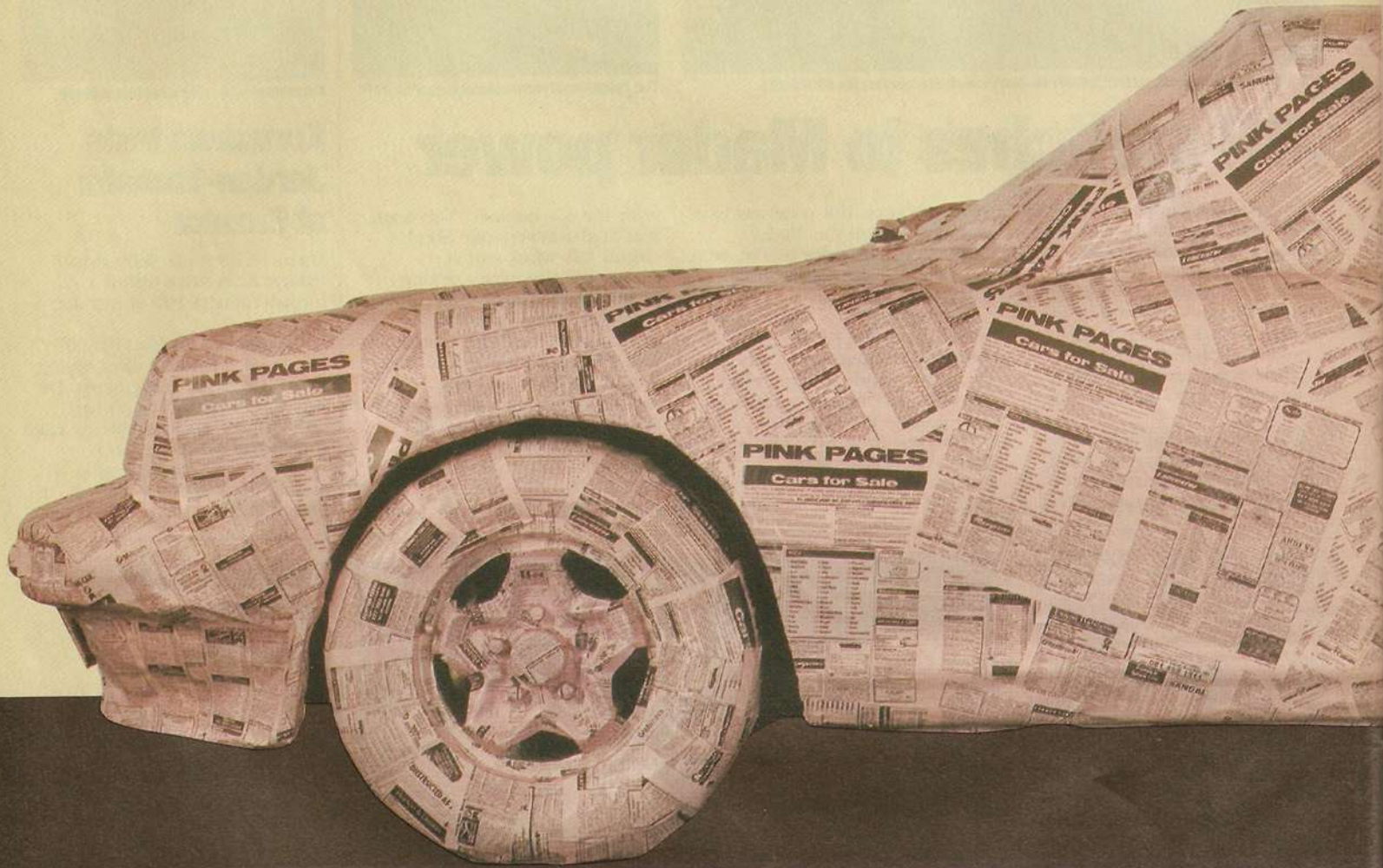
'Hut' Stricklin has announced that he will be quitting the Bobby Allison Motorsport NASCAR Winston Cup team at the end of the season.

His departure triggers off a rush to land drives for 1993, with fellow Winston Cup competitors Sterling Marlin, Dick Trickle, Derrike Cope, Brett Bodine and Michael Waltrip all known to be on the lookout to find alternative employment for next year.

Stricklin has turned down an offer to drive for Petty Enterprises, indicating he wants to drive a Ford Thunderbird rather than a Pontiac Grand Prix. This makes him a likely replacement for Trickle or Bodine at the Stavola Brothers or Kenny Bernstein teams respectively. Road racer Tom Kendall has thus become the favourite to fill 'The King's' spare seat.

In a quest to regain competitiveness, Stricklin's current team will be changing to Ford Thunderbirds for the remainder of the year, trading in the Chevrolet Lumina it has entered thus far in the Winston Cup title chase.

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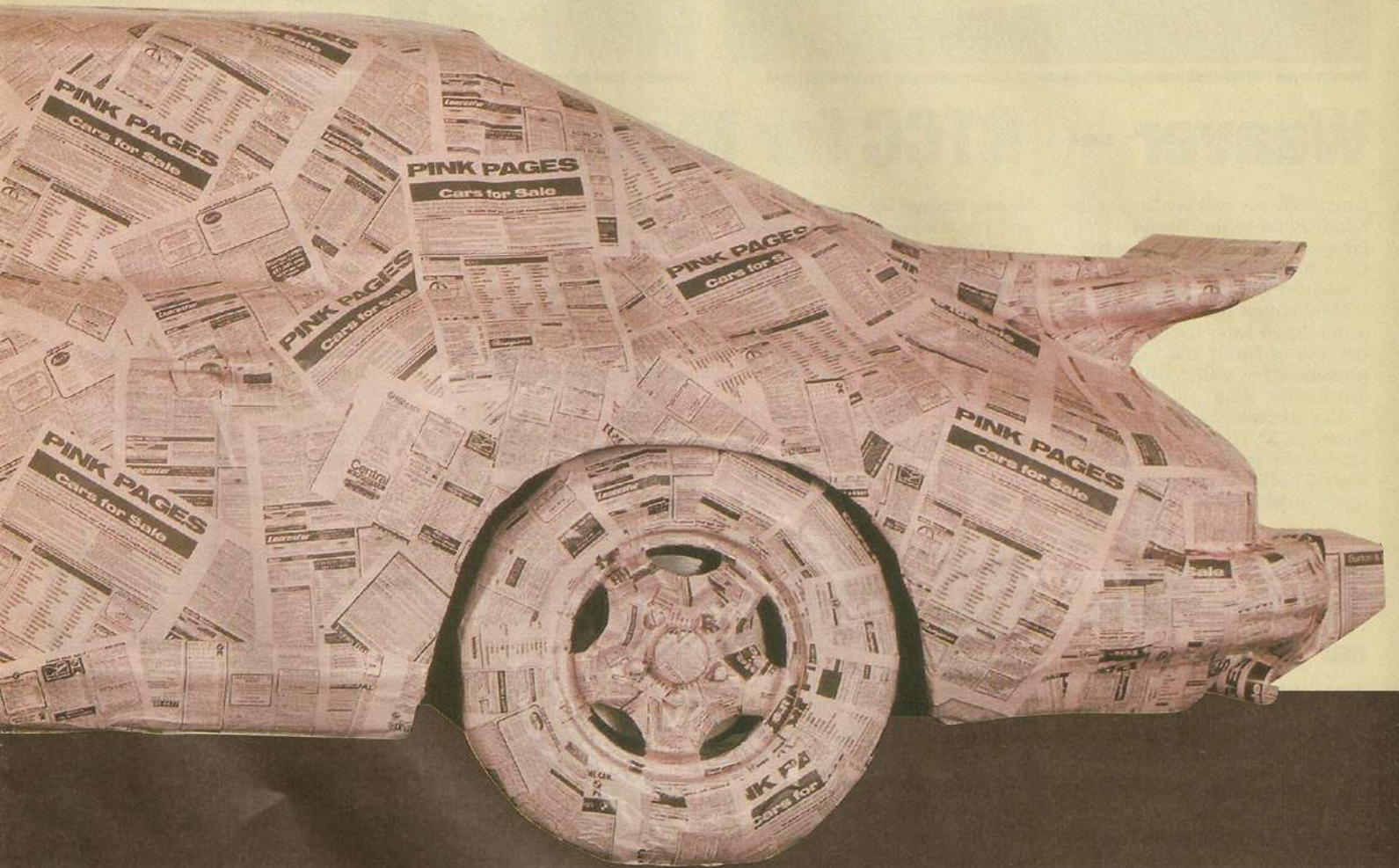


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Weaver in his 1989 British Touring Car Championship class-winning Prodrive BMW M3



James — back in harness with Nissan

Weaver — BTCC for Nissan

James Weaver will replace Andy Middlehurst in the Nissan Janspeed Racing British Touring Car Championship squad for the remainder of this season.

Middlehurst has decided to stand down from racing duties because of family and business pressures, but will continue to test for the team.

'I'm absolutely delighted,' said James (37). 'There's nothing technically on the car which should prevent it from going really quickly. Janspeed and

Nissan has got all the facilities and the commitment necessary. It's very positive and open-minded. It's a great opportunity.'

Weaver last graced the BTCC in 1989, when he narrowly lost the title overall to John Cleland's Vauxhall Astra, but won the up to 3-litre class in a Prodrive-prepared BMW M3.

Since then, his racing has been mainly in IMSA sportscars, but '92 has not been busy. He managed three laps in a Mazda at Sebring, before it caught fire,

but otherwise has been limited to testing.

Weaver is still under contract to Rob Dyson's team in the 'States, but Dyson is not yet sure that he will be able to put together a competitive package for '93 and has advised James to explore other opportunities.

James' front-wheel drive experience is limited to two competitive appearances in Metro Challenge cars, but he does not expect that adapting his style will be a problem.

Honda beats Nissan to win World Solar Car race

Honda may be struggling to win Grands Prix at the moment, but last weekend a works Honda entry beat its Nissan rival to win Japan's first solar car circuit event at Suzuka.

The World Solar Car Race Suzuka '92 was held over 10 hours, split into four heats on Saturday and Sunday. Some 26,000 people attended over the weekend, many of them wandering across from the neighbouring amusement park.

The 75mph Nissan 'Sun Favour' was comfortably quickest in qualifying, but Honda's machine proved better in the mixed weather conditions of the race itself.

Neither the Nissan nor the Honda concept has a strong connection with any pukka racing projects within the respective companies, and are seen as high-profile R&D test-beds for road car technology of the future.

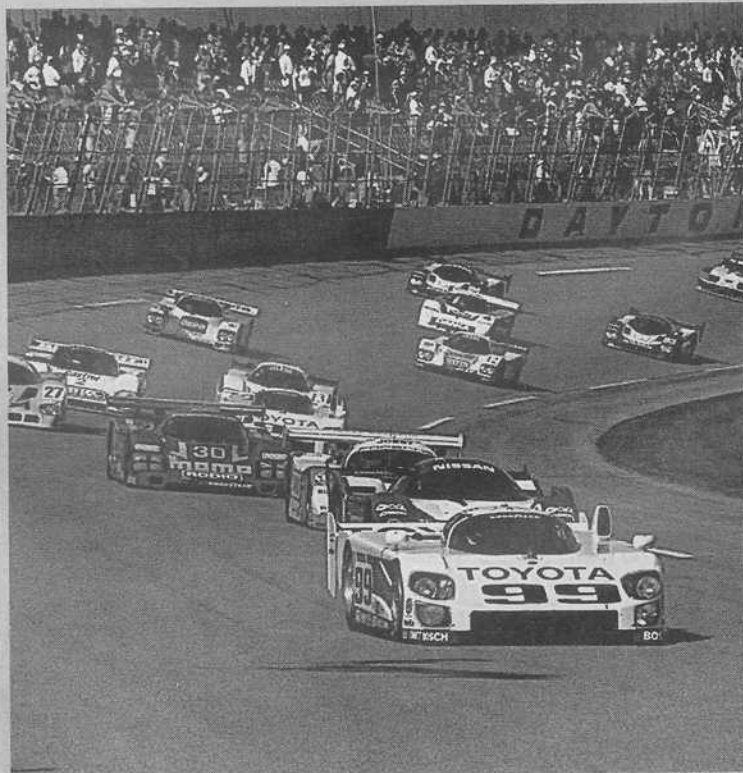
Also entered were several privateer efforts, including one car built by the Formula 3000 manufacturer Dome, featuring carbon brakes. Toyota will race its solar car later this year.

Labatt's to back 1993 Ford touring car programme?

Ford seems certain to enter the British Touring Car Championship in 1993 and rumours suggest that Labatt's is likely to provide the backing if Paul Stewart Racing gets the deal to prepare the cars.

The project will centre on Ford's Sierra replacement, which is likely to be launched in March 1993 at the Geneva Motor Show.

Other preparation companies to have quoted for the deal include TWR and Andy Rouse.



Toyota claims IMSA manufacturers' title

Toyota last weekend seized the IMSA manufacturers championship after a dominant one-two victory at Road America. Juan Manuel Fangio III won from PJ Jones as Toyota took its fifth consecutive win and its seventh of the season, a run of success that started with the Sebring 12 hours in March. Toyota has 184 points to Nissan's 131 and Jaguar's 126. Fangio leads the drivers' title chase with 186 points to Davy Jones's 142.



Ray — doesn't feel he's competitive

VLM drive up for grabs as Ray Bellm quits the BTCC

Ray Bellm will not race his VLM-prepared BMW 318is in the final three rounds of the Esso British Touring Car Championship.

Bellm pulled out after practice at Pembrey on Saturday, worried about his recent form.

He is not, however, quitting the sport and hopes to drive for VLM in long-distance touring car races in the future. His BTCC car could be available for the rest of the season to a driver with an appropriate budget...

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Nissen — 'very happy' with his chance was an impressive fourth on his debut at Pembrey

Nissen to Prodrive

Kris Nissen has replaced the injured Alain Menu in the second Prodrive-run M Team Mobil British Touring Car Championship BMW 318is.

The 32-year-old Dane finished a competitive fourth on his debut in the car at Pembrey on Sunday and will complete the season with the team.

'Straight away I had a good feeling for the car and what it needs. I think I should be able to race in the top five over here,' said Nissen.

Kris is a BMW Munich contracted driver and was leading the privateer section of the German Touring Car Championship, however financial problems for Unirion — the sponsors of his German team — have finished his season.

'It's good to come from a private team in Germany to a factory one in England,' said Kris.

'The cars are similar, the brakes are the same, the tyres just have a lot less grip.'

General Motors pulls the plug on Canadian series

Motorsport in Canada has been dealt a body blow by the withdrawal of General Motors as a sponsor of its two most important tin-top series.

Left without backing for 1993 is the showroom stock series for Chevrolet Camaros and Pontiac Firebirds that has run since '86. The other series afflicted is the national stock car series, a tertiary level championship that ranks below NASCAR's Winston Cup and Grand National series.



Cowie: just married

South African Formula 3 racer Hilton Cowie was surprised to find his car roll out for Sunday's round of the British F3 Championship at Pembrey looking rather different to the way it had when it was put away after qualifying.

Hilton's Fred Goddard Racing Class B Reynard-Mugen Honda 913 was sporting a different livery, with new stickers alongside the usual Sasol branding. The fresh stickers bore the message 'just married' in response to Hilton's recent marriage to long-time girlfriend Cathy Kennedy.

FGR team mate Stephen Watson is rumoured to have some 'young, free and available' stickers lined up for his car for the next round at Silverstone...



Karl — looking to Brands

Jones misses home BTCC race as budget runs out

Karl Jones' Techspeed BMW M3 missed the Esso British Touring Car Championship round at Pembrey.

A series of engine problems had virtually exhausted the car's budget by the previous round at Knockhill and, despite working very hard, the Welshman failed to find the money to contest his home race.

Karl hopes to find the backing for Brands Hatch on August 31.

Madgwick plans to run Indy Lights team next season

Madgwick International is aiming to contest the Indy Lights Championship in 1993.

Team boss Robert Synge expects to run a two-car team, headed by 20-year-old American Vauxhall Lotus driver Zak Brown. 'I feel it is a good time for us to move into Indy Lights, as everyone will be on an equal footing with the introduction of the new Lola chassis. I'm looking at the FIA F3000 and British Touring Car series, too.'

Buhl looks at Formula 3000 for the 1993 season

American comingman Robbie Buhl is considering moving into Formula 3000 in 1993.

The Firestone Indy Lights series leader came to Britain recently, visiting several F3000 teams, including Paul Stewart Racing, and Lola — constructor of the '93 Indy Lights chassis.

He was accompanied by Mark Weida, owner of the Leading Edge Indy Lights team, to watch friend Eddie Lawson race his motorcycle at Donington Park.

BRIEFLY

● **The Budweiser Cleveland GP** marked the first time in IndyCar history that four Canadians started the same race. Jacques Villeneuve — the first Canadian to win an IndyCar race — Michigan winner Scott Goodyear, Paul Tracy and Ross Bentley flew the maple leaf flag in Ohio.

● **Stefan Johansson** continues to lead the competition for IndyCar Rookie of the Year, ahead of Robbie Gordon and Jimmy Vasser.

● **Reynard** has concluded an exclusive deal with the Le Mans Company to act as the Bicester company's Japanese agent. Tom Hanawa's company has been Reynard agent since 1988, but has also handled Ralt business during that time.

● **The Nations Cup** Vauxhall Lotus Euroseries race has been confirmed for October 3/4 at Estoril in Portugal — the country which won the Cup last year. Requests to run the competition in 1993 have been received from Estonia, Croatia, Mexico, Australia and South Africa.

● **Last weekend's Japanese** Touring Car Championship race at Mine was threatened by a typhoon. Saturday's qualifying was cancelled, but the race eventually went ahead as planned on Sunday.

● **Laurence Bristow** made a brief appearance at the Pembrey round of the Esso British Touring Car Championship last weekend, but packed up his BMW M3 and left after practice. 'Privateers can't compete any more. I've just realised that, having spent too much money,' he explained.

● **Roy Kennedy** was at the Pembrey round of the Esso British Touring Car Championship last weekend and hopes to bring his BMW M3 out again for Ian Flux in the last two rounds of the BTCC at Donington Park and Silverstone.

● **Bobby Verdon-Roe** was seen deep in conversation with most of the team principals at last weekend's round of the British Touring Car Championship at Pembrey. He is determined to return to the series before the end of the season.

● **Formula Ford** and Formula 3 were linked together at Pembrey when Paul Stewart Racing and West Surrey Racing invited drivers from the junior category for tea. This was the first of a new series of meetings organised to let the parties get to know each other on a casual basis.

● **Paulo de Cristofaro** is joining the Apex team for the remaining three rounds of the Italian Formula 3 Championship, starting at Monza on August 30. He is taking over the Dallara-Alfa Romeo 392 campaigned previously by Andrea Larini.

● **An Alfa 155 GTA Q4** racer will contest the rest of the Spanish Touring Car Championship, driven by Luis Villamil.

● **Motor Sport** lost a court case recently when advertising manager Sonhella Kimberley won a claim for unfair dismissal, having lost her job last October after rows over parking in one of the slots allotted to the journalists.

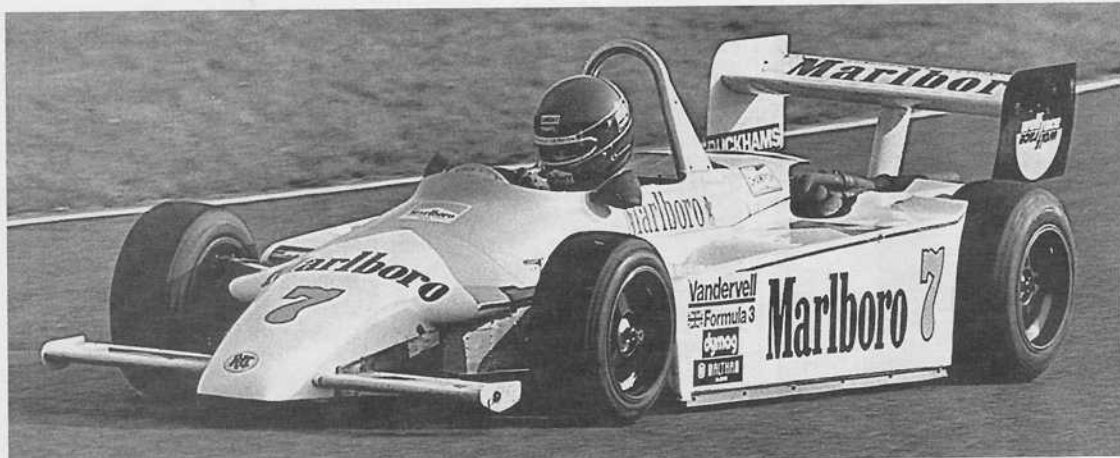
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David Sears was involved with F3 as a driver in the British Championship back in 1981. He aims to run his own team in '93

Sears to go Formula 3 in 1993

The British Formula 3 Championship will be graced by a new team in 1993: David Sears Motorsport.

The F3 racer turned team owner intends to move up a rung from Vauxhall Lotus with a two-car team.

'The best way to progress into a higher formula is to go with the best drivers and the best engines,' said David on Tuesday. 'If you have these, chassis choice is less important.'

'If we took the winners of the

GM Lotus Euroseries and the British Vauxhall Lotus Championship up to F3, I'm sure Opel would be interested in becoming involved with its Spiess-tuned engines. As it is, I have the possibility of six drivers aiming for two seats.'

DSM leads both the GM Lotus Euroseries and the British Vauxhall Lotus Championship with British drivers Gareth Rees and Piers Hunnisett respectively, and also runs Dutchman Martyn Koene, who lies second to Rees.

'When thinking about chassis choice, we've had a good relationship with Reynard for a number of years now.'

'I believe that the only way to go in and upset the established teams is to get testing early. We expect to be out there by October. I'm really looking forward to the challenge.'

DSM will continue to run a team in Vauxhall Lotus, with a franchise being opened in Brazil to act as a feeder to DSM's European teams.



Jorg Muller - satisfying his backers

Muller changes team to revive Formula 3 career

Jorg Muller - 1991 Monaco F3 GP winner - swapped teams for the recent Marlboro F3 Masters in a bid to retain a sponsor.

At the behest of the ONS, he drove an RSM Marko Reynard-Alfa 923 at Zandvoort in place of his Malte Bongers Reynard-Batelle Opel 923. 'They wanted to know if it was me, the car, or the engine that was not going well. Now I hope they can see it is not me,' he said after topping his group in qualifying.

Ignition advancing switches set to change face of F3

Pedro Lamy won the Marlboro Masters of Formula 3 race at Zandvoort with an engine fitted with a switch to advance his ignition for short bursts. Now, everyone wants one.

There is resistance from the British F3 series team managers, however, as it will increase costs by around £25,000. 'If one team takes them, then everyone will have to follow suit,' said Neil Brown of Mugen. 'Without them, everyone will be equal.'

Cunningham to race a Pre-Stock Camaro on the dirt

Australian Neil Cunningham is starting a new chapter in his racing career by joining the Pre-Stock Championship in the USA.

'I'll be driving a Chevrolet Camaro on the dirt ovals for Dick Plowman, starting this weekend at Swansboro Speedway in Georgia. While I'm there, I'll talk to people and see what happens. If I can't get a single-seater drive in Europe for '93, maybe I'll do the Winston regional series,' said Neil.

BRDC to sell its share in Silverstone Motor Group

A recent bulletin to members of the British Racing Drivers Club says that the club is looking to sell its £5.3 million stake in the Silverstone Motor Group.

A tripartite meeting involving lawyers representing the members, Silverstone Circuit and Tom Walkinshaw's TWR Group took place last Friday to discuss the unravelling of the deal, as requested by the members at the EGM in June.

The meeting discussed the possible market for the BRDC's stake in the joint venture.

It is believed unlikely that a buyer can be found for the full £5.3 million, so discussions continue as to how the shortfall will be made up if a lower bid is received.

It is believed possible that the directors of the BRDC could be liable for the shortfall, which would be hard on those directors who wanted to put the matter to the members in the first place. Equally, as they are suing the original lawyers who advised them on the deal, the shortfall could be made up from any revenue which may be forthcoming in the event of a successful action.

BRIEFLY

● **Alain Menu** is at home in Switzerland preparing for an operation on the knee ligaments injured in his Knockhill quad-bike accident. He is determined to be back on the British Touring Car Championship trail before the season is out. On a brighter note, his wife Caroline gave birth to a son, Maxime, on Saturday.

● **Elton Julian** has made an immediate return to the cockpit after dropping from the British Formula 3 Championship. The young American has returned home and is continuing his career in the Zerex Barber Saab Pro Series. He placed fourth in his first race at Road America.

● **Alan Docking Racing** has yet to appoint a successor to Elton Julian. Three drivers are in the frame for the team's second Ralt-Mugen Honda RT36, with a decision expected by the end of this week.

● **Castle Combe** may yet be awarded a round of next year's Esso British Touring Car Championship if the earnest conversation between Howard Strawford and TOCA's Alan Gow at Pembrey on Sunday yields fruit.

● **Tim Harvey** has formed his own supporters club, launched at Pembrey last weekend, scene of his second consecutive victory in the Esso British Touring Car Championship. The THSC will be run by Club 89, for whom Tim helps with driving instruction on its track days. Club 89 also runs the Robb Gravett Supporters Club.

● **A new circuit** in Brazil is to host its maiden meeting on August 23. Located in the south of the country, the Londrina circuit has taken over the round of the SudAm Formula 3 Championship that was scheduled originally to take place at Interlagos.

● **The SudAm Formula 3** calendar is set for further change, as the race at Rio Cuarto in Argentina - the 10th round of the 12-race championship - hangs in the balance. The organisers are having trouble raising the finance required to host the event.

● **Domenico Schiattarella** is taking over the Saccone team's Ralt-Alfa Romeo RT36 for the remainder of the Italian Formula 3 Championship. The car was driven previously by Gianmaria Regazzoni. The F3 veteran has been driving for Forti Corse in the SudAm F3 Championship thus far this year.

● **Roof rails**, right side windows and side skirts are to be mandatory in NASCAR Winston Cup events on circuits of more than 1.5 miles after Davey Allison's accident at Pocono on July 19. These changes are intended to prevent spinning cars from flying, and have been used before only at the Daytona and Talladega superspeedways.

● **The American Equipment team** scored a one-two finish in last weekend's Liquid Tide TransAm Tour race at Watkins Glen. Jack Baldwin leading home Scott Sharp. It was achieved in dramatic fashion, points leader Sharp colliding his Duracell-backed Chevrolet Camaro with a spinning George Robinson two corners before the finish. Baldwin dived past in his Hot Wheels sponsored Camaro to win.



Vauxhall used an anti-lock brake system on its Cavaliers at Pembrey last weekend

ABS for Vauxhalls

The Esso British Touring Car Championship Vauxhall Cavalier GSis of John Cleland and Jeff Allam tried anti-lock braking at Pembrey last weekend.

'Yes we are trying out a little system,' said Vauxhall Sport team manager John Nixey, 'it's nothing very sophisticated.'

This is the first time an ABS system has been seen on anything other than a BMW in the BTCC — other teams have previously dismissed suggestions that they might try it, on

grounds of cost. The BMW's ability to use the system has also been cited as one of the major reasons for retaining the large — now 75kg — weight differential between fwd and rwd cars.

Prodrive and VLM personnel who saw the disguised elements of the system on the Vauxhalls are convinced that it is the one available off the shelf from BMW Motorsport in Munich...

It would appear to need more development: 'It didn't work,' said Cleland afterwards.



Watson — continuing to end of the year

AstraTech backs Watson for rest of Formula 3 season

South African Formula 3 newcomer Stephen Watson has clinched a deal to complete the remainder of the British F3 Championship.

AstraTech — a company that produces on-board computer displays — is putting its name on the flanks of Watson's Fred Goddard Racing-run Ralt-Mugen Honda RT34 for the last five rounds of the series. AstraTech also backs the FF1600 Rays of Andrews, Stapley and Charsley.

Hewland swaps Ralt for Reynard at Pembrey F3 round

William Hewland raced a Reynard 913 for the first time in Sunday's British Formula 3 round at Pembrey.

'Dave Brown of Reynard encouraged us to give it a try in place of our regular Ralt RT35,' said team boss Mark Bailey. 'It's only a case of evaluation at present. If we like it, we'll use it for the rest of the year.'

Hewland was delighted with the car, despite crashing out of the class lead on the first lap.

'Sideways' Smith makes a quick F3 return with WSR

Nigel Smith's retirement from British Formula 3 is over, just four weeks after he quit the series at the British GP.

The former kartist has joined West Surrey Racing in Class B for the remainder of the season.

'This is the first time I've done it professionally,' said Nigel. 'And I'm like a kid in a toy shop: the best toy shop in town. It's great to be able to concentrate on driving rather than running your own team.'

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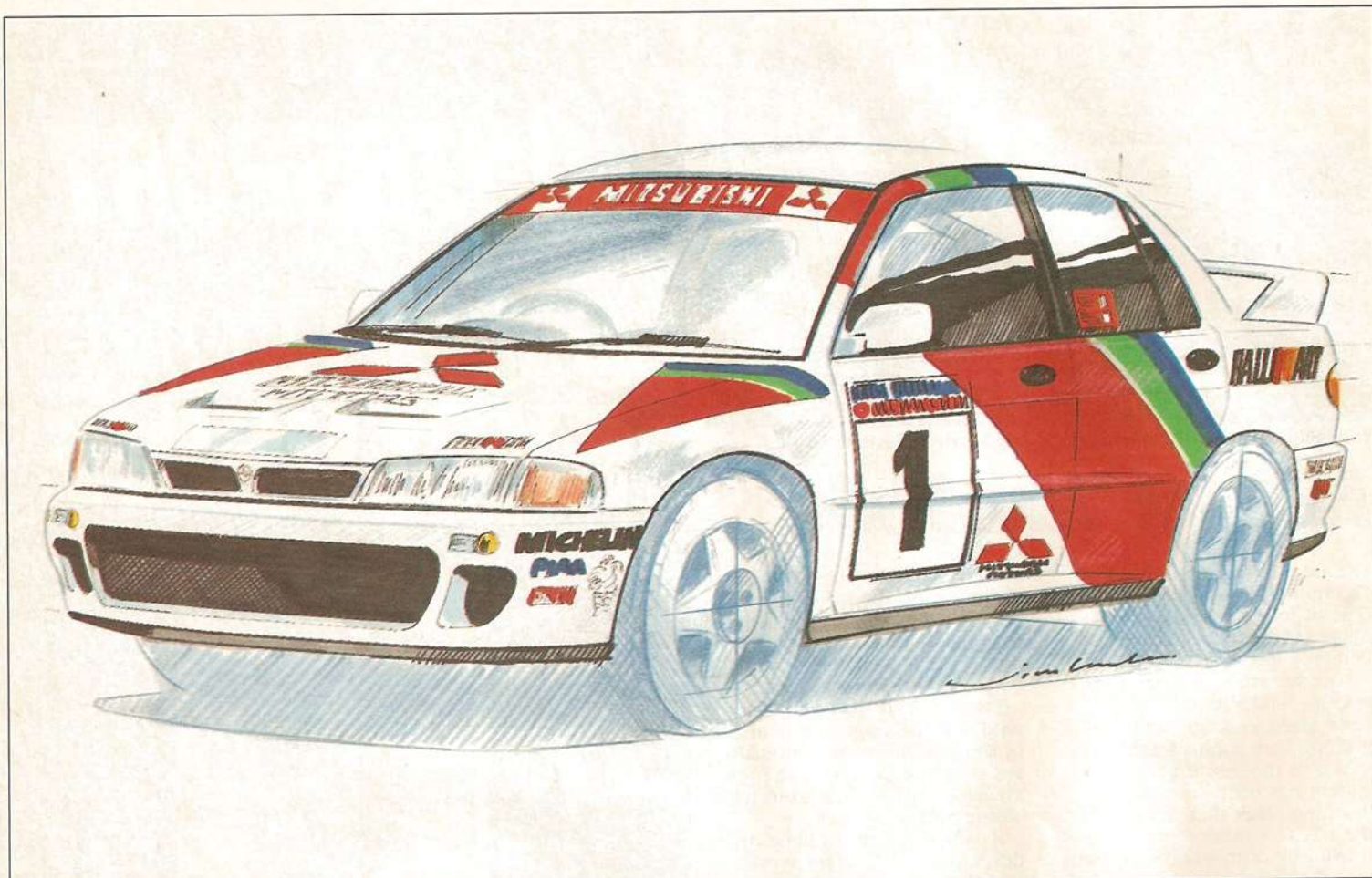
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The Lancer RS-Evolution as seen through the pen of Jim Bamber. Note the deep front air intake and the bonnet-mounted louvres to ensure maximum power from the engine

Mitsubishi Lancer: lighter, smaller, faster

The Mitsubishi Lancer RS Evolution should make its World Championship debut at the Monte Carlo Rally next year.

The replacement for the Galant VR-4 will be the first purpose-built rally car from the company, designed to overcome the problems inherent with the heavy Galant VR-4.

Although a Lancer has been seen in testing (*Special Stage* last week), the definitive rally version has yet to be launched, although details are expected to

be issued in Japan within the next two weeks.

The RS Evolution is being produced alongside the 'driver-friendly' GSR Evolution and the total production will meet FISA's 2500 minimum for Group A homologation.

The Lancer retains a transverse engine and under-bonnet cooling is aided by a massive frontal air intake and bonnet mounted scoops.

It can be assumed that the car will benefit from the major

weight savings achieved on the Galant this year and Ralliart recently admitted that its new car may be the first to be a force on asphalt next season.

Kenneth Eriksson has been retained next season but the

identity of his team mate remains unknown. It is still anticipated, however, that that driver could be signed for the team — along with a new major sponsor — later this month at the 1000 Lakes.

LANCER RS-E & GALANT VR-4: HOW THEY COMPARE

	Lancer RS-E	Galant VR-4
Length (mm).....	4310	4580
Width (mm).....	1695	1695
Height (mm).....	1395	1440
Wheelbase (mm).....	2500	2600
Standard weight (kg).....	1170	1410

Gronholm gets Finnish chance in Sainz's Toyota

Marcus Gronholm joins Toyota Team Europe for the 1000 lakes Rally following the withdrawal of Carlos Sainz.

Gronholm (24) is Toyota Finland's driver and tipped as one of Finland's most promising youngsters. He got his chance in the second Celica with team-leader, Markku Alen, after Sainz decided to miss the rally and prepare more fully for events later in the season, rather than take on Lancia head to head.



Gronholm — big break with Toyota

Lancia set to make official return

The factory Lancia team could be ready to announce an official return to rallying.

Last December, Fiat Auto withdrew its factory teams from the World Championship and left Martini Racing (with the Jolly Club) to maintain company honour.

Fiat's managing director, Paolo Cantarella recently admitted, however, that this year's results had been far better than expected and the HF Integrale would need development in 1993 to comply with the new regulations governing tyres in particular.

Fiat funded Didier Auriol's Argentina entry ('It was the right thing to do,' said Cantarella) and admits that it makes no sense to run a car for just one season. 'We will continue to develop the Delta,' the company concluded.

Cantarella dismissed rumours that future Fiat projects will carry Alfa Romeo badging ('That would not make a happy marriage') but confirmed that the Abarth development department will be moving from its central Turin base. 'It will be moved to Chivasso and relaunched as a technical base with its own 4km test track.'

Burns: Group A deal for 1993

Richard Burns will contest next year's British Rally Championship in a Group A car, possibly replacing Colin McRae in the official Subaru.

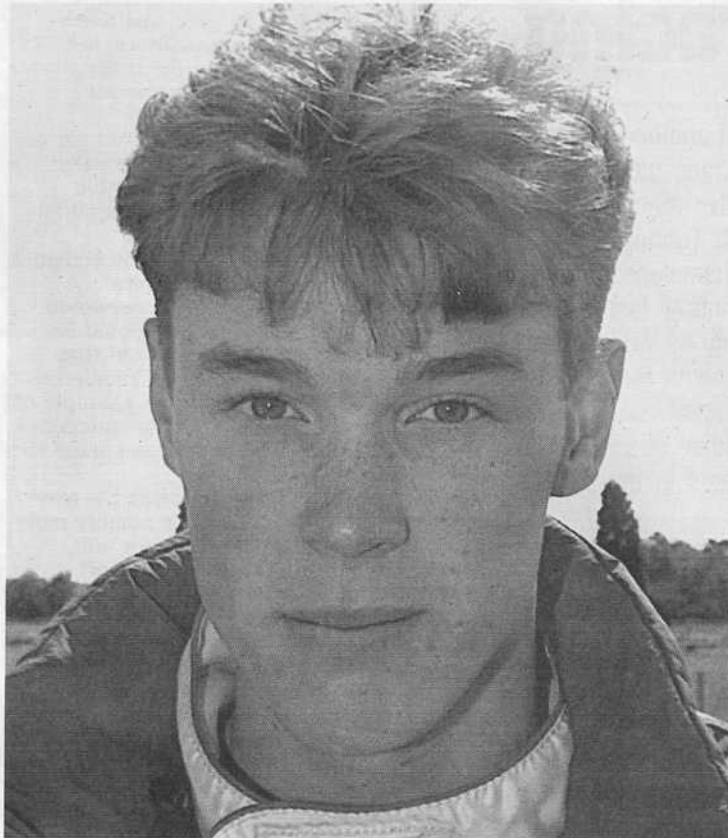
At last week's Shell Scholarship finals, the Reading youngster turned down the chance to be selected for the Group N Escort Cosworth as he is close to confirming an exciting deal for 1993.

Money is fast being gathered to fund a front-running Group A attack, if not with Subaru (possibly with backing from Rothmans and/or Elonex Computers) then alternative Group A cars.

Burns currently has a Prodrive contract to help on World Championship events so it would be easy to extend that link. But Ford, Mitsubishi and Toyota are also believed to be on Burns' shopping list if the Subaru deal falls through.

An announcement is expected within the next couple of months although all parties concerned — Burns, mentor David Williams and Prodrive's John Spiller — insist that nothing is signed or finalised at present.

Burns is one of three drivers chasing the Mintex National title.



Richard Burns — on his way to the front with a Group A Subaru?

Mazda delays homologation of GT-R until 1993

Mazda's new GT-R is unlikely to contest this year's Lombard RAC Rally as the company wishes to delay homologation until 1993.

By doing so, Mazda need only build 2500 examples instead of the 5000 required by the present regulations. The car has been seen in prototype action twice this year, once in Italy and last week on the Mantta Rally.

Mazda will contest five or six events in 1993.

Mantta Rally win sets up Alen for 1000 Lakes

Markku Alen won the traditional pre-1000 Lakes Rally warm-up.

The Mantta 200 Rally is often used for some last-minute testing before the 'Finnish Grand Prix' and Alen used the chance to try out some development components for Toyota. He finished 10 seconds clear of Tommi Makinen's Nissan while Hannu Mikkola retired the prototype Mazda GT-R from third with engine trouble.

The teams now begin their 1000 Lakes recce in earnest.



Mark Lovell was back in action in Indonesia, but the Toyota overheated when lying second

Dunkerton win guarantees Australia trip

Ross Dunkerton won last week's Bendoel Rally of Indonesia and will now start the Telecom Rally Australia.

For a while it seemed that Mitsubishi Ralliart Australia would not be entering Dunkerton on the biggest round of the Asia Pacific series. However, as he will take a 12-point lead over Carlo Sainz (New Zealand Rally winner) and a 17-point advantage over arch rival, Rod Millen, to the event, it would have been folly to waste the chance.

The early stages of the Indonesian event saw Dunkerton under threat from Dom Buckley,

but the Scot was eventually excluded for servicing in a control area despite asking permission to check a damaged wheel after hitting a bank.

Mark Lovell was back behind the wheel of a competitive car for the first time in two years. Driving the ex-Llewellyn Toyota Celica GT-Four he was running second at the end of day one but retired soon after with an overheating engine.

An electrical problem dropped Rod Millen to 42nd at the end of the first leg, but reseeded ninth he was able to claw back to second at the finish, 19 minutes behind Dunkerton.

BRIEFLY

● **The silly season** is pointing to some curious driver switches in the coming weeks. Nissan's Tommi Makinen is widely tipped as a partner to Kenneth Eriksson at Mitsubishi, as is Lancia's Andrea Aghini. Depending on Lancia's decisions which could see Didier Auriol back on the World Championship trail with Aghini seeking European glory (see separate story), Auriol could also be on the move to Cologne and Toyota. However, the hottest tip for Toyota is Juha Kankkunen. Team boss Ove Andersson is holidaying until the 1000 Lakes and no decision will be forthcoming before then. However, if Kankkunen or Auriol do sign, an announcement must surely be made shortly afterwards.

● **The Argentina Rally** may return to its 1983 venue of Bariloche next year. After the unpopular switch from Cordoba to Tucuman this year, the organisers appear to be considering another switch of venue. The Governor of Tucuman, Ramon Ortega, assured everyone before the start that the rally would stay in his province next year, but afterwards only hoped that this would be the case. Cordoba is generally regarded as the best rallying country available, but politically its views are often at variance with Buenos Aires where the sporting authority rests.

● **Nissan has confirmed** plans to send Tommi Makinen to the Midlands Rally (Special Stage last week) in a Castrol-backed Sunny GTiR. The Finn finished second on the Mantta Rally at the weekend and declared the latest specification Nissan to be lighter and handle better than the earlier example of the GTiR.

● **Gwynndaf Evans** has been carrying out extensive asphalt tests on the Group N Escort RS Cosworth at Boreham. Mike Taylor Developments will oversee the project and Mountune will provide the engines. The car has more top end power and torque than the Sierra and engineers are confident that the latest gearbox specifications are capable of withstanding competition pressure. Gravel testing is taking place in Wales this week.

● **Until the withdrawal of Carlos Sainz** the 1000 Lakes Rally had the top eight from this year's World Championship on the entry list...

● **The San Remo Rally** will feature a stadium-style superspecial at the end of the first leg. Approximately 3km long, the stage will be at Il Ciocco with the stage utilising the stadium for part of the action. The rally starts from San Remo on Monday October 12 and finishes on Thursday 15.

● **A new Malaysian Rally** could jeopardise the current event's place in the Pacific Asian Championship. SAMP, the company that promotes motorcycle racing at the Shah Alam circuit near Kuala Lumpur has nominated the Pan Malaysia International Rally for the same dates as the Malaysian Rally and is intending to apply independently for inclusion in the championship.

● **Mitsubishi's Lancer RS-E** is expected to be debuted in Group S form on the Rally of Malaysia by Yasuhiro Ohnishi.

A shot in the arm for British racing

Britain has found itself another circuit capable of hosting top level race meetings, judging by the positive reactions of those contesting the British Touring Car and British Formula 3 Championship double-header at Pembrey last weekend.

Opened as a motor racing facility as recently as 1989, the World War II airfield in south Wales offers three key things that British motorsport needs: a location untroubled by noise restrictions, ample space for expansion, and supportive landowners in the Llanelli Borough Council.

While other circuits are stymied by many constraints, Pembrey is poised to become more important. The BARC, which holds a 25-year lease to run racing there, plans expansion when it makes a profit (see *Sports Report*) – something which it can expect with the increased usage that is likely to result from the 'closed-shop' attitude of other British circuits and organisers (see *Humble Pye*).

The Touring Car and F3 drivers found Pembrey's layout a challenge, although they were united in the opinion that the circuit needs to be widened, to offer more than the one current overtaking opportunity for quicker cars – at Hatchets Hairpin.

Popular as a test track with teams from Formula 1 down, and as a venue for stage rallies, rallycross and sprints, as well as motorcycle sport, Pembrey has shown that it is worthy of further investment.

And it is not as hard to get to as you might think, being just 20 minutes from the M4 motorway. Why not visit the Welsh Motorsport Centre and judge for yourself. Your support could make the difference between Pembrey continuing as it is, or becoming something even better.

BUILDING FORMULA FORD'S FUTURE

It is good to note that Keith Millar (*Correspondence*, last week) is among the many planning a long future for Formula Ford.

But his comments lead me to doubt that he has personally compared the considerable success of this year's Rapid Fit Open Formula Ford Championship with the activities of other junior formulae.

If he had, I think he would agree that changes should be kept to a minimum and that there is certainly no requirement to blindly follow the example of other, much younger, categories which may or may not stand the true test of time.

Five-speed gearboxes – why? The Zeta engine is notably more torquey than the Kent unit, making the added cost of another gear or two totally unjustifiable.

With regard to lap times, those of the Zeta-powered car will be better anyway. Adding a gear could negate those gains.

By contemporary tyres I assume Keith means slicks and wets. No sir!

As with all decisions about the future of the category, the opinions of the Formula Ford 'industry' and the drivers were sought before decisions were made.

The unanimous conclusion was for more of the same, ensuring: a) the extra power of Zeta is not nullified by extra grip; b) the requirement for inherent car control that has set Formula Ford apart from the masses for 25 years is retained; c) costs are not allowed to escalate.

That an engine change was overdue is not in dispute. That any other fundamental aspect of

Formula Ford needs altering, most certainly is.

If Keith still has his doubts, we invite him to be Ford's guest at October's Formula Ford Festival where some 200 Formula Fords from 18 countries are again set to do battle in the closest racing you will see anywhere in the world.

The Ford policy for the formula is clear cut, namely to carefully build on 25 years of unrivalled history. Yes, there will be other exciting announcements about the world-wide future of the formula, but none that will in any way tarnish its matchless heritage or see it turned into a fruitless clone of other, younger, categories – many of which still have to prove their worth or durability.

Gordon Bruce
Formula Ford co-ordinator
(on behalf of Ford Motor Company Ltd)

PROST FOR 2CVs...

Alain Prost's reported remark that 'Senna is 1000 times a better driver than Mansell', does seem a little ironic.

Nigel may not have Senna's natural ability but he did get the Ferrari to win the odd Grand Prix.

He seemed to have the support of the management, team and fans in Italy, even though Nigel admits not to having the language or political prowess of Prost.

Nigel has kept on racing this year and is on course for a record-breaking nine Grand Prix wins. He has on more than one occasion beaten 'the best' – Ayrton Senna.

If I were Nigel I would tell Frank and Renault where to put Mr Prost – in the next 2CV race at Cadwell Park...

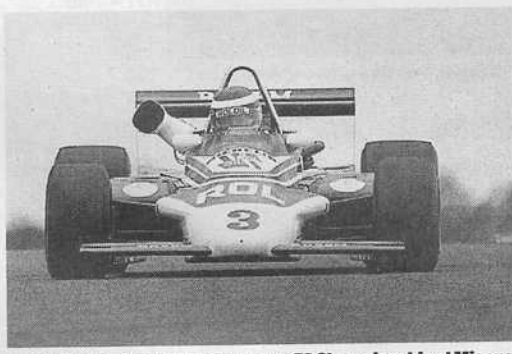
S Stark
Eaglescliffe, Cleveland

10

Ten years ago this week (*AUTOSPORT*, August 12, 1982), victory in the final round of the European Formula 2 Championship earned Corrado Fagi the crown, by a single point from team mate Johnny Cecotto, whose March-BMW 822 was knocked off by Stefan Bellof's Maurer early on.

Patrick Tambay won the German Grand Prix for Ferrari, but there was little joy, for team mate Didier Pironi (the World Championship leader) had sustained dreadful leg injuries in a violent practice accident the previous morning.

Nelson Piquet – who is currently recovering from the leg injuries sustained at Indianapolis in May – indulged in a



Corrado Fagi clinched the European F2 Championship at Misano

little impromptu pugilism with Eliseo Salazar, the Brazilian having lost the lead when his Brabham collided with the Chilean's ATS at one of the chicanes.

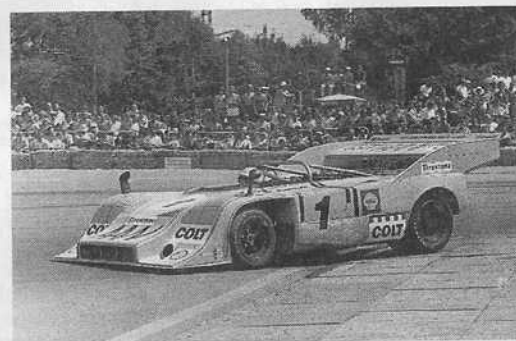
At Hockenheim this year, the current World Champion Ayrton Senna and local boy Michael Schumacher reintroduced boxing to Formula 1, after a difference of opinion over lines in a FOCA test session.

20

Twenty years ago this week (*AUTOSPORT*, August 10, 1972), Finn Leo Kinnunen celebrated his 29th birthday by winning the 200-mile InterSerie race at the Norisring in his Porsche 917/10. Willi Kauhsen won the second heat in his version. Helmut Kelleners, who finished third overall, won the McLaren 'class.'

Mike Hailwood won his third European Formula 2 round in four events at Mantorp Park with the Matchbox Surtees TS10. Peter Gethin, who won the opening heat handsomely in his works Chevron B20, crashed out of the decider when a suspected tyre failure sent it of the track while in another commanding position.

Alpine-Renault driver Lucien Guitteny –



InterSerie King Leo Kinnunen on the streets of Nuremberg

who finished fourth on the road – was given maximum points in a bizarre Shell Formula 3 Championship round at Paul Ricard – after Roger Williamson's GRD was excluded for an airbox infringement and his own team mates Michel Leclerc and Alain Serpaggi were deemed ineligible for not having the mandatory series sponsor's decals on their cars.



REDESIGN SILVERSTONE

The design of newer circuits on the Formula 1 calendar has often been criticised for a lack of overtaking opportunity.

In my opinion, a new design should incorporate a sequence of bends similar to the Bos-uit to Tarzan layout at Zandvoort, a fast bend followed by a long straight with a hairpin at the end of it.

I feel that the opportunity to build such a sequence was missed when Silverstone was redesigned.

If Stowe was redesigned as a tight hairpin, followed by an S-bend leading to the Vale then the Becketts-Chapel-Hangar Straight-Stowe sequence would resemble the Zandvoort layout.

It was always a sure bet for overtaking in past Grands Prix so how about it Silverstone?

David Mason
Winsford, Cheshire

DONINGTON'S OK

I have to disagree with Nigel Roebuck's comments in last week's *Fifth Column* regarding this year's British Motorcycle

Grand Prix. I do not believe that Donington has learnt anything from the events at the Silverstone Grand Prix. Far from it...

Silverstone has, in fact, failed to learn from Donington.

Contrary to Mr Roebuck's article, a victory lap was not allowed at the 1991 bike GP when Kevin Schwantz had to stop at Redgate where he threw his gloves and helmet into the crowd.

Donington did not respond to the Silverstone farce but had considered this move a year earlier, even in a racing category where a Brit was highly unlikely to win and mass stupidity was highly unlikely.

I think this shows the great care and attention given to racing safety at Britain's finest circuit.

RD Davies
Normanton-on-the-Wolds, Nottingham

POOR WITNESS

I would be interested to know which of the two BTCC races at Knockhill, Colin Bouse (*Correspondence*, last week) was watching.

The Matthew Neal/Colin McRae incident happened at

Taylor's during the second race, but not as he described.

Neal did not spin in front of McRae, the rally driver hit Neal exiting the hairpin and kept the pressure on until he pushed him into a spin and subsequently out of the race. This incident was clearly shown on the ITV *Chequered Flag* programme.

Neal had been up to fourth position, his best performance this season, and looked set to finish fifth before his race was terminated by McRae.

Zoe Doig
Rugby, Warwickshire

INCLUDE COMBE

How right and proper Adrian Fawdington's letter was last week, and how perceptive in the light of the Knockhill fracas.

The letter from M Denton also makes a very valid point in that the circuit was barely capable of containing the speed of the touring cars.

If ever a letter was fully vindicated, it was Mr Fawdington's.

Surely TOCA must now include Castle Combe which is vast and fast.

Martin Greenslade
Shipston-on-Stour, Warwickshire

DON'T BE ELITIST

While agreeing with some of Neil Hardie's comments (*Purely Personal*, July 23) on the poor supporting programme for the British Grand Prix, I was amazed at his suggestion that race fans should somehow have to qualify for a ticket by proving their attendance at other meetings.

I am lucky to live within easy reach of four major circuits, but for many the annual trek to Silverstone is something of a pilgrimage.

The British GP is rightly a festival of motorsport for the whole family (from the kids to granny if her pension can stretch to the admission price) to enjoy.

Formula 1 is rarified enough without making it a closed shop to the casual flag-waving fan.

More people are likely to attend smaller club meetings after a thrilling day at the British GP than vice versa.

This is a great year for British motorsport. Let's not be elitist about it!

Janice Hume
Burntwood, Walsall

● The editor is not bound to agree with readers' opinions.

30

Thirty years ago this week (AUTOSPORT, August 10, 1962), Graham Hill drove the race of his life to win the German Grand Prix at the Nurburgring, his BRM just two and a half seconds clear of John Surtees (Bowmaker Lola), and four ahead of Dan Gurney's Porsche at the flag, after a thrilling battle in the mountains.

Hill and Surtees rushed back to Brands Hatch to drive Jaguar 'E' and Ferrari 250 GTO respectively in the Peco Trophy Race on Bank Holiday Monday. John led initially, only to be overhauled in mixed conditions by Mike Parkes, Roy Salvadori and Innes Ireland in similar cars.

Parkes was in scintillating form, for after the 25-lapper he jumped aboard an



Mike Parkes chases John Surtees in their GTO battle at Brands

Equipe Endeavour Jaguar and duly won the 30-lap Molybdenum Trophy Race for touring cars from team mate Jack Sears.

And Mike was not finished, for he also dominated the subsequent 50-lap Guards Trophy feature on his first outing in a Ferrari 246. Some drivers earned their money. Tony Maggs was the Formula Junior victor - Parkes did not enter!

40

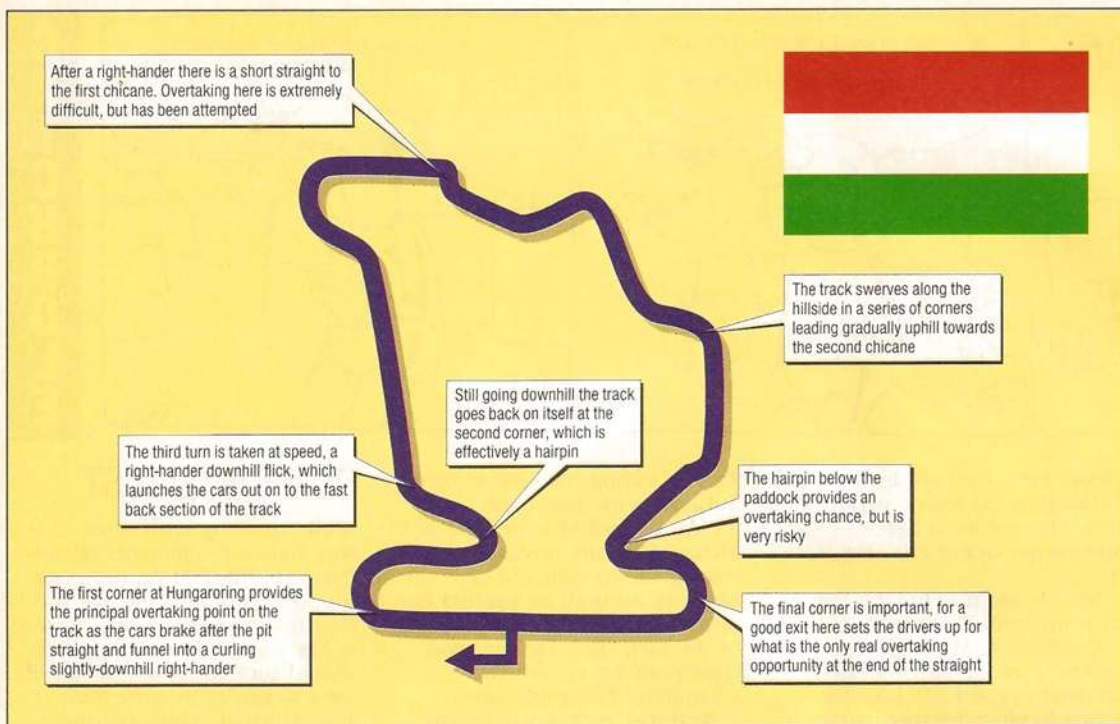
Forty years ago this week (AUTOSPORT, August 8, 1952), Luigi Villorosi won the *Daily Mail* International Trophy for Formula 1 and 2 cars at Boreham in his 4.5-litre Ferrari. Team mate Francisco Landi was second, ahead of Phi-Phi Etancelin's Talbot. A crowd of 50,000 people saw the BRMs fail again.

Twin 100-mile sportscar races were also on the bill at the Essex airfield circuit (now home to Ford Motorsport). Ken Wharton won the first in a Frazer-Nash - before transferring to one of the BRMs - and Stirling Moss the second for Jaguar. Alan Brown took the Formula 3 honours in his Cooper, from Don Parker (Kieft) and Moss (Cooper).



'Gig' Villorosi splashes home in the big Ferrari at Boreham

It was Parker's turn two days later at Brands Hatch, where he won both the 30-lap *Daily Telegraph* feature race and the August Sprint event before a record crowd. Johnny (father of Tony and Tim) Brise, George (father of FF1600 ace Rob) Wicken, Bill Whitehouse and Parker won the four heats for the latter. Moss broke the 500cc lap record in the final.



Nigel Mansell goes to Hungary aiming to win the race and fulfill his dream of becoming World Champion

Judgement day

Nigel Mansell goes to Hungary aiming to score his ninth victory in 11 races. If he does, he'll win the world title. But this time, winning may not be easy

The talking point in Hungary is certain to be fuel, with FISA telling the F1 teams that it wants them to run what amounts to pump fuel, and if they don't there could be trouble...

Exactly what effect the banning of super-brew fuels will have remains to be seen. For many months, drivers and engineers have been talking about how important fuel is to the performance of various engines. Now, apparently, they say it just isn't that critical.

So, what's the truth? Probably somewhere between the two. The Hungarian Grand Prix will show us just how much fuel affects engine performance and longevity when we count the number of engine blow-ups and check out which teams are where on the timesheets.

Whatever, it is probable that the top teams will be less quick than they have been in relation to the smaller teams, so the field should be closer than has been the case in recent races. And that might lend a very different slant to proceedings.

This is a track where overtaking is near impossible without the

It is important for Williams that Nigel gets ahead and stays ahead

assistance of the car ahead — witness Thierry Boutsen holding off Ayrton Senna to win in 1990 and Ayrton repaying Williams by pulling the same stunt on Patrese and Mansell last year.

That, of course, puts qualifying performance at a premium, which gives McLaren more of a chance than at recent events. It is not easy to get a clear lap in qualifying, but Senna has always seemed to find a gap when it counts and Mansell's nightmare must be that Ayrton gets into the first corner first.

Thus, it is important for Williams that Nigel gets ahead and stays ahead, as his record this year

behind others is none too spectacular: he went off in Montreal and in Hockenheim took to the dirt again while bottled up behind Senna.

If Nigel gets ahead he will be unbeatable — and a win will cement Nigel's dream of becoming World Champion. If Riccardo Patrese — the better starter of the two on balance — gets ahead, there will be great pressure put on him to move aside and let Nigel through.

Once Nigel has the world title in his pocket and Williams has tied up the Constructors' Championship, I am sure we will start to see Patrese winning races, but until then the winning will be done by Nigel.

Benetton, the team that regularly supplies the third man on the podium, will suffer in Hungary because overtaking demands speed on the main straight and this is one area where the Ford V8-powered cars tend to lose out.

Watch out for qualifying, therefore, because the pattern of the race will be dictated by what happens on Friday and Saturday.

But most importantly, watch out also for fundamental changes in the relative levels of competitiveness caused by the different fuel... ■

AUTOSPORT PHONE LINE

Hungary should be the race where Nigel Mansell becomes World Champion and you can hear about it first on the AUTOSPORT Grand Prix Line.

Pre-qualifying on Friday morning at 8am kicks off the action, with qualifying at 1pm Friday and Saturday. Sunday's warm-up and race report complete the weekend's coverage. The number is:

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THE GRAND PRIX ON TV

BBC2

Sun Aug 16: 1230, Sunday Grandstand, including the Hungarian Grand Prix — live; 2110, Grand Prix.

EUROSPORT

Fri Aug 14: 1200, Hungarian Grand Prix practice — live; 1800, GP practice; 2230, GP practice.

Sat Aug 15: 1200, GP practice — live; 1800, GP practice; 2300, GP practice.

Sun Aug 16: 0800, GP warm-up — live; 0830, GP, practice; 1230, GP — live; 2100, GP, highlights.

Mon Aug 17: 1600, GP, highlights.

Wed Aug 19: 2230, GP, highlights.

CHAMPIONSHIP POINTS

Drivers

1 Mansell.....	86	Alboreto.....	5
2 Patrese.....	40	10 De Cesaris....	4
3 Schumacher....	33	Comas.....	4
4 Senna.....	24	12 Wendlinger...3	
5 Berger.....	20	13 Capelli.....	2
6 Brundle.....	16	Martini.....	2
7 Alesi.....	13	Herbert.....	2
8 Hakkinen.....	5	16 Gachot.....	1

Constructors

1 Williams-Renault.....	126
2 Benetton-Ford.....	49
3 McLaren-Honda.....	44
4 Ferrari.....	15
5 Lotus-Ford.....	7
6 Footwork-Mugen.....	5
7 Tyrrell-Ilmor.....	4

LAST YEAR

The 1991 Hungarian Grand Prix was perhaps the race that turned the championship in Ayrton Senna's favour.

Through the European summer the Brazilian and his McLaren-Honda had been less than a match for Nigel Mansell's runaway Williams-Renault and an advantage of 34 points after five races had crumbled to the slender margin of just eight by race 10, Hungary. Senna was in deep trouble and he knew it.

Senna chose Hungary to make his stand and he chose his ground well. The tight track offered him a slim chance of victory, dependant on seizing pole, leading into the first corner and

defending for all he was worth for 77 laps. The previous year, Thierry Boutsen had pulled the same stunt on him to win, a fact not lost on Senna.

A stunning lap claimed pole for him and he sliced across fast-starting Patrese's nose into the first turn to lead. The Italian threatened several times but was unable to find a place to pass, nor was Williams team mate Mansell — waved by into second after Patrese's brakes faded away after the mid-way point.

Brake trouble for Mansell allowed Senna to ease up a little at the close, but by that time his job was well done. He had started to win again.

BY NIGEL ROEBUCK



FIFTH COLUMN

Hubble bubble

It is that time of the year when predictions are especially dangerous. There is gossip everywhere, and by the time it is written, almost certainly it has been overtaken by events.

Of late, the main topics for debate have been the 1993 plans of Senna, Prost, Mansell & Co, and, more immediately, the consequences of FISA's astonishing decision to ban forthwith 'rocket fuel'.

In itself, I find nothing wrong with this move, for such fuels — merely the equivalent, in this normally-aspirated era, of turning up the boost — are out of place in an increasingly 'green' world. 'We must go green,' Frank Williams said early last year, 'and we must be seen to do so.'

The pioneer of 'rocket fuel' was Agip. Indeed, at an F1 Commission meeting in September 1990, all the other fuel companies voted to do away with it. But without unanimity, thanks to the Concorde Agreement, there could be no change in the regulations.

Eighteen months ago, Williams made clear his feelings on the matter. 'I'd like to see an end to the stuff, but — thanks to Agip — it's still going to be around. And I'm afraid that if Ferrari has it, we must have it, too.'

'What this has meant for other fuel companies,' Patrick Head commented, 'is... getting into a whole range of chemicals which they'd prefer not to touch, quite honestly.' Since its early days, folk in the pitlane have spoken uneasily of the possible health risks in exposure to fumes from certain fuels. We have become accustomed to the sight of technicians wearing face masks as they handle the stuff.

At another level, it is numbingly expensive to produce and to transport to every race,

every test session. Last, it further accentuates the performance gap between the great and the good. At Suzuka last year I was stunned to see a certain driver seventh fastest in one session — stunned, because ordinarily I wouldn't have expected to find him as high as 17th.

I made enquiries. No, he hadn't suddenly become an ace; simply, he had been given top-of-the-range, Good Housekeeping Seal of Approval, 'rocket fuel' for the first time. Difficult business, assessing drivers these days.

Therefore, I shed no tears at FISA's move. But I do question the decision to make it in the middle of a season. The governing body's claim is that this stems from the results of 'detailed analysis of the fuels used by certain teams at Magny-Cours, which has shown they contain hydrocarbon compounds of a kind not found in pump petrol, the purpose of which is to increase the power output of the engine.'

Well, stone me, what a surprise. For two years and more, these fuels have been a subject of open discussion in the paddock. Williams and Head, in their remarks quoted earlier, were themselves covering no new ground — and this was in January 1991. Indeed, the whole matter of F1 fuel has been a source of macabre humour in the sport for a long time.

Suddenly, though, its control has apparently become crucial. And if you were of a cynical mien, you might begin to conjure in your mind all manner of possible explanations. Glad I'm not that way myself.

Preparing for Hungary, therefore, engineers are engaged in re-mapping engines, so that they may happily run on fuel containing 'only those hydrocarbons which can be found in commercial pump petrol.' But I wonder of which 'commercial pump petrol' is FISA speaking here, for does not its composition vary significantly from country to country, even from season to season?

The F1 teams have been informed that, should their fuels prove acceptable in Hungary and thereafter, it is unlikely they will be penalised for any... unwitting transgression of the rules theretofore.

From now on, though, Damocles the chemist will be coming to the races. And, while I approve of the principle, I think his arrival might have been delayed until the end of the season. People are predicting a lot of blown engines this weekend.

A lot of heated words, too, perhaps. In Germany we were assured an announcement of their 1993 drivers was imminent

from Williams, but none has yet appeared. Is this a classic case of 'three into two won't go'? We speak, after all, of Nigel Mansell, Ayrton Senna and Alain Prost, each of whom is keen to drive FW15 next year.

All summer Mansell has expressed a wish that Riccardo Patrese should remain his team mate, and no one should be surprised, for Riccardo is a lovely fellow, who never refuses to test, never makes waves — and, these days, almost never constitutes a threat to Mansell. As Alan Jones used to say, 'It's nice to have a team mate who's a good bloke — in fact, it's nearly as nice as having one who doesn't beat you...'

When I look now at the Williams situation, I see parallels with its position towards the end of 1979. At that time FW07 was the car, and quite evidently 1980 was going to be another Williams year. Jones, the team's star, was very keen Clay Regazzoni should stay on with him: 'From my point of view, he was perfect. Scored a bundle of points, totally unpolitical, quite content to be number two. When you've got a good picture on the TV set, why the hell change it?'

From Alan's point of view, of course, that made absolute

sense. But his boss — necessarily thinking first of Williams Grand Prix Engineering Ltd — wanted an ace in each car, two potential winners in every race. He signed Carlos Reutemann, and if the temperature in the motorhome perceptibly fell, so the number of championship points undeniably rose.

After years of playing unwilling second fiddle to McLaren, Williams is again the team for whom everyone wants to drive. Frank has aces queueing at his door, and I wonder which will ultimately walk through. Despite the relative *entente* between Senna and Prost over the last year, I confess I still find inconceivable the idea of their working together again. And Mansell, as we know, has little enthusiasm for either as a team mate.

There again, perhaps we should remember that, at the end of 1984, Keke Rosberg threatened to leave Williams if Mansell should be taken aboard. 'Frank just let me scream and thump the desk,' Keke laughs now. 'Then he asked me if the tantrum was over — and said he was signing Mansell anyway! I gave up at that point...'

Will Mansell do the same? Perhaps we shall find out in Budapest. ■



Will Mansell and Prost be able to work together as Williams team mates in '93? Photo: IPA



CONGRATULATIONS TO ALL THE WINNERS AT PEMBREY LAST WEEKEND

Last weekend saw Pembrey's first International meeting and the BARC would like to thank all the teams, drivers and officials for making the weekend such an enjoyable event.

And a big thank you too to all the spectators, especially if it was your first visit to the circuit.

If you return your tickets from this meeting, with your name and address, to the BARC, at Thruxton Circuit, Andover, Hants, SP11 8PN, your name will be entered in a **DRAW for a VIP DAY OUT** at the **RENAULT RACEDAYS** on **SATURDAY SEPTEMBER 5th** and **SUNDAY SEPTEMBER 6th**

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DAY AIR

BELGIAN GRAND PRIX
Sunday 30 August - Bank Holiday Weekend

"A DAY AT THE RACES"
£189 (plus race ticket)

It's a long time since the World Championship has been decided at such an early stage in the F1 season. Those fans lucky enough to be in Budapest this weekend may indeed see Mansell achieve his lifetime ambition and get his long awaited crown. We wish him luck!

Who knows though - historically, when it comes to the crunch, luck has not been on Mansell's side and no one is more aware of the dangers of over anticipation than Mansell himself.

Either way - win or lose - a trip to the next race at Spa-Francorchamps on Bank Holiday Weekend is a must!

At what is undoubtedly one of the finest and fastest circuits on the calendar, the Williams Renault team will be demonstrating their power and superiority on the track. If Mansell is already World Champion there'll be no let-up in his desire to win - the bigger the winning margin at the end of the year the better, and if not, this will be his second opportunity to achieve his goal.

Furthermore, this will be the biggest event for Mansell supporters since Silverstone and he will be very aware that the record crowds will be right behind him!

This is Mansell's year and demand for tours to Belgium has been astounding. If you haven't booked your place already it's not too late! Our brand new DAY FLIGHT departs from Stansted Airport at 07.00 on Sunday 30 August direct to Maastricht in Holland - the most convenient airport for the circuit at Spa.

On arrival coaches will be waiting to take you south to Spa-Francorchamps where you arrive in good time to take your seats and positions for the race.

14.00 Hours - Start of the Belgian Grand Prix. 44 laps of the 4.3 mile circuit at average speeds of over 100mph. There's no finer sight than a Formula One car powering through Eau Rouge, but this is only one of the many famous bends and viewing spots on this particular circuit.

At the end of the race you return by coach to Maastricht for your flight back to Stansted, arriving in the UK at 20.30 hours local time!

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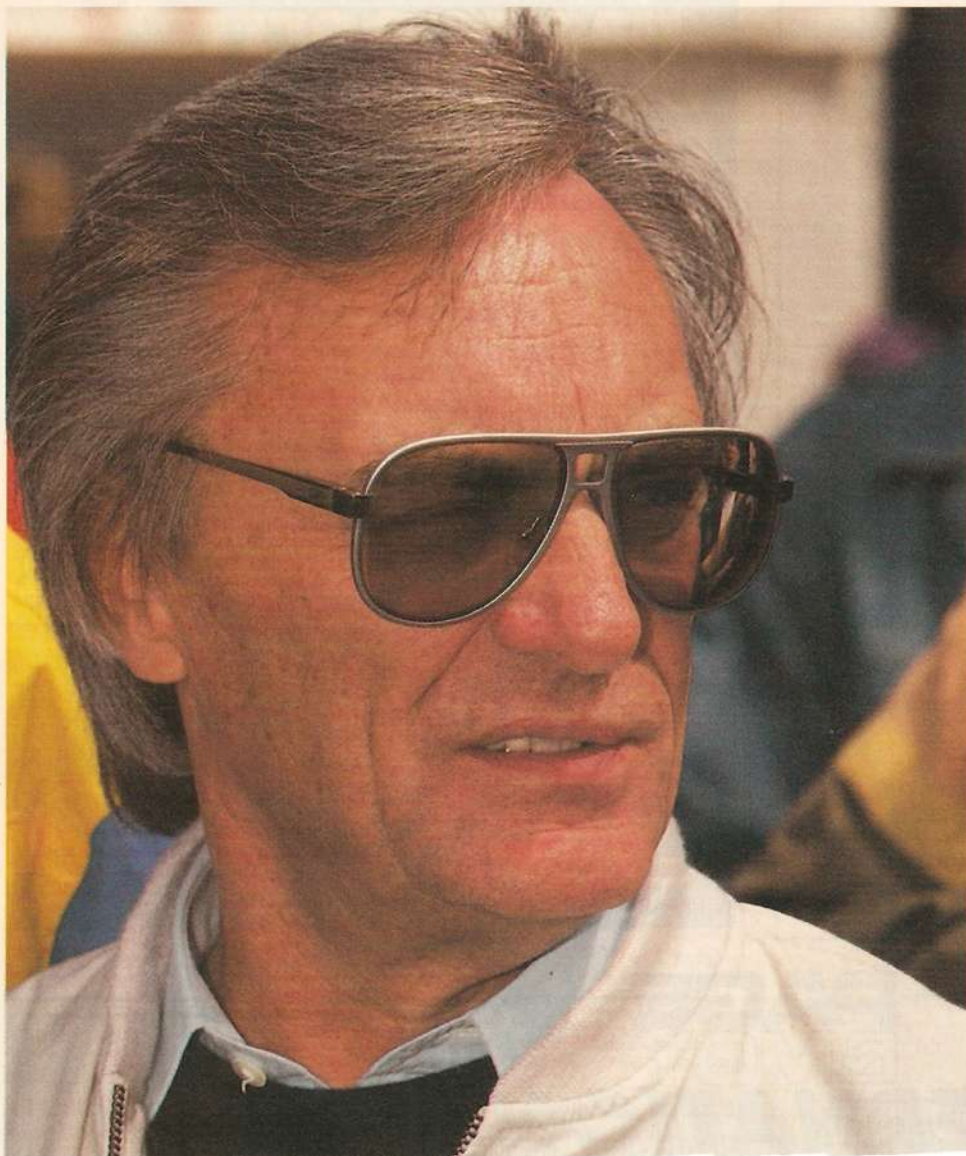


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Bernie Ecclestone is the most powerful man in motorsport. This year he is making big changes in Formula 1, especially on fuel and tyres

Mister

Bernie Ecclestone runs motorsport. F1 has made him very rich — and he has made F1 rich. Today he controls a worldwide sport which pulls in more television viewers than any sport outside the Olympics and the World Cup — and turns over billions of dollars a year

Bernie Ecclestone is small and wiry. He looks very fit for a man in his 60s. He peers at the world through thick spectacles with a piercing scrutiny. Formula 1 is his show — and he likes to do it right. He's a perfectionist. He would be a mean poker player.

Bernie is also a workaholic who lives above the shop — his luxury penthouse in Prince's Gate above the FOCA offices overlooks London's Hyde Park. He guards his private life closely. At Grands Prix he hangs out in the sinister two-tone grey FOCA bus from where

he watches F1 operating. When he emerges he is always dressed in a crisp white shirt and grey slacks with knife-edge creases. Bernie likes the word professional — both in terms of the image it suggests and the money it brings.

Bernie likes to wheel and deal and he loves to win. The thrill is in doing the deal and you'd have to get up very early to put one over him. Harvey Goldsmith, one of the world's leading rock concert promoters and no mean deal maker himself once said of Ecclestone, 'Bernie's the best there is. You won't find anyone better.'

Bernard Charles Ecclestone has come a long way since he bought the Brabham F1 team from Ron

Tauranac in November 1971. Under his guidance the team won 22 Grands Prix and two Drivers' World Championships with Nelson Piquet.

At the same time Bernie became self-appointed leader of the F1 teams and took them into a long and politically charged battle with FISA and Jean-Marie Balestre for control of the sport.

It was a fight which lasted from 1975 — with the first demands being made for appearance money — until March 1981 when FISA and FOCA signed the Concorde Agreement. In January 1978 Bernie was appointed chief executive of FOCA. Max Mosley, a barrister and one of the founders of the March

F1 team, was appointed the FOCA legal advisor. The pair turned the racing establishment on its head.

After protests, strikes and much deft manoeuvring had taken F1 to the brink, FOCA won control of the Formula 1 television rights, with the FIA and FISA agreeing to take a small slice of the profits.

Since those heady days of confrontation Ecclestone and Mosley have moved closer to the mainstream. Bernie was appointed the FIA vice-president (commercial affairs) in March 1987, giving him ultimate responsibility for marketing and promoting all the FIA series.

Mosley, once Bernie's lieutenant at FOCA became head of the FISA manufacturers' commission and, last autumn, defeated Balestre in the FISA presidential elections.

The rebels of the FISA-FOCA War in the early 1980s have now become the establishment. They are firmly entrenched as the men who pull the strings.

One predictable thing about Ecclestone is that you can never predict how he is going to react. At the moment F1 is in a flap about fuel and tyres. What is Bernie's line on these issues?

'There are only small details to be discussed and the regulations will have universal blessing as planned,' he says.

Neat. Slick. Very Bernie.

But, there is more to it than that. You have to pin him down.

'The smaller tyres will lengthen the braking distances,' he says. 'In addition the cars will be more difficult to drive as they will be affected by less downforce and grip. I believe this puts more emphasis back on the ability of the driver and less on technical performance. As a result we will see more equal races.'

'The differences between the larger and smaller teams will be reduced and — more importantly — we will offer a greater spectacle.'

Getting the teams to agree to change at the Maranello Summit in June must have been difficult.

'Naturally the teams are concerned at losing any advantage which they have fought for. At the moment probably Elf is producing the best fuel. It is pretty logical that neither Elf, Williams nor Renault have any interest in changing the fuel which they are currently using. There are other teams which do not want to lose all the work and advantages which they have gained. But after some discussions all the teams were of the opinion that there were obvious advantages to be had from modifying the regulations. It will be best for the sport. For example, the fuel which is being used today in F1 bears no resemblance whatsoever to the fuel which people can buy for their cars at fuel stations. I do not see any sense behind advertising for fuels which cannot be purchased. Therefore I cannot see the reasons for the fuel

companies getting excited over this change in the regulations. I don't understand either that they are saying that by changing the regulations we are taking away the opportunity to advertise their products.

'In addition the engine manufacturers cannot be happy with the current situation. It must be acutely annoying for Renault to hear everyone saying that the fuel is the most important factor and not the engine. F1 needs special cars, engines and drivers — what it doesn't need is special fuel.'

In more general terms, the economic recession is making a lot of F1 teams suffer. Wouldn't cutting costs be a good policy?

'What is currently experienced is one of those natural ups and downs in the world's economy. Today the economy is not good, tomorrow it will be better. Perhaps it is true that in the past some teams have not spent their money wisely, at least they will learn to do so now.'

'Difficult times for the economy also create a period of selection. The poorly-organised teams have to go while the better-organised will survive. I am sure that we will lose some teams, but similarly we will gain some. That's nothing new. It's been happening for years.'

But how can you sell F1 to big companies when it costs so much?

'You tell them about the price-to-performance ratio which they can achieve in F1. There is no other motorsport category which gives so much advertising for such a small level of investment.'

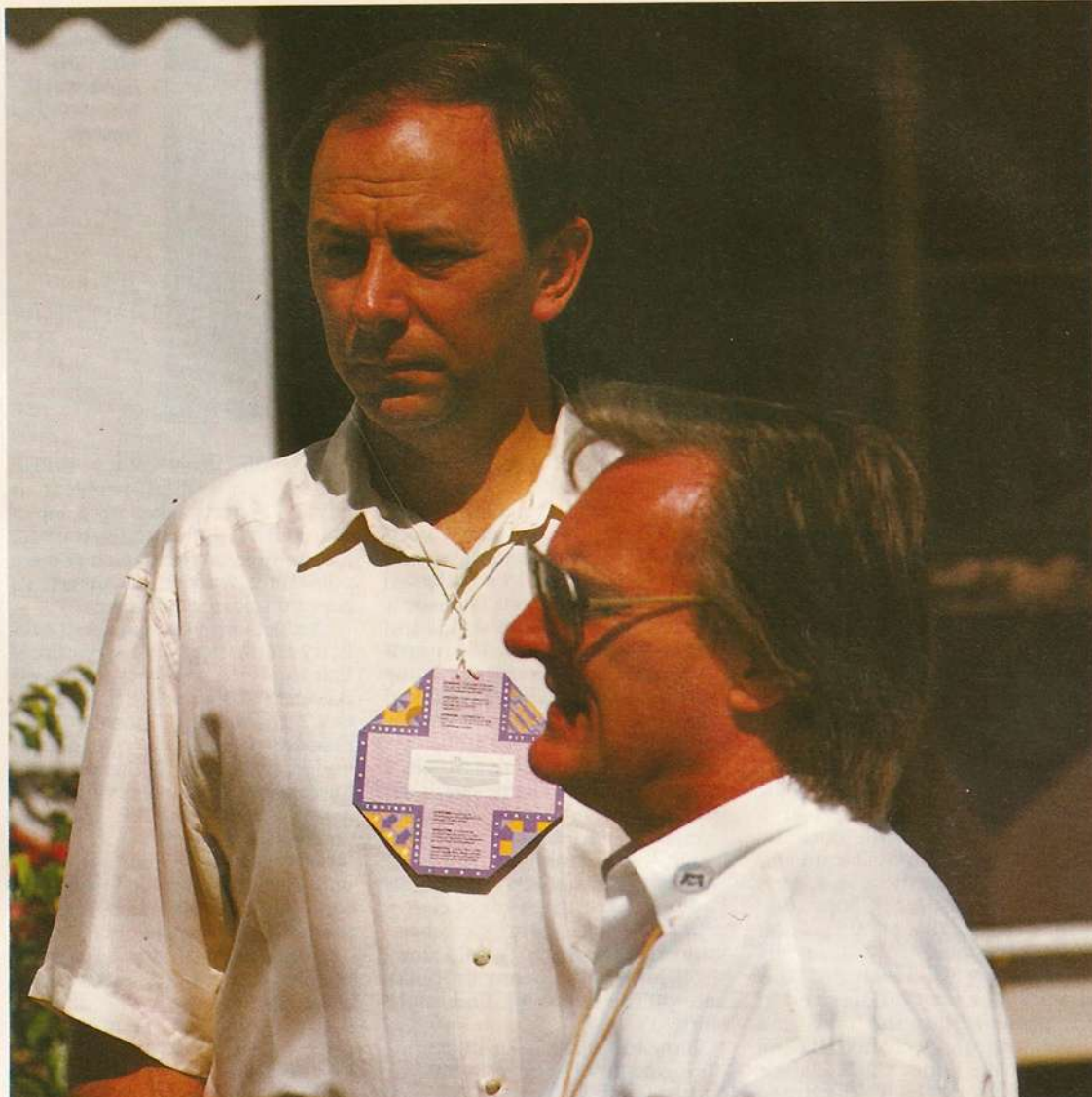
But what about the interest in the sport, particularly when one driver — in this case Nigel Mansell — is winning everything. That cannot be good for the sport?

'I don't see a problem. All I can do is remind you of boxing in the days when Muhammad Ali was winning everything, but people kept watching.'

'At the beginning of last season, everyone was saying that nobody could beat Ayrton Senna and that the championship was over. Now there is somebody who is beating Senna and Mansell is in the same situation as Senna was last year. This is the attraction — everyone is now waiting for Mansell to fall or fail and for someone to beat him.'

Some people in the F1 paddock argue that successful drivers are under such strains that it becomes impossible to cope. In recent seasons we have seen the emergence of talks about sabbatical year and — this year — Alain Prost is doing just that, taking a rest from all the pressures.

'The drivers don't lose their skill or class but rather their motivation. This has obviously happened with Ayrton Senna. I don't see this as really being a dramatic situation. Mansell was the first to announce his retirement and then came back again. Alain Prost has made a break



Bernie with CART president Bill Stokkan. The cold war with IndyCar has thawed out, but the Americans are still wary

for one year and will, I promise, be back again next year in a state which I can only presume will be highly-motivated. I cannot see Senna retiring, but if he does then he will certainly be back again.'

What about getting American drivers into F1 to try to promote F1 in America — where it makes almost no impact at all.

'I would prefer to see F1 drivers from a variety of countries,' says Bernie, 'but I cannot see that

having two Americans in F1 will help to increase the popularity of the sport in the USA.'

What about getting F1 and CART closer together? Is that really possible?

'That is very difficult to see. We are working at two different levels. I don't want to be unfair but the CART series at its maximum is on a level with F3000.'

What about F1 cars at Indy then? 'A super idea, but very difficult

to carry out. I assume that oval races are too dangerous for F1.'

Is taking F1 to Indy part of a future plan?

'I don't have any fixed plans,' says Bernie. 'F1 is constantly changing and my aim is to be flexible enough to realise when it is time to make changes and then see those changes through before it is too late.'

It is a most un-Ecclestone-like answer. Of course there are plans, perhaps not specific ones, but Bernie and Max — for the two are as much a double-act as Laurel and Hardy — know exactly in which direction they are pushing. Everyone else has to wait and see.

There is no doubt that Bernie loves this kind of mystery. It makes others feel uncomfortable and you sense that he likes it that way.

Ecclestone personifies the kind of pushy business-minded professional who has made F1 what it is today. They are clever, ruthless and very successful. They are built for speed, not comfort.

If Bernie Ecclestone hadn't come along it would have been someone else, but it is doubtful whether they would have achieved as much as Bernie. ■



The glory days of Brabham. Ecclestone and Piquet won two world titles



Despite overwhelming odds, Perry (right) refuses to give up trying to qualify

Perry McCarthy is one of motor racing's great characters. He always gives 100% commitment, both to his driving and to sorting out his next drive, but somehow he never gets the recognition he feels he deserves. This weekend in Hungary the man with the helmet painted like Gilles Villeneuve's will attempt, for the eighth time this year, to pre-qualify the Andrea Moda, but in reality he will be lucky to manage more than a handful of laps. Why does he persist with this impossible dream? 'Whenever I do these laps,' says a steely McCarthy, 'I hope that people can see that I don't give in. Ninety-nine per cent of drivers would have walked away from this situation — I won't. I survived in this game against the odds and while I've got a 1% chance I'll cling on and make it into a 20% chance and then a 40% chance. I need to use my handle as a Grand Prix driver and as a well-known driver to gain interest from the industry.' Perry is every inch the outsider, but he believes that if he knocks on the door for long enough, one day it is bound to open. That is why he persists with Andrea Moda — a

team he joined under difficult circumstances last April in Brazil.

On that occasion the supercilious he had been promised failed to materialise and he was left an embarrassed bystander. In Barcelona he made it as far as the pit exit but stalled and was not given a restart. Afterwards esteemed French journalist Jabby Crombac — not realising what had happened — asked him how the car had behaved.

'Well,' said Perry with a frown, 'I had understeer as I came out of the garage, which turned into snap oversteer, but I held on to it fine.'

'OK,' said Crombac, scribbling furiously in his notebook, 'so you had understeer then oversteer?'

'It's a joke, Mr Crombac,' grinned Perry. 'Ah, yes,' said Jabby sheepishly as the penny dropped, and off he went to find more stories.

Perry has made a lot of friends during his brief spell in Formula 1 and has amassed quite a body of support among the wider British public.

'The British love an underdog,' says Perry. 'I'm not just an underdog, I'm an underdog who is getting hit over the head with a big stick and hopefully people will see that I won't lie down.'

As with many other British drivers the central problem is money. Poverty takes up a lot of time and it is difficult to do the best job possible on the track if you are constantly worried about what's happening back home.

'Budgets iron out excuses,' says Perry emphatically. 'One excuse is that the tyres were old — budgets take care of that. Another excuse is that an engine hadn't been properly prepared — a decent budget will look after that one too.' Perry does not lean on excuses. He arrives every Grand Prix weekend and does a handful of laps — if he's lucky — in a car he does not know, with carbon brakes he is not used to, around a circuit he has never seen. Why does he take such a risk?

'I'm getting into the car to show people that I'm really pushing hard. Because I've come through the hard way, I'm one of the best people to deal with this situation. I look at some of the lads coming through now and I think, "Yes, you're having a good run at the moment, but what will you be like when it starts to go wrong. How long can you last? How much do you want it?" Anyone who's been through a lot gives it everything when he gets out onto the track.'

Typically, the origins of Perry

McCarthy's racing career are unusual. He was a street racer, burning around East London in souped-up Fords, perfecting racing starts away from traffic lights, like his hero Gilles Villeneuve. One friend, after Perry had taken him sideways through a roundabout, suggested a visit to the Brands Hatch racing school. He did a few laps with one of the senior instructors, Les Ager, who pronounced him the best raw talent he had seen for 20 years. Ager contacted Van Diemen and Minister engines and helped Perry to get started.

He started out well, winning the Dunlop/AUTOSPORT Star of Tomorrow championship for Formula Ford 1600s in 1983. He had a big accident at Oulton Park in 1984 and the budget went into the wall along with the car.

Recovery was slow and Perry managed only a handful of races in 1985. By then he had decided that he hated club racing and moved up to Formula 3 for 1986. He showed well at first, but damaged his right leg. He came back at the end of the year for a few races and the following year he continued in F3, but struggled, partly as a result of choosing Alfa Romeo engines, which proved not as competitive as expected. He led several races, but it was another frustrating season.

At the end of 1988 he did three races in International Formula 3000 with the works Ralt team. He managed to qualify the sluggish car and received a few offers for 1989, but budgets didn't permit him to act on them.

In 1989 he tested several F3000 cars, including the Leyton House and the Footwork, but his racing career did not progress until 1990, when he had some colourful outings in a works Spice in the American IMSA series.

When Andrea Moda fired it's original 1992 drivers, Enrico Bertaggia and Alex Caffi, the exotic looking owner, Italian shoe manufacturer Andrea Sassetti, gave Perry a call.

Despite being badly underfinanced, the team managed to produce its own chassis, the S921, designed by Simtek, of which FISA president Max Mosley was at the time a co-owner. Although powered by a Judd V10 engine, the car was always going to struggle against the opposition, without the money to test and develop.

Naturally, Perry grabbed the chance and his faith, although battered by a continuing series of misfortunes, is still intact.

Formula 1 is a group of highly motivated individuals, all special in their own ways. In this context McCarthy is undoubtedly at home as he steadfastly refuses to accept defeat. Without a patron or a backer Perry will continue to struggle in Formula 1.

'Twas ever thus. ■

The eternal optimist

Money can't buy you happiness, but it stops you from pursuing it on foot. Perry McCarthy has never had any serious sponsorship but he has achieved his ambition to become a Grand Prix driver. Although things have not gone swimmingly in 1992, Perry still manages to keep his pecker up



Four go wild in Wales

Tim Harvey led a BMW top four to win his third British Touring Car race of the year. Series leader John Cleland failed to finish and contenders Will Hoy and Jeff Allam could manage only fifth and sixth

Tim Harvey led throughout the 11th round of the Esso British Touring Car Championship at Pembrey from pole, chased by team mate Steve Soper and the revived Prodrive BMW squad, for whom Tim Sugden finished third and series debutant Kris Nissen fourth. The top three in the championship table are now covered by just nine points and the in-form Harvey is only 28 away. A win is worth 24 points...

The weather provided for the series first visit to Wales was similar to that in Scotland a fortnight ago — wet. Practice was again held in varying conditions. There were two quick slots, one at the beginning

of the morning's session and the other — marginally the better — at the end of the afternoon's.

Harvey emerged atop the sheets having waited for the optimum moment to take to the track in the afternoon on uncut intermediates. He ran a lap in 1m01.07s and was very confident — 'we know we're good if it's dry, and if it's wet we're on the front row.'

'We' included VLM BMW team mate Soper, who was second fastest. 'I played the game sitting in the pits till the end of the second session,' explained Steve. 'I nicked pole from Sugden, but then Harvey pinched it off me. I had another try but dropped it on the double left-hander. Still at least I screwed up Tim's even better one.' Steve ended up stationary on the track, and put

plenty of mud on the road...

Cleland was third fastest in the first of the Vauxhall Cavaliers. 'Practice was a bit of a lottery,' said John. 'I'd prefer it to be either fully wet or fully dry, but I'm pleased with the car round here. It's a bit like Thruxton, you have to be very committed.' He'd also survived unscathed a massive spin at the Woodlands kink — which is taken flat in sixth — after getting off-line.

David Leslie was again doing wonders for Ecurie Ecosse, and lined up fourth fastest. 'I think I got it just about right, although I made one mistake on my fastest lap,' explained the happy Scot.

Tim Sugden's BMW 318is was fifth fastest — his best practice position of the year — but was disappointed after being fastest of all by a full 1.18s in the morning. 'With hindsight it's easy to see what went wrong. We used the same tyre as at Knockhill. There it never came in at all, but here it came in too early. If we'd waited five minutes longer in the pits...' Still, Tim and Prodrive were in good shape for the race.

Jeff Allam's Vauxhall was next. 'The last 10 minutes of the second session was where we earned our money,' he said. 'I went for it right at the end and moved up from seventh to sixth, which could be crucial.'

The man behind him was newcomer Kris Nissen, doing a thoroughly professional job as a replacement for the injured Alain Menu at Prodrive. He headed the trio of Toyota Carinas, which lined up in the order Andy Rouse, James Kaye, Will Hoy.

Rouse was disappointed: 'The back tyres never really warmed up and it was difficult to really lean on the car.' Kaye felt he would have gone quicker but for a misunderstanding with Cleland on his last practice lap, which put him on to the grass. Hoy, meanwhile, found his car 'tricky', and was still not completely sure that all was well with it after his Knockhill shunt.

Sean Walker was in a much

The VLM BMWs of Tim Harvey (8) and Steve Soper dominated practice and race; Tim once again getting the better of his illustrious team mate



happier mood than earlier in the season, after lining up 11th in his Techspeed M3, which is now equipped with a Mountune engine. 'In order to be able to have a go at anyone, you've got to be able to get within a length of them going into the bends. That's been impossible up to now, but we've got that little bit of extra power now,' he explained.

The rest of the field were all disappointed to some degree. Kieth Odor had a communications mix-up with his pit and didn't come in to change tyres when he should have.



Happy Harvey and champagne, (left). Watts (32) had an adventurous weekend, while Walker (20) had his best run of the season (right)





Patrick Watts spun out before the track was at its best in the afternoon – it was his third, and final, whoopsie on consecutive laps at the long un-named left-hander, as he tried and failed to get some heat into his rear tyres. Still, he'd held it at some awe-inspiring angles before it finally got him.

Alex Portman was loving his first taste of the series, but dropped back from his morning position, when he used his best tyres too early.

Robb Gravett had a new, more powerful engine in the Peugeot and a new engineer – Andy

Thorburn. Both impressed, but a team mix-up saw him miss the dry part of the first session and an overheating problem stopped him short in the second. It would be back to the old 'Oulton-spec' unit for the race.

Dennis Leech was the last starter, having completed just a handful of slow laps after the bonnet flew up and did considerable damage. Still he'd been much closer to the pace in Friday testing. Both Ray Bellm and Laurence Bristow packed up and went home after a handful of slow laps in the morning, so just 18 cars would start.

RACE

The track was nearly dry as the field lined up – all on slicks – for the race. There was a little drizzle at the five-minute board and every possibility of more in the near future...

The two VLM BMWs got away ahead of the pack, with Harvey in front as Soper tucked in behind on the inside line into Hatchets.

Behind them, Cleland and Leslie were side-by-side. Cleland – on the inside – tapped Soper, but held on to his position. He then held a huge slide at Dibeni,

before Leslie dived down the inside to take third at Brooklands – just for a moment. David ran very wide on the exit and delayed both of them and the pursuing pack – at the end of the first lap Harvey and Soper had a 1.79s advantage over the rest.

Cleland led the chase from Sugden, Nissen, Leslie, Allam, Rouse, Hoy, Walker, Odor, Kaye, Portman, Watts, Middlehurst, Gravett, Leech and Neal, who was the only first lap casualty.

'I tried to go inside Portman, but he cut across me,' explained Neal, 'so I braked and Watts, ▶



Sugden and Prodrive returned to form, here he leads series leader Cleland. Photo: Shaw



Retiree Cleland (2) and team mate Allam fight at Hatchets. They had a poor weekend

who was inside me – I don't know how he managed that – hit me.' Matt rejoined at the tail of the field.

The order down to ninth was the same on lap two, although Rouse had had a big moment, flying the kerb at the kink after he was forced off line. Odor took 10th from Walker, and Watts went past Portman as the rest held station.

On lap three Sugden made a big effort to outbrake Cleland into Brooklands, but the door was firmly shut, and while Kaye stopped a few hearts as he spun out of Honda, back across the track and on to the grass, continuing last.

A lap later, Sugden snatched third from Cleland at Brooklands, but the closely-matched VLM pair were already more than three seconds away. Soper had got very close to Harvey and explained later that 'if it had been a Vauxhall or Toyota I'd probably have had a do-or-die effort, but the bugger braked so late that it wasn't on.' Further back, the other Prodrive car was also on the move as Nissen relieved Leslie of fifth.

Rouse was soon in further trouble. He hooked a wheel over the inside of the track at Honda – there's no real kerb there, but a small drop – and he pulled the tyre away from the rim. He pitted and resumed last, not far behind Kaye and Neal.

At the front, Sugden started to nibble away at the leading duo's advantage, while Cleland, Nissen, Leslie, Allam and Hoy started to bunch up behind.

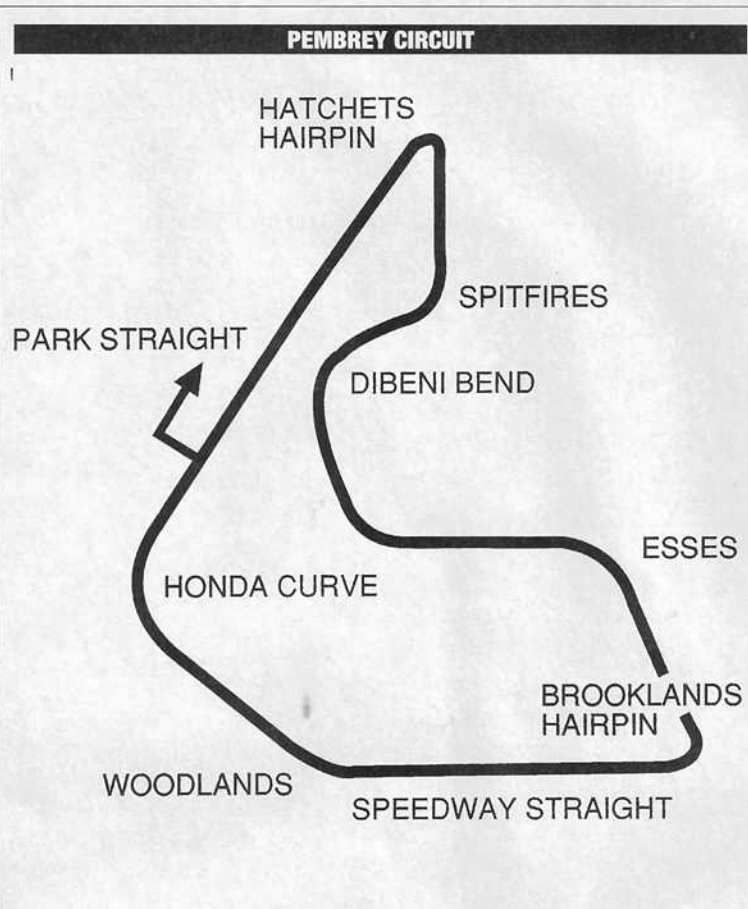
Watts was making good progress through the lower orders, and by lap seven had taken 10th from Walker at Hatchets and set out after Odor, who was a temporarily lonely ninth.

On lap eight the wipers came on as the drizzle returned and Allam set about some serious harassment of Leslie. Jeff seized sixth at Hatchets next time round. Two laps later, with the drizzle continuing, a wet race was declared – so anyone who so chose could now change tyres.

Leslie was now coming under attack from Hoy, who'd already set the fastest lap of the race while the track was at its driest. Sugden had clawed back 100ths to be 2.94s behind Soper at the end of lap 10 – but that was as close as he would get.

Hoy moved past Allam into seventh on lap 11 and started trying to narrow the two-second gap to Allam.

On lap 13 the rain got serious and the lap times started to fall off. 'It looked a bit iffy and if it had continued like that we'd have had to change tyres,' said Harvey later. At this point Soper started to drift back a little. 'I



think my car was better in the dry,' said Steve, 'but Tim's looked more progressive in the damp.'

Sugden hadn't given up yet, but he lost a little more ground as he lapped Neal. Behind him, Cleland was coming under ever greater pressure from Nissen. On lap 16 the Scot had a huge moment coming out of Honda, but held on to it and stayed ahead. On the same lap, Hoy lost five seconds as he clipped the spinning Portman at Diben.

Nissen finally made it past Cleland at Hatchets on lap 18 and he fell into the clutches of

his team mate. Further back, Watts had caught Odor, but Kieth defended his line into the left-hander after Diben, got very sideways and took to the grass. Patrick avoided him, but also lost time, so Walker gratefully took ninth place back, with Watts, Odor and Gravett all in touch behind.

On lap 20, the two works Vauxhalls swapped a little paint at Hatchet and Allam moved up a place, only to be demoted again at Brooklands. Cleland, however, was not entirely happy, his engine starting to sound strange and losing power,

and in all the kerfuffle Hoy had moved back into a striking position.

Cleland pitted on lap 22, with a serious misfire, he rejoined for one more lap before it expired. 'I think it must have swallowed something,' said John. 'Anyway, there was blue smoke and lots of warning lights.'

Hoy was on a charge and at Hatchets on lap 23 he outbraked Allam to take fifth place, and that was the last major place change. Harvey controlled it to the flag for a superb win.

'He's on a roll. He drove bloody well, I've got no excuses,' said Soper, who completed the VLM one-two. 'I suppose that's one of them copybook ones,' said team manager Keith Greene.

Sugden lost a bit more ground in traffic, but was a comfortable and delighted third.

Nissen went faster than ever before on his way to fourth, feeling he'd let himself get held up behind Cleland for rather too long. He'd been cruising on his own for a while, before upping his pace at the end to see off a late challenge from Hoy. 'I'd have had him with another couple of laps,' said Will. 'My last lap was faster than anyone else's,' countered Kris.

Allam was lonely in sixth ahead of spinner Leslie, top privateer Walker, Odor, Gravett – claiming Peugeot's first points – and Watts, who'd spun at the flat-out kink.

The unhappy Middlehurst, Rouse, Kaye and Neal were all lapped, while both Portman and Leech, whose handling had deteriorated again, were three laps down.

The points battle is now very close and after this performance – albeit on a 'BMW circuit' with no long straights after very tight corners – Harvey could still be in with an outside chance at the title. ■

PEMBREY (GB)

August 9 Esso RAC British Touring Car Championship round 11, 30 laps – 43.68 miles

Pos	Driver(Nat)	Entrant/Sponsor	Car	Tyres	Result	Best lap	Qual	Pos
1	Tim Harvey (GB)	VLM/M Team Shell with Listerline	BMW 318is	Y	31:21.54	1:00.84	1:01.07	1
2	Steve Soper (GB)	VLM/M Team Shell with Listerline	BMW 318is	Y	31:22.66	1:00.86	1:01.12	2
3	Tim Sugden (GB)	Prodrive/M Team Mobil	BMW 318is	P	31:29.56	1:00.77	1:01.45	5
4	Kris Nissen (DK)	Prodrive/M Team Mobil	BMW 318is	P	31:41.17	1:00.91	1:01.63	7
5	Will Hoy (GB)	Team Securicor ICS Toyota	Toyota Carina	Y	31:41.79	1:00.72	1:02.13	10
6	Jeff Allam (GB)	Vauxhall Sport	Vauxhall Cavalier GSI	Y	31:49.12	1:00.93	1:01.52	6
7	David Leslie (GB)	Ecurie Ecosse/Grundig	Vauxhall Cavalier GSI	D	32:10.56	1:01.24	1:01.41	4
8	Sean Walker (GB)	Techspeed Racing/Midland Auto Trader + LuK	BMW M3	Y	32:14.72	1:02.24	1:02.53	11
9	Kieth Odor (GB)	Nissan Janspeed Racing	Nissan Primera eGT	D	32:15.89	1:01.62	1:02.60	12
10	Robb Gravett (GB)	Peugeot Talbot Sport/Shell + Clarion	Peugeot 405M16	Y	32:17.83	1:02.17	1:06.69	17
11	Patrick Watts (GB)	Dowson/Shell Mazda Racing Team	Mazda 323	D	32:19.75	1:01.94	1:03.13	13
12	Andy Middlehurst (GB)	Nissan Janspeed Racing	Nissan Primera eGT	D	29 laps	1:02.33	1:04.46	16
13	Andy Rouse (GB)	Team Securicor ICS Toyota	Toyota Carina	Y	29 laps	1:01.19	1:01.81	8
14	James Kaye (GB)	Park Lane Racing/Trust + Car Graphic	Toyota Carina	Y	29 laps	1:02.02	1:01.94	9
15	Matthew Neal (GB)	Rimstock Racing/100+Wheels	BMW M3	Y	29 laps	1:02.31	1:03.91	15
16	Alex Portman (GB)	Ecurie Ecosse/Grundig	Vauxhall Cavalier GSI	D	27 laps	1:02.39	1:03.15	14
17	Dennis Leech (GB)	Leech/Partservice + Evans Halshaw	Ford Sierra	Y	27 laps	1:04.95	1:14.86	20
18	R John Cleland (GB)	Vauxhall Sport	Vauxhall Cavalier GSI	Y	23 laps – engine	1:01.00	1:01.39	3
19	NS Ray Bellm (GB)	VLM/M Team Shell with Listerline	BMW 318is	Y	–	–	1:08.28	18
20	NS Laurence Bristow (GB)	Bristow Motorsport	BMW M3	Y	–	–	1:09.13	19

Winner's average speed: 83.57mph. Fastest lap: Hoy, 1m00.72s, 86.32mph (establishes record). Championship positions: 1, Cleland, 122 pts; 2, Allam, 115; 3, Hoy, 113; 4, Harvey, 94; 5, Rouse, 87; 6, Soper, 55; 7, Leslie, 47; 8, Sugden, 37; 9, Alain Menu, 27; 10, Odor, 16; etc. TOCA Cup: 1, Kaye, 47; 2, Neal, 44; 3, Walker, 43; 4, Ian Flux & Karl Jones, 21; 6, Ian Forrest, 12; etc. Manufacturers: 1, Vauxhall, 102pts; 2, Toyota, 98; 3, BMW, 96; 4, Nissan, 77; 5, Mazda, 35; 6, Peugeot, 30. Next round: Brands Hatch, August 31.

Nigel Mansell's title dream is about to become reality. Britain's first World Champion since 1976 could be crowned at any of the remaining European Grands Prix. It's not too late to be there for his moment of glory. Ring now for full details of availability.

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AS23



Using the dry line, Gil de Ferran powers past pole-sitter Kelvin Burt (hidden) to take the lead at the first start, with Warren Hughes (10), Philippe Adams and Pedro Diniz in pursuit. Photo: Andrew Shaw

Prince of Wales

Gil de Ferran is the heir to the crown. His fifth win of the year places him 35 points clear in the championship with 40 still to play for. No wonder he was smiling when he climbed from his car after the two-part race at Pembrey

Pembrey, contrary to rumour, is not at the end of the world. It is just down the road from there. Situated in rolling countryside west of Llanelli, the BARC's track is inland from a magnificent beach. Indeed, it is below sea-level. Whatever, it is a surprisingly developed 1.456-mile facility spread between two hairpins with a selection of esses and fast corners mixed in, offering spectators the chance to see the drivers really working.

Kelvin Burt had a repeat of his performance in the Marlboro Masters at Zandvoort in qualifying, by recovering from a terrible time in pre-event testing to grab pole in his Fortec

Reynard. He did this by 0.27s, a sizeable margin for a circuit that is lapped in less than a minute.

'I did almost no testing because I felt terrible, with a cold left over from Zandvoort,' said Kelvin. 'I could do only five laps at a time. That was in the dry. Qualifying was damp, though, and I set my best time on my last lap, after taking ages to get some heat into my slicks.'

The first qualifying session was damp turning to dry (or *wleeb*, in Welsh), but still five seconds off a good dry time. So, West Surrey Racing team boss Dick Bennetts had every reason to be upset as his drivers were 10th and 12th, Marc Goossens heading Oswaldo Negri. The Brazilian was distraught, his best fully 1.41s off Burt's pole time, feeling his title chances had been all but

extinguished. To rub salt into the wound, Oswaldo was behind Nigel Smith's Class B Ralt RT35, a car now run by WSR.

Negri went faster in the second session, albeit by only 0.02s. It made no difference to his grid position.

De Ferran was miffed to have been ousted from pole by Burt, but he had plenty to smile about. After all, the other driver within striking distance of him in the title race, Philippe Adams, had qualified sixth. With Pembrey being narrow and not overtaking-friendly, Gil could afford the odd grin.

'You can overtake nowhere here,' said Gil. 'Maybe at the Hatchets hairpin, but even that is difficult because it is so narrow on the exit. Also, it is hard to follow people on to the

start/finish straight. If you get too close through Honda Curve, you lose downforce.'

With the second session being run in *cymylog* (cloudy) conditions with a little precipitation, grid places stayed as they were, leaving Edenbridge Racing's Pedro Diniz and Warren Hughes third and fourth. 'I made a mistake,' sighed Warren. 'I should have changed my car's ride height as Pedro did. Instead, I stayed out there with bad oversteer. Mind you, I've now got the '92 spec Spiess Vauxhall engine, and it feels very good.'

Andre Ribeiro was pleased with fifth on the grid, showing a continued improvement and his ability to go well in the wet.

'I imagine Mikke (van Hool) must have been the most disappointed guy here when he opened his curtains this morning,' said Alan Docking. You had to agree with him and feel sorry for Mikke, for he had starred throughout pre-event testing, only to struggle around to seventh place in qualifying.

Just 0.01s down on van Hool was the focus of local attention: Julian Westwood in the works Van Diemen. 'I put my slicks on too soon,' said the driver from Cardiff, 'and it took ages to get them up to speed. What I should have done was run with slick tyres on wet settings.'

Hilton Cowie took Class B pole, his Fred Goddard Racing Reynard ninth overall. He was frustrated, having been as high as sixth a lap before the flag came out. At least the South African completed both sessions, unlike team mates Stephen Watson and Costas Lazarakis who fell off at Brooklands.

Paul Evans was the only other Class B driver close to the pace, his Mark Bailey Racing Ralt just 0.14s down on Smith's 11th placed Ralt, and 0.53s up on team mate William Hewland.



Pedro Diniz faces the wrong way at the first corner, having been spun around by Class B driver Hilton Cowie (42) who also took out Mikke van Hool. Photo: Andrew Shaw

RACE

Race day dawned grey and stayed that way. The warm-up saw people scrubbing in slicks for the race. Small showers came and went, but conditions were dry for the race.

You could cut the atmosphere under most of the pit awnings with a knife, de Ferran looking particularly moody as he paced around his car, not talking to anyone. He knew that this was the ultimate opportunity to put himself out of the reach of Adams and Negri.

A glance at the grid revealed that he had a good chance of stealing the lead on the run to the first corner, for Burt's starting slot was on the wet, inside line.

And so it came to be, despite Burt lining up a car's width to the left of his marker. Excess wheelspin didn't help Burt's cause, and de Ferran pulled alongside him on the run to Hatchets, nosing clear with every gearchange. Behind them, Hughes was past Diniz for third.

De Ferran took the lead before the hairpin. 'I was far ahead enough to pull across and make sure he had no space to outbrake me up the inside. Then I had to make a break. Trouble was, I braked too late at the second hairpin which was stupid.'

Anxious not to let de Ferran escape, Hughes took an outside line at Hatchets and passed Burt for second, closing on to de Ferran's tail when the leader made his mistake at Brooklands. De Ferran was eager to establish a cushion, though, and risked taking Honda Curve in fourth on the first lap. It worked, for he opened up enough of a gap to break on his own at Hatchets on lap two. And then he was away.

There was drama behind, though, as Diniz and van Hool retired at the first corner, both taken out by a locked up Cowie, the Class B man flying over the unfortunate Belgian. Neither was impressed with the South African, who blamed Westwood for pushing him across on to the wet inside line. Diniz and van Hool were most upset, as both had been on for a good result.

The drama was not over, though, for Burt failed to complete lap one, running wide at Honda Curve, spinning lazily over the grass before finding his car beached with its driven wheels off the ground.

Adams and Ribeiro flashed by and then Goossens spun off at the same bend, spearing back across the track. This caused excitement behind as the other WSR cars squeezed past. Hewland was not so lucky, being left with no choice but to dive to the right, into the pit entrance. The Class B leader almost made it, but his front left

Warren Hughes is first to round the Hatchets hairpin on the second start, with Gil de Ferran, Julian Westwood, Oswaldo Negri (hidden) and Philippe Adams in his wake



hit a tyre wall and he crabbed into the pits, just missing a marshal.

By the end of lap two, the order was de Ferran, Hughes, Adams and Ribeiro before a big gap and then Smith in the lead of Class B from Westwood, Evans, Arnold and Negri.

Westwood pulled off a good manoeuvre on Smith on the entrance to Brooklands, claiming fifth. Evans nipped by, too. For all his efforts, though, the Welshman could make little impression on those ahead.

And so it went on until the red flag was hung out as de Ferran started lap 10. Gray Hedley had spun off at the start of the Esses, beaching his car on the kerbs. There would be a restart, with the first part results declared after eight laps, with de Ferran holding a 5.25s lead, Adams just 0.62s behind Hughes. Ribeiro was fourth, with Negri up to sixth behind Westwood.

The restart saw de Ferran suffer on the wetter inside line,

with Hughes grabbing the lead into Hatchets, Westwood moving into third and Negri to fourth. Adams rued finding too much wheelspin and was fifth, split from a similarly afflicted Ribeiro by Smith.

Hughes was 0.85s clear at the end of lap one, but de Ferran brought that down to 0.25s by lap four, with Westwood closing in on the pair of them. Negri, in turn, was closing on Westwood, setting new outright lap records as he went. Adams and Ribeiro weren't far adrift, either, moving closer as lapping commenced. Just as it looked as though Westwood would be able to take a local win (in the second race, at least), Hughes made a mistake at Hatchets, de Ferran braked early to avoid him and this nearly caught Westwood out. Immediately the lead battle was a two-way one.

And so it ran its distance, Hughes crossing the line 0.42s in front of de Ferran after an exemplary drive. When

aggregate results were taken into consideration, de Ferran had scored his fifth win of the year by 4.83s, and all but sealed the championship. His pre-race intensity was a thing of the past.

'I've been thinking about this race for a month, planning set-ups, every single detail,' said Gil. 'Certain moments are crucial in your life. This was one of them. If I don't win the title now, I don't deserve to continue in racing.'

Negri finally made his way past Westwood four laps from home, up the inside at Hatchets. Despite finishing fifth on the road, Adams bagged third overall, with Ribeiro fourth from Westwood. Sixth on aggregate, Negri is out of the title race.

Class B went to Paul Evans, bent front wing and all, despite Smith's very best efforts, 'Sideways' leading throughout the second race. Arnold took third, which was amazing as he spun into the pitlane, somehow missing everything. ■

PEMBREY (GB)

August 9, British F3 Championship, round 12, 26 laps - 37.856 miles

Pos	Driver (Nat)	Team/Sponsor	Chassis-engine	Result	Best lap	Qual	Pos
1	Gil de Ferran (BR)	Paul Stewart/Crookes Healthcare	Reynard-Mugen Honda 923	23:18.05	52.82	58.16	2
2	Warren Hughes (GB)	Edenbridge/Rational Kitchens	Ralt-Spiess Vauxhall RT36	23:22.88	52.83	58.38	4
3	Philippe Adams (B)	Alan Docking/Socobatim	Ralt-Mugen Honda RT36	23:28.91	53.05	58.50	6
4	Andre Ribeiro (BR)	Paul Stewart/Sadia	Reynard-Mugen Honda 923	23:31.08	52.96	58.39	5
5	Julian Westwood (GB)	P-1 Racing/Duckhams	Van Diemen-Mugen Honda RF92	23:31.80	52.83	58.72	8
6	Oswaldo Negri (BR)	West Surrey/Techcon	Reynard-Mugen Honda 923	23:34.29	52.57	59.28	12
7	Paul Evans (GB)	Mark Bailey/Total Tyre & Exhaust	Ralt-Mugen Honda RT35	23:57.08	53.85	59.31	13
8	Nigel Smith (GB)	West Surrey/Team Schemes	Ralt-Mugen Honda RT35	23:58.21	53.61	59.17	11
9	Steven Arnold (GB)	Richard Arnold/Pennant International	Ralt-Mugen Honda RT35	24:11.53	53.83	1:00.21	15
10	Stephen Watson (ZA)	Fred Goddard/AstraTech	Ralt-Mugen Honda RT34	24:14.55	54.31	1:00.47	16
11	Marc Goossens (B)	West Surrey/Marlboro	Reynard-Mugen Honda 923	24:23.93	53.56	58.89	10
12	Juan Serda (E)	Techspeed/Tidiesel	Reynard-Spiess VW 903	25:04.66	55.23	1:02.53	17
13	Gray Hedley (GB)	GH Racing/National Express	Ralt-Mugen Honda RT35	24 laps	55.06	1:02.61	18
14	Costas Lazarakis (GR)	Fred Goddard/Auto Motor Sport	Reynard-Mugen Honda 913	24 laps	56.78	1:04.63	20
R	John Wilcock (GB)	Driver/Trax Indoor Karting	Reynard-TOM'S Toyota 893	2 laps - engine	1:13.23	1:02.80	19
R	William Hewland (GB)	Mark Bailey/Hewland	Reynard-Mugen Honda 913	1 lap - accident	-	59.84	14
R	Hilton Cowie (ZA)	Fred Goddard/Sasol + Just Married	Reynard-Mugen Honda 913	1 lap - accident	-	58.84	9
R	Kelvin Burt (GB)	Fortec Motorsport/Everex	Reynard-Mugen Honda 923	0 laps - spun off	-	57.89	1
R	Pedro Diniz (BR)	Edenbridge/Arisco	Ralt-Mugen Honda RT36	0 laps - accident	-	58.32	3
R	Mikie van Hool (B)	P-1 Racing/BP	Reynard-Mugen Honda 923	0 laps - accident	-	58.71	7

Winner's average speed: 97.47mph. Class B: Evans, 94.83mph. Fastest lap: Negri, 52.57s, 99.70mph (outright record). Class B: Smith, 53.61s, 97.77mph. Championship positions: 1, de Ferran, 79pts; 2, Adams, 44; 3, Negri, 40; 4, Burt, 32; 5, van Hool, 22; 6, Hughes, 21; 7, Julian, 16; 8, Goossens, 14; 9, Westwood, 12; 10, Albers, 10; 11, Diniz, Plato & Ribeiro, 8. Class B: 1, Evans, 75pts; 2, Cowie, 58; 3, Smith, 49; 4, Arnold, 47; 5, Hewland, 38; 6, Hedley, 19. Next round: Silverstone, August 31.



Emerson Fittipaldi scored his second win of the season and his third at Cleveland last weekend, dominating qualifying and race in his Penske

In a class of his own

Emerson Fittipaldi was the class of the field at Cleveland, scoring his second win of the year after seeing off Michael Andretti's early challenge. But another strong finish helped Bobby Rahal preserve his points advantage

All weekend Emerson Fittipaldi and his Penske stood out as the combination to beat at Cleveland's Burke-Lakefront Airport circuit.

Pole-man Fittipaldi had to play second fiddle to Michael Andretti through the first 15 of 85 laps, but once he passed the reigning champion he was able to pull steadily away on his own, winning in the end by 16 seconds from Michael, Al Unser Jr and Bobby Rahal.

It was Fittipaldi's third win in Cleveland and his second of the year, keeping his chances alive in the PPG Cup championship hunt, although Rahal's run to fourth place keeps him solidly atop the point standings.

Transmission trouble for Fittipaldi's team mate Paul Tracy at the green caused the first attempt at a start to be aborted. Stuck in first gear, Tracy fell to

the back of the field from fourth on the starting grid and then pulled into the pits while the rest of the field went around again for a second attempt.

Fittipaldi had jumped clear of fellow front-row starter Michael Andretti at the aborted first start, but he was slower away the second time around, and the two ran together into the first turn, Andretti managing to outbrake Fittipaldi.

'I did a good start,' commented Emerson. 'I didn't know how far over to move to block him from trying to outbrake me and I didn't move over far enough because he went by.' Said Andretti: 'I wanted to keep him far enough to the left to not have swapping of positions when we came out of the corner.'

Andretti's tactic worked, as he was able to stay ahead of

Fittipaldi as the leaders powered their ways on to the following straightaway. At the next turn, fifth-starting Al Unser Jr outbraked Bobby Rahal for third so that Andretti led the first racing lap for the 10th time this year from Fittipaldi, Unser and Rahal, with Mario Andretti and Raul Boesel leading the rest.

Two more laps and Rahal was able to get off the first turn better than Unser to repass him for third place but Fittipaldi and Andretti already had a small cushion to Rahal and Unser.

For a few laps the first two pulled away but then Rahal and Unser began to inch towards them. After a dozen laps the first four were running in close order and two laps later — while lapping Jacques Villeneuve — Fittipaldi was able to squeeze past Andretti to take the lead.

'I knew I was a sitting duck,' declared Michael. 'I caught Jacques at a bad place and lost all my momentum. I saw Emmo coming in my mirrors and there was nothing I could do. I had to let him by.'

Once in front, Fittipaldi started pulling away, leaving Andretti to fight off challenges from Rahal and Unser. After 20 laps Fittipaldi was four seconds ahead of the duelling trio. Five more and he was seven seconds clear. Then it was time for the first round of fuel and tyre stops.

Fittipaldi and Andretti stopped cleanly but Rahal and Unser raced down the pitlane, trying to outbrake each other. Both locked up as they came into their respective pits. Unser was able to scabble into his pit stall, but Rahal couldn't make it and had to go around for one more lap before coming in again.

'Bobby and I went outbraking each other into the pits,' explained Unser. 'I locked 'em up and was able to make it. He locked up and went straight by his pit.' Commented Rahal: 'They put a sealer down on the asphalt and with the heat it becomes slick. I just couldn't slow the car down so I had to come around again.'

The mistake cost Rahal a place and a dozen seconds to Andretti and Unser. He was to spend the rest of the race playing catch-up, almost achieving his task but for another small mistake.

Meanwhile, Fittipaldi was taking firm control, pulling further and further away from Andretti and Unser. For a while, Unser was able to lead Andretti, outbraking him momentarily in the first turn, losing the place on the exit, then making it stick four turns later.

'We caught some slower traffic,' commented Unser, 'and I was able to outbrake him. It was traffic that allowed me to get close to him because his Ford really pulls me on the straight.'



Corner workers try to retrieve Raul Boesel's car, which had slid off under a chain-link fence

Shortly after the second round of pitstops Andretti repassed Unser. Try as he might, Al was unable to get back on terms with Michael as his brakes faded.

'I was using maximum revs and maximum brakes,' said Unser, 'and I lost my brakes before the last stop. Michael did catch me a little bit by surprise when he went by me, but there really wasn't much I could do.'

Andretti said his car handled a little better as the race wore on. 'I had no grip,' he explained. 'The back end was bouncing around. We made some big changes to the car this morning, but because it was wet we really didn't know if we'd done the right thing.'

'It was really slippery at the beginning of the race but the track got better as the race went on and I had more grip. I was able to make up a little more ground in the second part of the race. When the track got better it was better for me.'

Andretti had a few blisters on his hands afterwards 'from hanging on to the wheel over the bumps — but it wasn't a problem.'

Just four laps from the finish, Michael had a close call trying to lap Raul Boesel. Boesel had braked hard to avoid Eddie Cheever, and Andretti piled into the tail of Boesel's car.

'He almost came to a complete stop to avoid hitting Eddie,' said Michael. 'I was trying hard at that point and I hit him hard. I thought, "Great! Three laps to go and I've damaged the car!"'

Luckily his car wasn't affected by the incident and, with Unser struggling without brakes, Andretti was able to hang on to second. Unser went off the road at the last turn on the last lap as he came in too hot without stopping power. He rejoined to finish ahead of fourth-placed Rahal, who had gone off the road at the same point a few laps earlier.

Meanwhile, Fittipaldi drove home to a resounding victory, his 15th in Indycars and second this year. 'The whole weekend the car was very good, very strong,' he commented happily.

'We tried a different strategy today. I pushed hard all the way, except for the last 10 laps. The last two races I've tried to be easy on the car and didn't finish. This time I used maximum revs and maximum brakes. To have any chance in the championship I had to go *banzai* the whole race.'

'Emmo was in a class of his own today,' noted second-placed Andretti. 'With the different problems I had, I was lucky to finish second.'

Third-placed Unser was equally pleased to finish as well as he did. 'I got blown-off by Emmo



Current championship leader Bobby Rahal picked up more useful points with fourth place on the wide-open Cleveland track

and Mikey today,' said Al Jr.

'We really haven't had the Galmer up to snuff until today. Yesterday we started to get it into the corners pretty well. But we need some horsepower. We need better brakes. It's going to take a lot of hard work.'

Nor was Rahal dissatisfied with fourth place. 'It was a wild race for us today,' said Bobby. 'As well as the problem on the first stop, I had a safety truck pull out in front of me and I hit a marker cone to avoid him. At the end I made a run at Al but I hit the sealer on the edge of the track. We kind of shot ourselves in the foot today but we finished and got some more points.'

Mario Andretti was a lap down in fifth place followed by Boesel,

Scott Pruett, Robby Gordon, Stefan Johansson and the previous week's Michigan 500 winner Scott Goodyear.

After repairs, Paul Tracy rejoined and ran well, dogging team mate Fittipaldi's tracks for much of the distance. Near the end he spun off, however, trying to respect team owner Roger Penske's orders to cruise home.

For much of the race, Mario Andretti battled with rookie Robby Gordon — who was very impressive throughout the weekend. Gordon led one lap during pitstops, the first rookie to lead a lap this year. He also passed Andretti for fifth about a third of the way into the race, and kept ahead of Indycar racing's most experienced driver until running out of brakes in

the closing stages. His lack of brakes then caused Gordon to spin, losing three places.

'It was a good, good day,' commented Robbie. 'I got pulled on the straight but the car was really good in the corners. We should have had fourth or fifth, not eighth. We were right there until we ran out of brakes with about 20 laps to go.'

As far as this year's PPG Cup championship is concerned, Rahal clearly is going to take some beating. 'We need some help from him,' commented defending champion Michael Andretti. 'He's got to fall out of some races.'

'If he finishes fourth in all the other races this year there's no way we'll catch him. He's going to be tough to beat.' ■

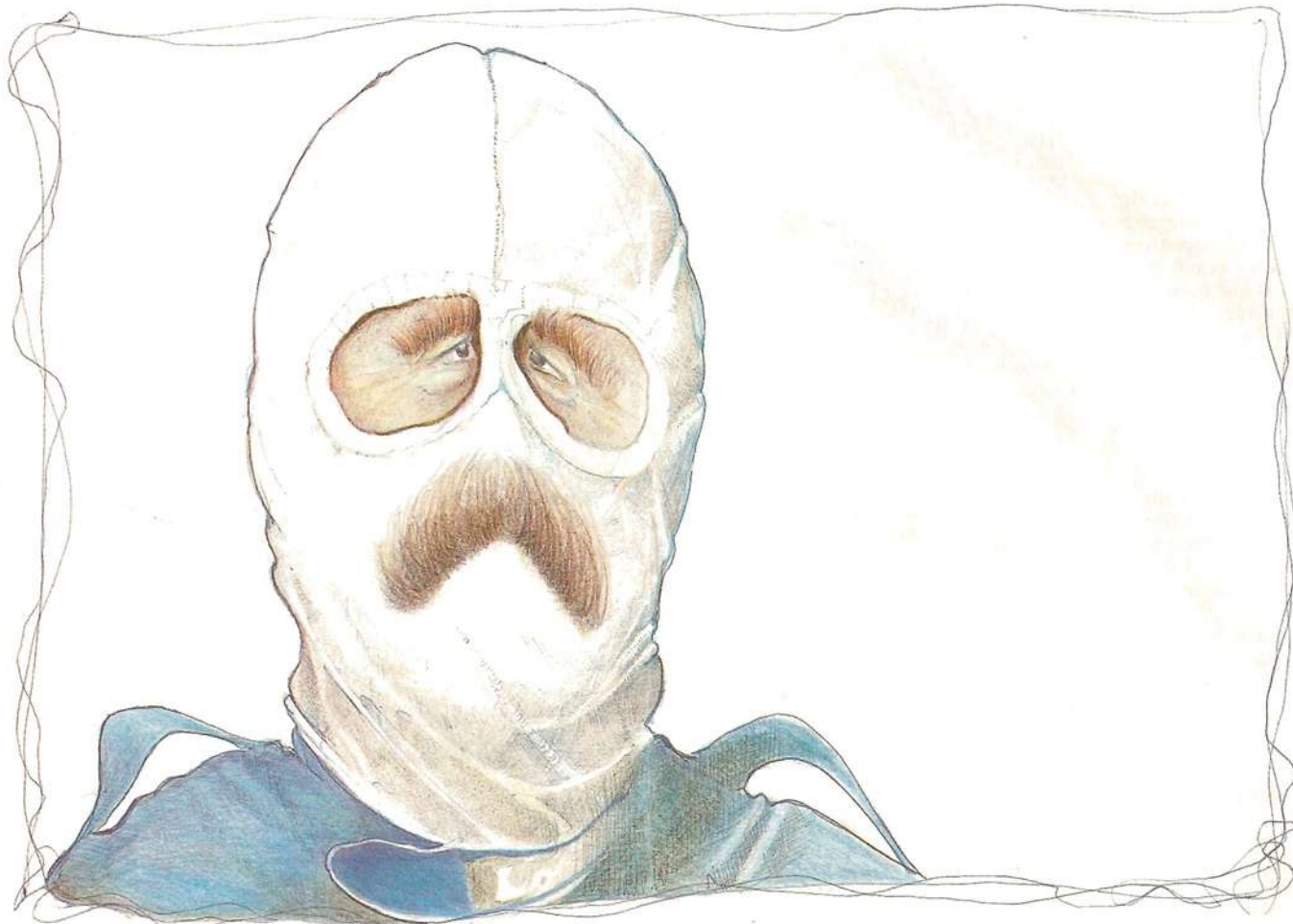
CLEVELAND (USA)

August 9, PPG IndyCar World Series, round 11, 85 laps — 201 miles

Pos	Driver (Nat)	Team/Sponsor	Chassis-engine	Result	Qual	Pos
1	Emerson Fittipaldi (BR)	Penske/Marlboro	Penske-Chevrolet PC21	1-30:38.527	59.732	1
2	Michael Andretti (USA)	Newman-Haas/Kmart + Texaco	Lola-Ford T92/00	1-30:54.557	60.159	2
3	Al Unser Jr (USA)	Gallies-Kraco/Valvoline	Galmer-Chevrolet G92	1-30:57.421	60.833	5
4	Bobby Rahal (USA)	Rahal-Hogan/Miller	Lola-Chevrolet T92/00	1-31:01.221	60.547	3
5	Mario Andretti (USA)	Newman-Haas/Kmart + Texaco	Lola-Ford T92/00	84 laps	61.623	8
6	Raul Boesel (BR)	Simon/Cofap + Lee + Mobil 1	Lola-Chevrolet T92/00	84 laps	61.365	6
7	Scott Pruett (USA)	Truesports/Budweiser	Truesports-Chevrolet 92C	84 laps	61.525	7
8	Robby Gordon (USA)	Ganassi/Motorcraft	Lola-Ford T91/00	84 laps	61.850	11
9	Stefan Johansson (S)	Bettenhausen/AMAX	Penske-Chevrolet PC20	84 laps	61.747	9
10	Scott Goodyear (CDN)	Walker/Mackenzie	Lola-Chevrolet T92/00	83 laps	62.008	12
11	Eddie Cheever (USA)	Ganassi/Target + Scotch	Lola-Ford T92/00	83 laps	62.933	17
12	John Andretti (USA)	Hall-VDS/Pennzoil	Lola-Chevrolet T92/00	83 laps	62.274	14
13	Ted Prappas (USA)	PIG/Say No to Drugs	Lola-Chevrolet T91/00	83 laps	62.439	15
14	Jimmy Vasser (USA)	Hayhoe/Vital Care	Lola-Chevrolet T91/00	83 laps	62.439	16
15	Brian Till (USA)	Robco/RAL	Truesports-Judd 91C	82 laps	63.611	19
16	Christian Danner (D)	Euromotorsports/AGIP + Fendi + Hawaiian Tropic	Lola-Cosworth T91/00	82 laps	63.070	18
17	Eric Bachelart (B)	Coyne/MI-JACK	Lola-Cosworth T90/00	80 laps	64.892	22
18	Ross Bentley (CDN)	Coyne/Spirit of Canada	Lola-Cosworth T90/00	75 laps	66.767	25
R	Paul Tracy (CDN)	Penske/Marlboro	Penske-Chevrolet PC21	73 laps — overheating	60.734	4
R	Danny Sullivan (USA)	Gallies-Kraco/Molson	Galmer-Chevrolet G92	64 laps — electrical	61.772	10
R	Scott Brayton (USA)	Simon/Amway + Northwest	Lola-Chevrolet T92/00	36 laps — transmission	62.188	13
R	Jacques Villeneuve (CDN)	Arceiro-McCormick/Team Losi + Alpha Laval	Lola-Buick T91/00	29 laps — engine	65.903	24
R	Buddy Lazier (USA)	Hemelgarn/Viper	Lola-Chevrolet T91/00	25 laps — engine	65.136	23
R	Hiro Matsushita (J)	Simon/Panasonic + Sega	Lola-Chevrolet T92/00	19 laps — gearbox	64.502	21
R	Ross Cheever (USA)	Foyt/Copenhagen	Lola-Chevrolet T91/00	17 laps — spun	64.082	20
R	Tero Palmroth (SF)	Euromotorsports/Diemme+EEI	Lola-Cosworth T90/00	3 laps — fuel pressure	—	26

Winner's average speed: 133.292mph. Championship positions: 1, Rahal, 148pts; 2, Unser, 117; 3, Michael Andretti, 116; 4, Fittipaldi, 104; 5, Goodyear, 86; 6, Sullivan, 76; 7, John Andretti, 64; 8, Eddie Cheever, 63; 9, Boesel, 51; 10, Mario Andretti, 51; etc. Next round: Road America, August 23.

Geoff Whittaker's cartoon of Nigel Mansell says it all and made us laugh



That's entertainment

Another look at entertainment for those outside the cockpit, with paintings, models, books and videos reviewed as well as a chance to win a day out at Silverstone as the guests of Fuji and a day at the John Watson racing school

Jaded we are. And bored. Jaded and bored with the never-ending stream of oil paintings, sketches, water-colours and what-have-you whose subject is Nigel Mansell. In a Williams. Or Ayrton Senna in a McLaren. Or both. Or all.

And then, serendipitously, a large envelope with a Burnley post-mark arrives from Geoff Whittaker. Inside is a cartoon. The subject is indubitably Mansell — but like you've never seen him before.

The office dissolves into gales of laughter. Cartoonists are rare on the ground, good ones even rarer. Geoff isn't a professional, though he has sold some of his work to a motorbike magazine; to him, it's just a hobby. However, recent knee problems have left him with plenty of spare time, which means he's

open to commission. If you are interested then write care of AUTOSPORT.

Someone who steers clear of the Mansell/Senna syndrome is Simon Owen. We've featured his

delicate water-colour art before in these pages, and the beautiful little sketch of a Dino Ferrari in the Targa Florio is typical of his work.

In the last 18 months he's



Jeff Stroud is desperately seeking the owner of this Mk2 Jaguar on the Pirelli Marathon

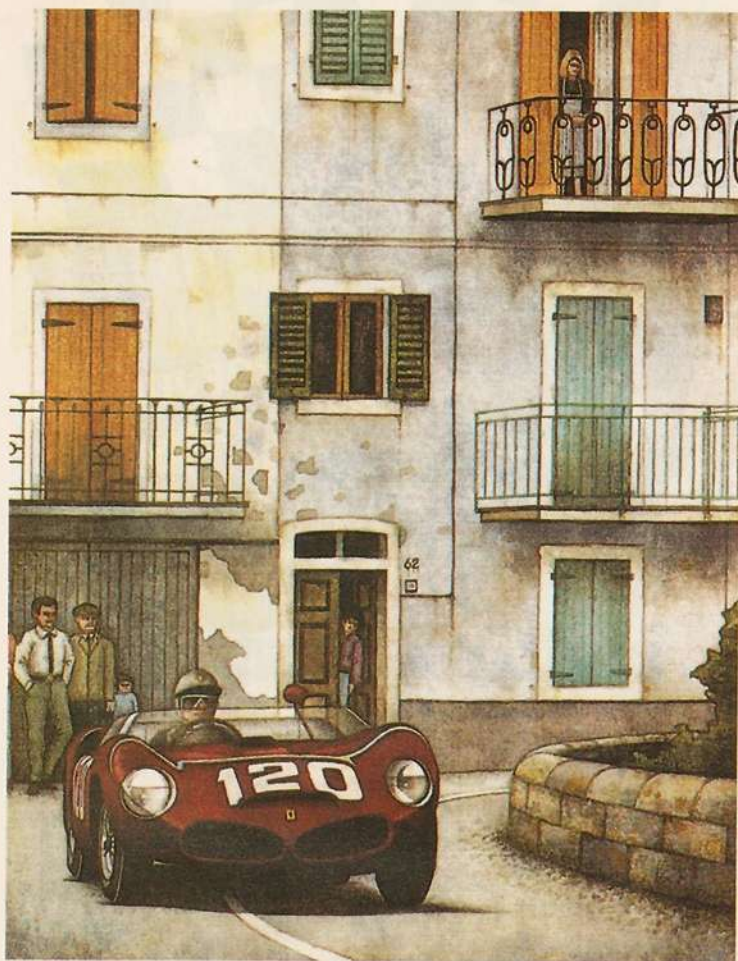
been running a business selling his own work of classic production, sports-prototype and Formula 1 cars. If you were at the Christie's historic weekend at Silverstone recently you might have seen his exhibition there. If you want to know more, contact him at 74 Kew Green, Richmond, Surrey TW9 3AP.

Andy Danks is pretty well known in motoring art circles, but has just taken a year's sabbatical restoring two regency apartments, including such detailing as gilding the cornices! However, he's back in the old groove now, and two of his latest gouache and chalk on board works cover von Brauchitsch in the Mercedes W154 at the Coppa Cagno Livorno in 1938, and Rosemeyer in the Auto Union at Donington in 1937.

If there's enough demand, they'll be reproduced as limited (300 off) prints later in the year, but in the meantime the originals are for sale at £550 each. Andy is at Stanmer House, Lypiatt Road, Montpelier, Cheltenham, Glos GL50 2QJ.

Finally, Jeff Stroud has a problem. He's painted a Mk II Jaguar on last year's Pirelli Marathon, but has failed to find the owner to obtain signature permission!

So come in car 64, your fame is about to begin! Phone Jeff on 071-837 3334.



Simon Owen's delicate portrayal of a Ferrari Dino on the Targa Florio



Von Brauchitsch in the Mercedes W154 at the Coppa Cagno Livorno from Andy Danks

Fast living, fast cars and Fuji fast film

Have you ever wondered what those numbers on film boxes are all about? On typical print film they tend to go in hundreds — from 100 up to 1600 ISO — but what does it mean? Simple. It's the speed the film responds to the light and the higher the number the faster the film.

Fujicolor Super HG 400 film is so named because it is a 400 ISO speed — a typical fast film. Normally 100 ISO film is film for bright light, but Fujicolor Super HG 400 is an excellent print film for both bright, sunny conditions as well as low light and dull days when a normal 100 ISO film might not be able to cope.

Motor Racing is the obvious sport where a fast film like Fujicolor Super HG 400 pays off. You know what it's like, cloudy and dull one minute, sun beating down the next, Nige and Ayrton battling along at 200mph and you with your long lens... you've, just got to be certain that



Fuji's HG 400 fast print film

everything happens right, and that's why the professionals use this film.

But if you are not convinced, try taking a Fuji Quicksnap 'single use' camera along with you. You will be surprised at the results. Much of the secret lies in the fact that all Fuji Quicksnaps — including the Quicksnap Flash, Quicksnap Panorama and the waterproof Quicksnap Marine — are preloaded with Fujicolor Super HG 400 film, adding a fair degree of certainty to picture taking in various conditions.

Another little secret is to always take at least two pictures, just varying the angle or the distance for the second shot. You'll be surprised how often you like the second picture better. And after all, film's not that expensive so it's well worth the extra thought.

Win tickets for the Fujifilm BRDC finals at Silverstone

Here's how to win a wonderful weekend out, for you and your partner, to the Fujifilm-sponsored British Racing Drivers Club finals on October 3 and 4. We've got a pair of tickets from Fujifilm to give away to the first 25 readers who correctly answer the questions in our competition.

The lucky winners will be able to see British Touring Cars, Formula 3, Formula Vauxhall Lotus, current Formula Ford 1600, pre-1985 Formula Ford, plus Clubmans, Rovers, Metros, and other great performance cars.

Answer these four questions.

1. What is the engine size of Rob Coates' car? Is it:

A: 1100cc, B: 1600cc, C: 2000cc.

2. In which conditions is Fujicolor Super HG400 ideal?

A: Dull or low light only, B: Bright, sunny conditions only, C: Dull and bright conditions.

3. Which film is preloaded in a Fujicolor Quicksnap?

A: Fujicolor Super HG 100 ISO film, B: Fujicolor Super HG 400 ISO film, C: Fujicolor Super HG 1600 ISO film.

4. What is the best use for a Fujicolor Quicksnap?

A: For the children, B: At parties, C: As a present, D: When you have forgotten your camera, E: To keep in your briefcase/handbag for photo opportunities, F: For dangerous or action sports, G: All of the above.

Answers on a postcard, please, to Anthony Ryb, AUTOSPORT Competition, Consumer Photographic Division, Fuji Photo Film (UK) Ltd, 125 Finchley Road, London NW3 6JH. Remember to give your name, address and telephone number with your answers. The competition is not open to employees of Haymarket Publishing, Fuji UK or their families. All entries must be received by August 31, 1992, the judges decision will be final and no correspondence will be entered into. The winners will be notified by post and a list of them will be published in AUTOSPORT.



Rob Coates' Fujifilm-sponsored rallycross Nova taken on a dull day with Fuji HG 400 film



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Space does not permit us to list all of our books. Suffice to say we can supply virtually any motoring (or motorcycling) book generally available plus many motor sporting titles from overseas publishers.

RACING

GRAND PRIX REQUIEM: A Celebration Of Motor Racing's Greats Who Paid Speed's Ultimate Price by William Court. An affectionate thanksgiving for 77 drivers who, during the period 1897-1965, paid the ultimate price for speed with their lives. From Emile Lavassor via Antonio and Alberto Ascari to Jim Clark, Graham Hill, Mike Hailwood and Gilles Villeneuve. 320 pages, 100 photographs. Due September. £29.00

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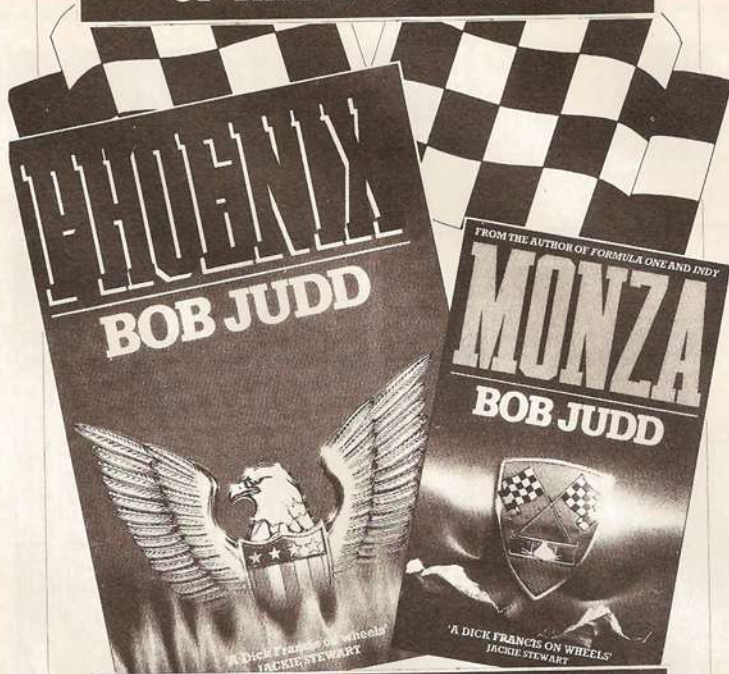
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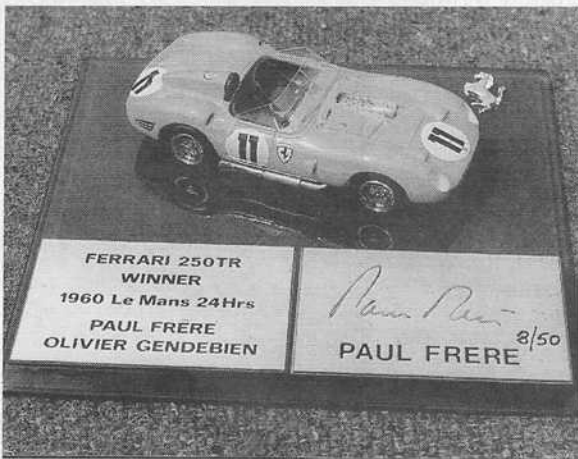
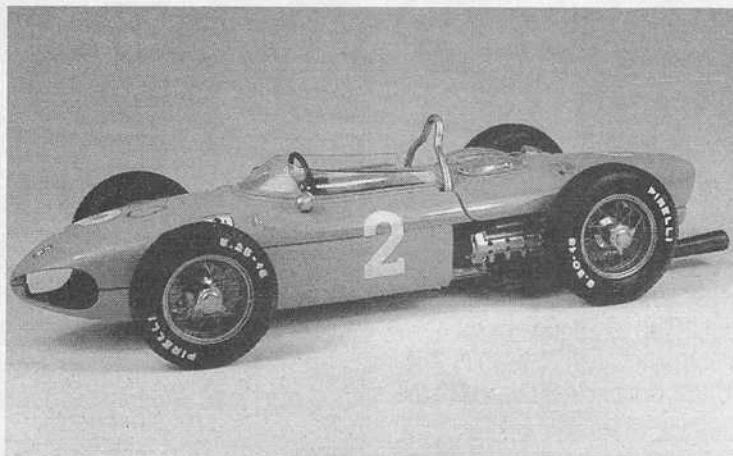


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The shark nose Tipo 156 by Italian Revival (above) and (left) the limited edition Ferrari 250TR model from Nathan's Studio

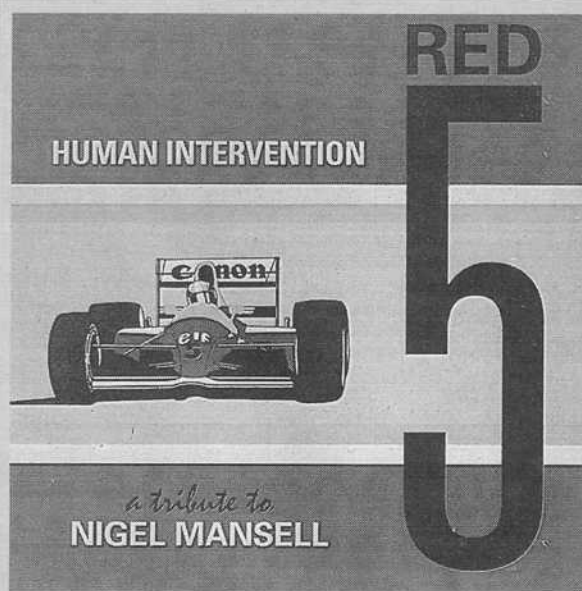
There are Ferrari models and there are Ferrari models

Collecting Ferrari models is a nightmare, simply because they come in all sizes and prices, especially prices. On the one hand there are the Woolworth's sort of thing, Testa Rossa 'Hot Wheels' for a quid or two: on the other – well, two recent examples make the point.

The first is a 1/43 scale version of the 1960 Le Mans-winning 250TR as driven by Paul Frere and Olivier Gendebien. It's a stunning miniature, very much a collector's item, hand-made for Nathan's Studio, each being mounted on a Perspex plinth, numbered and autographed by Frere himself. The reverse side of the coin is that each will set you back a cool £195 from Nathan's Studio at College Farm, High Street, Pulloxhill, Beds MK45 5HB. The other is the Italian Revival company's latest kit, the charismatic 1961 Formula 1 Tipo 156, more commonly known as the Shark-nose. Revival has produced some superb kits in the past, such as the V16 Auto Union, the Alfa Alfetta, the Maserati 250F and the Ferrari Tipo 500, and this latest is very much up to the high standards set in previous years. The kit is pretty comprehensive, with die-cast,

pre-painted parts and ready-spoked wheels, and is to the unusual scale of 1/20, which makes it much bigger than average, but the price? £125...

More details and list of stockists from Modeltime (Wholesale) Ltd, 64-66 Windmill Road, Croydon, Surrey CR0 2XP.



Red 5 – a tribute to Nigel Mansell from British band Human Intervention

Win a day at John Watson Racing School

It had to happen, there have been books, paintings, videos, T-shirts, and now you can buy the album. Yes, someone has made a record about Nigel Mansell. The band is called Human Intervention and the single, *Red 5*, is taken from its album *Drivetime*.

Now you can win a day at the John Watson Racing School, courtesy of Human Intervention, plus loads of runners-up prizes of T-shirts, caps, CDs, tapes, and singles. Simply answer the following questions on a postcard and you could be one step closer to Formula 1.

1: What was Nigel's lap record time in the 1992 British Grand Prix?

A: 1m18.965s?

B: 1m22.539s?

2: On what lap did Nigel come in for a pitstop during this race?

A: 20?

B: 30?

3: What year was Nigel's Grand Prix debut?

A: 1980?

B: 1983?

On the record *Red 5*, Murray Walker comments 'a truly great passing manoeuvre!'

4: On which Grand Prix circuit did this take place?

5: Whom did Nigel overtake?

All entries should be sent on a postcard to AUTOSPORT *Red 5* competition, Mysound, 1 York Street, London, W1H 1TZ by August 31. One entry per person and the first correct entry drawn will win the day at Silverstone. This competition is not open to employees of Haymarket Publishing or their families.



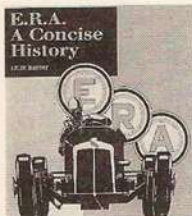
NASCAR prime movers from Monogram Models

Regular readers of *Armchair Enthusiast* will remember Monogram's snap-together 1/32 NASCAR racers, built happily in a lunch-break by our resident petrol-heads.

To keep them company, Monogram has ventured behind the pit garages to produce the custom-built race rigs used for transporting the race cars over the thousands of interstate miles that they cover every year. And impressive they are too...

Again in 1/32 snap-together form, these leviathans – almost 30in in length – took considerably more than a snack break to assemble, but, like their smaller cargoes, build up into a good representation of the real thing – complete with fully-fitted workshop in the semi-trailer unit. For the more advanced glue-and-paint merchants, the possibilities for an unusual diorama are obvious and many.

The only problem arises when you try to find somewhere to put them...



ERA - A CONCISE HISTORY
By **John R W Barker** published by Transport Bookman Publications Ltd, hardback, 72pp, **£15.95**

There have been some hefty tomes written about ERAs, but although comprehensive they are never cheap. This book confesses to being concise but is also affordable. In fact, it has all the basic information about each car with a short biography and current pictures of the cars. In addition, there is a table of the pre-war results, biographies of Raymond Mays, Prince Bira and a background to the company.

This results in a short but interesting read and a useful aid to the vintage racing enthusiast wanting to keep track of which ERA he is watching. Admittedly it is not a great deal for the money, but being much cheaper than the £80 being asked for one book on the subject it will be more accessible.

CA-W



GRAND PRIX
By **Mike Lang**, published by GT Foulis, hardback, 320pp **£25.00**

Mike Lang has been chronicling the World Championship Grands Prix for some time now and this, his fourth volume, takes us through the years 1981 to 1984.

This was the era of unskirted go-karts that punished drivers, rewarded bravery and saw Brabham winning races. He covers each race with the grid, an account of the action and the top six finishers and is an impressive source of reference that will settle many an argument. It also helps in reliving a favourite race in detail although the book is perhaps a little grey to read from cover to cover. But with the facts and actual pictures from each race, it would sit well in the library of most Grand Prix enthusiasts.

CA-W



PERFORMANCE RACING INDUSTRY BUYERS GUIDE
published by Laguna Coast Publishing Inc, (UK call 081 744 1585), softback, 302pp, **£20.00**

The UK is blessed with a thriving performance and racing industry so it is hardly surprising that few competitors buy from other countries. This is a shame, because America alone offers an impressive range of products but presents a problem in knowing what's available and from where.

So this annual could be the answer, being a comprehensive guide to racing and performance specialists in the States. The format is simple with listings of suppliers under various topics that cross-reference with addresses in the back. American companies are usually very accommodating and ordering may prove cheaper and easier than from some of the suppliers in this country.

CA-W

CUTTING COMMENTS

● Warwick, bidding for a third successive victory in his Peugeot 305...
Oracle, BBC, July 17

● Nigel Mansell in a Williams-Renault has just won the British Grand Prix. This win is Mansell's 28th successive victory and he has now beaten Jackie Stewart's long standing record.

Your Local TV Magazine (Hemel Hempstead), 18-31 July

● I fear that if Skafte doesn't head overseas in the immediate future he will stay in Australia, dominate touring cars like Brock and Johnson did, and then turn out to be an old tosser like Brock and Johnson are.

Letter to AAA, July 10

● Top of Senna's list of things desired is Ferrari. Especially if mechanic John Barnard will return.

German TV station RTL plus, July 12

● While I applaud Nigel Mansell's achievement, the whole fuss leaves me absolutely cold. I suppose men have their fantasies too. It's just sad that Nerdy Nigel is their only hero. How can they? He's the man who looks like his head has been left too long in a condom. (Why is his head the same width as his neck?)

Who else but The Sun?

● In 1968 Stewart's Lotus was the very first to carry an ad, for Gold Leaf cigs, and paved the way for today's marketing bonanza.
The Guardian, July 13

● Mansell has been awarded a £2.5 million contract by Ethyl Petroleum Additives for the refurbishment and provision of a new extension to its test facilities in Bracknell, Berkshire.

Construction News Journal, April 23

● Grouillard gives a Gaelic shrug and says, 'It is interesting, but it is not a challenging circuit like Mexico or Barcelona'
Formula 1, June 23

● The Formula 1 British Grand Prix is burning rubber at Silverstone this weekend. The first race is at 8am on Friday (day tickets £12.50), practice races start at 10am on Saturday (£16.45) and the first practice before the 2pm final is at 9.30am on Sunday (£45!).

Amateur Photography, July 1

● 11.05. The French Grand Prix from Mardi Gras

Enfield Advertiser TV page, July 2

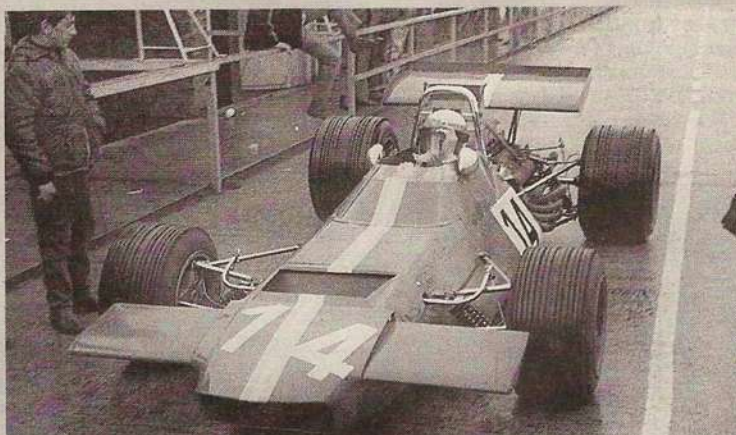
● 3.5. Indycar Racing. Get stuffed
Daily Mail TV page, July 4

This month's contributors are J Nowell, Terry Fletcher, Stephen Mummery, John Hannah, C M Connolly, Tony Fumindaz, Lothar Weigand, Angela Johnson and Alan Frost. We pay £5 for each printed contribution, which should include the publication, the date and your own name and address, and sent to Cutting Comments, AUTOSPORT Editorial, 60 Waldegrave Road, Teddington, TW11 8LG.

TAMIYA MODELS WHO, WHAT, WHERE, WHEN?



Last month's Tamiya Models who, what, where, when? competition brought a sigh of relief from at least one reader, Michael S Butler of Loughborough: 'Hurray for a post-'70 poser' he wrote. Seems we've been concentrating too long on long-past events, some - as another reader pointed out - before many of you were born... Unfortunately for Mr Butler, though, his was not the first correct answer pulled out of the pile: that honour goes to P W Wilkins of Milton Keynes, who correctly identified Emanuele Pirro (Ralt RT3 Alfa) and Roberto Ravaglia (Ralt RT3 Toyota) at the Station Hairpin in Monte Carlo during the Grand Prix-supporting F3 race on May 14, 1983. Congratulations, plus three of Tamiya's beautifully and highly detailed 1/20 model kits are therefore his. Since 1970 seems a land-mark date, we've chosen this month's mystery picture to date from that year. Why the clue? Because we reckon this is a real tricky one. We'll even give you another: the venue is Silverstone. Having thus given you half the answer, the where and when, all we need from you is the who, and the what. Any ideas on a postcard please to Tamiya Models who, what, where, when?, AUTOSPORT Editorial, 60 Waldegrave Road, Teddington TW11 8LG, to reach us by August 28 please.



All we want this time is who and what although we reckon it's still a toughy



Emanuele Pirro and Roberto Ravaglia during the Monte Carlo GP-supporting F3 race



PHOENIX

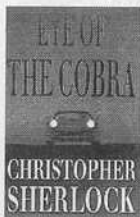
By **Bob Judd**, published by Macmillan, hardback, 255pp, **£14.99**

Forrest Evers is like most racing drivers – they don't know when to retire! Having become evil and corrupt, he retired as a driver in Bob Judd's last volume *Monza*, but Forrest is back, trying to recapture his innocence. This involves inheriting a chunk of land in the middle of nowhere in Arizona; and meeting a sweet girl – who just happens to be the daughter of a property tycoon. Evers is in his element – throwing in a little murder investigation in his spare time. Things are going swimmingly until someone starts lobbing dynamite about – one stick landing alongside Evers and his lady friend in a remote pool. The resulting bang leaves his lady in hospital and, between hospital visits, Evers then starts building up his own racing team – the Phoenix Formula One Racing Team Corporation.

Naturally, it all goes horribly wrong as Evers discovers that the US Navy is importing massive quantities of drugs into the USA.

Amid much fireworks the Phoenix team does not rise from the ashes.

If you are into pure motor racing books only, leave this one on the shelf, but, if your life is more varied, pick it up and read it. **JMCS**



EYE OF THE COBRA

By **Christopher Sherlock**, published by Heinemann, hardback, 440pp, **£14.99**

Paintings of racing cars were never big business until a few years ago. Then someone established the trend and everyone jumped on the bandwagon. Now the same thing is happening to motor racing novels. Bob Judd kicked off the modern genre with his sagas of racing driver Forrest Evers, and now the pretenders to the

crown are giving chase.

South African novelist Christopher Sherlock brings us an action-packed tale, filled with the unrestrained glamour of Formula 1, the hard knocks of the very best martial arts, the perils of rock climbing, and the blood-thirsty world of the South American drug cartels. It has it all, from Monaco to Monza, from Silverstone to Suzuka, as hero Wyatt Chase struggles to clinch the Formula 1 World Championship in his second season amid kidnappings, murder and peculiar blowouts. You get the picture?

Sherlock's love of motor racing is clear and, apart from inadvisable suggestions such as lifting off mid-corner to correct oversteer, his knowledge of the sport is generally sound. Sadly, the ease with which our hero is the best in the world at everything he does, from racing to climbing to loving, renders the tale rather farcical. Also, his occasional mimicry of current real-life motor racing characters with fictional ones is weak and would have been much better avoided.

If you like a light read, though, with high-speed international action on every page, then this will be right up your street. **BSJ**



FREEZING SPEED

By **John Blakemore**, published by Freezing Speed Publications, 1401 Forty-fifth Street, Emeryville, California, 94608 USA, 160pp

John Blakemore has been a Grand Prix photographer for many years and *Freezing Speed* is a book by an F1 photographer for those who would like to know how it is done. It sets out to teach some of the techniques and show some of the possibilities in Grand Prix racing. In essence it is a picture book, full of advice for those keen to learn: what are you trying to achieve? What film do you use? How do you compose a picture? How do you avoid being run over? There are plenty of interesting photos, scanning the 1980s. A worthwhile book – particularly if one day you want to become John Blakemore. **JMCS**

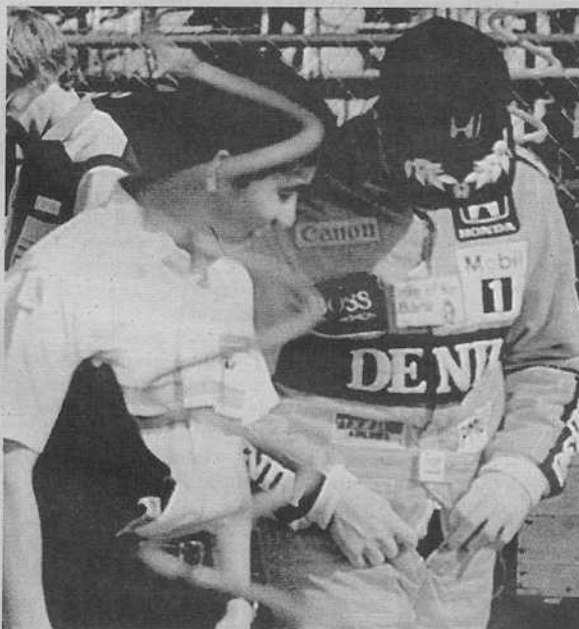
BRIEFLY

● **This year's British Grand Prix** was such a success that the official programme sold out. So, for those who missed out, Silverstone has printed new stocks of the souvenir programme complete with race card. These are available by sending a £5 cheque or postal order (including p&p) made payable to 'Grand Prix 92' to PO Box 287, Nugent Street, Leicester LE3 5HH.

● **Tamiya Models** has five new releases imminent in the UK. Its first venture into die-cast models will be a 1/20th scale Lotus 102B fully assembled and decked out in Tamiya livery. Joining its 1/20th scale Grand Prix kits range is last year's Jordan 191, complete with a fully detailed engine and removable cowl. Also, there are three new additions to the 1/24th sportscar series of kits with the Le Mans-winning Mazda 787B and both Group A and Group N versions of the Nissan Skyline GT-R.

● **Christie's is holding a sale** of transport memorabilia at 10.30 today – August 18 – at its auction rooms in South Kensington. Included in the lots of motoring items are two trophies. The first is designed by Charles Sykes, better known later as the designer of the Rolls Royce Spirit of Ecstasy mascot and is valued at £3000-£5000. The other is a tankard that was presented to Captain Malcolm Campbell as second prize in the Mountain racing handicap at Brooklands, valued at £3000-£4000.

SPORTSSEEN CAPTION COMPETITION



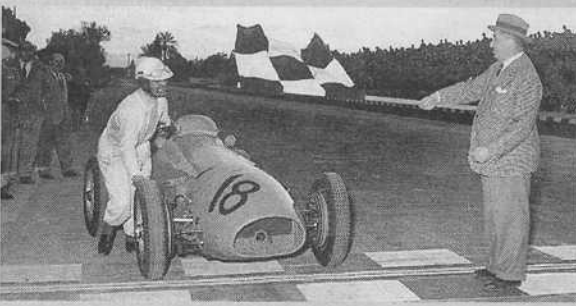
Yes, well it's over to you lot on this one and keep them publishable if you want to win

Considering Ferrari's record this year, we were expecting thousands of Alesi/Capelli jokes about the poor sod pushing his Tipo 500 across the line – but nary a line did we get. Which just goes to prove something.

On the other hand, poor old Perry McCarthy seemed to come in for a bit of stick, but as we're ever so kind we won't publish your suggestions. Too cruel. However, it seems that the slogans used in beer adverts are capable of being applied to a great number of other situations.

After last month's 'Snowy, I can see the pub from here!' we thought Phillip Waldron's suggestion for the 'Ferrari on the line' picture was subtle, clever, witty and topical: 'Don't you just hate it when that happens?' Which is why three of SportsSeen's excellent videos will be on their way to him in Gloucestershire in the near future.

As for this month's contest, we thought we'd come up with something a little different from the norm, assuming the editor allows us to publish it. As last month, we want a subtle, clever, witty and topical caption to the picture of Mr Mansell, and we'd better add that it has to be clean and publishable. Well, it doesn't have to be, and we're exceedingly open-minded in this office, but if it's not publishable it's not eligible for those SportsSeen videos. Suggestions, then, on a postcard to SportsSeen Caption Competition, AUTOSPORT Editorial, 60 Waldegrave Road, Teddington TW11 8LG, to reach us by August 28 please.



'Don't you just hate it when that happens?' was good enough to win last month's competition

BY COLM DOHERTY



PURELY PERSONAL

A long day's journey into night

Arrive and drive... It's the ultimate fantasy of every racing driver. As one who covers the sport from the far side of the safety barriers, I never expected to be offered such a deal.

'Would you like to drive the AUTOSPORT car in next weekend's Citroen 2CV 24-hour race?' asked editor Andy Hallbery. Quickly recovering from the shock, I shot back a 'Yes I'd love to' before he could change his mind. 'Oh that's good' said Andy, adding casually, 'You'll be standing in for Perry McCarthy... he's got to test with Andrea Moda instead.'

I was speechless. Not only had I just got 'The Call', but to fill in for a Formula 1 driver...

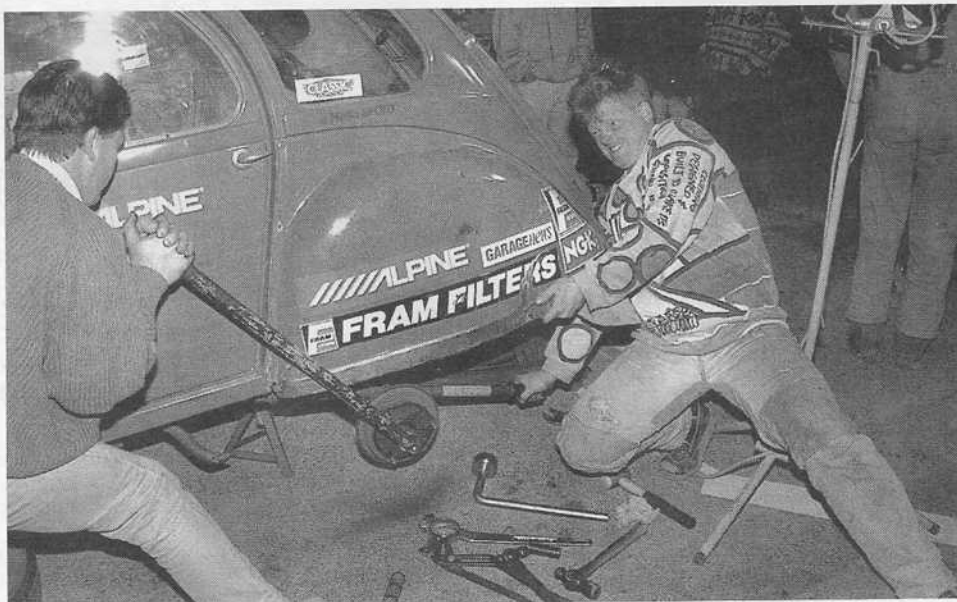
Following the strong three-car entry of the past two years at this Mondello classic, the magazine's honour was to be upheld by just one car this year.

Sharing number 38, which finished a highly promising 28th last year, were publishing director Tony Schulp, who owns the car, Paul Goddard who proved so effective last year, Gary Barak whose press-on-regardless style endeared him to all, and yours truly, making his 2CV debut.

I arrived for Friday's practice session only to be met by some rather long faces. The quickest time clocked in our generously sponsored steed was a 1m31s, which was rather depressing since this car had lapped last year in the 1m27s bracket with no bother. Worse still, everyone else was now going *quicker*.

Our ace mechanics Neville Ditchburn and Tony Ciccone soon discovered air leaking into the inlet manifold which had, rather naughtily, crept in other than by way of the carburettor. Gary immediately found more

The AUTOSPORT 2CV seemed to spend its race undoing all its drivers' good work by visiting the pits with monotonous regularity



than two seconds on the track, and we were back in business.

My moment of truth came shortly afterwards. 'Right Colm,' bellowed Tony Schulp, 'you'd better have a go then.' I'd been enjoying posing by the AUTOSPORT motorhome, but now I was being called upon to deliver the goods. Was I about to make a fool of myself?

Happily, it went well. An initial 1m33s was followed by a 1m31s and then a 1m30s. 'That was fine. You'll go quicker after you've had some time in the car,' came the reassurance from Gary Wolff who was acting as unofficial team manager.

In official practice, the honour of setting best qualifying time fell to Paul Goddard who turned in a lap of 1m28.38s. Sadly that was well off the pace, leaving us 28th on the grid out of 39 starters, while the Level 42 car of O'Keefe/Waghorn/Turner/Lindup claimed pole with a breathtaking 1m22.02s.

While certain people were now swapping qualifying engines for race versions (I kid you not), we bemoaned over the realisation that the set of part-worn Firestones used in qualifying would hardly see us through 24 hours of racing. A set of Michelins was on stand-by, but Firestones were the tyres to have. As the local resident, my task was to buy a set by raceday morning, but there's evidently not a big market for Firestone 125x70x15 tyres in Dublin! Thankfully Team Flamin' Slug came to the rescue by letting us have its spare set.

Goddard took the first stint, the plan being for the ex-bike racer to move as far up the field as possible by 6pm. This task he performed excellently, turning the car over to Gary in 21st place. Barak pressed on, rising to 19th before our first disaster.

The exhaust pipe blew off, and at the scrutineers'

insistence, a new one was fabricated and fitted, costing us 25 minutes in the pits. Schulp rejoined in a lowly 30th place, but by the time he came in to hand over to me he'd eased it up two places to 28th.

It was 10pm, and after all those years of writing about racing it was time for me put up or shut up. I took to the track for the first night stint during a yellow-flag period, with the field bunched behind the pace-car at the far side of the circuit.

It all seemed very easy until a lap later, when the leaders suddenly filled my mirrors. I was swamped, being passed right, left and centre! This was doing my confidence no good at all, and the news on the pit board was worse... 1m34s laps.

Once I found myself in the company of cars running around my own pace, I settled down and started to pick up speed. Soon I was turning regular 1m30s laps and even overtaking some of my rivals.

Suddenly I was called in... What was wrong? Incredibly, my two hours were up and I pitted in 27th. It was time to put on a charge now, and with Goddard back at the wheel we moved up another couple of spots.

Meanwhile, I changed out of my wet overalls and grabbed some rest. I woke at 6.45am only to discover that all the dramas had struck our effort during the small hours.

At around 2.30am, Paul had a close call when a wheel bearing seized while he was lying 24th. After 30 minutes in the pits the car rejoined only to complete two laps before a brake piston failure. With the pit-time having slipped us agonisingly down to 30th, Tony rejoined on a real charge, but got quite a fright when a tyre blew-out midway through the esses. More time lost in the pits!

By this stage, we were getting

rather philosophical about our chances of a result. After a hearty breakfast, courtesy of our superb team chef Adam Henderson, it was my chance to see what I could do.

I settled in quickly this time, and soon found myself overtaking guys who'd been passing me the previous night. As the laps unwound my confidence grew. Our little car was handling beautifully, as evidenced by the fact that, unlike most of the others, I could take the first part of the double-apex Bridgestone corner flat out, usually slipping past two cars on the inside line.

Unfortunately, I was being consistently repassed on the uphill drag out of Bridgestone, and it soon became obvious that more than a few of our 39 horses had deserted us.

Nevertheless, a thoroughly satisfying two-and-a-half-hour stint finally ended at 11.15am when I wheeled back in for fuel.

Tony rejoined in 27th out of the 36 still running. By lunchtime, Paul had another crack to see if he could haul our humble steed up another few places, but the lap times started creeping up! A pitstop revealed that the poor car was on its knees, with oil blowing out through every available crevice. About the time they should have been sitting down to a well-earned lunch, Neville and Tony rolled up their sleeves and tackled an engine swap.

Within 35 minutes, Paul rejoined and confirmed our worst suspicions; this engine was faster than the one we'd run for nearly 23 hours! He was lapping 1.5s faster than he'd gone all weekend...

After all the dramas, we finished where we'd started, in 28th... Sincerest thanks to Tony and Andy for providing me with a real 'Race of my life'. Now about next year... ■

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ESSENTIAL WEAR FOR WINNERS

RACE OF MY LIFE

INTERVIEW BY ROB WIDDOWS

Craig Baird

New Zealand Grand Prix
Pukekohe
February 2/3, 1991
Swift-Toyota DB4

This race was so important to me. I'd dreamt about winning the New Zealand Grand Prix since I was four years old.

I'd been fighting Ken Smith all the way for the Atlantic championship and there really was a lot of pressure on me to win – not just the Grand Prix but the title as well.

It was a big day and all the family was there – my father, my mother, my sister and my girlfriend – they'd all come to see me take the title and the Grand Prix.

Qualifying went well – I lost out on pole to Mark Smith but we had the front row and Ken was behind us. I knew he'd be the one to hound me right from the start and that's exactly what happened.

The start was perfect and I led away with Mark Smith behind me and Ken and Paul Radisich chasing. It was a hot day, and I had to take it sensibly. But there was no way I could relax – Mark was snapping at my heels and I could see that old Ken was charging behind him. He wanted that championship just as badly as I did.

Suddenly Mark was gone and the old fox was right up on my gearbox. So I got my head down and just drove as hard as I could.

But he wouldn't go away and coming into Castrol corner he was alongside me, banging wheels and all that stuff. It was a big fight and we both nearly went off the road.

I was worried now, because not only did I have Ken all over me but I had to conserve the car. I was worried about fuel consumption as well because we never ran with a drop more than we thought was necessary. But it was a clean fight and all I had to do was keep Ken behind me. He's a tough nut, but I knew he wouldn't take us off.

I think it was about half distance when he disappeared. One second he was there, all over me, and the next he was gone. That was a relief – Ken had broken his throttle cable – and now there was a gap back to Paul Radisich.

I wasn't that worried about Paul, so I slowed the pace just a fraction to make sure of the fuel. But I was wrong. Within a few laps he was right with me.

Radisich had the Reynard that year and the chassis hadn't been right on the pace and yet here he was catching me. Then I heard the reason – Paul was revving the hell out of his engine. So I had to speed up again and just pray that we had enough fuel for yet another battle.

I radioed Stefan Dvornik – my mechanic – that Paul's engine

would never last like that. And I was right.

About four laps from the finish I was going down into the first gear hairpin at the end of the long flat-out back straight when Radisich came steaming alongside me and tried to force his way through on the inside line. I just held him off and then a lap later his engine blew apart. That was a mighty good sight with a Grand Prix win at home just a couple of laps away.

All I had to do then was get the car home in one piece. But the relief didn't last long. Suddenly the engine started stuttering on right-hand corners. I couldn't believe it!

It got worse and I was sure the



He was alongside me, banging wheels and all that stuff... we both nearly went off the road

Craig Baird started racing karts in his home town of Hamilton when he was just four. He came second in his first race, in a kart built by his father Stan for Craig's sister Wendy to use round the garden. By 15, Baird had won seven New Zealand titles and moved up to FF1600, becoming the youngest ever champion, at 17. Progressing into Formula Atlantic, he was runner-up in the Peter Jackson series in 1990, champion in 1991 and again this year. Craig has started in 1805 races and won 13 out of his 26 Atlantic starts. Now 21, he is contesting the British F2 championship in a Dome-Mugen run by Graham Lorimer Motorsport. Craig is the first Kiwi in two decades to have landed a fully-sponsored drive in Europe, with backing from Europe and New Zealand.



bloody thing was going to stop. But I started throwing the car around, weaving on the straight bits and it kept going right round that last lap until the hill up to the start-finish line. Then it coughed and just about stopped.

Still there was nobody in the mirrors and I reckoned I could just about coast it over the line. But it fired again and powered me over the crest of the hill and down to the line...

I was almost shaking by this time and it just didn't sink in that I'd won the New Zealand Grand Prix. And I'd beaten Ken Smith to take my first Peter Jackson international series. I was drained.

Back in the pits all I wanted was to find my father. He'd put so much into my racing right from when I started in karts as a kid and now we were starting to get the rewards that he deserved. It was very emotional for all of us. We were close to tears.

And that trophy – all those names on it like Hill, Stewart, McLaren, Brabham and Moss. It was just a fantastic moment.

We had a huge and rowdy barbecue at Pukekohe that night and it wasn't until later that evening that my father told me about the fuel. He had added one more litre than Stefan had calculated for just before the race – one more litre just for luck. ■

● Next week: Steve Neal



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SAAB

AIRCRAFT INSPIRED.

BY MARCUS PYE



HUMBLEPYE

Is there a future for British club racing?

Unless something radical is done, the future of British club motor racing hangs in the balance. And the solutions to this worrying dilemma need to be found now, through meetings and objective dialogue between the RAC MSA, representatives of the major organising clubs, circuit owners, and the Touring Car Association.

TOCA is a relatively new commercial body which, like individuals who crop up from time to time in the sport, appears from the outside to want to hold all the cards.

A chair can be saved when getting the key players together, incidentally, as John Quenby, chief executive of the RAC MSA (motorsport's governing body in Great Britain), is also non-executive chairman of TOCA. Regardless of how many hats he wears, it is he who must thrash out an answer which is acceptable to the majority of the MSA's licence holders.

Not unexpectedly, there has been uproar in recent weeks at the announcement of the TOCA 'Super League' package for 1993. The idea of such a circus — to align arguably the top national categories with the razzmatazz of the British Touring Car Championship — is not new, or bad, but it is blatantly elitist.

In endeavouring to promote a professional circus, TOCA has rounded up the three major motor manufacturers with influence outside the BTCC — Ford, Renault and Vauxhall — and built the foundations of an empire on this cash-rich triangle.

As attractive as the BTCC, Formulae Vauxhall Lotus and Junior, Renault and Ford sounds on the same bill — even with a couple of very similar one-make tin-top series tagging along — I sympathise with fellow club racing enthusiasts who say the initiative is dangerously divisive for domestic motorsport.

We are well used to the haves

Unless the RAC MSA and major organisers review their policies, the advent of a 'Super League' package, coupled with the potential loss of several venues, could drive traditional club racing from the circuits

and have nots in all forms of racing, but their argument — a valid one, I believe — is that the proposed package deal, should it go ahead, will drive yet another wedge between the chosen few and the multitude of good championships which previously merited the occasional appearance at a top-line meeting.

If the 'big three's' money — which until now has indirectly subsidised lesser, but no less worthy, series, thus making meetings viable — is all diverted into the same pot, the 'Super League' will slowly but surely bleed national/club racing dry. Perhaps that is the intention...

Certainly, some of the big clubs think so. With reason, for both the BARC and BRSCC stand to lose championships, and their revenue, to the self-appointed cartel. But the rub is that they can have them back — if they pay the TOCA package fee of £30,000 per meeting!

What's worse, from the viewpoint of the competitor who aspires to joining this circus, but cannot raise the funds, or has no desire to race in one of the far from arbitrarily chosen classes, is that it appears to be a closed shop.

There should, I feel, be the facility to run one or two 'guest' classes at each meeting, *on merit*, if only so that spectators get a more varied diet, and drivers in Formula First or ARP Formula 3 or Historic Group 6 or what have you can get a taste of the publicity the 'Super League' will attract.

The television and media coverage is welcome of course, for those involved, but if other motor manufacturers who might like to go racing outside the BTCC cannot get on board, they will take their corporate advertising budgets to show jumping or darts, there to be welcomed with open arms. Motorsport cannot afford that.

For the outcasts who missed the gangplank this time around, the only opportunity of achieving a higher profile may

be to forge an alliance with contemporary Formula 3 or Group N — neither of which was on the TOCA shopping list, presumably as they do not currently have commercial sponsors to milk.

This and other options are under discussion, but the battle between rival circuses for track time will always be an unequal struggle, when only one side has the clout of manufacturers and big money behind it.

All of this, together with ever increasing circuit hire fees — not to mention Brands Hatch Leisure's apparent intent to close the doors of its four circuits to small-fry formulae in '93 — will hasten the demise of club racing, unless it helps itself...

The proliferation of championships — which should have been stemmed years ago — carries much of the blame for the present shambles in my book (see *Humble Pye*, January 18, 1990), but the sport's difficulties at this level are exacerbated by deep-seated political problems, and intransigence, before we even get to the recession.

The bottom line will always be that the professional organising clubs need to pay their overheads. At least one major one made a sizeable loss last year, and the trend could so easily continue if the money-spinning categories are taken away at a stroke.

Rationalisation of classes is the only answer, if they are to get a viable slice of the cake in future. Grids will have to be filled, and this will mean amalgamation (or the end of the road) for the weaker series. From now on, it's survival of the fittest.

With circuit hire costs forcing up race entry fees every year, and the clubman having to dig ever deeper into his own pocket to compete, the way forward is for the conscientious series sponsor to refund a proportion of the competitors' entry fees, to keep them coming back. Big fields always made good racing,

but even that may not guarantee a place under the spotlight soon.

Whatever the knock-on effect of the TOCA deal, or anything else along those lines, consolidation may be no bad thing, and could even be turned to advantage, if the clubs are prudent in their management.

Spectators obviously prefer to see packed 10 race programmes, embracing 12 categories (go to Castle Combe), than those on which all but three events are sparsely supported.

There is plenty of scope for sympathetic amalgamation of classes — particularly if the clubs swallow their pride and agree to work towards a common goal.

The Open Formula Ford Championship is proof that this rationale works, being the sum of four others. But Britain currently has two Clubmans Supersports series where one would do, while such things as Pre-'83 FF2000/Formula 4, Clubmans 'B'/F1300 (which are eminently compatible), and 1600cc Historic F3/Fjunior would make excellent bedmates.

By combining perhaps 20 championships, and by bigger clubs managing the racing affairs of others (as the BARC does so well for the MGOC, RSCC and CSCC), the increasing problems of finding circuit time would be eased. And these will multiply when Lydden, and perhaps the BHL venues, are lost to the true amateur. Hopefully, Knockhill can take some of the load.

If amalgamation does not happen, and the TOCA 'Super League' hogs the limelight, there will be an awful lot of disappointed people out there, with cars in the garage and nowhere to race them. Not to say a dearth of sponsorship and other manufacturer interest outside the premier promotion.

Few compromises are easy on all sides, but it is an RAC MSA-led unilateral agreement that club motor racing needs now — five years' time will be too late — as a blueprint for its survival and long-term health. ■



BY BRUCE JONES



TALL STORIES

The making of a classic event

Zandvoort in August is a magical place to be. While a chill wind may blow through the Dutch beach resort in winter, the place has a real buzz to it in the summer.

Because summer time is party time, with live music booming out at you wherever you walk, salsa vying with Dixieland jazz.

The carnival atmosphere overflows to the circuit when the Marlboro Masters of Formula 3 comes to town. In only its second year, the event is established on the international calendar, and race-goers have taken to it in their droves.

The official attendance was 32,000 for the inaugural event in 1991. This year's figure had jumped to 45,000, with several sources reckoning this was 10,000 shy of the true attendance. If pulling people through the turnstiles is what modern day motor racing is all about, then this has to be adjudged a success. It goes to prove that it is not only F1 and touring cars that can draw a large crowd in Europe.

The promotional push of event sponsor Marlboro cannot be underestimated. And there was more to it than simply the tobacco giant's campaign of pre-event advertisement by bill poster. Much more.

Race morning, for example, was completely bereft of any racing action yet it had the massed ranks interested from 10am onwards. How so, you may ask. Well, the crowd — many of whom appeared to be first-time race-goers — simply lapped up anything automotive, even cheering for the judging of a concours on the grid... If the display was moving and could be pitched into the barriers,

then that was even better.

When an orchestrated fleet of Marlboro vehicles arrived down the main straight, headlights blazing, pulled up in front of the grandstand and tossed Marlboro caps to the crowd, they went potty. They very nearly got more than they had bargained for, though, as one of the Tatuus team was seen winding up his backswing ready to toss Niko Palhares' helmet crowdwards...

Entertainment in the paddock comprised a massive Marlboro tent that included no fewer than five Formula 1 McLarens, a wheelchanging competition (on a mocked-up McLaren front end) and one-marque displays, including such rarities as the Alfa Indycar and 155 GTA touring car racer.

There was also an impromptu exhibition of an altogether less predictable nature: car vandalising... Hordes of urchins could be found beating the daylight out of a group of cars that had long ago seen better days. I'm certain this was not premeditated, for it certainly angered the marshals who had intended to use these on which to display their cutting gear. Popular as this proved with the hordes of people covering the surrounding dunes, I can't see Marlboro arranging for a repeat...

In fact, with all the clamping down on tobacco sponsorship, one has to wonder about the future of the event. For, at the Marlboro Masters, you were confronted by the famous red and white logo wherever you looked. No one seemed to know what will happen for '93, however.

What is certain, though, is that the event must go on. It offers a chance for Europe's best youngsters to meet on equal terms, which is more than can be said of the annual Monaco F3 GP, an event blighted by tyre choice. Equally, the open nature of the Marlboro Masters attracts the British F3 Championship contenders, teams and drivers whose presence is missed by the



Rampant vandalism is not a sight you see at every race meeting, thank goodness...

Monaco race. The comparison of the drivers from the various national F3 series is most enlightening. Yet it is not just the drivers who are under scrutiny, but the teams. And the teams from the German series won many new admirers, showing a massive improvement in quality and presentation from the way they were but a handful of years ago. Running alongside

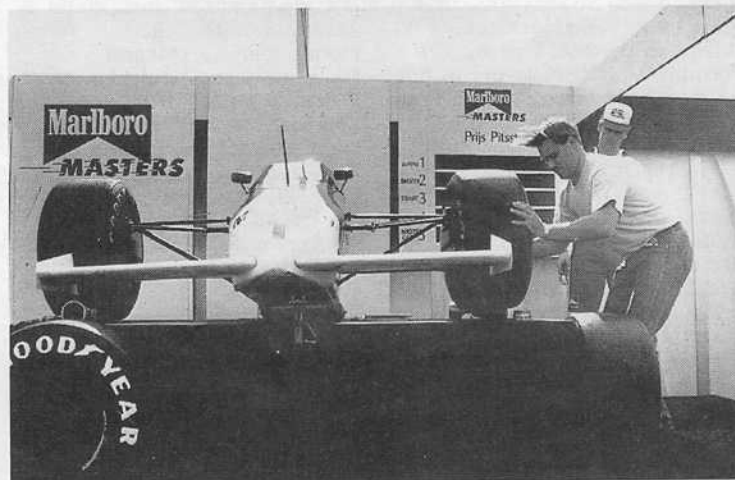
the German Touring Car Championship certainly has helped. You should see the smart beer-dispensing counters they have at the rear of the area covered by their awnings...

Technical innovation by the German teams doesn't stop at natty beer pumps, however. Race winner Pedro Lamy had a special little switch in his WTS Reynard. This advances the ignition of his Spiess Opel for short blasts, with a result similar to a minor turbo boost. Use it coming on to a long straight, like at Zandvoort, and you can be sure that no one will benefit from your slipstream. Before people throw up their hands and cry 'cheat', the switch is perfectly legal, indeed, Spiess used it on their VW engines in the past. Other teams will have to follow suit, particularly if they want to avenge the defeat when the rival series meet next, at Macau and Fuji in November.

A down side to the bumper race attendance has to be the ease of circuit access or, more importantly, egress. Stories emerged that it had taken people two hours to drive from Haarlem on race morning, which is only five miles away... Leaving was frightful, too, the road outside the gates jamming solid in one direction for an hour after the races. This was fine if you were heading in the opposite direction, but not so if, like me, your car was parked on the static side of the road, jammed in by stationary traffic. It's bad enough having to high-tail it for the last ferry at the best of times...

A tip for ease of access is to park in Haarlem and take the train from there. Should Zandvoort regain a place on the F1 calendar, you definitely ought to do this. From Amsterdam... ■

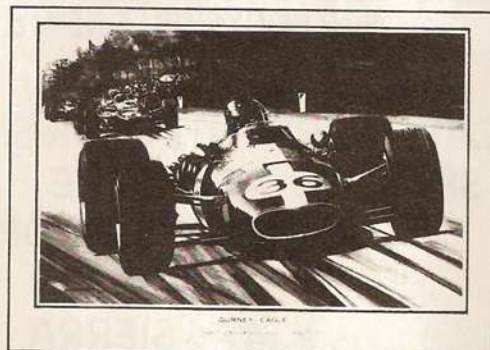
Hordes of urchins could be found beating the daylight out of a group of cars that had long ago seen better days



When the racing wasn't on, Marlboro had plenty of sideshows to keep the thousands amused

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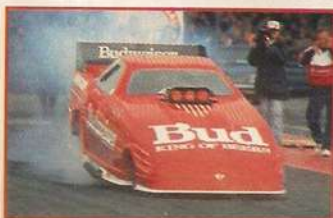
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With the Budweiser Drag Racing 1992 Series at Santa Pod well under way, tension is mounting between the worlds top speed masters and the excitement is all set to continue at the Summer Nationals this August Bank Holiday.

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with a particular mention to
Richard Jones, Garry Timms,
Chris Graydon and especially Des O'Dell
for the encouragement and support
over the last 5 years.

Also to Simpson Salvage, Cellhire, Hella,
Bilstein and Dunlop.

All the hardworking and underpaid
service team, chief engineer Chris Dale of
Techsort, Tajsport and SBG Sport and
Yortec Fabrications.

A special thankyou to Tracey and my
family for all their support.

Also Chris Wood, my not-so-lightweight
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Move over Nigel Mansell...

It would be nice to begin by saying I took Madgwick flat with one hand on the wheel. In truth, I am obliged to admit that negotiating the Goodwood paddock was a major deal, simply because I couldn't get the ruddy handbrake off. At that point I should have bolted for home before getting caught with my metaphorical flameproof trousers down.

Accepting the offer to do a sprint in a Ford Escort turned out to be the easy bit. I began to smell a rat when Stuart McCrudden rang and suggested a test session. A test session, if you please... Next thing would be a fortnight on a fitness farm in the Alps with no booze and nothing but Ford commercials on the box.

But McCrudden, who organises the Ford Escort RS2000 Rallye Sport Series, knew exactly what I was letting myself in for. The championship features rallying, racing, auto tests, hillclimbs and sprints; an interesting combination of which this event would be a part. So don't let the side down. Be at Goodwood at 1.30 on Friday; a glorious afternoon; two hours with the place to yourself. Wonderful.

I'm sharing the car with Eoin Young who, apart from needing a little more girth in the lap-strap department, is roughly a match for my level of incompetence. I don't know what this poor Escort had done in a former life but, whatever it was, it must have been pretty dreadful since its function in 1992 is to provide journalists with a chance to expose their skills, both real and imagined, in the various events. The car is beautifully prepared by Paul Wilson and he managed not to wince as this latest incumbent struggled unsuccessfully with the

fly-off handbrake.

The first corner at Goodwood — a long, long right — sets the standard for the really quick stuff round the back of this great circuit. Fortunately, the key points are clearly defined by cones left there by the Peter Gethin Driving School. You can't go wrong. There are even boards declared that this is where you 'Brake!'. They just fall short of telling you to try the middle pedal. Makes Goodwood seem like kids' stuff.

That's great until you turn up for the event proper and find they have removed the cones. Every single last one. Suddenly you are confronted by acres of green and yards of grey tarmac, all of which looks as unfamiliar as the surface of the moon. There's no advertising hoardings, no obvious reference points, nothing. Apparently there are blue lines on the road indicating where the cones should be replaced on Monday morning. But you try finding them while hanging on at 120mph.

Of course, there is official

Invariably, the next corner is also a cock-up as the result of what seems to be the onset of a coronary

waiting with a piece of paper with your time written on it.

Pull up alongside. Where the hell is the window-winder? After the handbrake fiasco, this is too much to bear. It's on a par with posing in the driving seat and then having to ask a passer-by would he mind closing the door which, thanks to the constraints of the harness which you have just spent 10 minutes tightening, is just out of reach.

So now I open the door with as much nonchalance as I can muster and the smirking official hands over the blue paper while muttering something about me needing to find a bit more speed. It's like having the Black Spot pressed into your palm. And then, to compound it all, I discover that these smart-ass RS2000s have electric windows. With a bit of adroit timing I could have trapped the cheeky bugger's fingers.

I'm convinced there's a mistake until I discover that Young is also wallowing in the same area of mediocrity, about 10 seconds off the pace. Mind you, the quick guys are talking about dampers and camber angles and swapping tyres. Eoin and I are more interested in what's for lunch and maybe a glass of wine now that the day's work is done.

The news that there may be time for another run is not well received in our corner. I mean, it gives the few behind us a chance to catch up. Eoin and I compare notes and discuss gears and such like. This idea is abandoned when it seems as though we are talking about totally different circuits. In any case, it makes no difference. The distinguishing feature of our respective performances is that we manage to hand the car back in one piece.

As the power cable for the photocopier is unravelled with some difficulty by a BARC official and an equally elderly dog snoozes gently in a basket beneath a pasting table swamped with silverware, Young and I take in the day's events.

Temperatures have eased back to a comfortable level and a biplane drifts lazily into the sky from the adjoining runway. As Young expertly balances a carton of Claret on the rear spoiler of his Sierra Cosworth, earlier frustrations are soothed by the warm ambience of the paddock.

This sprinting is a lot of fun. I'm gently mulling over the Olympian principles and thinking of possible future success when Young punctures the romantic idealism. Raising his glass, he says quite simply, and without a trace of bitterness: 'At least we're good at this bit.' Yes, quite. ■



Hamilton (right) and Young certainly looked the part at Goodwood...

practice. All three laps of it. Then, after a break, it's the green light and straight into your timed lap. Too bad if you miss the odd apex by a country mile and spend the next 500m sorting out the mess while trying to ignore the earth bank which you hadn't really paid much attention to before.

Invariably, the next corner is also a cock-up as the result of what seems to be the onset of a coronary. And that's it brother. Chequered flag at the end of the lap, hard on the brakes and a U-turn into the pitlane. Not even a slowing down lap to see if the marshals have stopped falling about. There's a BARC official



That 'on top of the world' feeling! Jonny climbs aboard the Shell Scholarship Sierra after winning the most coveted drive for 1993

Here's Jonny!

Jonny Milner was distraught at missing out on last year's inaugural Shell Rally Scholarship but, on Thursday last week, he was delighted to be nominated to follow in Alister McRae's footsteps as the 1993 scholar

Croft rallycross circuit has always been a happy hunting ground for Jonny Milner, the former rallycross star winning many titles on his home track.

But none could be more significant to his new career as a rally driver than the one last Thursday.

Alister McRae was the first winner of Shell's innovative rally scholarship and, while a controversial choice in some people's eyes at the time, has more than repaid the judges' faith.

It is hard to put a value on the prize drive on offer – an expenses paid season on the British Rally Championship in a Group N Cosworth (Sapphire in 1992, Escort in 1993) – but there can be little doubt that removing the financial constraints and mechanical doubt from McRae's career enabled him to blossom into a worthy successor to his rallying father and brother.

More than that is the exposure that being nominated for the final brings. Six drivers are selected and all six can consider themselves now to be among best of the best, a sort of four-wheeled Top Gun.

Since last year's final, McRae has rattled off a string of remarkable results on the British series (marred only by the non-finish in Ulster), won events outright and captured the eye of influential people in the sport. Losing finalists have also made good use of the chance offered by the nomination.

Robbie Head has been unable to fund a proper programme of events but has been drafted into Ford's test squad for the Escort, Jonny Milner is leading the Lombard Junior Championship on the British series in his factory-supported Peugeot, beating off the challenge from fellow 1992 finalist, Mark Higgins who was snapped up by Vauxhall within hours of the final. Dom Buckley has been rallying in the far east this season and Richard Burns, short listed again this time, announced before the final judging that he could not accept the drive if offered as he has already agreed to a major programme next season.

Milner, Head and Burns were still eligible this time out and were joined by Peugeot Challengers Martin Rowe and David Higgins (Mark's brother) plus Group N Nova driver from the Mintex series, Iain Scott.

As Scott said at his interview, 'I thought the scholarship was only open to established names until I got the letter telling me I had been nominated.'

This year's judging panel, under the chairmanship of John Horton, comprised myself, Paul Evans (*Motoring News*), Keith Baud (Peugeot GTI Challenge coordinator), Steve Black (boss of SBG Sport who will run the car) and multiple British Champion,

Jimmy McRae. It would be fair to admit that, no matter how open-minded we were, our choice of driver was always likely to come from the three 'old hands' rather than the newcomers. Last year the six were more evenly matched but we had three novice drivers to consider this time out. However, they provided surprises and disappointments in equal measure.

Individual interviews opened proceedings with candidates (shaking like a leaf!) facing the panel with varying degrees of confidence to deliver a five-minute presentation on how they saw the scholarship to date and how it should progress.

All regarded the scheme as a supreme chance to make progress in the sport and applauded McRae's efforts this season in what one described as 'the closest thing to a works car with a team that clearly believes fully in its driver'.

The future was clearly a grey area for the drivers. Currently, there is no firm date for the introduction of Formula 2 as the British Championship and drivers would be better able to make plans if the RAC MSA would name the date. It would be no small help to Shell in planning what has now become a two-year programme for its scholarship winners.

The current bunch was competing for a 1993 season on the British series while McRae is about to be launched on to the European and world scene in a second Escort Cosworth.

For 1994, who knows what Milner will face...

Each candidate faced a series of questions, ranging from 'How will you fund your living expenses if you win the scholarship?' through 'What is the first thing you do after your car goes off the road?' to the real crunch question, 'How do you cope after you have had an accident where spectators have been injured and the press is pushing you for a reaction?'

It was a long afternoon, but a pleasant dinner with the panel and finalists joined by Shell's enthusiastic automotive lubricants manager, John Weeks, and the ebullient David Thomas, the company's motorsport manager. Motorsport supervisor (and mother hen to the brat pack), Joy Owen, was also watching to see what problem child the panel would land her with for 1993...

By virtue of their greater experience, Milner and Head led the field going into Thursday's driving tests, but it was anyone's contest and none of the judges were making plans to visit the betting shop.

The day would belong to Jimmy McRae, bravely putting his life on the line by partnering the hopefuls round the hostile Croft rallycross circuit. Smoothness and mechanical sympathy were the qualities being sought, speed and acrobatics were not on the agenda.



Another young hopeful demonstrates his skills at the wheel to Jimmy McRae, the bravest member of the judging panel

Happily the Sierra (remarkably rebuilt in two days after its Ulster shunt and bearing only superficial scars) survived intact and Jim was able to pass on his expert knowledge to those of us who could but stand and admire from afar.

Milner's track knowledge stood him in good stead for the lines, while Head's better knowledge of the car balanced this nicely. The others succeeded to varying degrees in adapting to turbocharged four-wheel drive traction and power, plus left-hand drive. He missed the nomination, but Rowe greatly impressed the judges with his handling of the car and could well be a star of the future.

Scott and Higgins were just a touch too new to the game to win this time out, but both are inside the age limit by a large enough margin to qualify again and could be strong candidates in future competitions.

There can be but one winner (although Shell is investigating ways of helping those who did not get the nod this time) and a more delighted person than Milner would be hard to find.

Peugeot's support has been good to him in difficult times and has been rewarded with outstanding results. But without a front-running power car, he has never been able to truly show what he can do. Now he can. ■

ALISTER McRAE – UNDER PRESSURE

The current Shell Scholarship driver, Alister McRae, has proved himself a worthy recipient of the award and cast aside the criticisms that it was his name, not his ability that got him the drive.

Until he crashed in Ulster, he was on course to win the British Group N Championship having been the fastest driver all season.

Nevertheless, McRae has made excellent use of his year in the Sierra and can look forward – in the Escort version – to European events in 1993.

Throughout the year, he has relaxed and become a personable character, but was he under pressure at the start?

'Yes. At the start of the year I knew I was a quick driver, but I had no idea really how quick. And the difference from then to now is incredible, I didn't think I could have got that much quicker. My normal pace now would have been flat-out a year ago, but the increase in speed is entirely down to the number of events I've done and the results we have had. 'There was no way that I would have done all the rallies I have done this year if it had not been for the Shell Scholarship, I could not have afforded it.

'The car has never really let us down at all and SBG has done a superb job in preparing it to that standard. Knowing that the car was reliable really let me drive as fast as I could.

'At the start of the year I was under great pressure from Richard Burns, Robbie Head, Dom Buckley and the rest. They

were all out to beat me and prove the judges wrong. After we had won the Granite City, I think, people realised that I could do it and it got better.

'It was tailing off a bit but now, after Ulster, it's back on again!

'The financial worries have been taken away and that has helped a lot, although you still don't want to damage the car any more than necessary. It is great to know that the money is there for the British Championship and some other events for experience. You only get that experience by doing more rallies and without Shell I wouldn't be doing that.

'I've no regrets...



Alister McRae – the first winner



Lucky for some

Stephen Finlay proved that number 13 can be lucky when he brought his Sierra Cosworth 4x4 home to win the fifth round of the Mintex National Rally Series

Thanks in part to the appearance of the Peugeots and the Skodas, Port Talbot Motor Club had attracted 120 entries for its five-stage, 60-stage mile event in the Vale of Neath.

One late entry was eventual winner Stephen Finlay, who was slotted in at number 13. Any misgivings he might have had over his seeding proved unfounded as he drove to a comfortable win when Murray Grierson's Metro 6R4 retired on the last stage.

The rally — the start of which had been delayed for an hour by a local protest march over the lack of a bypass in a neighbouring town — was led away by the sole entry in the Historic section — Nigel Heath's Lancia Fulvia.

Rain greeted the competitors and the first couple of stages were shrouded in mist, making swift progress difficult. Richard Burns's Subaru Legacy had an untraceable misfire, which was to plague him all day, and he overshot on the opening stage, but he still finished second.

Bill Barton and David Mann had both had sizeable accidents on the previous round and the mist was hardly a boost to their confidence. Keith Wilde would doubtless have also welcomed the sight of the first flying finish board, but he didn't make it, having knocked the wheel off his Escort RS in the stage.

David Mann confessed to sliding his Toyota wide onto the grass in the second stage at one point, but Jeremy Easson had gone the whole hog and sent his Cosworth up a firebreak, in spite of being warned about it

twice! The car was undamaged, but he lost three minutes. With only three stages to go, any chance of a good result had disappeared in the mist, making a final placing of ninth more commendable than it would otherwise seem.

Dougie Watson-Clark had also gone straight on in his Ford Cosworth but, having selected first gear, counted himself extremely fortunate to drive straight out again. Brian Bell, who said that he was older than the others and not as brave in the fog, was getting used to a seven-speed gearbox (the first privateer to use one) in his Cosworth 4x4. He described it as like cutting butter and had used all seven gears, although not necessarily in the right places!

Both Jan Churchill's Porsche and the Cosworth of Gordon

Smith caught a trials bike rider in the stage, but who was the most surprised is not recorded.

Thirteen miles of the Margam stage brought the event round to service in Margam Park, where Murray Grierson realised that all was not well with his recently-built Metro 6R4. He had set fastest time on the first two stages, and second fastest behind Finlay on the third, but now the Scot's gearbox was becoming a bit notchy.

Grierson soon discovered that reverse was no longer functioning, but nevertheless set off for the fourth stage — a 20-miler in Cregan — and absolutely scorched through, taking more than a minute off everybody except Finlay.

The fog had gone by now, ensuring that everyone could see where they were going. Burns's Subaru was now cutting out when it got warm and, despite the efforts of his mechanics, the problem was still present when he set off for stage four.

Steve Smith, out for the first time since winning the Plains Rally in his Lancia, had turned the turbo boost up but found that there was a corresponding increase in water temperature. Turning the boost down again had the desired effect.

Chris Mellors was making a rare appearance in his Cosworth 4x4. He had not finished a rally



Left: Late entry Stephen Finlay took victory when Murray Grierson's Metro failed on the last stage
Right: Richard Burns secured second despite a persistent misfire, extending his series lead over Bill Barton (below right), who put his huge Severn Valley Stages accident behind him to take third



since last year's Barkston. Unfortunately, that record still stands as, after service at Margam, a driveshaft failed on the startline of the next stage and he was out.

Marcus Dodd was holding sixth place in spite of using tyres that had done the last few stages of the Severn Valley, as he wanted to save his new ones for the long stage in Cregan. Even so, Finlay, who was really flying by now, had just caught him by the finish. Burns chugged his way through as the Subaru was finding difficulty in coping with the hills, and Barton's Metro was beginning to experience oil surge on the left-hand bends. Despite this it managed to go the distance.

Watson-Clark had another near miss and will have to fork out for new front indicator glass before his next outing. Phil Jones spoilt an otherwise copybook performance in his Jon Ballinger-tuned Opel Manta by going off briefly and being unable to restart the engine for a short while.

Chris Ruck's ex-factory Astra GTE was in the wars after a gearbox mounting broke. The problem was discovered at Margam and they lost six minutes' road penalties while it was fixed. Even then they only had a standard mounting and thus a softly, softly approach

was adopted for the final stage. Just to complicate matters, the engine began cutting out, which made them doubly pleased to get back to Swansea, although way out of contention.

The last stage – a mere tiddler of 15 miles in Rheola – saw Finlay take his second fastest time of the day making sure that, besides Grierson, no one else got a look-in. Finlay and co-driver Dessie Wilson had a worrying moment when, after a yump, the Cosworth's back window popped out without warning. Easson was second, Barton third and Bell, now fully into the swing of the new gearbox, fourth.

Grierson's challenge faded on this stage. He had been 43 seconds ahead and set to win his first event south of the border when he lost all drive and became one of the few retirements of the day.

Dodd's car lost its brakes and Ken Jones, still smarting from having to buy a new gearbox for his Mazda 323 after its demise on the Severn Valley, was just aiming for a finish this time out... He succeeded.

Finlay's win should make up, in part, for the disappointment of his last visit to the mainland, when his car expired on the way to the start of the Pirelli International Rally. While not affecting the Mintex series – as

the Irishman is not registered for it – his result has certainly shown that he has the measure of the other contenders after a most impressive display.

Forty-one Peugeot contenders lined up at the start in Swansea and it was Phil Brown, repeating his Dukeries Rally result, who led home the Challengers. Thirteenth overall, nine seconds in front of current leader Brendon Crealey, came as a big surprise to him as he thought a puncture on the final stage would prove very costly. However, he had not counted on Crealey getting stuck behind a couple of slower cars and being unable to pass them. Nick Elliott was third and Ricky Evans fourth.

Martin Rowe, who had proved extremely impressive at the Shell Scholarship finals during the

week, won the 1600cc category, in spite of losing his service barge in Ludlow on the way down.

The Favorit section of the Shell Skoda Trophy fell to Mick Smith, who beat Les Andrew and Les Randall into second and third places respectively, while, for the first time this year, some points were scored in the Estelle Trophy. Terry Douce finished 98th to win it, with Peter Nixon's car in at 100th for second.

The Rally Car Forest Stages in mid-September provides the climax to the first ANCRO-organised Mintex National Rally Series. The title will go to either Burns, Barton or Mann, but if Murray Grierson puts in the same kind of performance as this time out he could well win the event. ■

KAYEL GRAPHICS NATIONAL RALLY

Aug 8, Mintex National Rally Championship, round 5

Pos	Driver/Co-driver	Car	Time
1	Stephen Finlay/Dessie Wilson	Ford Sierra Cosworth	1h13m24s
2	Richard Burns/Robert Reid	Subaru Legacy	1-15:16
3	William Barton/Don George	MG Metro 6R4	1-15:25
4	Marcus Dodd/Stephen McAuley	Ford Sapphire Cosworth	1-16:06
5	David Mann/Ian Wray	Toyota Celica GT4	1-16:14
6	Brian Bell/Phillip Mills	Ford Sierra 4x4	1-16:23
7	Dougie Watson-Clark/Ian Connelly	Ford Sierra Cosworth	1-16:23
8	Steve Smith/Brian Hughes	Lancia Delta Integrale	1-17:27
9	Jeremy Easson/Alun Cook	Ford Sapphire Cosworth	1-18:55
10	Phil Jones/Andy Salisbury	Opel Manta 16v	1-18:57

Championship positions: 1, Burns, 91; 2, Barton, 84; 3, Mann, 80; 4, Watson-Clark, 64; 5, Bell, 54; 6, Easson, 52.
Next round: Barkston Forest Stages, Sep 26.

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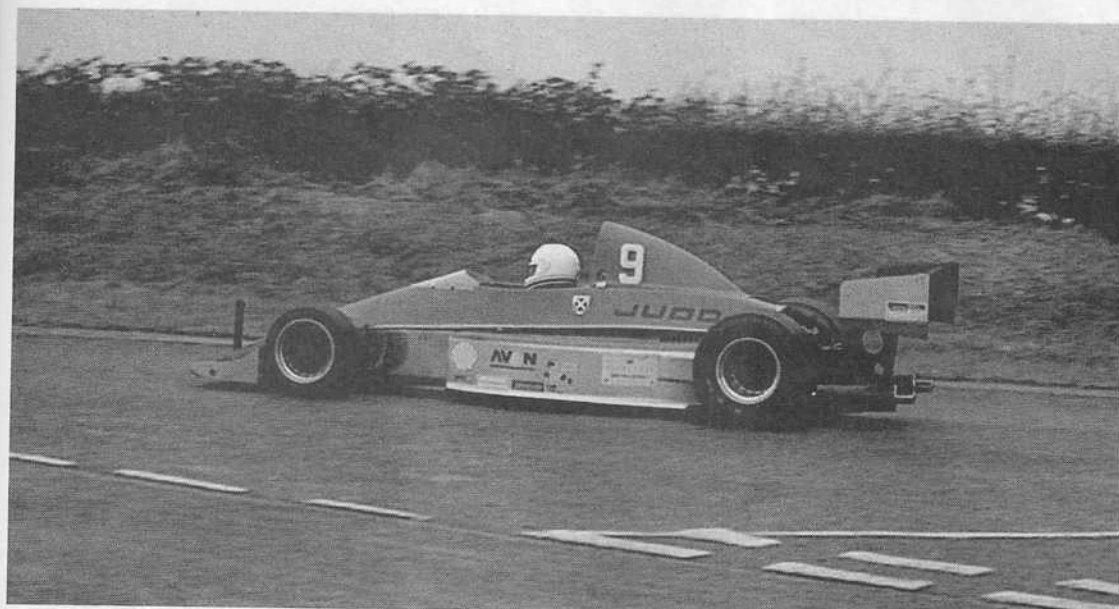
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British Sprint champion Jackie Harris finished second, 0.03s adrift of David Grace, on his first outing in John Gray's SPA/Pilbeam-Judd V10

Coup de Grace

Roy Lane crashed for the third time in three visits to Craigantlet, enabling winner David Grace to put in a late bid for the RAC British Hillclimb Championship

David Grace began a late bid for the Proteus Hillclimb Championship with a narrow win over Jackie Harris in round 12 of the Proteus Petroleum RAC British Hillclimb Championship.

Series leader and strong favourite, Roy Lane, crashed for the third time in three visits to Craigantlet and failed to add to his championship points tally.

It was Grace's first win since Gurston Down back in May to bring his total to within 11 points of the lead.

Lane's bid to deny Grace the win evaporated on his final run

as the Steel King Pilbeam refused to turn in, spearing straight on into the bank. Happily, the damage was slight, but Lane's old Craigantlet jinx had struck again, ironically at the tight right-hander at Hadley, the scene of his 1990 practice accident.

This time Lane at least had third place points on the board. But with him already dropping points they were no use to him.

Grace now had the win in the bag, but he still forced the pace on a track which never fully dried after morning rain, the Pilbeam-DFR shaving the outside verge on the 130mph swerve through Pringle as David all but matched his opening time.

Two straight wins will clinch the title for Lane. But a win for Grace at Shelsley Walsh, with Lane no higher than third, will narrow the gap to one point...

The sensation of Craigantlet was the man who demoted Lane to third. Harris, out of a competitive single-seater since the end of last season, stepped straight into John Gray's SPA/Pilbeam-Judd V10 and drove a searing final run.

Spectators stood transfixed as the howl of the 700bhp V10 echoed across the Belfast suburbs, the Formula 1 Judd propelling Harris to within just 0.04s of an outright win.

Mark Colton completed the leading quartet, well clear of the rest. He is now beginning to challenge the absent Rob Turnbull's third place in the championship.

Peter Harper, whose agile Formula 3 Vision chassis was at home over Craigantlet's high speed twists and bumps, just failed to take fifth from Richard Young's Coogar/Ralt-V8.

Adrian Hopkins, unhappy with the RH430 in the earlier wet conditions, found a useful improvement which gave him the edge over George Ritchie, who was still recovering from a big tail-out moment at Hadley.

Graham Hickman had an unhappy day. He swapped a rear wheel and tyre with a puncture-plagued Ritchie for a

battery in an attempt to cure a misfire. But he plummeted down the order when the Pilbeam-BDG ground to a halt. The replacement unit had become disconnected over the bumps...

David Render survived a high-speed practice spin over the line to bring his four-cylinder Toleman 'spare car' home for the final point, while Martin Pieraccini and Kenny Allen were out of luck, Allen making a trip up the Ulster bank before dropping back to the road to complete his climb!

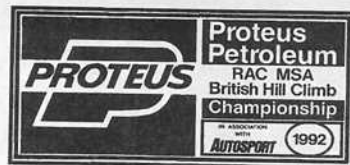
Ian Woodside's Midget took on the local 1400 ModProds and held off Michael Beattie's Turner-BMC for the category win. Meanwhile, the Scots held sway in the 2-litre group, Brian Beverley really flying all day in the Westfield, even on slicks in the wet — they were all he had with him!

British Rallycross Championship leader Denis Biggerstaff led the entire field after the first runs on a damp track. The Metro 6R4 eventually led home fellow rallycrosser Robert Morgan to score a Sports Libre one/two for the hybrid machines.

In the 1600cc class, Pieraccini split the Harper/Barrington duo with his Reynard, while George Ritchie beat Kenny Allen to take 2-litre honours. Former top Ulster rallyist Dessie McCartney ran the Scots pair close.

In the roadgoing classes George McDonald's giant-killing Fiesta tied with Victor Carrothers in his Nova GTE before finally coming out on top on the final, drier run.

Another Scotland/Ulster battle raged in the larger division. Allan MacKay's Sierra Cosworth charged back from an indifferent opener to pip Gary McWilliams's RS2000 by 0.01s. ■



CRAIGANTLET (GB)

Aug 8, Proteus Petroleum RAC British Hillclimb Championship, round 12

BTD: David Grace (3.5 Pilbeam-DFR/Hart MPS8), 40.78s.

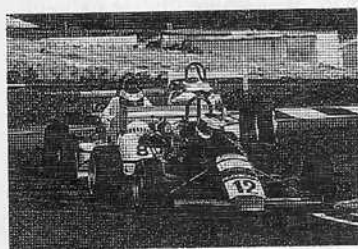
Top Twelve Run-off: 1, Grace, 40.78s; 2, Jackie Harris (3.5 SPA/Pilbeam-Judd 58B), 40.81s; 3, Roy Lane (4.0 Pilbeam-DFL/NM MPS8), 41.22s; 4, Mark Colton (2.8 Roman-Hart IVH), 41.95s; 5, Richard Young (3.9 Coogar/Ralt-Rover RT1), 43.33s; 6, Peter Harper (1.6 Vision-BDA/Beattie V1H), 43.50s; 7, Adrian Hopkins (2.0 RH430-Ford/Jennetts), 43.85s; 8, George Ritchie (2.0 Pilbeam-Hart MP58), 44.25s; 9, Graham Hickman (2.0 Pilbeam-BDG/TVRED MP58), 44.34s; 10, David Render (2.7 Toleman-Hart T87/1), 44.619; 11, Martin Pieraccini (1.6 Reynard-RDA 873H), 44.92s; 12, Kenny Allen (2.0 Ralt-BDG RT30), 45.52s. **Class winners:** Ian Woodside (1.4 MG Midget), 52.70s; Brian Beverley (2.0 Westfield SE1), 48.84s; Denis Biggerstaff (3.8 Metro 6R4), 43.91s; Harper, 43.90s; Ritchie, 44.15s; Grace, 40.96s; George McDonald (1.6 Ford Fiesta), 54.01s; Allan MacKay (2.0t Ford Sierra Cosworth), 53.68s; Alan Clarke (1.1 Morris/Riley Special), 81.88s (h/cap). **Proteus Petroleum RAC British Hillclimb Championship positions:** 1, Lane, 94pts; 2, Grace, 83; 3, Rob Turnbull, 72; 4, Colton, 70; 5, Harper, 49; 6, Hickman, 28. **Next rounds:** Shelsley Walsh, Aug 16.



Rallycross ace Denis Biggerstaff led the entire field in the damp with his MG Metro 6R4



Cadwell Park – Rich Welsh (10) and Jason Winter throw their Beetles into the hairpin



NATIONAL RACING

Slack proves the top tin-snail pilot

CADWELL PARK, Aug 9: With two of the 20th century's most enduring cultural icons on the bill – the VW Beetle and the Citroen 2CV – a larger than expected crowd ignored the prospect of downpours and enjoyed a typically eclectic BRSCC (Northern) meeting.

Not surprisingly, the day's highlight proved to be the Citroens. In the early laps, Richard Dalton and James Slack had an enjoyable tussle for the lead.

The duo seemed to be pulling away from a four-pack of Bill Boldison, Paul Saunders, Graham Wallace and David O'Keefe, all slugging (or snailing?) it out for third.

By lap eight, the gap was reducing as the quartet began inexorably to reel in the lead pair.

On lap 10, they were together. Slack held on to the lead until the end, but Dalton was usurped for second by Saunders at the hairpin on the start of the penultimate tour.

Coming into the last lap, Dalton had fallen to fourth behind Boldison, O'Keefe held fifth and Wallace was sixth. The final fraught 1.476 miles vaulted O'Keefe to second, with Dalton leading home Boldison, Wallace and Saunders. Two seconds covered first to sixth at the flag.

The day's events commenced with a not-unexpected victory for John Corbyn's Jedi 2/91 in the Formula 500 race. Andy Thornton's Hi Tech took an

equally expected second.

Derek Flegg's Fiat 128 3P held the early lead in the Fiat Lubrificanti race, but he had to settle for second after a great duel with Brian Cowe's Uno.

Stuart Kestenbaum's Reynard 84FF bagged part one of a potential double with victory in the Pre-'85 Formula Ford round.

Simon Cuthbert (Van Diemen RF83) took an easy, but distant, second after his sparring partner, Steve Parker, fell off on lap 10.

Following an emphatic win for Jeff Robinson's beautifully handling Mitsubishi Lancer in the Toyo Road Saloons counter, Kestenbaum completed his double with victory in the BRSCC FF1600 Trophy race.

In the Northern Formula First race run concurrently, David Thirksh held off Jan Powell after a tight scrap for first.

The rain arrived in time for the Beetles, exaggerating their already tail-happy manner.

Volks-meister Julian Lock coped best, twitching his way to victory as second and third-placed Simon Howarth and Shaun Hollamby found themselves unable to get on terms in the tricky conditions.

With the track still damp, Steve Westwood and Lawrence Cutler took first and second in the MG Midget final.

■ Laurence Foster



Donington Park – Ricketts' P3 leads Harper's 298 as they fight over second in the Alfa race

Frankie and Johnny were bill-toppers

DONINGTON PARK, Aug 9: In front of a large crowd the VSCC again put on an impeccably-run show, its 11-race programme producing victory for Frank Sytner's superbly-driven Jaguar D-Type in a bill-topping Ecurie Ecosse Trophy race.

Sytner was shadowed throughout by the similar machine of John Harper, which was never really able to get on terms after a wild moment at the chicane on lap one.

David Clark followed at a distance, having spent his race getting by David Morris.

Two scratch races opened the day, the first one falling to Stephen Davie after Mike Sayers' Riley failed in a big puff of smoke on lap four.

The second – an all-Alfa affair – also saw an inherited win. Duncan Ricketts' P3 looked to be home and dry from the opening corner until he spun wildly on to the infield exiting Coppice.

Paul Grist's Monza took over the spoils, with Ricketts recovering to edge out John Harper for second on the line.

Julian Majzub was a flag-to-flag winner of the John Holland Trophy event. A disbelieving

Stuart Harper claimed second on the final lap after David Caroline's Morgan flipped over as he ran wide at Coppice.

Caroline's brother Gary then sacrificed a potential third overall as he stopped to check up on the winded driver.

The John Goddard Trophy race also offered a final lap surprise when, after finally breezing by John Seber into Redgate, Julian Bronson spun within sight of the flag.

The Riley pilot gathered it all up to follow the Wolseley home.

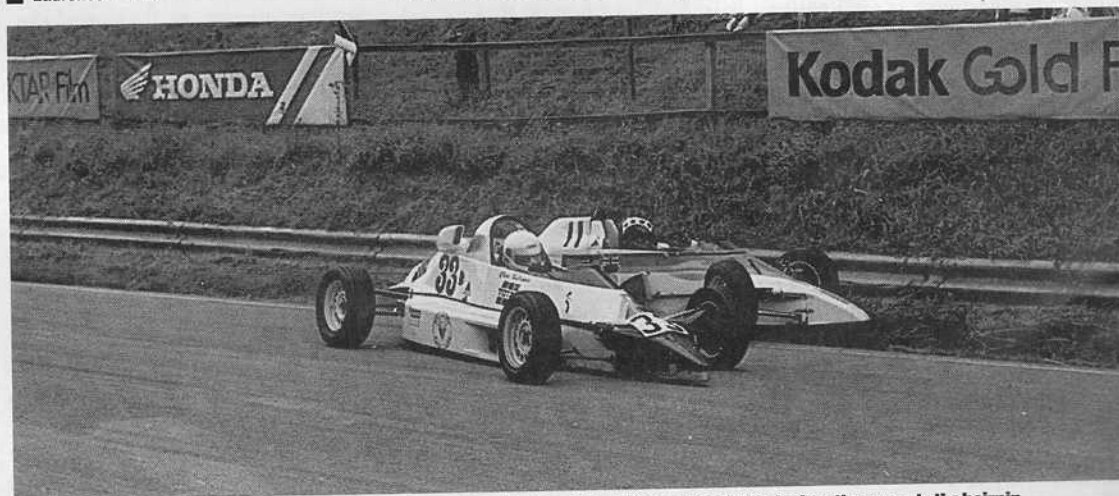
Elsewhere, Anthony Mayman kept his cool among the traffic to fend off the spirited attack of Roddy Macpherson and take the Ron Flockhart Memorial Trophy.

Mayman later took his double with a comfortable victory in the Shuttleworth and Nield Trophies event. Indeed, he was poised for a hat-trick of wins in the Graham Hill Memorial Trophy, until transmission failure on the ex-Hill BRM forced his retirement.

Martin Stretton was on hand to take the flag in the Cooper T51 from Steven Griswold's T53.

Amid a great deal of checking over shoulders and sideways motoring, a trio of highly entertaining scratch and handicap races filled out the rest of the day.

■ Carl McKellar



Cadwell Park – Chris Bullimore's Reynard 89FF (33) and Don Hardman's Van Diemen RF86 (11) clash on the run up to the hairpin



Winner Smith leads runner-up O'Connell, Keen and pole man Wakefield in part one

Smith hangs on as field is cut to nine

The Formula Vauxhall Junior race at Pembrey became a case of survival of the fittest with nearly half the field eliminated as the red flags came out twice.

Victory finally went to Guy Smith as he capitalised on a late mistake by championship leader Martin O'Connell.

On a drying Pembrey track, it was Mike Wakefield who claimed pole position on only his second outing with the Speedsport team. The session had not been without its problems, however, his first flying lap ending with a spin at Paddock after understeering on to the grass.

Sharing the front row was Smith. The Humberside driver declared his intention to 'try to get away from the rest of them at the start'.

O'Connell was bumped down to row two in the closing stages of the session.

The Rowan Racing man was quick to put the blame on his own driving rather than on the car.

Fourth fastest was Justin Keen who announced with refreshing honesty that he just intended to 'follow O'Connell' in the opening stages. With little more than a second splitting the top 12 cars, a close race seemed likely.

The first attempt to run the race lasted less than a lap with four cars tangling at Hatchets. Out on the spot were James Thompson, Geoff Lister and Matthew Franey.

Francisco Roig did manage to make the restart, but his car looked distinctly

second-hand. From the second green light four cars established themselves at the head of the field, with Smith leading O'Connell, Keen and Wakefield.

While Keen suffered a broken wishbone on lap three the remaining trio continued to battle for the lead.

Wakefield moved up to second, but fell victim to an overambitious attempt to take the lead at Hatchets on lap four. His front wheel rode over Smith's back wheel, launching his car into the air.

Fortunately, Wakefield landed upright, but had to retire within half a lap.

Smith seemed unperturbed by the incident, but new second place man O'Connell chose the same spot on the next lap to claim the lead for himself.

His plans were undone, however, when the red flags immediately came out for the second time to enable marshals to recover the abandoned car of Steve Brindle at Honda Curve.

By now the field was down to nine cars and from start number three O'Connell took the lead.

Smith, struggling for grip on the damp line away from pole position, was briefly relegated to third before getting ahead of Jamie Davies.

While Jules Gilson also deposed Davies to take third, Smith hauled in the championship leader. With little more than a lap to go, he got the chance he wanted as O'Connell put two wheels on the grass exiting Honda.

Smith moved through into a lead he held to the flag while second place for O'Connell extends his championship lead over third placed Gilson.

■ Peter Hughes



Victor Jamie Spence fends off the persistent Vincent Radermecker at Hatchets

Leader Spence is fastest in the wet

The Rapid Fit Open FF1600 contenders provided a stylish opening to the six-race Pembrey programme.

Championship leader Jamie Spence won the 15-lap event by the narrowest of margins from Vincent Radermecker after a nail-biting last lap.

Having taken pole position in an increasingly wet qualifying session, Andrew McAuley was optimistic about his prospects for the race.

He explained that the weather would not matter, since he felt his Van Diemen was the quickest car in any conditions.

Spence had a similarly positive frame of mind. His only problem had been a misted-up visor which had resulted in him taking a trip to the pits to have it wiped.

He confessed that his principle aim in the race would not be to win but to finish in the points.

Having set the third fastest time, the main concern for McAuley's team mate Vincent Radermecker was the misfire which had plagued his practice session.

Alongside the Belgian on the second row of the grid would be Neil Cunningham, the Australian, a latecomer to the championship, still looking for his first win of the season to join a string of second and third places.

McAuley's pole position saw him on the wettest part of the grid for the start of the race, and so it was Spence who took an early lead ahead of the Ulsterman and Radermecker.

McAuley's challenge then disappeared

with an opening lap excursion on to the grass at Brooklands which would soon force him into a long pitstop. Spence, meanwhile, was quickly able to open a gap on the second-placed Radermecker.

Marc Delpliere's third place was short lived as first Jan Magnussen and then Cunningham moved ahead of him.

But Magnussen forfeited his third place in unfortunate circumstances.

Reported by an official for having broken suspension, the Dane was shown the black and orange flag. By the time he entered the pits on the next lap, however, the decision had been reversed and he was waved straight back out without stopping.

Although Magnussen was able to rejoin in fourth place, Cunningham was now too far ahead for him to mount a challenge.

Meanwhile Radermecker was rapidly closing on leader Spence. As they started the final lap, there was nothing separating the two cars. Twice Radermecker made a bid for the lead and twice Spence fended him off before taking the flag for the first time since May.

Third place went to perpetual bridesmaid Cunningham, the Australian also recording the fastest lap, while a disgruntled Magnussen claimed fourth spot.

A delighted Spence admitted after the race that he had been unable to simply content himself with second place points despite his comfortable lead in the championship. He explained that, following a run of four second places, to return to the winners spot on the rostrum was a 'big boost'.

■ Peter Hughes

PEMBREY (GB)

Aug 8/9, **Formula Vauxhall Junior Championship**, round 11, 14 laps - 20.38 miles

Pos	Driver	Entrant	Result	Best lap	Qual	Pos
1	Guy Smith (GB)	First Time Racing/Swift	14:18.89	0:59.80	1:00.28	2
2	Martin O'Connell (GB)	Rowan Racing	14:19.03	0:59.81	1:00.32	3
3	Jules Gilson (GB)	Team JLR	14:23.92	0:59.96	1:00.78	6
4	Jamie Davies (GB)	TJN Motorsport	14:28.43	1:00.21	1:00.84	8
5	Daniel Liddle (GB)	David Leslie Racing	14:30.59	1:00.45	1:00.54	5
6	Mark Shaw (GB)	Speedsport Junior Team	14:34.80	1:00.00	1:01.04	11
7	Peter Bell (GB)	Thorn Security & Electronics	14:42.57	1:00.72	1:01.70	14
8	Clare Redgrave (GB)	Redgrave Racing	14:46.61	1:01.07	1:01.26	13
9	Francisco Roig (E)	Jim Russell Racing	15:11.11	1:01.13	1:01.02	10
10	R Sasha Pearl (GB)	David Leslie Racing	6 laps	not given	1:00.80	7
11	R Michael Wakefield (GB)	Speedsport Junior Team	5 laps	1:00.15	0:59.96	1
12	R Justin Keen (GB)	Jim Russell Racing	3 laps	1:01.23	1:00.52	4
13	R James Thompson (GB)	Swallow Racing	0 laps		1:00.85	9

Winner's average speed: 85.43mph. Fastest lap: Smith, 59.80s, 87.65mph. Championship positions: 1, O'Connell, 111 pts; 2, Gilson, 98; 3, Smith, 78; 4, Davies, 74; 5, Thompson, 72; 6, Liddle, 61. Next round: Brands Hatch, Aug 30.

PEMBREY (GB)

Aug 8/9, **Rapid Fit Open FF1600**, round 13, 15 laps - 21.84 miles

Pos	Driver	Chassis/Engine	Result	Best lap	Qual	Pos
1	Jamie Spence (GB)	Swift-Quicksilver SC92F	17:29.99	1:09.35	1:09.61	2
2	Vincent Radermecker (B)	Van Diemen-Zagk RF92	17:30.09	1:09.11	1:09.62	3
3	Neil Cunningham (Aus)	Swift-Quicksilver SC92F	17:34.49	1:08.64	1:09.77	4
4	Jan Magnussen (DK)	Van Diemen-Auriga RF92	17:42.52	1:09.06	1:09.85	5
5	Marc Delpliere (B)	Van Diemen-Minister RF92	17:46.51	1:10.13	1:10.27	6
6	Derek Watts (GB)	Van Diemen-Scholar RF92	17:56.52	1:10.78	1:10.84	8
7	David Bosch (E)	Swift-Quicksilver SC92F	17:58.35	1:10.36	1:10.88	9
8	Miguel de Castro (E)	Van Diemen-Minister RF92	18:04.03	1:10.39	1:10.80	7
9	Miguel Calandriello (YV)	Van Diemen-Scholar RF92	18:04.24	1:09.60	no time	19
10	Jamie Thompson (GB)	Reynard-Tecno 90FF	18:17.38	1:11.19	1:11.87	13
11	Andrew McAuley (GB)	Van Diemen-Scholar RF92	12 laps	1:09.33	1:09.36	1
12	R Jonathan Clues (GB)	Swift-Minister SC92F	12 laps	1:10.42	1:11.65	12
13	R Angel Burgueno (E)	Van Diemen-Minister RF92	7 laps	1:10.18	1:11.19	10

Winner's Average Speed: 74.88mph. Fastest lap: Cunningham 1m08.64s, 76.36mph. Championship positions: 1, Spence, 160pts; 2, Radermecker, 119; 3, Cunningham, 101; 4, McAuley, 84; 5, Magnussen, 73; 6, Burgueno, 66. Dunlop/Autosport: 1, Watts, 87; 2, Clues, 58; 3, Amanda Whittaker, 16; 4, Jake Benson, 15; 5, Richard Rozhon, 14; 6, Stuart Capstick, 10. Next round: Mallory Park, Aug 23.



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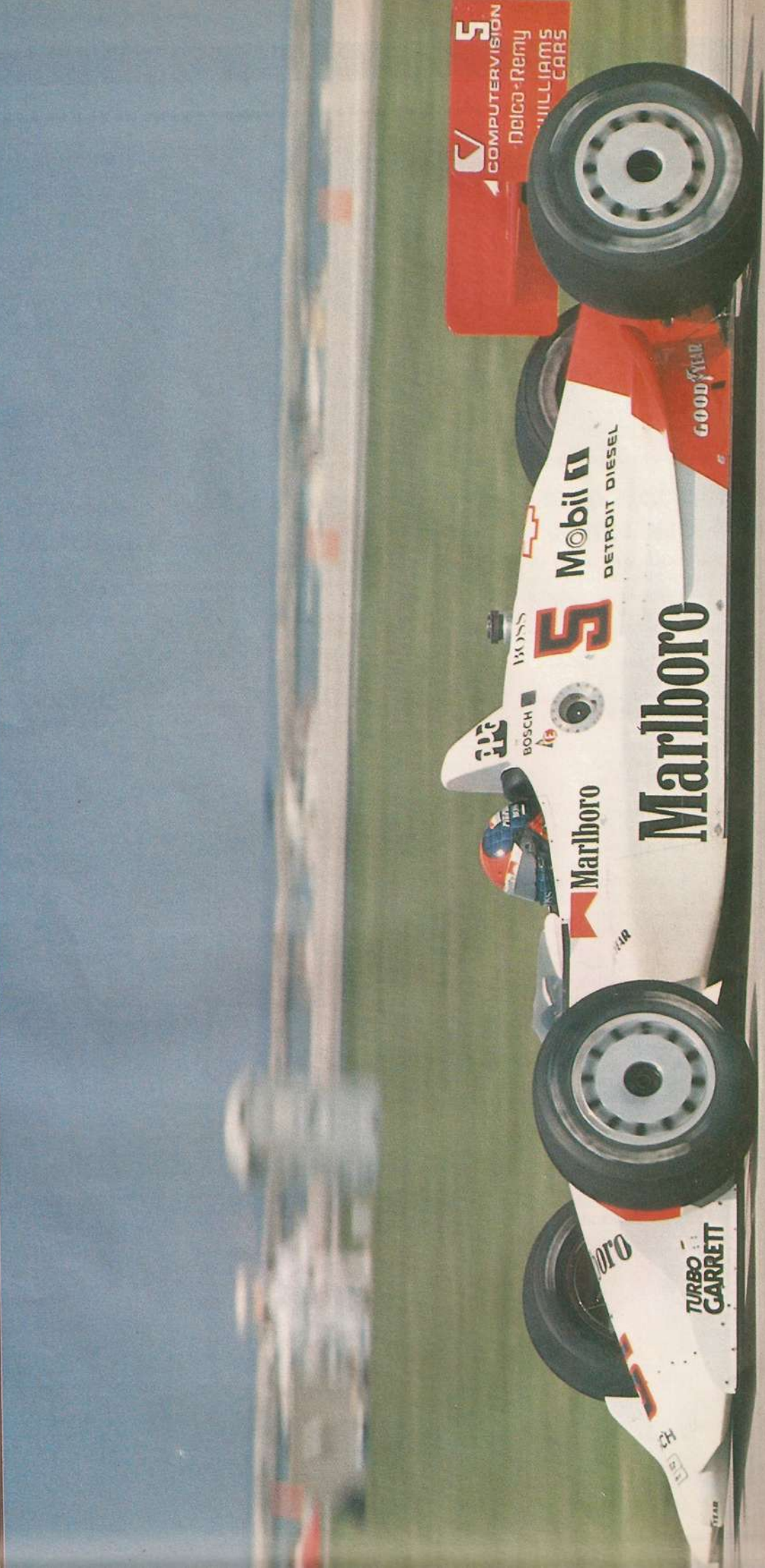


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Bouncy Castle Combe — Caterham Vauxhall winner Parry leads Edwards, Walton and Nearn

Rupert nails his colours to the mast

CASTLE COMBE, Aug 8: A trio of nailbiting Caterham races saw a combined winning margin of 1.2s, with Rupert Douglas-Pennant's victory in the Class C race perhaps the best.

In a crowd-pleasing opening race Douglas-Pennant, John Barker and Jack Newland traded the lead on numerous occasions, with Pippa Jacobsen latched on to the rear of the group.

Douglas-Pennant had a tenuous lead for the last four laps and at the flag less than a second covered them in the order shown.

The Class B race was equally frantic with six cars blanketed by 1.4s at the flag. John Schneider led at half distance but could only finish sixth as early leader Keith Farrance came back to snatch the spoils from Mike Chitty, Nevil Smith, Nigel Smith and Steve Dixon.

The Caterham Vauxhall race was run at record pace with Guy Parry snatching victory from the jaws of defeat. Ben Edwards left the narrowest of gaps on the last lap through which slipped Robert Coates and Parry.

Coates then missed a gear on the run to the final corner and Parry went past. David Brabham was an impressive fourth in the celebrity car.

The ICS Historic Saloon race went to Richard Evans' well-handled Ford Anglia, which just resisted the late challenge of Pete Hall's Ford Mustang. Early leader Bob Sherring slipped to third ahead of Rod Birley.

Conserving his car for a later race almost cost Gideon Hudson his win in the Intermarque counter. A big lead was whittled down by John Freeman to just 0.35s at the flag.

Phil Lomas' victory in the Special GT race was made easier when John Pugsley's Chevron broke a driveshaft on lap six.

Overheating forced Chris Gilbert to settle for a safe second spot.

Ian McArdell led for much of the HEAT FF1600 race, but wily old Bob Higgins was ahead when it mattered. It was equally tense for third with Dave Williams getting the verdict by a coat of paint from Gordon Allen.

Robin Mortimer extended his Ferrari series lead with victory over Simon Toyne. First lap leader Chris Rea crashed while George Christopher watched third place evaporate along with his fuel pressure.

Tim Lewis and Ian Connell were the winners of a brace of Alfa Romeo races.

■ Dud Candler



Brands — Gorton (14), Flowers (20), Rhodehouse (27), Mellor (19), Jones (1) and Atkinson

Beached Arron's sweater, Kent wins

BRANDS HATCH, Aug 9: John Kent was a surprised but delighted winner of an incident-packed TVR Tuscan race which was the highlight of a lacklustre Kodak Race day.

A restart was needed after Motor Sport editor Simon Arron dumped the celebrity car in a precarious position at Surtees.

Kent made another perfect start to lead from Colin Blower, Mark Hales and Simon Wayne.

This quartet pulled well clear

of the rest, but Blower and Wayne collided at Paddock on lap nine. Wayne ended up in the gravel while Blower continued at much reduced pace with damaged steering.

Kent was left with a healthy lead after Hales pulled off with low oil pressure on lap 10.

But two laps later, a brief flash fire in Kent's engine was followed by a flood of oil and a spin into the barrier up the hill to Druids. The race was quite rightly stopped with Kent taking the verdict from Bob Sands on the countback to lap 10.

The first Slick 50 race went to Steve Hayward. The Fiesta driver ran at record pace to see off the threat from Neil Beaney, points leader Martin Roche and Neil Stokes.

The top six Metro Turbo contenders were blanketed by just 1.56s with Steve Cooper ahead throughout. It was tough but clean as Alfonso Emanuele, Steve Wilson, Malcolm Bell, Simon Mauger and Gary Till chased Cooper home.

Andy Charsley needed all his racecraft to bag maximum points in the HEAT FF1600 round.

Team mate Andrew Stapley was a constant threat as the duo drew clear of Brian Robinson and Mark Marchant.

Almost the whole field was involved in a first corner fracas on the debut visit of the Northern Ford XR2 series. All but one survived, Chris Atkinson getting a close win over Nick Flowers and Sean Mellor.

Paul Quinn was unstoppable in the Tandon F3 race, with only Ian Jacobs and Jim McGaughay able to stay with him. All three bettered the old lap record.

Alexander Rogan took a maiden victory in the Slick 50 Class A race, having demoted Charles Street on lap nine.

Eugene O'Brien took another effortless Formula Forward victory while Gene Gibson added to his tally up north with a dominant win in the Ford Escort XR3i Challenge race.

■ Dud Candler



Lionel Abbott steers the Saab to a comfortable BARC Production Car Championship win

Essex men can come first too

Essex's Lionel Abbott had the front row of the grid to himself in the BARC Production Car Championship round at Pembrey after Tom Segue was given a 10-second penalty for overtaking under yellow flags in practice.

Segue did not stay at the back for long. He hustled his Porsche through the field, even managing to depose the class-winning Golf GTI of Mike Devine for second place. But by then Abbott's Saab had built up an unassailable lead.

The other high spot was a race-long battle between Steve Papworth's Sierra Cosworth and the Escort RS2000 of Jim

Smith, which ended with Papworth just holding off his opponent for fourth place.

The Porsche Supercup round concluded a day of close racing. Craig Simmiss took the early lead while his team mate Robin Gray fought off the attentions of Barrie Williams for second place.

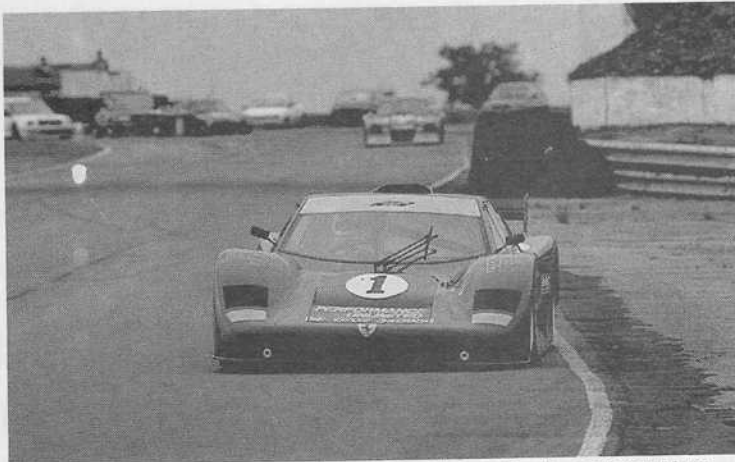
When Williams spun at Honda Curve on lap two, Bob Wilson moved up to continue the challenge.

Wilson's modified Porsche overtook Gray five laps later and went on to demote Simmiss for the lead.

But mechanical problems forced him into the pits with two laps remaining, handing the win back to Simmiss.

Second place went to Gray with Mark Hales claiming third in his 968.

■ Peter Hughes



Snetterton — Robin Hooker's 'Ferrari' won the Silhouetterace, despite gearbox problems

Steve again in the duel of the Nichols

SNETTERTON, Aug 9: There is little to date the Pre-'83 Ford 2000 championship: it has vitality and is competitive.

Ten years on, the Van Diemen RF82s, *de rigueur* in Class A, look and act the part.

Witness Steve Nichols versus Dave Nichols, Russell Hicks against Paul Bayley. Steve from pole, 'screwed up Sear on lap one' and allowed namesake Dave through; the American then fought back and after a handful of laps was on the leader's tail.

Mid race, Steve squeezed ahead at the Esses and hung on to take his fourth win of the year by a narrow 0.38s.

'A nice, hard-fought win — that one feels pretty good,' said a relieved Steve.

Dave was left to rue second place, despite a consolation lap record on the last lap.

Russell Hicks took third from Paul Bayley after a tight duel.

The fast-starting Alan Parker finished fifth, and in the process claimed Class B honours and lap record with his Reynard SF78.

Having a one-off race in the '74-'80 FF1600 counter, last year's champion Nigel Greensall scored an emphatic win.

Second placed Austin Kinsella was hardly able to keep him in sight.

Championship front-runners Chris Pickering and Dave Hart disputed third with John Wardle until the latter's demise brought out the red flag.

Local driver Mike Seaman led the Production Saloon thrash throughout. Pole-man Andy Clarkin recovered from a poor start to challenge the Norwich driver, but an off at Russell dropped him from contention.

Richard Woodland was a class winner again but not before Paul Shipp had forced a demon overtaking move out of him.

Returnee Siggy Greengrass and current leader Martin Byford fought over the Champion of Snetterton, with Greengrass

taking the spoils on the last lap at the Esses.

Paul Willows led the MGOC championship round from start to finish, despite intense pressure from series leader Michael Weidner, for his first win.

The Camaro of Ray Donnor won the larger Prod Saloon event despite the frequent and exciting attempts of Len Colley's Ford Escort to out-corner it.

In contrast, the processional Westfield series round went to Bob Newey and his 2.8 Renault-engined Shi Sport. Son Steve dutifully finished second.

Graham Davis's MGB won comfortably in the second MGOC race as three Midgets energetically disputed the runner-up slot.

At the flag, Terry Farman got the verdict from Nigel Woolcott and Alan Springler.

Clive Woodward kept his Sports 1600 title hopes alive with his fifth win of the season. Points leader Malcolm Jackson had to settle for second.

The Silhouette Formula cars provided a spectacular finale to the ambitious 10-race card.

Gearbox problems audibly hampered Robin Hooker's progress, but his Ferrari still outran Tony Sugden's Skoda Turbo.

■ Andy Leeder



Kirkistown — Robert Woodside's new Pilbeam-Vauxhall MP62 appeared for the first time



OFF TRACK SPORT

Hill top, Gray bows under pressure

KIRKISTOWN, Aug 7: John Gray looked set to walk away with the ninth round of the Warecrete Sprint Championship after setting a stunning pace in the class runs. But a spin on the first of his two final runs let in series leader Chris Hill, and Gray was unable to match Hill's record time on his final run.

Gray's SPA Pilbeam-Judd led Hill's Reynard-DFL by more than 1.5s after the class runs, but a spin at Fishermans left Gray with it all to do on his final run.

Hill then overcame gear selection problems to set a new record, just 0.02s inside Jackie Harris's old mark.

Despite new rear tyres on the last run of the day, Gray's pace through the two chicanes lacked Hill's fire. Nevertheless, the F1

Judd V10's phenomenal power hurled him over the finish in a time just 0.12s slower than Hill for a safe second place.

Richard Young, still persevering with the venerable Coogar/Ralt V8, came third ahead of David Render.

Despite the presence of a strong Scottish contingent, welcomed with typical enthusiasm by the accommodating UAC organisers, the Modified Production classes were amalgamated.

Local man Robert Morgan's potent 6R4 came out on top, though Brian Beverley upheld Scottish honour with a storming second in the Westfield GM.

Former Ulster Autotest champion Robert Woodside would have qualified his MP62 GM in fourth place for the Warecrete run-off had he been registered, but as it was he held off a puncture-ridden Adrian Hopkins and top Scots Allen and Ritchie for 2-litre single-seater honours.

Despite a wild second run, Allan Mackay blitzed the combined roadgoing classes with his Cosworth Sierra, with George McDonald second with the 1600 Fiesta.

Billy Galbraith's Riley Special led the vintage contingent on handicap.

■ Jerry Sturman

Farm mud bath for Seaman's Brabham

HAREWOOD, Aug 9: Chris Seaman claimed his third BTD at Stockton Farm this season, despite a coating of mud on the new Esses section.

Seaman took his Brabham BT30 to the top of the hill 0.19s ahead of Alan Newton's March 772P in the Montague Burton trophy meeting.

Geoffrey Harkness' Nova beat Michael Holroyd's class record-holding Cooper S in the small saloons, and Chris Seaman the younger's Midget headed the small marque class.

■ Peter Herbert



Snetterton — In a one-off '74-'80 FF1600 appearance, Nigel Greensall (30) beat the regulars



Madiera Rally — Andrea Aghini forced his works Lancia HF Integrale to victory



INTERNATIONAL RALLIES

Fourth place looks enough for Weber

MADEIRA RALLY, Aug 6-9: A broken fan belt ensured that European Championship leader Erwin Weber finished no higher than fourth as Andrea Aghini's Martini Lancia cruised to victory.

But with both Fabrizio Tabaton and Cesar Baroni crashing their Lancias out of the event, Weber was still able to extend his championship lead.

The Mitsubishi driver now has more than double the points of nearest rival Baroni, and the title looks set to go to a Japanese company for the first time.

Aghini's car was ideally suited to the island's steep, twisting climbs. Piero Longhi's Lancia took second, and Patrick Snyers moved into third place in his Sierra Cosworth.

Tabaton retired when he rolled the car after putting a wheel over the edge on a freshly-tarmacked part of the Chao da Lagoa stage.

Baroni was not prepared to settle for second, but he came unstuck as he attacked Aghini's 15-second lead in the first stage after the regroup.

He finished in the trees after misjudging a fast sequence of bends, and a holed radiator put an end to his race.

Erwin needs to tie up the title in Greece, as he must miss the last two rounds in the Isle of Man and Cyprus because of his Paris-Peking commitment.

Jean Ragnotti dominated the 2nd class in his Renault Clio.

■ Hugh Bishop

INTERNATIONAL RACING

Skylines top in the eye of the storm

MINE, Aug 9: Masahiro Hasemi and Hideo Fukuyama scored their second All-Japan Touring Car Championship win of the season after a typhoon threatened its fifth round.

The weather washed out Saturday, and Kazuyoshi Hoshino took pole in a single qualifying session held on race morning.

Hoshino led a train of Nissan Skylines from the start of the 300km race, before handing to team mate Masahiko Kageyama.

But, with 14 laps to go, Kageyama retired with suspension failure, following a spin. That left Hasemi an easy win, after Fukuyama's first stint.

Tom Kristensen was second in the only other surviving Nissan, maintaining the series lead for himself and Kazuo Shimizu.

■ Adam Cooper

Amren on verge of championship win

ROAD AMERICA, Aug 9: Robert Amren took his fourth Zerex Saab win of the year and now has a huge championship lead with just four races left.

Amren was on pole, but was beaten away by Leo Parente. The two battled for several laps before Amren finally grabbed the lead. Right behind them there was a ding-dong battle for third between Alex Padilla and Page Jones. Both retired, and Ashton Lewis took the place.

■ Rick Roso



Jones' warm-up shunt damaged the Jag's tub and handed the manufacturers' title to Toyota

Toyota's title as Jaguar crashes out

Juan Fangio II and PJ Jones finished a half-second apart to clinch Toyota's first GTP manufacturers' crown after Jaguar's hopes for the 1992 IMSA Camel GT championship at Road America ended not with a whimper but with a big bang.

A devastating crash in the Sunday morning warm-up put paid to Jaguar's title chances.

In a repeat of his accident at Lime Rock in May, Davy Jones failed to take a fast right-hander in his XJR14.

'I turned into the Carousel and the car just shot straight into the guardrail,' Jones said after finishing atop the Turn 10 tyre barrier. 'It happened really fast.'

Jones suffered no worse than a bruised left shoulder, but the crash destroyed the front left-hand corner of the car's carbon-fibre bodywork.

With no spare bodysell available, Jaguar was out — effectively handing the race to Toyota.

Since subtle changes were made to the Toyotas' aerodynamic package, the Eagle MKIIs have won five races in a row, leading the last six hours and 40 minutes of the season.

Only Jaguar has been able to challenge them, and with the crash went any hopes of a decent race. 'It's a loss to the whole series,' said Toyota team boss Dan Gurney. 'It rips the heart out of this race.'

PJ Jones took the lead after the pitstops, when Fangio was delayed by the fuel lead not reaching, but the pair emerged from a late splash-and-go in team formation, the Toyota men finishing

a lap ahead of third-placed Geoff Brabham in the Nissan.

Victory all but clinched the drivers' championship for Fangio, who now has six wins to Davy Jones' three.

'When Davy crashed, I started to feel the pressure of the championship,' Fangio said. 'Until then, I was thinking of the competition.'

With his Camel GT manufacturers' title sewn up, Gurney said: 'It's been a struggle for us, but we started to catch hold in 1990.'

'We've also had a good finishing record and that may not seem like a big thing, but it's something we're very proud of.'

'We intend to continue the development of this chassis, but we're also looking towards a new car and which way to approach it.'

'Our objective all along has been to win Toyota the GTP championship.'

Four-times champion Brabham took a lonely third. 'I couldn't run with the Toyotas, and was quicker than the guys behind me. I was pretty lonely out there.'

Fourth and fifth came the factory Mazdas, Price Cobb's ahead of Pete Halsmer's.

In Camel Lights, both Spice-Acuras retired with mechanical problems just before two-thirds distance, leaving Charles Morgan and Tommy Riggins to win the class in their Kudzu-Buick a lap ahead of the similar machine of Jim Downing and Tim McAdam.

With Buick winning and Acura failing to score, Acura's 20-point lead in the manufacturers' championship has vanished; the two companies are now tied with two races left to run.

■ Bill Lovell

ROAD AMERICA (USA)

Aug 9, Camel IMSA GT Championship, round 11, 63 laps — 252 miles

Pos	Drivers (Mat)	Class	Car	Result
1	Juan Fangio II (RA)	GTP	2.1t Eagle-Toyota MKII	2-01:16.04
2	PJ Jones (USA)	GTP	2.1t Eagle-Toyota MKII	2-01:16.56
3	Geoff Brabham (AUS)	GTP	3.0t Nissan NPT-91C	62 laps
4	Price Cobb (USA)	GTP	3.9r Mazda RX-792P	62 laps
5	Pete Halsmer (USA)	GTP	3.9r Mazda RX-792P	61 laps
6	Gianpiero Moretti (I)/John Paul JR (USA)	GTP	3.0t Porsche 962C	61 laps
7	Oscar Larrauri (RA)/John Winter (D)	GTP	3.0t Porsche 962C	61 laps
8	Charles Morgan (USA)/Tommy Riggins (USA)	CL	3.4 Kudzu-Buick	56 laps
9	Jim Downing (USA)/Tim McAdam (USA)	CL	3.4 Kudzu-Buick	55 laps
10	Fermin Velez (USA)/Andy Evans (USA)	CL	3.4 Kudzu-Buick	55 laps
11	Bob Schader (USA)/Tom Hessert (USA)	CL	3.4 Spice-Buick	55 laps
12	Frank Jellinek (USA)/John Grooms (USA)	CL	2.6r Kudzu-Mazda	50 laps
13	Parker Johnstone (USA)/Dan Marvin (USA)	CL	3.0 Spice-Acura	38 laps

Winner's average speed: 124.683 mph. **Championship positions:** 1, Fangio, 186 pts; 2, Davy Jones, 142; 3, Brabham, 105; PJ Jones, 105; 5, Larrauri, 76.6. David Tennyson, 55. **Manufacturers:** 1, Toyota, 184 pts; 2, Nissan, 131; 3, Jaguar, 126; 4, Porsche, 104; 5, Chevrolet, 100; 6, Mazda, 50. **Next round:** Road America, Aug 30.

Petty Jr takes Pontiac to the top

WATKINS GLEN, Aug 9: Rain helped Kyle Petty score his first road racing victory and the first Winston Cup victory for a Pontiac this year.

Having led three times for 19 laps, Petty was in front when the notorious Watkins Glen weather stopped the race after 51 of 90 scheduled tours.

In qualifying, Dale Earnhardt broke out of a five-race slump by winning pole in the Richard Childress Chevrolet. Petty, not known as a road racer, qualified his Sabco Pontiac second.

Rain delayed the start by more than three hours. Riding a three road-race win streak, Ernie Irvan, starting 10th, quickly worked his Chevrolet to the front, passing Earnhardt. Petty went to the front during the first caution, however, by virtue of leaving the pits first.

Irvan regained the lead for 10 laps before Petty made the decisive pass entering the new Inner Loop — a right-left-right at the end of the back straight.

'We caught a slow car coming into Turn 1 and Ernie had to slow down a little more than I did,' said Petty afterwards. 'Then I got a really good run up the back straight and I pulled inside him. It was going to be give and take. I give Ernie a lot of credit because he gave it to me.'

As it was, Petty was again first out of the pits when the second caution flew and he led four laps under green before rain brought out a third caution for five laps. Then the red flag fell.

By the finish, Dorsey Schroeder, who relieved the injured Davey Allison during the first round of pits under yellow and went to the rear of the field because of the length of the exchange, worked his way back to 20th. Bill Elliott finished 14th, retaking the points lead.

■ Jonathan Ingram

Freon crashes to third Lights win

CLEVELAND, Aug 9: Franck Freon notched up his third win of the season in the eighth round of the Firestone Indy Lights Championship, despite being punted into a spin by team mate Marco Greco at the first corner.

Points leader Robbie Buhl made the early running, but Freon — his car miraculously undamaged — was up to second by lap 12, and snatched the lead from Buhl five laps later.

The highly-touted Bryan Herta took second, just 0.31s behind Freon at the flag, while Buhl held on for third.

■ Jeremy Shaw

NATIONAL RACING

CADWELL PARK, Aug 9

BARC/500 OA Formula 500 (12 laps)

Overall: 1, John Corby (0.5 Jodi-Yamaha 2/91), 13m46.1s, 77.18mph; 2, Andy Thornton (0.5 Hi Tech-KTM), 14m00.5s; 3, Peter Wilkinson (0.5 2 Spec F500SS-KTM), 14m16.1s; 4, Daniel Stip (0.5 Hi Tech-KTM), 14m16.3s.

Open Class: 1, Corby; 2, Wilkinson; 3, Adam Ruddle (0.5 Jodi-Suzuki 2/92), 14m43.9s. **Fastest lap:** Corby, 1m7.3s, 78.95mph. **Closed Class:** 1, Thornton; 2, Stip; no other starters. **Fastest lap:** Thornton, 1m09.5s, 76.45mph.

Fiat Lubrificanti Trophy Race (12 laps)

1, Brian Cowe (1.3 Fiat Uno), 16m07.0s, 64.36mph; 2, Derek Flegg (1.3 Fiat 128 3P), 16m31.7s; 3, James Bailey (1.3 Fiat 127GT), 16m48.8s; 4, Roger Suckling (1.3 Fiat 127 GT), 16m52.4s; 5, George Mullins (1.3 Fiat Uno), 16m53.5s; 6, John Reeves (1.3 Fiat Uno), 17m17.4s.

Fastest lap: Brian Cowe & Derek Flegg, 1m22.1s, 64.72mph.

BRSCC Minister Pre-'85 FF1600 (12 laps)

1, Stuart Kestenbaum (Reynard-Minister R4FF), 13m37.8s, 77.96mph; 2, Simon Cuthbert (Van Diemen-Chamberlain RF83), 13m57.5s; 3, Fergus McBride (Van Diemen-Minister RF81), 14m17.4s; 4, Peter Warner (Reynard-Searle R3FF), 14m17.7s; 5, Dirk Williams (Van Diemen-Pat Power RF84), 14m23.5s; 6, Michael Robertson (Lola-Minister T644), 14m42.1s. **Fastest lap:** Kestenbaum, 1m07.6s, 78.60mph.

Firestone National Citroen 2CVs (12 laps)

1, James Slack, 20m03.8s, 52.98mph; 2, David O'Keefe, 20m04.8s; 3, Richard Dalton, 20m04.9s; 4, Bill Boldison, 20m05.4s; 5, Graham Wallace, 20m05.7s; 6, Paul Saunders, 20m05.8s. **Fastest lap:** Saunders, 1m38.4s, 53.99mph.

Toyota Tyres Super Road Saloons (12 laps)

Overall: 1, Jeff Robinson (2.0 Mitsubishi Lancer), 15m13.9s, 69.77mph; 2, Brian Coyle (2.0 Saab 9000), 15m48.8s; 3, Vince Mitchell (1.7 Talbot Sunbeam), 15m50.2s; 4, Tim Watson (1.8 Fiesta XR2), 16m00.9s. **Class A:** 1, Robinson; 2, Coyle; 3, Stephen Moore (2.0 Saab 9000T16), 16m07.8s. **Fastest lap:** Robinson, 1m15.3s, 70.56mph. **Class C:** 1, Mitchell; 2, Watson; 3, Perry Brewer (1.8 Toyota Corolla), 16m06.5s. **Fastest lap:** Mitchell, 1m18.5s, 67.68mph. **Class D:** 1, Roy Gravestock (1.3 Vauxhall Nova Sport), 16m24.3s, 64.78mph; 2, Shane Golding (1.4 Vauxhall Astra), 11 laps; 3, Roger Lott (1.4 Citroen AXGT), 11 laps. **Fastest lap:** Gravestock, 1m20.5s, 66.00mph.

BRSCC Northern Formula First (12 laps)

1, David Thirk, 14m08.1s, 75.18mph; 2, Jan Powell, 14m10.8s; 3, Nick Smith, 14m13.8s; 4, Nigel Rata, 14m31.6s; 5, Clive Bosworth, 14m32.8s; 6, Steve Harding, 11 laps. **Fastest lap:** Thirk, 1m09.5s, 76.45mph.

BRSCC FF1600 Trophy Race (12 laps)

1, Stuart Kestenbaum (Reynard-Minister R4FF), 13m31.5s, 78.57mph; 2, Chris Bullimore (Reynard-Minister FF89), 13m39.0s; 3, Peter Felix (Van Diemen-Minister RF89), 13m39.3s; 4, Mark Jackson (Van Diemen-Liles RF87), 13m42.3s; 5, Andrew Donaldson (Van Diemen-Scholar RF88), 13m50.5s; 6, Steve Danby (Van Diemen-Danby RF81), 14m11.9s. **Fastest lap:** Kestenbaum, 1m07.3s, 78.95mph.

Big Boys Toys Beetle Cup Race (12 laps)

1, Julian Lock, 18m36.0s, 57.13mph; 2, Simon Howarth, 18m49.0s; 3, Shaun Hollamby, 18m56.4s; 4, Les Goble, 19m05.2s; 5, Jason Winter, 19m07.7s; 6, Rich Welsh, 19m08.8s. **Fastest lap:** Lock, 1m32.9s, 57.19mph.

Halfords MG Midget & Modified Midgets (12 laps)

Overall: 1, Steve Westwood (1.3 MG Midget), 16m06.6s, 65.96mph; 2, Lawrence Cutler (1.4 MG Midget), 16m08.5s; 3, Peter May (1.4 MG Midget), 16m30.6s; 4, Peter Tipper (1.4 Midget), 16m36.6s. **Class A:** 1, Westwood; 2, Cutler; 3, May. **Fastest lap:** Westwood, 1m19.0s, 67.26mph.

Class B: 1, Tipper; 2, Steve Hyde (1.3 Healey Sprite), 16m43.5s; 3, Ian Stagg (1.3 MG Midget), 17m22.0s.

Fastest lap: Tipper, 1m21.2s, 65.43mph. **Class C:** 1, Paul Rook (1.3 Healey Sprite), 11 laps; 2, John Stopes (1.3 MG Midget), 11; 3, Gren Duffy (1.3 MG Midget), 11. **Fastest lap:** David Ecob (1.3 MG Midget), 1m30.0s, 59.03mph.

DONINGTON PARK, Aug 9

Brooklands Society Trophy Scratch (5 laps)
1, Stephen Davie (2.0 Riley), 8m01.2s, 73.2mph; 2, Paul Grist (2.6 Alfa Romeo Monza), 8m14.4s; 3, Julian Bronson (2.5 Riley), 8m22.4s; 4, Ian Bentall (4.3 Bentley), 8m26.8s; 5, John Seber (1.8 Wolseley), 8m34.4s; 6, Geoff Toms (1.5 Riley). **Fastest lap:** Davie, 1m33.5s, 75.4mph.

Scratch Race for Alfa Romeo Cars (6 laps)

1, Paul Grist (2.6 Alfa Romeo Monza), 9m50.0s, 73.3mph; 2, Duncan Ricketts (2.9 Alfa Romeo P3), 10m00.8s; 3, John Harper (2.9 Alfa Romeo 208), 10m01.2s; 4, Bruce Spillan (2.8 Alfa Romeo Monza), 10m10.5s; 5, Rodney Felton (5.8 Alfa Romeo Bimotore), 10m46.3s; 6, Tony Merrick (2.9 Alfa Romeo Spider), 11m23.7s. **Fastest lap:** Ricketts, 1m35.0s, 74.2mph.

The Ecurie Ecosse Trophy (10 laps)

1, Frank Sytner (3.8 Jaguar D-type), 14m40.8s, 80.0mph; 2, John Harper (3.8 Jaguar D-type), 14m42.0s; 3, David Clark (5.3 Lister Knobbly), 15m18.4s; 4, David Morris (3.4

Jaguar D-type), 15m19.1s; 5, AJ Wilkinson (1.5 Lotus V), 15m43.2s; 6, Paul Alexander (3.4 Jaguar C-type), 16m16.0s. **Fastest lap:** Sytner, 1m26.8s, 81.2mph.

John Holland Trophy Race (10 laps)

1, Julian Majzub (2.3 Bugatti), 15m44.6s, 75.3mph; 2, Stuart Harper (1.3 Morgan), 16m37.7s; 3, Nick Leston (3.5 Lovell Elkhart), 17m35.0s; 4, David Densham (1.5 Aston Martin), 9 laps; 5, Ian Stirling (1.5 Frazer Nash), 9; 6, David Biggins (4.2 Vauxhall), 9. **Fastest lap:** Majzub, 1m32.4s, 76.3mph.

John Goddard Trophy Race (5 laps)

1, John Seber (1.8 Wolseley), 8m13.5s, 71.4mph; 2, Julian Bronson (2.5 Riley), 8m26.8s; 3, PN Walker (1.4 MG), 8m37.8s; 4, TA Watson (1.5 Riley), 8m40.2s; 5, Richard Dunham (2.5 Alvis), 8m43.4; 6, WD Fox (3.5 Delahaye), 8m45.5s. **Fastest lap:** Bronson, 1m36.3s, 73.2mph.

Ron Flockhart Memorial Trophy (10 laps)

1, Anthony Mayman (2.0s ERA R4D), 14m20.7s, 81.8mph; 2, Roddy Macpherson (2.0 Copper Bristol), 14m21.6s; 3, The Hon Amseel Rothschild (2.5 BRM P25), 15m07.2s; 4, Tony Stephens (2.0 ERA R4A), 15m23.8s; 5, Donald Day (2.0 ERA R14B), 15m26.0s; 6, Peter Mann (1.5 ERA R9B), 15m51.8s. **Fastest lap:** Mayman, 1m24.8s, 83.1mph.

Handicap Race (5 laps)

1, PT Fleming (1.5 Riley), 10m34.5s, 65.5mph; 2, F Spencer (1.6 Alvis), 10m35.5s; 3, RL Taylor (1.5 Aston Martin), 10m41.8s; 4, AG Moy (3.0 Bentley), 10m44.0s; 5, RB Ashford (1.7 Wolseley), 10m49.6s; 6, EL Bradley (0.7 Austin), 10m50.8s. **Fastest lap:** J Moss (4.5 Invicta), 1m49.9s, 64.1mph.

Shuttleworth & Nuffield Trophies (10 laps)

1, Anthony Mayman (2.0 ERA R4D), 14m49.3s, 79.2mph; 2, John Ure (1.5 ERA R9B), 15m00.1s; 3, Bruce Spillan (2.0 ERA R8C), 15m21.5s; 4, Mark Gillies (1.5 White Riley), 15m44.9s; 5, Donald Day (2.0 ERA R14B), 15m52.8s; 6, Dan Marquies (1.5 Maserati), 16m00.0s. **Fastest lap:** Mayman, 1m26.5s, 81.5mph.

Handicap Race (5 laps)

1, AE Rieley (1.5 Aston Martin), 9m14.4s, 63.5mph; 2, PN Walker (1.4 MG), 9m18.5s; 3, Len Thompson (1.5 Lagonda), 9m19.6s; 4, R Hannis (3.6 Alvis), 9m22.3s; 5, J Morley (4.4 Lagonda), 9m29.6s; 6, AE Noble (0.7 Austin), 9m29.8s. **Fastest lap:** Walker, 1m40.7s, 70.0mph.

The Graham Hill Memorial Trophy (10 laps)

1, Martin Stretton (2.5 Cooper-Climax T51), 14m11.8s, 82.7mph; 2, Steven Griswold (2.5 Cooper-Climax T53), 14m38.9s; 3, Rod Jolley (2.5 Cooper-Climax T51), 15m25.5s; 4, Mike Hayward (2.0 Cooper-Climax T45), 9 laps; no other finishers. **Fastest lap:** Stretton, 1m22.9s, 85.0mph.

Scratch Race (5 laps)

1, J MacKinnon (1.5 Riley), 8m59.6s, 65.3mph; 2, PG Fletcher-Jones (1.1 Lagonda), 9m21.8s; 3, GF Williams (1.1 Rapier), 9m23.0s; 4, NJ Morley (4.4 Lagonda), 9m30.1s; 5, D Simpson (0.7 Austin), 9m48.4s; 6, AE Rieley (1.5 Aston Martin), 9m49.2s. **Fastest lap:** MacKinnon, 1m46.3s.

CATERHAM, Aug 8

Performance Car Caterham 7 Challenge, Class C (10 laps)

1, Rupert Douglas-Pennant, 12m38.17s, 87.36mph; 2, John Barker, 12m38.28s; 3, Jack Newland, 12m38.57s; 4, Pippa Jacobsen, 12m39.05s; 5, Chris Lee, 12m52.88s; 6, John McLean, 12m30.7s. **Fastest lap:** Newland, 1m14.15s, 89.33mph.

AMOC Intermarque Championship (10 laps)

Overall & Class C: 1, Gideon Hudson (3.3 Porsche RSR Turbo), 11m41.15s, 94.47mph; 2, John Freeman (5.3 Aston Martin DBS V8), 11m41.50s; 3, Bill Shepherd (4.7 AC Cobra), 11m43.18s; 4, Alan Dunstan (4.5 Aston Martin DB5), 12m14.77s. **Fastest lap:** Hudson, 1m06.45s, 99.68mph. **Class B:** 1, Dunstan, 9m15.0s; 2, Simon Toyne (3.0 Ferrari 308GT4), 12m21.06s; 3, Chris Shilton (4.2 Jaguar E-type), 12m35.85s. **Fastest lap:** Andy Shepherd (5.3 AC Cobra), 1m09.38s, 95.47mph. **Class A:** 1, Bill Shepherd, 9m40.20s; 2, Robert Schirle (3.8 Jaguar E-type), 12m25.60s; 3, John Bendall (5.0 AC Cobra), 12m29.77s. **Fastest lap:** Shepherd, 1m08.87s, 96.18mph. **(record).**

Performance Car Caterham 7 Challenge, Class B (10 laps)

1, Keith Farrance, 12m13.81s, 90.26mph; 2, Mike Chitty, 12m14.26s; 3, Nevil Smith, 12m14.67s; 4, Nigel Smith, 12m14.87s; 5, Steve Dixon, 12m15.03s; 6, John Schneider, 12m15.24s. **Fastest lap:** Nevil Smith, 1m11.75s, 92.32mph.

Merlin Motorsport Special GT (10 laps)

Overall: 1, Phil Lomas (4.5 Skoda Coupe), 10m28.91s, 105.32mph; 2, Chris Gilbert (2.0 Lola T87/90), 10m42.79s; 3, Gideon Hudson (3.3 Porsche RSR), 10m57.16s; 4, Phillip Ball (2.0 Malloc M2K9), 10m58.37s. **Class A:** 1, Lomas; 2, Hudson; 3, Simon Westbrook (4.7 TVR 3000S), 8 laps. **Fastest lap:** John Pugsley (2.0t Chevron B68), 1m00.67s, 109.18mph. **Class B:** 1, Gilbert, 10:03.05s; 2, Ball; 3, Guy Parry (2.0 Caterham 7), 11m12.53s. **Fastest lap:** Gilbert, 1m01.37s, 107.93mph. **Class C:** 1, Barry Paffett (1.1 Davian Mk8), 9 laps, 87.52mph; 2, Derek Barrett (1.1 Hillman Imp), 8; no other finishers. **Fastest lap:** Geoff Thorne (1.5 Darrian T90), 1m07.16s, 98.63mph. **Class D:**

1, Mike Brend (1.0 Suzuki SC100), 11m15.74s, 98.02mph; 2, Erling Jensen (1.0 Maguire Stiletto), 9 laps; 3, Mike Lamplough (1.0 Davian Mk6), 9. **Fastest lap:** Brend, 1m06.23s, 100.01mph. **(record).**

Chris Knott Insurance Alfa Romeos, Classes A-E (10 laps)

Overall & Class B: 1, Tim Lewis (1.6 Sprint), 12m22.56s, 89.20mph; 2, David Munro (1.6 Sud Ti), 12m37.82s; 3, Steve Rogers (2.0 75 Twin Spark), 12m39.12s; 4, Ted Pearson (1.5 Sud Ti), 13m01.17s. **Fastest lap:** Lewis, 1m12.41s, 91.47mph. **Class A:** 1, Rogers, 87.25mph.

Fastest lap: Rogers, 1m14.48s, 88.93mph. Class C:

1, Pearson, 84.97mph. **Fastest lap:** Pete Cate (1.5 Sud Ti), 1m16.15s, 86.98mph. **Class D:** 1, Mike Buckler (3.0 164), 13m13.14s, 83.51mph. **Fastest lap:** Buckler, 1m17.47s, 85.50mph. **Class E:** 1, Mark Peers (2.0 Alfetta), 13m34.79s, 81.29mph. **Fastest lap:** Peers, 1m19.83s, 82.97mph.

HEAT Castle Combe FF1600 (10 laps)

1, Bob Higgins (Reynard-Drum FF91), 11m23.46s, 96.91mph; 2, Ian McDardell (Van Diemen-Minister RF91), 11m24.03s; 3, Dave Williams (Van Diemen-Minister RF90), 11m28.69s; 4, Gordon Allen (Van Diemen-Drum RF90), 11m28.75s; 5, Ian Walker (Van Diemen-Searle RF90), 11m32.03s; 6, Jason Edwards (Reynard-Drum FF91), 11m37.18s. **Fastest lap:** McDardell, 1m06.72s, 99.29mph.

ICS Historic Racing Saloon Cars (10 laps)

Overall: 1, Richard Evans (1.7 Ford Anglia), 12m23.98s, 89.03mph; 2, Pete Hall (5.3 Ford Mustang), 12m24.53s; 3, Bob Sherring (7.0 Ford Galaxie 500), 12m31.93s; 4, Rod Birley (1.7 Ford Anglia), 12m35.35s. **Class A:** 1, Hall, 88.96mph; 2, Sherring; no other finishers. **Fastest lap:** Hall, 1m11.34s, 92.85mph. **Class B:** 1, Evans; 2, Birley; 3, Pete Landers (1.6 Lotus Cortina), 13m16.58s. **Fastest lap:** Evans, 1m11.69s, 92.39mph. **(record).** **Class C:** 1, Gordon Streetier (1.5 Ford Anglia), 12m52.94s, 85.69mph; 2, Chris Fearon (1.5 Ford Anglia), 13m14.30s; 3, Peter Eglis (1.5 Ford Anglia), 9 laps. **Fastest lap:** Streetier, 1m16.34s, 86.76mph. **Class D:** 1, Andrew Colley (1.0 Hillman Imp), 9 laps, 78.58mph; 2, Adrian Oliver (1.0 Hillman Imp), 9 laps; no other finishers. **Fastest lap:** Colley, 1m19.28s, 83.55mph.

Pirelli Ferrari Maranello Challenge (15 laps)

Overall & Class M: 1, Robin Mortimer (3.0 308GTB), 17m53.79s, 92.53mph; 2, Simon Toyne (3.0 308GTB), 17m56.50s; 3, Michael Millard (5.0 B8512), 18m11.53s; 4, John Swift (3.0 308GTB), 18m49.04s. **Fastest lap:** Mortimer, 1m09.60s, 95.17mph. **Class O:** 1, Jeff Simpson (2.4 246GT Dino), 14 laps, 81.37mph; 2, David Wilkinson (3.2 328GTB), 14 laps; 3, David Barker (4.8 400GT), 13 laps. **Fastest lap:** Martin Shaw (3.2 328GTB), 1m13.22s, 90.47mph.

Independent Insurance Caterham Vauxhall Challenge (10 laps)

1, Guy Parry, 11m05.77s, 99.49mph; 2, Robert Coates, 11m06.34s; 3, Ben Edwards, 11m06.61s; 4, David Brabham, 11m06.78s; 5, Simon Duerden, 11m07.08s; 6, Robert Nearn, 11m08.23s. **Fastest lap:** Coates, 1m04.90s, 102.06mph.

Alfa Romeos, Class F (10 laps)

1, Ian Connell (1.5 33), 13m28.90s, 81.88mph; 2, Gary Orchard (1.5 Sud Ti), 13m32.31s; 3, Nick Bayntun (1.5 Sud Ti), 13m34.12s; 4, Paul Lund (1.5 33), 13m35.06s; 5, Robert Bishop (1.5 Sud Ti), 13m36.48s; 6, Graham Heels (1.5 Sud Ti), 13m37.11s. **Fastest lap:** Lund, 1m19.54s, 83.27mph.

BRANDS HATCH, Aug 9

Mobil 1 TVR Tuscan Challenge (10 laps)

1, John Kent, 8m19.78s, 86.72mph; 2, Bob Sands, 8m27.40s; 3, Graham Nash, 8m28.10s; 4, Clive Greenhalgh, 8m29.72s; 5, Colin Blower, 8m32.36s; 6, Andy Purvis, 8m40.61s. **Fastest lap:** Blower, 49.03s, 88.40mph.

BRSCC Ford XR3i Challenge (10 laps)

1, Gene Gibson, 9m54.76s, 72.87mph; 2, Michael Vernon, 10m03.16s; 3, Sam Roach, 10m04.00s; 4, Steve Nuttall, 10m06.02s; 5, Alan Whitaker, 10m14.64s; 6, Norman Smith, 10m15.32s. **Fastest lap:** Gibson, 58.10s, 74.60mph. **(establishes record).**

Cleanaway Formula Forward (15 laps)

1, Eugene O'Brien, 12m04.66s; 2, Mike Gardiner, 12m09.85s; 3, Rob Murrells, 12m12.45s; 4, Mike Doble, 12m30.89s; 5, Neil Cox, 12m48.92s; 6, Paul Sweeney, 14 laps. **Fastest lap:** O'Brien, 46.87s, 92.47mph.

Slick 50 Road Saloons, Class B (10 laps)

1, Steve Hayward (1.8 Ford Fiesta XR3i), 10m01.14s, 72.10mph; 2, Neil Beane (1.8 VW Golf GTI), 10m01.90s; 3, Martin Roche (1.7 MG Maestro), 10m02.73s; 4, Neil Stokes (1.8 Vauxhall Astra GTE), 10m03.85s; 5, Mike Bullen (1.8 Ford Fiesta XR2), 10m07.52s; 6, Peter Frewer (1.7 Talbot Sunbeam Ti), 10m12.55s. **Fastest lap:** Hayward & Roche, 58.86s, 73.63mph. **(record).**

Tandon ARP Formula 3 (22 laps)

Paul Quinn (Reynard-VW 863), 16m40.91s, 95.27mph; 2, Ian Jacobs (Dallara-VW 387), 16m42.23s; 3, Jim McLaughay (Ralt-VW RT31), 16m43.34s; 4, Jeff Gresswell (Reynard-VW 873), 16m57.35s; 5, Mike Hardwicke (Ralt-VW RT30), 16m58.68s; 6, Jon Groom (Ralt-VW RT30), 17m01.14s. **Fastest lap:** McLaughay, 44.66s, 97.05mph. **(record).**

Unipart Club Metro Challenge (10 laps)

1, Steve Cooper, 9m28.49s, 76.24mph; 2, Alfonso Emanuele, 9m28.85s; 3, Steve Wilson, 9m29.21s; 4, Malcolm Bell, 9m29.67s; 5, Simon Mauger, 9m30.05s; 6, Gary Tili, 9m31.77s. **Fastest lap:** Mauger, 55.31s, 78.36mph.

HEAT Champion of Brands FF1600 (10 laps)

1, Andy Chansley (Ray-Searle 92F), 8m13.80s, 87.77mph; 2, Andrew Stapley (Ray-Auriga 92F), 8m13.91s; 3, Brian Robinson (Jamun-Scholar M92), 8m20.08s; 4, Mark Marchant (Jamun-Greenwood M92), 8m20.10s; 5, John Oxborrow (OX-Auriga 6), 8m22.12s; 6, Moss Thorpe (Reynard-Searle FF92), 8m24.86s. **Fastest lap:** Stapley, 48.47s, 89.42mph.

Slick 50 Road Saloons, Class A (10 laps)

1, Alexander Rogan (3.0 Ford Capri), 10m03.76s, 71.99mph; 2, Charles Street (3.1 Ford Capri), 10m05.50s; 3, Brian Long (3.3 Ford Sierra XR4i), 10m11.86s; 4, Andy Smith (3.9 Rover SD1), 10m12.60s; 5, Alan Wiltshire (2.8 Ford Sierra XR4i), 10m12.96s; 6, Mike Ward (3.9 Rover SD1), 10m16.65s. **Fastest lap:** Rogan, 58.39s, 74.23mph.

BRSCC Ford XR2 Challenge (10 laps)

1, Chris Atkinson, 9m53.77s, 72.99mph; 2, Nick Flowers, 9m54.16s; 3, Sean Mellor, 9m54.61s; 4, Andy Flowerday, 9m58.55s; 5, Rod Stanniland, 10m02.64s; 6, Andrew Johnson, 10m03.87s. **Fastest lap:** Mellor, 57.53s, 75.34mph (establishes record).

PEMBREY, Aug 8/9

BARC Production Cars (18 laps)

Overall: 1, Lionel Abbott (Saab 900CC), 22m57.90s, 68.47mph; 2, Tom Segue (Porsche 944S2), 23m12.60s; 3, Mike Devine (Volkswagen Golf GTI 16V), 23m16.86s; 4, Steve Papworth (Ford Sierra RS Cosworth), 23m18.11s. **Class A:** 1, Abbott; 2, Segue; 3, Papworth. **Fastest lap:** Segue, 1m14.72s, 70.14mph. **Class B:** 1, Devine, 67.54mph; 2, Jim Smith (Ford Escort RS2000), 23m22.70s; 3, Tony Lanfranchi (Vauxhall Astra GSi), 23m33.62s. **Fastest lap:** Lanfranchi, 1m15.37s, 69.54mph. **Class C:** 1, Gareth Downing (Ford Fiesta XR2i), 24m12.98s, 64.85mph; 2, Rod Adlington (Suzuki Swift GTi) 17 laps; 3, Danny Stilwell (Suzuki Swift GTi) 17 laps. **Fastest lap:** Downing, 1m18.94s, 66.39mph.

Porsche Supercup and Frank Shorter

Modified Porsches (19 laps)

Overall and Class S: 1, Craig Simms (911 Carrera), 20m37.88s, 80.45mph; 2, Robin Gray (911 Carrera), 20m43.57s; 3, Mark Hales (968), 20m47.92s; 4, David Warrack (944 S2), 20m53.57s. **Fastest lap:** Simms, 1m03.97s, 81.93mph. **Class CM:** no finishers. **Fastest lap:** Bob Watson (911 RS), 1m03.17s, 82.97mph. **Class DM:** 1, John Edwards (911 RS), 18 laps, 75.43mph; 2, Colin Gundersen (911 Carrera) 18 laps; 3, Kevin Joynson (911 RS) 18 laps. **Fastest lap:** Edwards, 1m07.94s, 77.15mph.

SNETTERTON, Aug 9

Midterm Flues '74-'80 FF1600 (5 laps)

1, Nigel Greensall (Royaie RP26), 6m52.78s, 85.12mph; 2, Austin Kinsella (Van Diemen-Techno RF/9), 6m54.80s; 3, Chris Pickering (Royaie-Ratner RP26), 7m02.32s; Dave Hart (Crosbie-Bold 30F) 7m02.32s; 5, John Wardie (Van Diemen-Aldon RF78); 6, Mick Gardner (Van Diemen-Scholar RF90), 7m10.12s. **Fastest lap:** Greensall, 1m20.88s, 86.88mph.

Falken Tyres Modified Production Saloons

Race, Classes B & D (10 laps)

Overall & Class B: 1, Mike Seaman (Talbot Sunbeam Lotus), 14m43.73s, 79.51mph; 2, Andy Clarkin (Talbot Sunbeam Lotus), 14m53.92s; 3, Derek Wireman (Vauxhall Cavalier GSi), 14m56.55s; 4, Gary Brithell (Ford Fiesta RS2000), 15m01.56s. **Fastest lap:** Clarkin, 1m26.16s, 81.55mph. **Class D:** 1, Richard Woodland (Vauxhall Nova GTE), 15m02.29s; 2, Paul Shipley (Ford Fiesta XR2), 15m12.47s; 3, Andrew Trappell (Ford Fiesta XR2). **Fastest lap:** Woodland, 1m28.56s, 79.34mph.

HEAT Champion of Snetterton FF1600

(10 laps)

1, Sigmund Greengrass (Van Diemen-Scholar RF92), 13m15.62s, 88.32mph; 2, Martin Byford (Van Diemen RF90), 13m15.66s; 3, Jonathan Camp (Van Diemen-Scholar RF90), 13m19.10s; 4, Stephen Smith (Van Diemen-Scholar RF92), 13m28.13s; 5, Anthony Cheshire (Van-Auriga), 13m35.42s; 6, Alaric Woodhouse (Van Diemen-Scholar RF91), 13m28.53s. **Fastest lap:** Greengrass, 1m18.25s, 89.80mph.



Brands Hatch - Wilson avoids the mayhem

M&G International MGOC Racing

Championship, Classes B & C (10 laps)

Overall: 1, Paul Willows (Maestro), 16m13.18s, 72.20mph; 2, Michael Weidner (Maestro), 16m14.40s; 3, Lance Pickering (Maestro), 16m15.82s; 4, John Bracey (Montego), 16m19.16s. **Class B:** 1, Willows; 2, Weidner; 3, Grahame Davis (Maestro), 16m29.12s. **Fastest lap:** Weidner, 1m36.20s, 73.04mph. **Class C:** 1, Fickering; 2, Bracey; 3, Tony Ross (Maestro), 16m22.52s. **Fastest lap:** Pickering, 1m35.86s, 73.30mph.

Universal Racing Pre-'83 FF2000 Race

(11 laps)

Overall and Class A: 1, Steve Nichols (Van Diemen-Scholar RF82), 14m04.85s, 91.49mph; 2, Dave Nichols (Van Diemen-Scholar RF82), 14m05.53s; 3, Russell Hicks (Van Diemen-Scholar RF82), 14m10.17s; 4, Paul Bayley (Van Diemen-Scholar RF82), 14m11.21s. **Fastest lap:** D Nichols, 1m15.46s, 93.12mph. **Class B:** 1, Alan Parker (Reynard-Jandel SF78), 14m14.75s; 2, Tim Jones (Lola-Frenchmoo T580), 14m19.20s; 3, Seamus Doyle (Lola-Scholar T580), 14m58.47s. **Fastest lap:** Parker, 1m10.25s, 92.16mph.

Falken Tyres Modified Production Saloons

Classes A & C (10 laps)

Overall: 1, Ray Donnor (Chevrolet Camaro), 14m47.52s, 79.17mph; 2, Len Colley (Ford Escort RS2000), 14m48.72s; 3, David Fuller (Ford Capri), 14m49.54s; 4, Ray West (Opel Ascona), 14m52.79s. **Class A:** 1, Donnor; 2, John Warren (Ford Capri), 14m57.72s; 3, Peter Barnes (Ford Capri), 15m00.73s. **Fastest lap:** Donnor, 1m27.16s, 80.62mph. **Class C:** 1, Colley; 2, Fuller; 3, West. **Fastest lap:** Fuller, 1m27.31s, 80.48mph.

Westfield SE Sports Cars Race (10 laps)

Overall: 1, Bob Newey (SEI Sport), 15m14.37s, 76.85mph; 2, Steve Newey (SEI), 15m16.22s; 3, Dave Kimber (SEI), 15m28.37s; 4, Steve Watton (SEI), 15m43.63s. **Class A:** 1, Kimber; 2, Watton; 3, Duncan Hall (Wide SEI), 16m09.83s. **Fastest lap:** Kimber, 1m31.41s, 76.87mph. **Class B:** 1, S. Newey; 2, Richard Smith (SEI), 15m19.42s, 9 laps; no other starters. **Fastest lap:** Newey, 1m30.13s, 77.96mph. **Class D:** 1, B. Newey; 2, Derek Sweeney (SEI), 15m56.48s; 3, Chris Aspinall (SEI), 16m00.96s. **Fastest lap:** Newey, 1m29.19s, 76.78mph.

M&G International MGOC, Class A (10 laps)

1, Grahame Davis (MGB), 16m28.36s, 71.09mph; 2, Terry Farman (Midget), 16m36.38s; 3, Nigel Woolcott (Midget), 16m36.53s; 4, Alan Springle (Midget), 16m37.18s; 5, Andrew Storer (Midget), 16m41.59s; 6, Michael Gattton (Midget), 16m57.27s. **Fastest lap:** Woolcott, 1m37.31s, 72.21mph.

BARC Sports 1600 (10 laps)

1, Clive Woodward (Centaur-Tickford Mk14X), 13m26.24s, 87.16mph; 2, Malcolm Jackson (Mallock-Ford Mk20), 13m35.61s; 3, Ian Megson (Mallock Mk18), 13m53.20s; 4, Richard Smith (Mallock-Ford Mk21B), 13m57.01s; 5, Ian Mitchell (W-Minister Mk1D), 14m03.67s; 6, Richard Gray (Mallock-Scholar Mk21/24), 14m10.36s. **Fastest lap:** Woodward, 1m19.22s, 88.70mph.

BRSCC/BARC Silhouette Specials (10 laps)

Overall: 1, Robin Hooker (Ferrari 308), 12m46.94s, 91.62mph; 2, Tony Sugden (Skoda Coupe), 12m52.10s; 3, David Enderby (VW Karmann Ghia), 13m16.87s; 4, Paul McMillan (Peugeot 205 T16), 13m33.64s. **Class A:** 1, Hooker; 2, Sugden; 3, Cliff Butler (Peugeot 205 T16), 13m59.33s. **Fastest lap:** Hooker, 1m15.15s, 93.50mph. **Class B:** 1, McMillan; 2, David Wagstaffe (Ferrari Dino), 13m48.19s; 3, Paul Thurgood (Toyota Starlet), 12m47.56s, 9 laps. **Fastest lap:** Richard Harris (Suzuki SC100), 1m15.95s, 92.52mph. **Class C:** 1, Enderby; 2, Les Lyons (Ford Escort), 13m38.20s, 9 laps; no other starters. **Fastest lap:** Enderby, 1m17.79s, 90.33mph. **Class D:** 1, Bill Richards (Metro Cosworth), 13m53.81s; 2, John Flack (Mini GT), 9 laps; 3, Mark Sayer (Mini), 9 laps. **Fastest lap:** Richards, 1m20.50s, 87.29mph.

OFF TRACK SPORT

KIRKISTOWN, Aug 7

Starmir/Warecrete RAC British Sprint

Championship, round 7

BTB: Chris Hill (3.3 Reynard-Hill 88D), 55.43s (record). **Top Twelve Run-off:** 1, Hill, 55.43s; 2, John Gray (3.5 SPA/Pilbeam-Judd 58B), 55.55s; 3, Richard Young (3.9 Coogor/Ralt-Rover RT1), 58.33s; 4, David Rinder (2.7 Tolman-Hart T87/1), 59.18s; 5, Peter Harper (1.6 Vision-Ford/Beattie V1H), 59.48s; 6, Kenny Allen (2.0 Ralt-BDG RT30), 1m00.12s; 7, Tim Barrington (1.6 Vision-Ford/Beattie V1H), 1m01.78s; 8, Martin Pieracini (1.6 Reynard-BDA 873H), 1m02.53s; 9, Jenny Kennedy (2.0 Crosbie-Ford/Crawford 33F), 1m02.65s; 10, Tony Cotton (2.0 Ralt-Toyota RT1), 1m03.34s; no other qualifiers. **Class winners:** Robert Morgan (3.0 MG Metro 6R4), 1m01.87s; Robert Woodside (2.0 Pilbeam-GM MP62), 59.45s; Harper, 59.67s; Gray, 55.48s; Allan Mackay (2.0 Ford Sierra Cosworth), 1m13.91s; Billy Galbraith (1.5 Riley Special), 1m44.32s (N/Cap). **Starmir/Warecrete Championship positions:** 1, Hill, 66pts; 2, Gray, 48; 3, Ken Ayers, 36; 4, Patrick Wood, 28; 5, Tony Marsh, 27; 6, Rinder, 21. **Next round:** Aintree, Aug 22.

HAREWOOD

Montague Burton Trophy Hillclimb, Aug 9

BTB: Chris Seaman (1.6 Brabham BT30), 1m00.66s. **Class winners:** Geoffrey Harkness (1.3 Vauxhall Nova), 1m10.81s; Chris Thompson (2.0 Ford Escort), 1m10.36s; John Garrett (2.0 Ford Sapphire Cosworth), 1m07.25s; Chris Seaman (1.3 MG Midget), 1m09.83s; Brian Lee (1.6 Lotus Elan), 1m13.92s; Don Williams (3.0 Gibern Invader), 1m12.52s; Roger Kitty (1.6 Van Diemen RF85), 1m05.54s; John Lloyd (1.6 Morgan 4/4), 1m14.06s; Peter Herbert (1.4 Westfield SE), 1m08.03s; Darren Southall (1.8 Caterham Super 7), 1m04.01s; Ron Lea (4.5 Jaguar E-type), 1m07.92s; Joe Ward (1.7 Ward W88M), 1m04.82s; Steve Owen (1.0 OMS SC2), 1m10.45s; Mark Lewis (2.0 Dutton Phaeton), 1m09.05s; Mike Fitzsimmons (0.5 Jedi 088/1), 1m07.14s; Alex Tyson (1.0 Royale-ART 921), 1m04.17s; Seaman; Alan Newton (2.0 March 772), 1m00.85s.

RAF PORTREATH

Truro & DMC Sprint, Aug 9

BTB: Ian Cameron (Ralt), 1m29.19s (course record). **Class winners:** Paul Brend (Austin Mini), 1m50.85s; Ian Hall (VW Golf), 1m44.02s; Graham Heathman (Ford Escort RS), 1m44.28s; Brian Gurney (Dartman), 1m47.72s; Chris Sharpe (Westfield), 1m43.99s; Roy Bray (Ford Escort), 1m41.61s; Ian Tucker (Mallock), 1m35.61; Mike Tregoning (Dartman), 1m36.64s; Keith Richards (Ehrlich), 1m31.22s (class record).

KAMES

East Ayrshire Sprint, Aug 9

BTB: Pat Donnelly (OMS), 1m32.36s. **Class winners:** John Wallace (Vauxhall Nova), 1m43.32s; Bruce McNeil (Ford Fiesta), 1m42.78s; Tim Moriarty (Vauxhall Astra), 1m40.58s; Olly Ross (Westfield SE), 1m45.97s; John Gardiner (Westfield SE), 1m42.49s; Mark Mitchell (Rover SD1), 1m51.70s; James Sword (Jasag 4), 1m34.52s; David Finch (Vauxhall Nova), 1m50.86s; Charles Mackenzie (Ford Escort), 1m41.71s.

FINTRAY

Aberdeen MC Hillclimb, Aug 2

BTB: John Whyte (Pitbeam MP50), 27.42s. **Class winners:** Jim Westwater (Sunbeam Imp Sport), 36.28s; Alan Mackay (Sierra Cosworth), 33.41s; John Bruce (Austin Mini), 35.11s; George McDonald (Ford Fiesta), 33.63s; Harry Simpson (Dartman MKB), 32.90s; Stephen Jack (Westfield S8), 30.29s; Alistair Nalmsmith (Mallock U2), 31.75s; Alex Graham (Mallock Mk20), 29.28s; James Sword (Jasag 4), 29.55s; Kenny Allen (Ralt RT30), 28.11s; Colin King (Lomax), 40.49s; Alan Nicol (Caterham Super Seven), 33.34s; Norman Insch (Dutton Phaeton), 30.40s; Kevin Tawse (Mallock 20/24B), 29.65s; Bill McDonald (Mallock Mk11), 32.30s; Andy Bowman (OMS 500), 32.56s; Graeme Wight (Pitbeam MP52), 29.38s; Derek Campbell (Ford Escort), 33.66s; David Peace (MG Midget), 39.99s.

GOODWOOD

Bognor Regis Sprint, Aug 8

BTB: Nick Search (Vision), 1m29.74s. **Class winner:** Terry Holmes (Peugeot 309), 1m56.59s; Steve Pattinson (VW Jetta), 1m50.02s; Derek Jones (Panther Lima), 1m50.16s; Simon Skelton (Austin Mini), 1m58.94s; Andrew Webber (Lotus Elan), 2m28.09s; DW Lodge (Alfa Romeo Alfetta), 1m53.91s; Keith Spencer (Ford Sierra 4x4), 1m40.36s; Simon Rutland (Caterham Seven), 1m41.85s; John Rutland (Spyder 550), 1m53.91s; Ken Banks (Dartman), 1m42.78s; Terry Brown (Lenham Le Mans), 1m42.84s; Steve Hiller (Sunbeam Tiger), 1m45.96s; Graham Goodridge (F1300), 2m03.39s; Barry Train (Reynard SF78), 1m32.68s; Clive Bracken (Vision), 1m29.98s. **Special awards:** Alan Wickenden (Morgan +4), 1m45.69s; Roy Nicholls (Peugeot 205), 1m47.63s; Les Beerling (Ford RS Cosworth), 1m37.93s; James Shaw (GTD 40), 1m40.20s; Andrew Hurley (Ford RS Cosworth), 1m42.60s; Sarah Nicholls (Peugeot 205), 1m52.38s; Paul King (Ford Escort Mk11), 1m46.36s.

CURBOROUGH

Reliant Sabre & Scimitar Sprint, Aug 9

BTB: Chris Lloyd (Reliant Scimitar), 35.06s. **Class winners:** Peter Turnbull (Porsche 911SC), 37.50s; Sandy Moran (Vauxhall Nova), 38.00s; John Playden (Triumph TR5), 41.64s; Hugh McCormick (Reliant SS1), 43.02s; Shaun Byrne (Reliant Scimitar GT), 41.13s; John Leslie (Reliant Sabre 6), 41.54s; Mike Thompson (Reliant Scimitar GT), 38.20s; Carl Talbot (Reliant Scimitar GTE), 38.54s.

INTERNATIONAL RALLYING

MADEIRA RALLY (E)

European Championship, co-efficient 20, Aug 6-9

1, Andrea Aghini/Sauro Farnocchia (Lancia HF Integrale), 3h09m53s; 2, Piero Longhi/Maurizio Imerito (Lancia HF Integrale), 3h13m02s; 3, Patrick Snyers/Danny Colebunders (Ford Sierra Cosworth 4x4), 3h15m13s; 4, Erwin Weber/Married Hiemer (Mitsubishi Galant VR4), 3h15m43s; 5, Raymon Ferreyros/Raymondo Yazenga (Lancil HF Integrale), 3h16m28s; 6, Robert Droogmans/Ronny Joosten (Ford Sierra Cosworth 4x4), 3h17m34s; 7, Joaquim Santos/Carlos Magalhães (Toyota Celica GT4), Toyota Celica GT4), 3h22m18s; 8, Jorge Bica/Jorge Capelo (Lancia HF

Integrale), 3h23m52s; 9, Jean Ragnotti/Gilles Thimonier (Renault Clio 16V), 3h26m17s; 10, Vitor Sa/Oscar Camacho (Ford Sierra Cosworth - N), 3h30m12s.

Championship positions: 1, Weber, 1800pts; 2, Baroni, 850; 3, Snyers, 740; 4, Aghini, 700; 5, Droogmans, 660; 6, Bublewicz, 630. **Next round:** Rally Elba, Aug 24-27.

NATIONAL RALLIES

EAGLE RALLY

Mid Wales Aug 8/9

1, Mick Jones/Howard Davies (2.0 Ford Escort), 27m; 2, K. Nunn/Neil Spears, 1.6 Toyota Corolla, 37m; 3, Colin Bound/Shawn O'Gorman (1.6 Vauxhall Astra), 46m; 4, Nigel Swain/Dennis Parry (1.8 Hillman Avenger), 53m; 5, Kevin Jones/Kelth Jones (1.4 Ford Escort), 54m; 6, John Walsh/Sian Caddick (2.1 Ford Escort), 57m.

MAGHERAFELT STAGES

Northern Ireland, Aug 7

1, Charlie Donnelly/Maggie McMullen (Nissan 240RS), 16m35s; 2, Greg McCormack/Kieran Kelly (Ford Escort), 16m38s; 3, Peter McCullagh/Michael Doyle (Ford Escort 2.0), 16m39s; 4, John McKeown/Vincent Fergus (Ford Escort, 16m39s) 5, Andy Magee/Michael Johnson (Ford Escort), 16m39s; 6, Stanley Orr/Brian Cairns (Ford Escort), 16m43s.

SYLVA STAGES

Lake District, Aug 8

1, Ian Joel/Gordon Capstick (Ford Escort), 37m25s; 2, Nick Hutchinson/Clive Molinoux (Vauxhall Nova GS), 38m40s; 3, Nick Cheetham/Tony Willeits (Ford Sierra Cosworth), 38m49s; 4, John Jones/Ian Bevan (Ford Escort), 39m24s; 5, John Gribbins/Terry Martin (Ford Escort), 39m46s; 6, Geoff Brown/Kevin Sutcliffe (Ford Escort), 39m52s.

INTERNATIONAL RACING

MINE (J)

All-Japan Touring Car Championship, round

5, 93 laps - 187.18 miles, August 9

1, Masahiro Hasemi/Hideo Fukuyama (Nissan Skyline GTR), 2h28m00.58s, 75.87mph; 2, Kazuo Shimizu/Tom Kristensen (Nissan Skyline GTR), 90 laps; 3, Kazuo Mogi/Sakae Obata (BMW M3), 90; 4, Roland Ratzenberger/Andrew Gilbert-Scott (BMW M3), 90; 5, Takamasa Nakagawa/Eiichi Tajima (BMW M3), 89; 6, Hideshi Matsuda/Mikio Hitotsuyama (BMW M3), 89; 7, Ryuchi Natsukawa/Kazuaki Takamura (BMW M3), 89; 8, Kauro Hoshino/Victor Rosso (Toyota Corolla), 88; 9, Keiichi Suzuki/Morio Nitta (Toyota Corolla), 88; 10, Kevin Wong/Charlie Kwan (BMW M3), 88. **Fastest lap:** Kazuyoshi Hoshino (Nissan Skyline GTR), 1m31.024s, 79.60mph. **Championship positions (Div 1):** 1, Kristensen/Shimizu, 75pts; 2, Hasemi/Fukuyama, 70; 5, Anders Olafsson/Takuya Kinoshita, 53; 7, Kunimitsu Takahashi/Keiichi Tsuchiya, 45; 9, Hoshino/Kageyama, 32. **Next round:** Tsukuba, Aug 23.

ROAD AMERICA (USA)

IMSA Zerex Saab Pro Series, 13 laps - 52

miles

1, Robert Amren, 30m42.7s, 101.59mph; 2, Leo Parente, 30m43.87s; 3, Ashton Lewis, 13 laps; 4, Elton Julian, 13; 5, Ricky Pollock, 13; 6, Brandon Sperling, 13; 7, Wes Short, 13; 8, Bill Adams, 13; 9, Rhonda Regnier, 13; 10, Craig Hall, 13. **Championship positions:** 1, Amren, 131pts; 2, Alex Padilla, 74; 3, Lewis, 73; 4, Page Jones, 64; 5, Diego Guzman, 42; 6, Pollock, 36. **Next round:** Road America, Aug 23.

WATKINS GLEN (USA)

NASCAR Winston Cup, round 18, 51 laps -

123.82 miles, Aug 9

1, Kyle Petty (Pontiac Grand Prix), 1h26m25.85s, 85.79mph; 2, Morgan Shepherd (Ford Thunderbird), 51 laps; 3, Ernie Ivan (Chevrolet Lumina), 51; 4, Mark Martin (Ford Thunderbird), 51; 5, Wally Dallenbach Jr (Ford Thunderbird), 51; 6, Rusty Wallace (Pontiac Grand Prix), 51; 7, Alan Kulwicki (Ford Thunderbird), 51; 8, Terry Labonte (Oldsmobile Cutlass), 51; 9, Dale Earnhardt (Chevrolet Lumina), 51; 10, Brett Bodine (Ford Thunderbird), 51. **Championship positions:** 1, Bill Elliott, 2821pts; 2, Davey Allison, 2604; 3, Kulwicki, 2527; 4, Harry Gant, 2481; 5, Martin, 2366; 6, Ricky Rudd, 2326. **Next round:** Michigan, Aug 18.

CLEVELAND (USA)

Firestone Indy Lights Championship, round

8, 32 laps - 75.81 miles, Aug 9

1, Franck Reon, 40m30.83s, 112.862mph; 2, Bryan Herta, 40m31.14s; 3, Robbie Buhl, 32 laps; 4, Mike Snow, 32; 5, Sandy Brody, 32; 6, Bob Reid, 31; 7, John Brumder, 30; 8, George Sutcliffe, 30; 9, Marco Greco, 30; 10, Adrian Fernandez, 30. **Fastest lap:** not given. **Championship positions:** 1, Buhl, 120pts; 2, Reon, 107; 3, Fernandez, 106; 4, Robbie Groff, 71; 5, Herta, 68; 6, Greco, 63. **Next round:** Vancouver, Aug 30.

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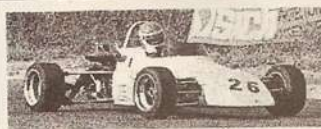
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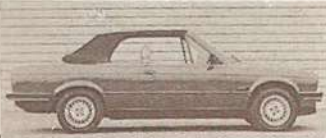
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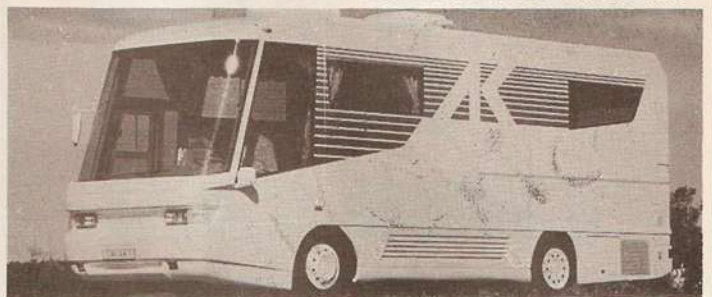
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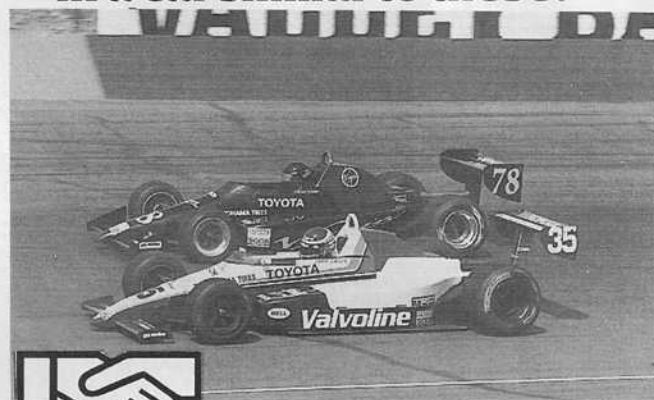
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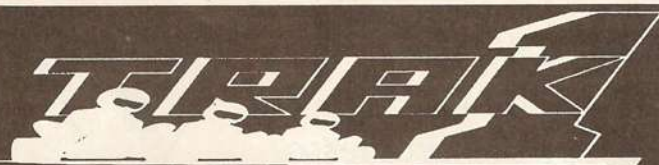
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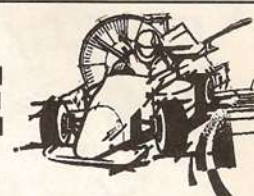
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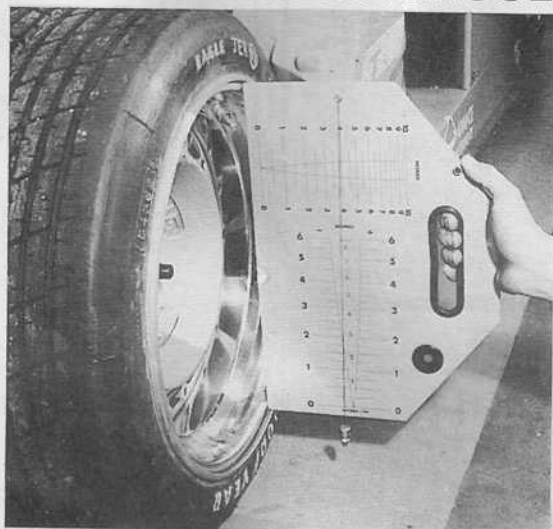
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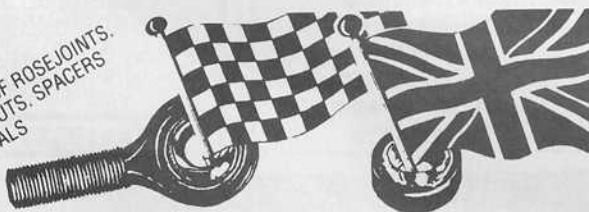
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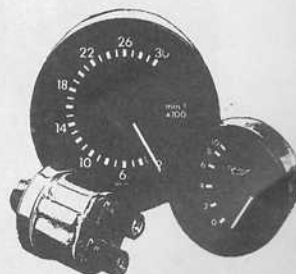


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SPORTS REPORT

EDITED BY MARCUS PYE



Open Formula Ford racers at Hatchets Hairpin on Sunday. The BARC's planned extension starts with a longer straight

BARC plans to extend Pembrey

The BARC has ambitious plans for the enlargement and development of Pembrey circuit.

The current 1.456-mile layout in south Wales is to be extended to an eventual distance of between 2.5 and 2.7 miles.

The extra length will be achieved by continuing the main straight beyond Hatchets Hairpin, where a 20 degree right-hand curve, followed by a straight, a left-hand bend and a long flowing right-hander will make the loop. It will rejoin the

current circuit prior to the long, fast left-hander after Dibeni.

'We have always said that our long-term intention is to extend the circuit,' said BARC executive director Dennis Carter. The club has a 25-year lease to run racing at the Welsh Motorsport Centre.

'There is no time scale on this project, but we will add to the track length when the circuit infrastructure is sufficiently strong, and when the circuit is earning money — which it is not at the moment. However, things

are starting to turn around financially at Pembrey, it's just that we hadn't budgeted on there being a recession...

'We had intended for the next move to be to build some pit garages. However, the F3 teams that used the pit area last weekend were delighted with the concrete apron, simply pulling their trucks onto it and putting up their awnings. We will thus extend the apron to the other side of the control tower as a priority.'

Organisers to be fined for delays at BHL circuits in '93?

Motor clubs which hire Brands Hatch, Cadwell Park, Oulton Park or Snetterton to promote racing next season could face punitive fines if their programmes are delayed, as well as increased fees.

According to a proposed draft contract, circulated recently to the BARC, BRDC, HSCC and 750MC among others, Brands Hatch Circuits Ltd is seeking to levy 'liquidated damages' of £10,000 for each and every delay of more than 10 minutes which occurs between races.

Unsurprisingly, the proposal — not to mention the draconian punishment — has angered senior club officials, who feel that is unworkable.

'I can't see anyone signing that contract,' said the BARC's Dennis Carter on Monday. 'The new rule is a nonsense, and I've asked for a meeting with BHC to discuss its plans for 1993.'

'My opinion is that BHC wants to see just one club operating at its four circuits in future.'

The BRSCC, resident at Brands Hatch, is believed to have been offered a different contract — without the controversial clause.



Lionel — duelling in the dunes

Abbott returns to Zandvoort seeking GpN glory for Saab

BARC Production Car Championship leader Lionel Abbott is taking his Saab 9000CS to Zandvoort this weekend, to contest the Dutch Group N Championship round.

The 2.3-litre car can run unlimited turbo boost and 16in wheels in Holland, thus regular commuter Lionel is in with a real chance of beating the locals.

Mobil Oil Netherlands and the Dutch Saab importer are backing Abbott Racing's effort.



Porsche 935 racer Ross Hyett intends to get a British GT Championship off the ground

New British GT Championship for 1993?

The country's fastest Ferraris, Aston Martins and Porsches could be doing battle next year in a sensational all-new British GT Championship.

Porsche racer Ross Hyett is the brains behind the scheme, having been asked by fellow competitors in the Modified Porsche and Supercup series to develop the concept of a high-profile British GT series.

'I'm waiting to see what the FIA decides with its sportscar rules this September before I finalise the draft regulations,' said the Harrogate financial adviser on Monday. 'Naturally, it would be sensible to make our cars eligible to contest the Le Mans 24 Hours should competitors wish.'

'However, I have the bones of this championship together already, and a good number of drivers have expressed their interest in the proposals.'

The current outline is for a series based on the old Group 5 regs, with power/cubic capacity to weight splits, or power/weight 'equalised' by wheel rim width, possibly with a control tyre.

A 10 race championship is the aim, with minimum grids of 20 cars, and the entry split into three or four classes.

Ross, who drives one of the superb Blue Coral 935s in the Modified Porsche series, and has also raced a Ferrari F40, intends to host a meeting of interested parties at Silverstone in mid-September.

BRSCC tightens its ship to ride out storm at Brands

The BRSCC has laid-off long-serving competitions secretaries Sue Crome and Wendy Jennings at its Brands Hatch headquarters, in an effort to reduce overheads.

Their duties will henceforth be handled by Angela Dowsett — formerly with the now defunct Brands Hatch Racing Club — who will work from home.

'It is cheaper to have one person working from home than two in an office,' said BRSCC executive director John Nicol.

Wakefield on FVJ pole at Pembrey with SpeedSport

Michael Wakefield (18) joined the long list of frontrunners in Formula Vauxhall by qualifying on pole for Sunday's round at Pembrey — by 0.32 second.

The former Spanish karting champion — who joined the SpeedSport team from JRRDS last month — started badly, but battled his way back to challenge leader Guy Smith.

Suspension damage, following a collision at Hatcher's Hairpin, spelled the end of his charge.



Following the cancellation of Saturday's round at Oulton Park, FVL championship leader Piers Hunnisett carries his 23 point advantage over to Mallory Park

Rain stops play at Oulton Park

Saturday's BRSCC meeting at Oulton Park was cancelled when torrential rain made the circuit unsafe for racing.

Qualifying was suspended at 11.30, with three sessions still to run, but when conditions did not improve, the club had no option but to abandon it at 14.00 — during a lull in the rain!

'There is standing water at all the braking points,' explained clerk of the course Peter Harrop, 'and canals running across the track at Cascades, Shell,

Foulstons, Knickerbrook, Druids and Lodge. We had to do it.'

There was resigned disappointment among the competitors. 'I'm surprised they took the decision so soon,' said Scott Lakin, 'but when it's this wet it's silly to run it.'

Principal casualty was the Formula Vauxhall Lotus Championship round — the second in succession to be cancelled due to weather.

There is now concern among the competitors and organisers

about the length of the championship. The BRDC, which runs the series, has not made a decision yet, but is looking into replacing a round.

While keen to replace at least one of the races, competitors are worried about the expense of an additional round. 'I think the most anyone can expect is an extra double-header,' commented David Sears.

At Aintree, 25 miles away, the motorcycle racing was also stopped, but continued later.



Rymer enjoyed his first single-seater outing in a Formula First. Photos: Gary Hawkins

Grand Prix bike star Rymer tries FFirst at Brands

Britain's 500cc motorcycle racing hero Terry Rymer enjoyed runs in Brands Hatch Racing's Ford Fiesta XR2i and Formula First single-seaters last Friday, with personal tuition from Gary Ayles.

Terry, who finished a superb sixth on his World Championship debut with the Harris-Yamaha in the British Grand Prix at Donington a fortnight ago, is eager to race cars when he retires from bikes.

Rymer shared a Ford Sierra Cosworth with ex-biker Steve Parrish in a Group N saloon race at Donington two years ago.



Terry — looking to a four-wheeled future



Mark — back in Benfield's Sapphire

Dann returns with backing from H&G Computer Services

Mark Dann will be back at the wheel of Benfield Motorsport's Ford Sapphire Cosworth at Brands Hatch on August 30, thanks to backing from H&G Computer Services of St Albans.

The Mountune engine builder, who won the opening round of the series, was forced to withdraw through lack of finance after three events.

Despite his long layoff, Dann still lies fifth in the Grand Sports class points table.

BRIEFLY

● **Jan Magnussen** was called into the pits erroneously during Sunday's Rapid Fit Open FF1600 Championship race at Pembrey. The Dane was shown the black and orange flag as it was thought his Foundation Racing Van Diemen RF92 had broken its rear suspension. The mistake was realised before he entered the pits, however, and Jan was waved through, losing only three seconds and one place! His team elected not to protest, as Neil Cunningham was likely to have overtaken him anyway!

● **A stormtrooper's helmet** was the unconventional headgear chosen by the BARC's Dennis Carter at Pembrey over the weekend. This was thought sufficient to protect him from any flak, bearing as it did a RAC MSA validation sticker...

● **Jos Verstappen** won Sunday's round of the Benelux Formula Opel Lotus Championship at Zolder by 10 seconds, from fellow Dutchman Frank Eglen. Van Amersfoort Racing's young star qualified on pole position, 1.3 seconds clear of his rivals. Briton Michael Brain qualified 14th and finished ninth in his ME Motorsport car.

● **Formula Vauxhall Lotus** driver Guy Farrant has left Swallow Racing and will complete the season with Team JLR.

● **Comber neighbours** Owen McAuley (18) and Jonathan Kane (19) are level pegging as they go into Saturday's round of the Northern Ireland FF1600 Championship at Kirkistown, in Van Diemen RF92 and RF91 respectively. Strabane poultry farmer Bryan McMonagle lies third, a point behind the youngsters in his RF92, and five clear of Reynard driver George McAlpin. A win is worth 20 points... Kane also leads the Mondello-based Ford of Ireland series, in which he is five points clear of McMonagle.

● **Briton** Christian Horner has withdrawn from this weekend's Formula Renault race at Zandvoort. Manor Motorsport's charge has decided to concentrate on further testing for the last four rounds of the domestic series.

● **Evan Dewar** has stood down from David Leslie Racing's Formula Vauxhall Junior team, as his funds have run dry. The young Scot's absence from Pembrey on Sunday enabled erstwhile team mate Daniel Liddle to take over his chassis, after he damaged his own during testing.

● **Caterham 7** racer Mark Garner, who was seriously injured at Cadwell Park last month, continues to make steady progress on what will be a long road to recovery. Mark is now conscious, and was transferred from Hull Royal Infirmary to Wimbledon's Parkside Hospital last week. On behalf of our readers, AUTOSPORT wishes Mark all speed in his recuperation.

● **Callisto Racing's** Maestro van was stolen from Brands Hatch during Sunday's meeting. The vehicle, which was loaded with Formula Forward spares, was discovered by children in a nearby wood, but went missing again before the police could recover it! The team is offering a reward for the recovery of the components, which included wheels, tyres and bodywork. Call 0798 872428.



The Toyota Starlets – and class B – have been axed from the 1993 Thundersaloon Championship in the quest to give it a brighter, more contemporary image

Thundersaloons update for '93

Brands Hatch Leisure plc and the BRSCC are to modernise the image of their spectacular £100,000 Thundersaloon Championship next season, and have allocated an additional £25,000 for its promotion.

In line with the proposals which were made at the relaunch of the category last year, any base car with a marque or model which has been out of production for more than three years will be ineligible to compete in '93.

Similarly, models which have not been sold – or been available – through their manufacturer's UK dealer network will be outlawed.

These rules, which were not universally popular at the launch, affect the numerous competitors with Toyota Starlets and the multiple race winning Mazda hybrid, which is built on a 'mark 1' RX-7 bodyshell.

Competitors building new cars for the 10-round, 20-race, series are advised to consult the 1992

FIA Yearbook to confirm that the intended base car is homologated in Group N or A.

Next year's championship – which is expected to retain the backing of *Auto Express* – will feature a single class for cars with minimum engine capacities of 2001cc. Forced induction units will again be permitted, with a x2 factor applied.

Co-ordinator Bob Skene has confirmed that Thundersaloon regulations will remain stable for the next three years.

Teething troubles hamper Cooper's debut at Combe

Problems riddled the debut of the Cooper FF92 FF1600 chassis at Castle Combe on Saturday.

The mono-shock suspended car, which was finished in the morning, ran into problems with a leaking front damper and a sticking throttle in practice.

Having qualified last, Alan Cooper moved up the order before a misfire forced his retirement from the race.

A customer version of the car will be marketed next season.

'Gatmo': Van Diemen's works engine is dead

'Patch' is gone, and so now is 'Gatmo,' another of FF1600's legendary engines. It breathed its last at Snetterton a fortnight ago, where its old block gave out.

'Gatmo' had been used by Van Diemen's works/Duckhams drivers since Dave Coyne was number one in 1984. Although entered as a Scholar since Alan Wardropper's concern took over its preparation, the engine was born German, built by Gatmo...

Riley shows Swift's paces, but rain thwarts race debut

Champion of Oulton elect Graeme Riley hired a works Swift SC92F for Saturday's meeting, and was on pole by almost two seconds when the meeting was abandoned.

Riley, who enjoys a 90 point lead in the series, has lined up two more outings in the car. He will race it at Oulton on August 29, and returns to Albi (in the South of France) in September, in an effort to repeat last year's successful result there.

Brabham fourth on debut in Mobil Caterham at Combe

David Brabham finished fourth in Saturday's Caterham Vauxhall round at Castle Combe, a second behind race winner Guy Parry.

Having tested the Footwork F1 car at Silverstone on Thursday, Brabham found the adjustment of styles tricky on raceday.

'By the third lap I felt I could win, but the Toyota SWC drive was in the back of my mind, so I decided not to get involved in any skirmishes,' said Mobil's Australian star driver.



Brend is Castle Combe's 1-litre whizz-kid in the ex-Bowlby Suzuki-Kawasaki SC100

Brend clocks first 100mph 1-litre GT lap at Castle Combe

Mike Brend became the first driver to average more than 100mph for a lap of Castle Combe circuit in a one-litre GT car during Saturday's Merlin Motorsport Championship round.

The former ASWMC Hillclimb champion had progressively lowered the mark – which stood for a long time to Maguire Stiletto driver Phil Lomas – since he acquired the ex-Ben Bowlby Suzuki SC100 at the start of this season.

Brend's staggering effort netted him the Abrahams 'Driver of the Day' award.



Mike – left record at 100.01mph

Greville-Smith back in the Phantom fold at Mallory Park

Phantom designer Chris Greville-Smith returns to racing at Mallory on Sunday, aboard Tom Commander's AQ91 model in the Supersports Vauxhall race.

Greville-Smith has not raced this season, but has been tempted out of 'retirement' by Commander for the occasion.

John Chapman is due to debut his brand new Phantom P92 in the event. His previous P90 chassis is now being raced by Martin Mansell.

Modified saloon racers ignore red flags at Mallory

Six of the 21 Modified Saloon competitors were excluded from Mallory's round on August 2, for inattention to flag signals!

Dave Streather, Richard Wood, Peter Wright and Martin Baker were fined £100 apiece, and had their licences endorsed, for ignoring reds. Marc le Maitre and Phil Jose missed yellows.

We published the original result. Our correspondent had left the circuit when revised results were issued at 19.30.



Steve Palmer's Ford Escort-BDT has gone overseas, making way for a revised version of Richard Hutton's Cosworth turbo-powered car in the Panasonic Batteries stable

Palmer switches to new Escort

Steve Palmer has sold his Ford BDT-powered Escort 'Cosworth,' and will hopefully start this weekend's European Rallycross Championship round in Belgium with a new Escort.

Based on Richard Hutton's little used car, the new machine has been 'spaceframed,' and now features an aluminium floor and a centrally-mounted gearbox.

Quaife transmission is retained, although in a modified form, with a ratchet shift mechanism on a five-speed box. A 600bhp

Goodman-prepared Cosworth turbo engine will be used.

Weight distribution has been a major concern in re-engineering the car. It has been optimised by moving the gearbox three feet further back, and moving the radiator to the rear.

The switch was made possible when Palmer was approached to sell his car, and Hutton's became available. As Richard's was already fitted with the desired engine and Proflex suspension, it was the perfect choice.

Having reaped little from his five ERC appearances to date — and with his BRC title hopes under threat — Steve is confident that the change of machinery will bring a much-needed upturn in fortunes for the Panasonic Batteries-backed team.

'I had to do something after that last meeting at Lydden,' said the former British champion. 'I couldn't have gone any faster in that car. I'll eat my hat if this one doesn't work though,' he added last week.



Roy Lane — third crown within sight



David Grace — needs more maximums

Hillclimb battle hots up at Shelsley Walsh

Only Roy Lane and David Grace can now win the Proteus Petroleum RAC British Hillclimb Championship, in association with AUTOSPORT, as the circus heads for round 13 at Shelsley Walsh this weekend.

Grace's narrow victory at Craigtanlet on Saturday (report, p59), coupled with Lane's failure to score in Northern Ireland — following his third accident at the venue in as many visits — has trimmed Roy's advantage to 11 points as the series starts revisiting hills.

While David effectively has a round in hand (his next score will be his 10th, and he must start discarding points thereafter), victory at Shelsley could take the title protagonists on to Prescott on September

6 a point apart (if Lane finishes third or lower on Sunday), or split by two should Roy be second to the Pilbeam-DFR driver. They would then have five wins apiece.

Although Grace's team mate Richard Brown shattered the hill record to win at Shelsley in June — and David was a close second despite a missed gear — Lane is still very much in the driving seat, with 94 points in his pocket.

Two wins from the remaining four rounds will earn a long-awaited third crown for Pilbeam-DFL driver Roy (to add to his 1975 and '76 championships), regardless of where his rival finishes. Grace really has to win the lot to steal it, having shunted at Wiscombe in April...

Kennedy wins Irish Dunlop Hillclimb title with Crossle

Ulster's Jenny Kennedy has won the Republic of Ireland-based Dunlop Hillclimb Championship.

Jenny's ultra-reliable FF2000 Crossle 33F, powered by a Fred Crawford-built Pinto engine, has carried her to victory in six of the eight rounds run to date.

Kennedy has enjoyed major backing from the Kittle brothers' Anno lead roof flashings concern, as well as a ninth successive season of support from Windrums of Belfast.

Will Sisley's home advantage pay off at Buckmore Park?

Tom Sisley (11) is out to extend his lead in the ABKC British Cadet Kart Championship when it visits his father's Buckmore Park circuit, near Chatham, for the first time on Sunday.

Johnny Herbert's protege is pursued by Bobby Cannon and Niki Richardson in the title race.

Defending Junior (13-16) champion Nelson Rowe faces Anthony Davidson and Daniel Goode, while Jim Rainbird leads the 100UK series for over 16s.

BRIEFLY

● **Andy Storer** is to lead his works Scarab team into battle in the Anglo-German Formula Vee Challenge race at Zandvoort on Sunday. Mike Read, Martin Eyre and Janet Willment will join him in the dash from Snetterton to Harwich on Saturday. Mark Lawton and Chris Hart are also going.

● **HRH Prince Michael of Kent** spectated at Castle Combe on Saturday, with his son Freddie and a friend. The party was taken by the closeness of the Caterham races.

● **Singer/songwriter** Chris Rea suffered 'a stiff neck' when he crashed his Ferrari 308 at Castle Combe on Saturday. Having qualified on pole for the Pirelli Maranello race, Rea was lying second when he went straight on into the tyre wall at Tower.

● **Skoda-Rover pilot** Phil Lomas moved to the head of the Merlin Motorsport GT Championship with another win at Castle Combe on Saturday. Former 1-litre ace Phil is already guaranteed his fourth successive class win in the BRSCC SW series.

● **Paddock marshal** Geoff Edwards sustained foot injuries when he was caught against the Avon Bridge gate by Michael Millard's Ferrari after Saturday's Pirelli Maranello Challenge race at Castle Combe. Geoff, wishes to thank the circuit's medical team and the staff at Frenchay Hospital for their assistance after the accident. An enquiry absolved Millard from blame.

● **Motoring journalist** Art Markus broke an arm at Castle Combe on Thursday, when he crashed Steve Roberts' Merlin Exocet while testing for Saturday's GT race. Triple C's resident Kiwi, who went off at Tower, was detained in hospital for three days.

● **Citroen 2CV racer** Tim Grey will be out of action for the rest of the season, having broken his leg in a barbecue accident! Grey was second in the Firestone series prior to Sunday's round at Cadwell. Ironically, Tim's father Royce broke his leg last year, when he was in a strong position to win the title!

● **Sam Wicks** (see *Sports Report*, last week) badly damaged her VW Golf GTI in practice for Sunday's Slick 50 race at Brands Hatch. The car was last seen leaving the circuit behind an AA Relay vehicle!

● **Firestone Citroen 2CV** championship leader Paul Saunders finished sixth at Cadwell on Sunday, with a hurriedly built spare engine. Paul's regular race unit seized as he loaded his car onto its trailer. The replacement was fitted at 0300 on raceday.

● **The HSA** has opened its Curborough Sprint on August 29 to all comers. The event includes a round of its Ryland Championship for Disabled Drivers, in which leaders Steve Weatherley, Shaun Newcomb and Vincent Ross are split by five points. Regs from Joy Rainey on 0386 47471.

● **Liverpool Ford dealer** Blakes is backing Aintree's round of the Warecrete RAC British Sprint Championship on Saturday, August 22. Entries for what promises to be a fine event are available from Jeff Vaudrey on 051-526 7924.

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SUPERMAN KENT

Heading the line-up at Brands Hatch on
 Sunday was the spectacular Mobil 1
 TVR Tuscan Challenge that, as it pro-
 gresses through its season, is getting
 bigger grids and closer racing.

This week's race was no exception.
 John Kent qualified for pole with the
 dominating Colin Blower and Mark
 Hales 2nd and 3rd on the grid.

An excellent start from Kent saw him
 retain his pole slot but Hales was right
 up on the inside hard against the Armco
 trying to get through with Blower close
 behind.

But the action was short-lived be-
 cause on lap 3 Simon Arron in the Mobil
 1 guest car had a confrontation with
 Martin Cross that left him out of the race and on the edge of the circuit, so the race was stopped while the car was removed.

The second start was even closer than the first with Hales trying his trick of hard up the inside again, but Kent held his lead – however it was Simon Wayne with an excellent start that took him from 4th to 2nd who was the scene of all the action. Blower then took his 2nd place back with a close dice with Wayne at Druids. Further down the field Wheeler and Broom were having their own battle for 8th place.

As Kent increased his lead Nash, Greenhalgh and Purvis entered Paddock together, Purvis spinning but rejoining, and Sands took Nash for 5th. With 9 laps left Blower attempted to take 1st from Kent at Paddock but to no avail. But on the next lap Wayne, desperate to take back his 2nd place from Blower and, after closing up on the pit straight, moved to the outside of him at Paddock and was just edging ahead when Blower's car momentarily let go. That was sufficient to nudge Wayne off the circuit into the tyres and out of the race. Blower also lost out with demotion to 5th. Bob Sands, after a strong race, inherited 2nd with Nash and Greenhalgh 3rd and 4th, when Hales and Cole retired.

Kent had now built up a substantial lead and was threading his way through the back markers. But in the closing laps Kent's engine blew a hole in the side of the block, he spun on his own oil and that also spontaneously combusted emitting a very brief but large sheet of flame. The race was declared over and Kent, despite this mishap, won admirably.



Mobil 1

TVR
Tuscan
CHALLENGE

RESULTS

- 1 John Kent
- 2 Bob Sands
- 3 Graham Nash
- 4 Clive Greenhalgh
- 5 Colin Blower
- 6 Andy Purvis
- 7 Peter Wheeler
- 8 Tony Broom
- 9 Nick Cresswell
- 10 Paul Chudecki



The move to a more compact BTRDA Championship has seen the end of the road for several familiar events, but the Lakeland Stages has survived the reshuffle

BTRDA broom sweeps clean

The 1993 BTRDA Gold Star Championship will have a radical new look.

Following the recent confirmation that the Gold Star and Clubmans series would combine into one, restricted status, calendar next year (*Sports Report*, July 9), the association has issued a calendar which includes predominantly 'clubman' events.

Absent from the list are perennial favourites such as the Wydean, York (cancelled this

year), Centurion and Border rallies while six of the eight rounds are retained from the present clubmans series.

The Plains and Cambrian rallies stay from the current Gold Star series but will lose their national status in order to comply.

The Gold Star series will be open only to 'Formula 2' cars while the new Open Championship allows all other vehicles and will decide its champion by class scores instead

of overall placings.

Championship regulations will be confirmed by the BTRDA early in September.

1993 BTRDA CHAMPIONSHIP

February 13.....	Breckland Stages
March 13.....	Lakeland Stages
April 4.....	Woodpecker Stages
May 8.....	Plains Rally
June 5.....	Dukeries Rally
July 24.....	Quinton Stages
September 18.....	Cambrian Rally
October 23.....	Crystal Forest Rally

McRae and Bell battle for barrel of beer on Border

Alister McRae and Brian Bell head a much reduced entry for this Saturday's Border Rally as the Esso Scottish and BTRDA Championships meet for their final 'head to head' and the traditional prize of a barrel of beer to be consumed at the finish.

From one of the most popular events in the series, the Border has slumped to just 66 starters despite the presence of the two leading clubman championships.

Bell leads the BTRDA challengers while Raymond Munro is the Esso series leader. His lead is still under threat from McRae, but unless Alister wins this time out the title could be on its way to Culloden.

As the BTRDA has dumped the event from its new-look series for 1993 (see separate story), this will be the final time that the Scotland/England battle will take place, a sad end to one of the great social events...

The event starts from Galashiels Netherdale car park at 0900 and ends at Hawick's Teviotdale Leisure Centre at around 1530. In between, spectators are welcome at Cardrona, Craik and Castle O'Er.



Phil Brown took a nine second victory in Wales and closed the gap to Brendan Crealey

Brown closes down Crealey's lead

Phil Brown's third victory on the Peugeot Challenge has trimmed 12 points from Brendan Crealey's seemingly invincible lead with three events left.

Brown won Saturday's Kayel Graphics Rally round of the series despite a last stage puncture which he thought would surely let Crealey through.

However Crealey was baulked by slower cars on the same stage and could only get to nine seconds — and one place — behind.

Ricky Evans finished third on the day, and third in the series, after a slow start. Along with

many others he was hampered by thick fog which damaged his confidence.

A puncture on the long fourth stage (20 miles) cost Mark Lawn 90 seconds and he had to settle for fourth.

The showroom category was again dominated by Guy Anderson's 1900cc 205 GTI. He finished almost two minutes ahead of his nearest rival while Jon Stratford regained the lead in the newcomers category from Paul Richardson. Richardson broke a clutch cable and ended the day with five minutes road penalty. Next month the series goes international in Flanders.

Shell scholars land Escort Cosworth drives for 1993

Alister McRae and Jonny Milner will be driving Group N Escort Cosworths next season.

McRae, entering his second season as Shell Scholarship winner and Milner, confirmed last week as the 1993 scholar, will benefit from Ford's agreement to supply Group N examples of its exciting new racer to the innovative scheme.

This year McRae has been driving a Sierra Cosworth 4x4 on the British Championship, but Shell intends to extend his programme into European and world events for 1993.

Milner beat four other drivers (Robbie Head, David Higgins, Martin Rowe and Iain Scott) for the coveted drive last Thursday after Richard Burns withdrew because of other plans for 1993 (see story in *Special Stage*).

The Driffield driver has been at the wheel of Peugeots for most of his competition career which leapt from rallycross to rallying with equal success. He is currently on course to clinch the inaugural Lombard Junior Championship on the Mobil 1/Top Gear series.

● Shell Scholarship final, p54.

BRIEFLY

● Richard Burns need only finish in the top four of the Rally Car Stages on September 26 to clinch the Mintex Series.

● Mick Smith ended Les Andrew's runaway Skoda success story by beating his rival on the Kayel Graphics Rally. Andrew still leads the Skoda Trophy by 10 points with two events to run.

● Kevin Williams still hopes to win the 1300cc class on the Mintex series but needs rival David Pemberton not to start the final round!

● Richard Stoodley has acquired a new Peugeot 309GTI and should debut the Dove Service Station/Mobil 1 car in Flanders.

● Andrew Nesbitt won the Tipperary Stonethrowers Rally at the weekend and is closing the Irish National Championship gap to Peadar Hurson who could only finish second to the Metro man on Sunday.

● The Thames Ditton Foot Rally was won by Jan Dymond and Sue Mill but, more importantly, collected £9000 for the Tadworth Court Children's Hospital. The total raised by the event over the years is now around £40,000. This year's event involved 11 pubs, 30 crews each tackling two packets of stale crisps, one jam doughnut, one pickled egg, two dry cream crackers, four prunes, a Boney biscuit, two pints of ale, two pints of lager, one pint of cider, two shots of schnapps and a Galliano coffee with cream. Black coffee followed...



Senna beat Mansell in Hungary last year. Can he delay Mansell's title chances this year?

WEEKEND SPORT

Sun Aug 16: HUNGARORING (H), FIA Formula 1 World Championship, round 11, Vauxhall Lotus Euroseries.

● See pages 20-21 for full preview.

Sun Aug 16: FUJI (J), All-Japan Formula 3000 Championship, round seven.

● Volker Weidler is the only driver to win more than once so far this season, and has

opened out a small championship lead.

Sun Aug 16: DIEPHOLZ (D), German Touring Car Championship, rounds 17 and 18, German Formula 3.

● BMW has dominated the last four rounds, but Mercedes drivers Klaus Ludwig and Roland Asch still lead the championship.

Sun Aug 16: MICHIGAN (USA), NASCAR Winston Cup, round 19.

● The series returns to ovals as Davey Allison and Bill Elliott fight for the championship lead.

Sun Aug 16: TROIS RIVIERES (CDN), Toyota Atlantic Championship, round nine, TransAm.

● Chris Smith holds a narrow lead in the championship from Russell Spence.

Sat Aug 15: KIRKISTOWN, Club racing, including Team Challenge, FF1600, Formula

VW and Rallycross. Practice: 1000, Racing: 1330. Admission: £3, Children: Free. Nr Newtownards, Co Down. Tel: 0247 771325.

Sat Aug 15: SNETTERTON, Club racing, including Formula Vee, Supersports, BMWs, Roadgoing Sportscars, 750 Formula, Kit Cars, Formula 1300 and Roadsports. Practice: 0900, Racing: 1345. Admission: £6, Children: Free. Nr Thetford, Norfolk. Tel: 095387 303.

Sun Aug 16: INGLISTON, Club racing, including Historic Touring Cars, Classic Saloons, Post-Historic Saloons, FF1600, Saloons, GTs, Modified Saloons, 2CVs and Historic. Practice: 0900, Racing: 1345. Admission: £5, Children: Free. Nr Edinburgh. Tel: 0383 723337.

Sun Aug 16: MALLORY PARK, Club racing, including Classic Formula 3, '74-'80 FF1600, Renault 5 Turbos, 2CVs, Sports Saloons, Pre-'83 FF2000, Vauxhall Supersports, Formula 500. Practice: 0945, Racing: 1400. Admission: £6, Children: Free. Nr Hinckley, Leics. Tel: 0455 842931.

Sun Aug 16: SILVERSTONE, Club racing, including Beetles, Fast Fords, Escorts and Trucks. Practice: 1100, Racing: 1240. Admission: £6.50. Children: Free. Nr Towcester, Northants. Tel: 0327 857271.

Sat/Sun Aug 15/16: SHELSLEY WALSH, RAC British Hillclimb Championship, round 13. Practice: 1000 (Sat), Racing: 1030 (Sun). Admission: £6, Children: Free. Nr Worcester, Worcs. Tel: 08867 411.

Sat/Sun Aug 15/16: INGELMUNSTER (B), FIA European Rallycross Championship, round eight.

Sat Aug 15: BORDER RALLY, Esso Scottish Rally Championship, round seven.

● See *Special Stage* for preview.

ONE TO WATCH: VINCENT RADERMECKER



Radermecker—another fast Belgian

For 1992 Open FF1600 contender Vincent Radermecker, comparisons with the 1991 Champion, Marc Goossens, are inevitable.

There are similarities, of course. Radermecker, like Goossens, is Belgian, a works Van Diemen driver and very fast. Unlike Goossens, however, Radermecker is not driving the season's best chassis. For once, that honour goes to Swift. So it is to the 25-year-old from Liege's credit that he still remains in contention for the title as the season draws towards its climax.

A late starter, Vincent took up karting at the age of 18. In 1988, he won his provincial championship and placed third in the Belgian series. He was second in the Belgian series in 1989, and that led to a prize drive in the 1990 Benelux

FF1600 championship. His Swift proved too old for outright victory, but he netted third in the Belgian championship.

For '91, Vincent entered the Benelux Championship again and took out a bank loan to pay for the first four rounds. However, his speed soon attracted Marlboro support and Vincent enjoyed a highly successful, costs-covered season. Seven victories gave him the Benelux, Belgian and Dutch titles.

The Marlboro bonus cash became a full budget for a crack at the Open Championship in 1992 with the works Van Diemen squad.

'It was a strange season at first,' says Vincent. 'After three races, I was leading the championship. I had a win, a second and a third, and then everybody caught up with me!'

As the season has worn on, the speed of the Swift SC92F has made the points harder to come by. And Vincent's cause was not aided by the abandonment of round four at Thruxton with the unlucky Radermecker leading. However, a third at Knockhill kept him in the reckoning as the half-way point approached.

After a disappointing run recently, though, with two accidents and a third place in three races, Vincent has put himself firmly back in the reckoning with a win at Snetterton and a close second to Spence at Pembrey last weekend. Indeed, he is already thinking about 1993.

'If I do well,' he says, 'I think maybe F3 is possible. Otherwise, I think maybe the Vauxhall Lotus Euroseries.'

TV SPORT

BBC1

Sat Aug 15: 1230, *Grandstand*, including British Touring Cars from Pembrey.

BBC2

Sun Aug 16: 1230, *Sunday Grandstand*, including Hungarian Grand Prix — live, and British Formula 3, rounds 11 and 12; 2110, *Grand Prix*.

ITV REGIONS

Sat Aug 15: From 1310, *Chequered Flag*, times vary.

SCREENSPORT

Thu Aug 13: 1200, World Rally Championship, Argentina; 1300, Indycars, Michigan; 1830, British F2, Snetterton.

Fri Aug 14: 1300, British F2; 1630, *Go*.

Sat Aug 15: 0230, Argentina Rally; 0600, *Go*; 1000, British F2; 1700, *Powersports*.

Sun Aug 16: 0300, British F2; 0600, *Powersports*; 1700, *Revs*.

Mon Aug 17: 0930, *Powersports*; 1300, *Go*; 1900, Indycars, Cleveland.

Tue Aug 18: Indycars, Cleveland; 1300, *Powersports*; 1930, German Touring Car Championship, Diepholz.

Wed Aug 19: 0930, *Go*; 1430, GTCC, Diepholz; 1930, Rover GTis, Knockhill; 2000, *Revs*; 2200, German F3.

SKY SPORTS

Thu Aug 13: 1805, *Red Line*.

Fri Aug 14: 0700, *Torque*; 1900, NASCAR, Watkins Glen; 2300, *Red Line*; 2400, NASCAR.

Sat Aug 15: 0700, *Red Line*.

Sun Aug 16: 0700, NASCAR; 1000, *Motor World*; 2100, NASCAR, Michigan.

Mon Aug 17: 0700, NASCAR; 1100, *Motor World*.

Tue Aug 18: 0800, *Motor World*; 1400, NASCAR; 1600, *Torque*; 1805, *American Sports Cavalcade*.

Wed Aug 19: 0700, *American Sports Cavalcade*; 1400, *Red Line*; 1600, *Motor World*; 1700, *Torque*.

EUROSPORT

Thu Aug 13: 0830, German Rallying.

Fri Aug 14: 1200, Grand Prix, practice — live; 1800, GP practice; 2230, GP practice.

Sat Aug 15: 0800, *International Motorsport*; 1200, GP practice — live; 1800, GP practice; 2300, GP practice.

Sun Aug 16: 0800, GP warm-up — live; 0830, GP practice; 1230, GP — live; 2100, GP.

Mon Aug 17: 1600, GP, highlights.

Wed Aug 19: 2230, GP, highlights.

ANNIVERSARIES

Aug 13: Jean-Claude Andruet (born 1940), WO Bentley (died 1971).

Aug 14: Bob Anderson (d 1967), Jackie Oliver (b 1942), Tom Walkinshaw (b 1946), Rusty Wallace (b 1956).

Aug 15: Manfred von Brauchitsch (b 1905), Colin Bond (b 1941), George Ryton (b 1948), 'Stingbrace' (b 1942).

Aug 16: Russell Brookes (b 1945), William Hewland (b 1965), Bernard Jourdain (b 1950), Yvan Muller (b 1968).

Aug 17: Peter Brock (b 1945), Marcello Cipriani (b 1952), Ken Miles (d 1966), Nelson Piquet (b 1952).

Aug 18: Didier Auriol (b 1958), Duncan Bain (b 1948), Tim Davies (b 1953), Al Miller (d 1967), John Rhodes (b 1927).

Aug 19: Martin Birrane (b 1935), Johnny Boyd (b 1926), Alain Corbier (b 1971), Mark Donohue (d 1975), Oscar Larrauri (b 1954), James Shead (b 1965).

NEXT WEEK

FORMULA 1

● Full report from the Hungarian Grand Prix, plus all the latest F1 news.

INTERNATIONAL RACING

● Japanese Formula 3000 from Fuji, plus the Vauxhall Lotus Euroseries in Hungary and an insight into Bobby Rahal's Indycar team.

NATIONAL RACING

● Hillclimbing from Shelsley Walsh and all the weekend's club racing and news.

RALLYING

● The Border Rally, plus all the rallying news from Britain and around the world.*

*Contents correct at press time

PEDRO LAMY

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