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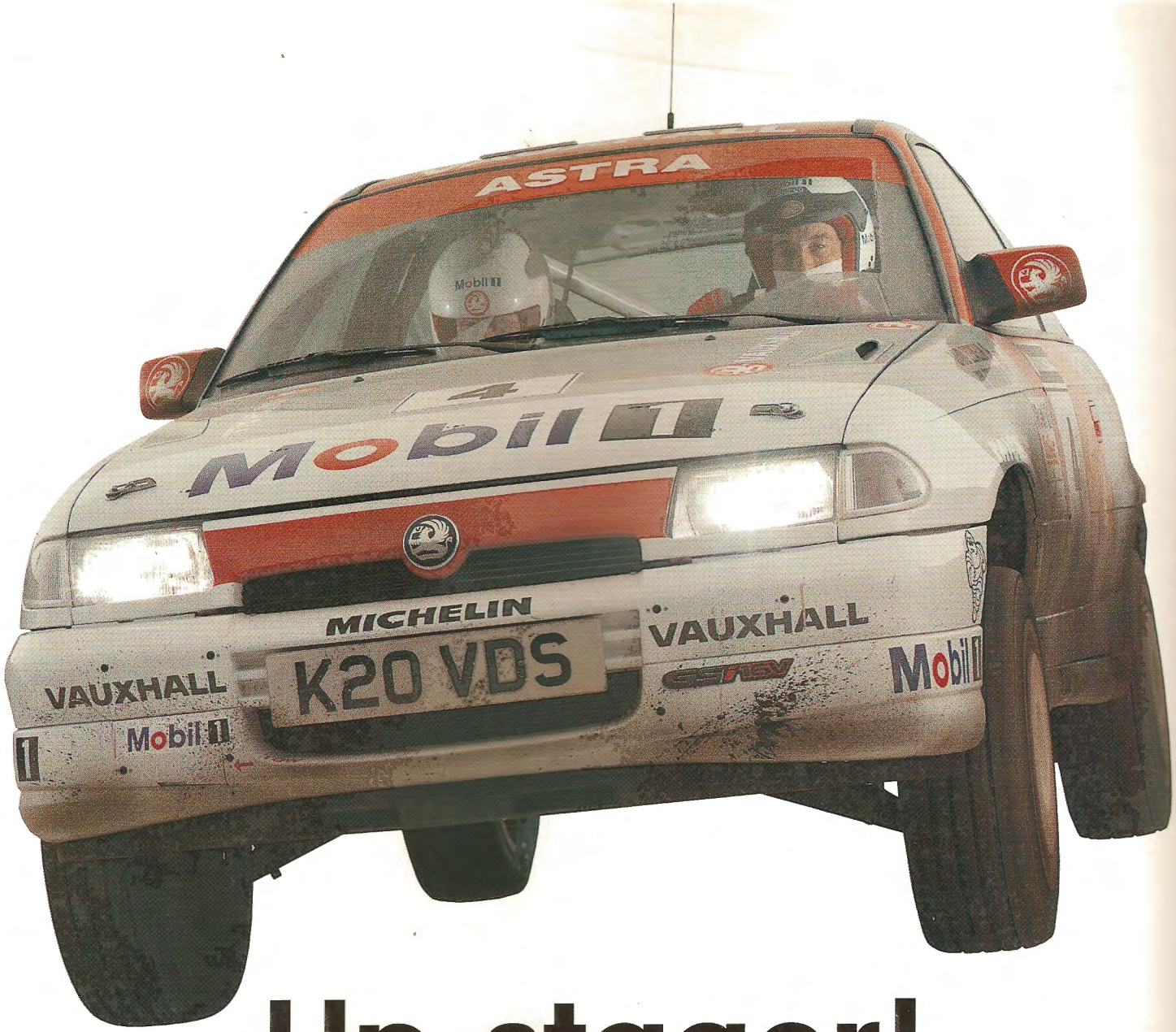


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COVER Mansell tests the Williams, Touring Car World Cup; photos: Jeff Bloxham. Contents – Mansell and Hill: Martyn Elford



Mansell stirs up title fever

AS DAMON HILL AND MICHAEL SCHUMACHER GO HEAD-TO-HEAD FOR THE WORLD CHAMPIONSHIP, THE RIVALRY INTENSIFYING AROUND NEXT YEAR'S WILLIAMS LINE-UP MAY YET DISRUPT HILL'S CHALLENGE. BY ADAM COOPER

Nigel Mansell last weekend gave the clearest indication yet that he wants to drive for the Williams team in Formula 1 next year. But his comments have added fuel to suggestions that Damon Hill's world title bid could be adversely affected by the intense media speculation surrounding Mansell's future.

The former World Champion said on Sunday he would only be prepared to join Williams if he felt he had the full support of the team. Speaking at the final Indycar race of the season, at Laguna Seca in California, Mansell told AUTOSPORT: 'I'm really looking forward to these last three races, and checking out exactly where F1 cars have gone since I drove in Magny-Cours (in July). When they are over, if everything comes together for me to drive a Williams-Renault in the 1995 championship, with team support, atmosphere, motivation and so on all good – well, that will be great. But, if not, there are interesting alternatives.'

Mansell would not elaborate on what these 'alternatives' might be, but indicated that rumours about touring cars are wide of the mark.

In recent weeks, speculation about Mansell's future has indicated that he will be 'on trial' in the final three Grands Prix, and clearly he wishes to stress that this will be a two-way process.

There have been suggestions that Williams team members, such as technical director Patrick Head, do not see Mansell as an essential part of the team's plans. And it is well known that the 1992 World Champion does not thrive in an environment where he does not feel welcome.



World Championship rivals Damon Hill and Michael Schumacher were both in action last week at the Mechanics Trust 'Drive Day', which raised over £100,000 for the charity

Asked if he would help Hill in his quest for the title should the need arise, Mansell said: 'Some papers in the last few weeks have been saying Nigel's got to pull over and basically help Damon win the championship; saying that if I'm in a position to do that I must be real quick, to go straight back and blow everybody off. Then the next week they're saying I should retire because I'm too old!

'What I'd say is it's all hypothetical. We've got to see how the cards fall, how competitive we are, how quick Schumacher is. I shall be instructed – I have a contract, they pay me to do a job. The championship's not for me. So we'll all have to be patient and see what happens.'

Earlier in the weekend, Mansell criticised the International Management Group – which looks after Williams driver David Coulthard – for encouraging the claims that he is too old for F1.

He said: 'I've only won 30 Grands Prix. I know I'm only the third most winning driver in the world, and you're aware of the other two. I've won world championships back-to-back. How many races has he (Coulthard) won?

'I have to say this. We're in shark infested waters here, aren't we? From one day, one hour, one week after another there are all sorts of things and rumours going on.

'There's a small minority which is having a field day at the moment, earning money by creating headlines and confusion. There are some power brokers behind a lot of this. IMG for one, creating confusion because they're the managers of David Coulthard. They're putting out stories, they're being unprofessional.'

Mansell was cautious but optimistic when asked about his performance in the European Grand Prix at Jerez this Sunday.

'My motivation is to go and compete at the highest level. It always has been, whatever formula I've been driving. And my motivation initially is to try and win, if that's possible for me.'

Hill, meanwhile, remains focused on the job in hand.

'I've dealt with the most difficult part of the season in catching him (Schumacher) up,' he said last week. 'The remaining three races will be easier to cope with because it will be a case of just racing against Michael. I'll know what the situation is, and I won't have to hope for anything. It's just down to how I drive in the last three races.'

● **Nigel Mansell interview, page 28**

● **For the latest news phone our Grand Prix line on 0839 123 123. Calls cost 39p/min cheap rate, 49p/min other times**

WILLIAMS ON MANSELL

Asked about Nigel Mansell's future, Frank Williams said on Tuesday: 'Nigel's driving for a seat next year. If he's staggeringly quick he'll make a good case. He's agreed to help Damon's title chances, but at the same time he has to prove he is still fast.

'If (Schumacher) is in the lead, and Damon's struggling in fifth place, the best thing Nigel could do is to try to beat Schumacher. If he blows Schumacher away and is blindingly fast, then we'll have to sign him.'

Williams says he is 'in a state of curiosity' about Mansell's ability, but that he 'won't make any rash decisions.'

McLaren moves closer to Mercedes

McLaren and Mercedes could link up in Formula 1 as soon as next season, a year before the anticipated deal is expected, sources suggested this week.

Mercedes is said to be unimpressed by the results of its association with Sauber – it has yet to achieve a podium finish – and is ready to plunge into the Formula 1 big time with a top team and big money. Williams and Benetton are signed to long-term Renault contracts, while Ferrari has its own motive power.

Officially, Mercedes is saying nothing but, on Monday, Peter Sauber still had no indication as to whether his team's Mercedes deal would be renewed.

The Mercedes engines are built and prepared by Ilmor Engineering, and at Laguna Seca last weekend Ilmor's Mario Illien stressed that the company could only supply one team next year.

When rumours of a McLaren/Mercedes liaison first surfaced, the popular theory was that a partnership in 1996 would dovetail nicely with Michael Schumacher's newly-negotiated freedom from his Benetton contract at the end of next year.

Schumacher, who was much in evidence at the Mercedes hospitality unit at last weekend's German touring car finale, has said that, just as Italians dream of driving for Ferrari, so he would like to race for Mercedes at some stage.

He added last week: 'If I could become world champion in 1996 with a Mercedes engine, I see no reason why we shouldn't get together. Mercedes is a firm I have a lot to thank for. The good thing is I am free to decide for '96.'

Schumacher could be a double world champion by this time next year and would want to see evidence that he could maintain his level of competitiveness with a McLaren package.



Mercedes link with McLaren? Photo: Elford

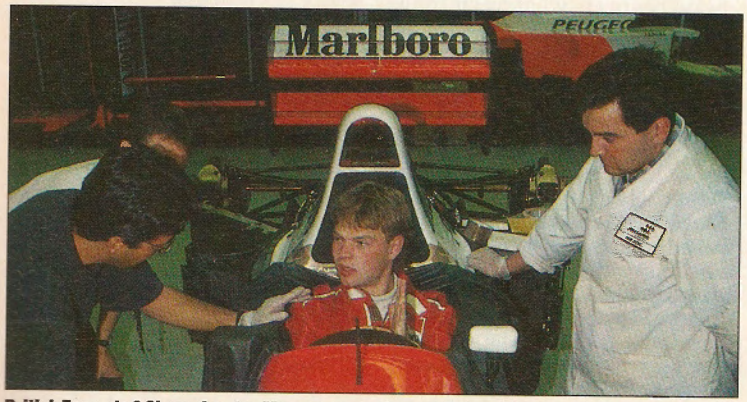
McLaren has won seven of the last 11 drivers' championships, six of them with just two drivers, Alain Prost and Ayrton Senna, but has not claimed a driver's crown for the past three seasons. Schumacher is the new star and McLaren boss Ron Dennis will be as keen as Frank Williams and Ferrari's Jean Todt to prise him away from Benetton.

In Mika Hakkinen, Dennis already has one of F1's recognised front runners, while the organisational ability of McLaren has become self-evident over the years. The weak link this year has been Peugeot's V10 engines.

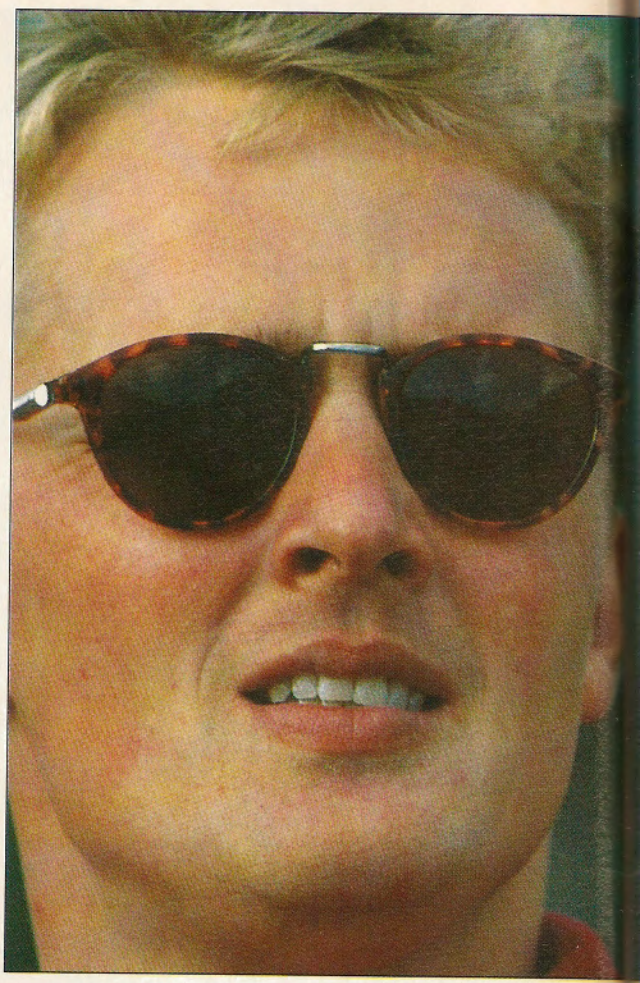
McLaren signed a multi-year Peugeot contract last October, and would need to extricate itself from that in order to work with Mercedes. Previously it was thought that prohibitive financial penalties would be involved in such a move, but there is now a suggestion that if McLaren was to be 'taken over', its Peugeot contract could be voided.

Should McLaren break with Peugeot but not start a link with Mercedes until 1996, Ford may well see the championship-winning potential in a one-year association with McLaren and Hakkinen next season.

The fact that the engine market was not moving earlier this week, even at this late stage, would seem to indicate that McLaren is still discussing its options.



British Formula 3 Champion Jan Magnussen had a seat fitting at McLaren last week. Magnussen will test a McLaren-Peugeot for the first time at Estoril at the end of the month, before visiting the Australian GP with the team, for which he is to test in '95. Photo: Campbell


Johnny Herbert looks to the future – but does it lie with Lotus, Benetton or McLaren? Photo: Sutton Photographic

Peugeot fights for its F1 future

Peugeot faces some tough decisions about its future in Grand Prix racing, if McLaren *does* end up with Mercedes engines next year.

Peugeot Sport boss Jean-Pierre Jabouille is in an unenviable position, under pressure from both McLaren and his own board. A quiet withdrawal by Peugeot would mean considerable loss of face – as would, on the surface, a downgrading of its involvement to a team outside the 'big four'.

A works engine deal with Peugeot would, however, be a major coup for any F1 team outside the top four, not least financially. Eddie Jordan was spotted at McLaren's Woking premises recently, and it is unlikely he made the trip purely to discuss Rubens Barrichello.

Ligier could come strongly into the reckoning, but the presence of Renault engines in the 'sister' Benetton team could throw up political obstacles.

Larrousse negotiated heavily with Peugeot before the McLaren deal last year and is rumoured to have an agreement in place for 1996. Sauber is also a possibility – although boss Peter Sauber was talking to Ford and has also had discussions with Honda.

Noda lands Larrousse seat

Japanese Formula 3000 driver Hideki Noda will drive the last three Grands Prix of the season for the Larrousse team.

The 25-year-old tested for Larrousse at Paul Ricard in France last week, alongside fellow F3000 drier, Frenchman Emmanuel Clerico. Noda will make his Formula 1 debut at this weekend's European Grand Prix at Jerez, in place of Yannick Dalmas.


Noda: Jerez debut

Larrousse co-director Robin Herd said: 'Both of them did a very good job, with times in the 1m07s bracket within very few laps.'

Clerico was marginally quicker, but he has shelved plans to race in F1 this year, preferring to concentrate on F3000 testing with his Apomatox team, with whom he'll stay for a second season in '95.

Noda raced this season with the Forti Corse team, which intends to graduate to F1 next season. His best result was a third place at Enna-Pergusa in Sicily in July.

Schumacher ignores flag – again

The Schumacher family seems to have a blind spot when it comes to black flags.

Just three months after Michael was disqualified from the British Grand Prix for ignoring one, brother Ralf committed the same offence in a German Formula 3 race last weekend.

The 19-year-old – who drives for Michael's old F3 team, WTS, which is run by Michael's manager Willy Weber – was penalised for missing a chicane on the first lap at Hockenheim. The clerk of the course issued a stop-go penalty board two laps later, to which Schumacher failed to respond.

The penalty was withdrawn during the race after WTS questioned the clerk's decision on the grounds that Schumacher had gained no advantage. But although the team was told of the reversal during the race, members continued to show Schumacher an 'in' board and wave at their driver, even on the last lap.

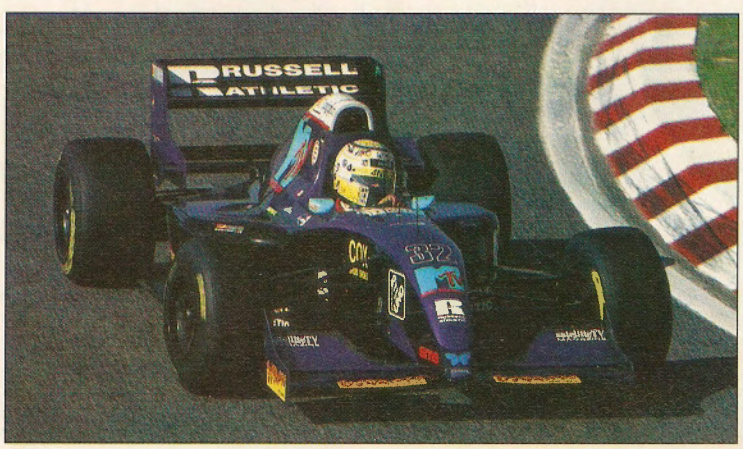
Schumacher said: 'I didn't see the penalty.' He added that he had also not seen his team's signals. He was disqualified late in the evening for 'not respecting the stop-go' following a meeting of the teams.

Schiattarella given licence to race

Domenico 'Mimmo' Schiattarella will make his Grand Prix debut for Simtek this weekend.

There was some doubt about the situation late last week, but the 26-year-old Italian has secured his necessary superlicence and will join David Brabham at the European GP at Jerez, and may also race the car in the Australian Grand Prix. Regular driver Jean-Marc Gounon is expected to race in Japan (see *Formula 1 in brief*).

Schiattarella has done two Indycar races this year.



'Mimmo' Schiattarella, pictured testing in Estoril, will race this weekend. Photo: Elford

Herbert, Lotus talks reach critical point

High-pressure talks regarding both Lotus and Johnny Herbert were taking place as we closed for press on Tuesday.

The London office of chartered accountants Robson Rhodes, the Lotus administrator, was the scene of the negotiations, and the company's Neil Cooper told us: 'The discussions are still going on, literally in the office upstairs as I speak to you. There have been different expressions of interest, both for the whole and parts of the Lotus package.

'Timing is becoming more critical and something needs to happen in days, or perhaps weeks, but certainly not months. It is up in the air, but not in a negative way.'

There seems a strong likelihood, therefore, that if Lotus is going to be saved, it could be under new ownership before the season-closing Japanese and Australian Grands Prix at the beginning of November.

Herbert, meanwhile, remains a hot property among leading Grand Prix teams. Cooper conceded that while there were no written offers on the table for Herbert, who is one of Lotus's most valuable assets, there have been enquiries.

McLaren boss Ron Dennis has admitted offering to remove one of the Lotus creditors if Herbert was released to McLaren, and Frank Williams has also had talks with the 30-year-old Briton.

Benetton is currently two points adrift of Williams in the constructors' championship chase. And, with Nigel Mansell back on the Williams driving strength alongside Damon Hill for the rest of the season, there is even a suggestion that Benetton boss Flavio Briatore might move to field Herbert alongside Michael Schumacher in his attempts to tie up the constructors' as well as the drivers' title.

F1 IN BRIEF

Gianni Morbidelli has found some additional backing and will continue alongside Christian Fittipaldi in the Footwork line-up. Jean-Marc Gounon had been expected to take over, but may now return to Simtek for the Japanese Grand Prix.

Damon Hill topped this week's Estoril testing times as we closed for press on Tuesday. Williams, Benetton and Ferrari had a car each in Portugal and Damon had lapped in 1m19.62s to Michael Schumacher's 1m20.00s and Gerhard Berger's 1m20.91s. Hill was scheduled to return home on Tuesday afternoon and Nigel Mansell had just arrived to renew his association with Williams. With the Renault motorhome at the Paris motor show, and the Rothmans unit already in Jerez, a corner of the team garage was red-carpeted in preparation for the former World Champion's arrival.



Damon Hill – making way for Nigel

Michael Schumacher will kick off a football match for Mild Seven United against Inter Benetton Nordica at 6.30pm this Friday in the Jerez stadium. The world title leader and Benetton boss Flavio Briatore will be the star turns for United, while Inter can boast Jos Verstappen, Rubens Barrichello, Christian Fittipaldi, Olivier Panis, Eric Bernard, David Coulthard and David Brabham in its starting line-up.

Karl Wendlinger's planned Sauber test after this weekend's European Grand Prix at Jerez could be delayed. Sauber had test days at Paul Ricard scheduled for next Wednesday and Thursday, but Wendlinger is concerned that he may not yet have regained sufficient fitness to do himself justice. There had even been a suggestion that if the test went satisfactorily, Wendlinger would race in the Japanese and Australian Grands Prix.

Jordan star Eddie Irvine was among the drivers who helped raise £6,500 for Cancer Research at a charity karting event in Birmingham last Friday.

All of Ayrton Senna's life insurance policies that are due have been paid, contrary to a story we published on September 8.

As we closed for press, Tom Walkinshaw had just successfully bid £850,000 for the 82,000 square foot former British Telecom training centre at Oakland Place, near Witney. The building is in a total of 30 acres. The first stage of a TWR Formula 1 operation?

Radisich and Reid set World Cup pace

Michelin rubber on cars without wings proved the combination to have during official FIA Touring Car World Cup testing at Donington Park on Monday.

Ford's Paul Radisich, the winner of last year's event at Monza, was the quickest by over half a second with a 1m38.33s set late in the day.

British wild card Anthony Reid, in a one-off drive for Ray Mallock Racing, was second fastest in the Vauxhall – posting a 1m38.86s – but left early to fly to Japan and missed out on the cooler conditions.

Neither the Mondeo Ghia nor the Cavalier 16v have an homologated aerodynamic kit, but both were fitted with Michelin's new, more durable World Cup compounds.

'We proved these tyres were well suited to our car at the last BTCC race,' said Radisich, 'and I don't think we've seen the best of the Mondeo yet. Before testing here on Friday, I'd never even dipped below the 1m39s barrier, so it's pretty amazing, the progress we've been able to make.'

Reid, who races an HKS-run, Ray Mallock-built Cavalier on Yokohama tyres in the Japanese Touring Car Championship, was equally enthusiastic over the performance of his car on Michelins, but still felt uncomfortable with its handling.

'It's very twitchy,' he explained, 'especially through the Craners – I nearly lost it a couple of times – and it's taking a lot of effort to get the tyres to work with the chassis. But I'm very happy to have the opportunity to measure myself against the best in the world.'

Reid's time was set without the help of soft qualifying rubber.

Johnny Cecotto, in third place, headed a trio of BMWs. His Dunlop-shod Bigazzi car was another to set its quickest time late in the session, following a number of delays that pushed the eventual finish time past six o'clock.

Steve Soper (Warthofer/Michelin) and Joachim Winkelhock (Schnitzer/Yokohama) were fourth and fifth respectively.

Sixth fastest Emanuele Pirro was the only Audi driver in a top 10 dominated by British Touring Car Championship regulars. In addition to Radisich, Soper and Winkelhock, the Renaults of Tim Harvey and Alain Menu, plus John Cleland's Dunlop-shod Cavalier, were all in the top 10.

Patrick Watts put valuable testing mileage on the Peugeot team's latest 405 Mi16 and ended the day 11th fastest, ahead of Frank Biela's Audi and the Mondeo of Britain's other wild card, Robb Gravett.

The start of the session was delayed by over 90 minutes due to thick mist, while a series of minor incidents disrupted attempts to run representative race simulations.

Those having offs included Menu, Michael Bartels (Nissan), Hans-Joachim Stuck (Audi), Peggen Andersson (BMW) and Luis Perez Sala (Nissan).

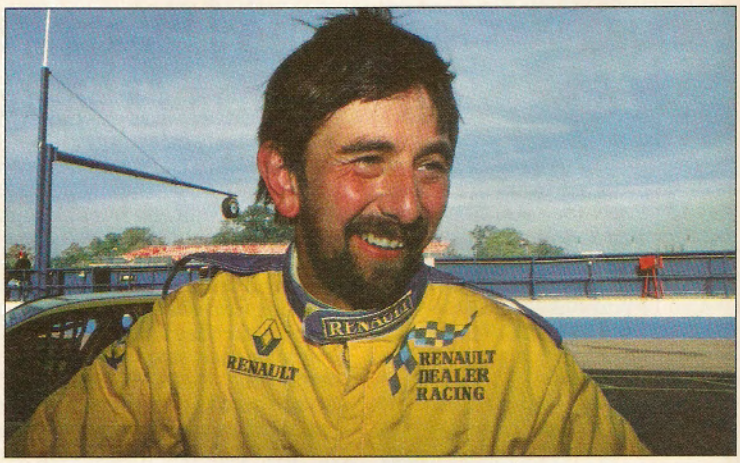
Testing was scheduled to continue yesterday (Wednesday).

● **World Cup Preview, page 40**

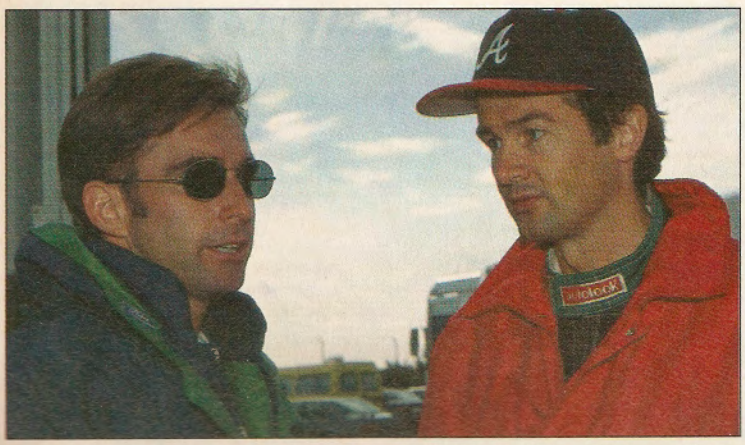
LEADING TIMES

1	Paul Radisich (Ford Mondeo Ghia)	1m38.33s
2	Anthony Reid (Vauxhall Cavalier 16v)	1m38.86s
3	Johnny Cecotto (BMW 318i)	1m38.89s
4	Steve Soper (BMW 318i)	1m38.95s
5	Joachim Winkelhock (BMW 318i)	1m39.01s
6	Emanuele Pirro (Audi 80 Competition)	1m39.15s
7	Tim Harvey (Renault Laguna)	1m39.18s
8	Yvan Muller (BMW 318i)	1m39.64s
9	Alain Menu (Renault Laguna)	1m39.66s
10	John Cleland (Vauxhall Cavalier 16v)	1m39.70s
11	Patrick Watts (Peugeot 405 Mi16)	1m39.84s
12	Frank Biela (Audi 80 Competition)	1m39.92s
13	Robb Gravett (Ford Mondeo Ghia)	1m39.92s
14	Roberto Ravaglia (BMW 318i)	1m40.05s
15	Philippe Gache (Ford Mondeo Ghia)	1m40.22s
16	Julian Bailey (Toyota Carina E)	1m40.33s
17	Michael Bartels (Nissan Primera eGT)	1m40.52s
18	David Leslie (Renault Laguna)	1m40.59s
19	Markus Oestreich (Ford Mondeo Ghia)	1m40.77s
20	Hans Stuck (Audi 80 Competition)	1m40.81s





David Leslie is looking for a career-boosting result with Renault this weekend. Photo: Elford



Wingless wonders Paul Radisich (left) and Anthony Reid set the World Cup pace. Photo: Elford

Leslie pins his hopes on Donington

David Leslie is hoping that a strong showing in his one-off appearance for Renault in Sunday's FIA Touring Car World Cup will open the door to a 1995 works British Touring Car Championship drive.

'I haven't got anything sorted for next year yet,' said Leslie, who drove for Mazda in this season's BTCC, prior to the team's withdrawal, 'so hopefully, this weekend will do me some favours.'

Leslie has been linked to a drive with Honda's newly-confirmed two-car BTCC effort next year, but remains evasive on the subject. 'I haven't spoken to Honda for ages,' he said. 'The first I heard of the latest rumours was at the BTCC awards last Saturday.'

The 40-year-old Scot, who has been drafted in to bolster Renault's chances of winning the manufacturers' award at the World Cup, tested the Laguna for the first time at Donington last Wednesday.

'The Renault works together as an overall package,' he said, 'but if I have to pick out specifics, then the engine power is very good – exceptionally good – especially compared to the Mazda.'



Audi was out in force at Donington, but failed to match the dry weather pace of Ford and Vauxhall. Photo: Martyn Elford

Audi prays for rain on Sunday

Testing for the FIA World Cup has uncovered chinks in the dry-weather armour of Audi's four-wheel drive 80 Competition – but the car still remains the one to beat if the weather is wet on Sunday.

The German marque won the Italian Superturismo series with Emanuele Pirro and finished second in the German Touring Car Cup with Frank Biela. But, for Donington Park, the cars have to comply with the FIA ruling on 'add-on' parts and run a lower rear wing.

'With the wing lower,' explained Schmidt Motorsport driver Hans-Joachim Stuck, 'high-speed stability is a problem.'

Audi has also completed a programme of reducing friction in the four-wheel drive system's diffs, and while this has increased straightline speed, the downside has been a detrimental effect on braking performance.

'We don't have an advantage under braking now,' said Stuck. 'The BMWs are so much better into the Donington hairpins than us.'

Few, however, underestimate the potency of the Audis if Sunday is wet. 'Then, I think we have the advantage,' said Stuck. 'We have better traction and we have better rain drivers...'

TOURING CARS IN BRIEF

Honda UK has formally confirmed it will participate in the BTCC next year with a two-car team. Drivers and a team to run the Motor Sport Developments-built cars will be confirmed in the near future.

Michele Alboreto is rumoured to be in the frame to drive a Jolly Club-entered Alfa Romeo 155 in next year's Italian Superturismo series.

The Didcot-based Nissan Motorsport Europe team will play a much greater role in Nissan's BTCC efforts next year, according to sources.

Andrea de Cesaris is discussing joining Peugeot's Italian Touring Car Championship programme for 1995. The Formula 1 veteran, who was a guest of Mercedes at Hockenheim's DTM finale, admitted: 'I am discussing things with Peugeot for next year, but I haven't signed anything yet.' The Italian has raced for Jordan and Sauber this season, but looks set to finish his GP career in Adelaide after 15 years in F1. 'I only want to stay in F1 if it is with a good team,' he said.

Paul Radisich has agreed terms with Ford for a third season in the BTCC. 'Basically, we've just got to put pen to paper now,' he said. 'With the potential of the Mondeo with wings and with Andy Rouse concentrating on developing the cars, I'd be crazy to go anywhere else.'

James Thompson has withdrawn from the AUTOSPORT TOCA Shoot-Out following his signing for Vauxhall for 1995.

The harsher cut-out of the Magnetti Marelli rev-limiter specified for the FIA World Cup has forced many BTCC teams, which are used to using the more benign BTCC-spec Monk limiter, to revise their gear ratios for Donington.

Yannick Dalmas visited the DTM paddock at Hockenheim amid rumours that the Frenchman will be joining Opel for the manufacturer's expanded 1995 effort. 'If I have a possibility to race here next year, then I will look into it,' he said, 'but there is nothing yet.' While Rosberg still denies he is forming his own team to run Opels alongside Joest's team in 1995, the rumours persist and Dalmas could well be part of the project. Opel is keen to run a French driver.

Other racing drivers 'keeping their options open' at Hockenheim for the DTM finale included Riccardo Patrese, JJ Lehto, Thierry Boutsen, Mauro Baldi, Markku Alen plus the recovering Pedro Lamy and Karl Wendlinger.

Kris Nissen will be leaving Schubel Alfa for pastures new. The Dane has been linked with Keke Rosberg's rumoured DTM team, funded by German TV station RTL. There is also a suggestion that RTL may be willing to finance the Dane's move into F1 – something that surprised Kris. 'That's nothing I know about, but I'd like to know some more!' he said.

Vauxhall tries wing package

Vauxhall Sport was due to test a rear wing and front air dam on its Cavalier 16v at Donington Park yesterday (Wednesday).

Team leader John Cleland was scheduled to run one of the team's Ray Mallock Racing-built cars fitted with the aerodynamic kit from a Spanish Touring Car Championship Opel Vectra GT.

'The plan is to get some idea of the forces and loadings we can expect from using the FIA's new rules next season,' said Mallock.

Mallock's Milton Keynes-based company has recently been given overall control of the development of all 2-litre Super Touring Vauxhalls and Opels next year, and will begin work on the definitive package following the FIA World Council's ratification of the regulations later this month.

Cleland was also likely to have a run in the Michelin-shod car of Anthony Reid, following Reid's impressive testing pace in his one-off drive with the Ray Mallock Racing team. On Monday, the Japanese Championship regular was 0.84s faster than Cleland.

Vauxhall Sport currently runs Dunlop rubber, but has yet to commit itself to a specific tyre manufacturer for 1995.

Soper set to be BMW ace in the pack

Steve Soper's transfer from the BMW Schnitzer team to Warthofer for the FIA Touring Car World Cup could prove the Bavarian marque's trump card in Sunday's race.

Soper's 318i is fitted with BMW's more powerful 1995-spec engine and Michelin tyres. The latest French rubber boasts greatly improved durability and consistency and scored a double win on its debut at the Donington Park BTCC finale last month.

'It's a strong package,' said Soper. 'The '95 engine has a completely different feel, but I'll need to do some longer distances on the tyres before I form a definite opinion.'

In testing at Donington on Monday, Soper set the fourth quickest time, 0.62s behind Paul Radisich's Ford Mondeo, and was fastest BMW for much of the session before Johnny Cecotto pipped him in the closing minutes.

Soper may also be a revelation if the race is wet: with Cecotto driving, the Warthofer car has set quicker times than the four-wheel drive Audi 80s at the Nurburgring.

BMW's dry weather strength in depth was confirmed in Monday's test, with a quartet of 318is appearing in the final top 10.



Steve Soper's temporary transfer to Warthofer looks set to reap its reward. Photo: Elford

THE CONTENDERS

Belgium		
1	Marc DUEZ	BMW
2	Thierry TASSIN	BMW
Switzerland		
3	Alain MENU	Renault
4	Bernard THUNER	Peugeot
Czech Republic		
5	Vaclav BERVID	BMW
6	Milos BYCHL	BMW
Germany		
7	Michael BARTELS	Nissan
8	Frank BIELA	Audi
9	Markus OESTREICH	Ford
10	Hans-Joachim STUCK	Audi
11	Joachim WINKELHOCK	BMW
Spain		
12	Antonio ALBACETE	Opel
13	Adrian CAMPOS	Alfa Romeo
14	Carlos PALAU	Ford
15	Luis SALA	Nissan
16	Luis VILLAMIL	Alfa Romeo
France		
17	Alain CUDINI	Opel
18	Philippe GACHE	Ford
19	Yvan MULLER	BMW
Great Britain		
20	John CLELAND	Vauxhall
21	Robb GRAVETT	Ford
22	Anthony REID	Vauxhall
23	Steve SOPER	BMW
24	Patrick WATTS	Peugeot
Italy		
25	Stefano MODENA	Alfa Romeo
26	Emanuele PIRRO	Audi
27	Roberto RAVAGLIA	BMW
28	Antonio TAMBURINI	Alfa Romeo
29	Gabriele TARQUINI	Alfa Romeo
Netherlands		
30	Jan LAMMERS	Volvo
New Zealand		
31	Paul RADISICH	Ford
Sweden		
32	Per Gunnar ANDERSSON	BMW
33	Slim BORGUDD	Mazda
Venezuela		
34	Johnny CECOTTO	BMW
South Africa		
35	Shaun VAN DER LINDE	BMW
Manufacturers		
40	Julian BAILEY	Toyota
41	Tim HARVEY	Renault
42	Will HOY	Toyota
43	David LESLIE	Renault
44	Matthew NEAL	Mazda
45	Kieth O'DOR	Nissan
46	Rickard RYDELL	Volvo

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DONINGTON



James Thompson joins John Cleland (above) in Vauxhall's 1995 BTCC line-up, complete with a new wing package. Photo: Martyn Elford

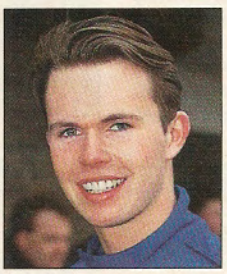
Thompson for works Vauxhall

James Thompson will drive the second Ray Mallock Racing-run works Vauxhall Cavalier 16v, alongside John Cleland, in next year's British Touring Car Championship.

Thompson was evaluated by the team at Pembrey, Wales, a fortnight ago, along with Vauxhall test driver Chris Goodwin, former Benetton test driver Allan McNish and Total Cup winner James Kaye. He was then informed of his selection late last week.

The 20-year-old Yorkshireman, who brought himself to Vauxhall's attention with his performances in a privateer Peugeot 405 Mi16 this year – he was one of only two privateers to score an overall championship point – replaces current driver Jeff Allam.

'It's a fantastic opportunity for me,' said an elated Thompson at the BTCC awards dinner last Saturday. 'I'm pleased that our hard work this year has paid off and I can't wait to get stuck in to the job. The Cavalier's going to be a strong car in 1995 within the new wing rules and I'm looking forward to working alongside John.'



Thompson: 'Plan worked'

Mark Bowie, the chairman of Vauxhall Dealer Sport, which part-funds the company's BTCC programme, said: 'We're delighted to have signed one of the brightest future talents in touring car racing. James is young, fast and hungry for success.'

Thompson started his career in single-seaters, but moved to saloons in 1993 and won the National Saloon Car Cup overall title in a Honda Civic, before moving to the BTCC's Total Cup for privateers.

'The plan was always to try and get myself noticed by a works team for 1995,' said Thompson, 'so everything has worked out brilliantly. It shows that the Total Cup concept works.'

Thompson tested a works Ford Mondeo at Oulton Park earlier this year and had been touted as a possible replacement for the retiring Andy Rouse, until Jordan test driver Kelvin Burt signed with the team for 1995.

Vauxhall will use its existing Cavalier model next season, before switching to an all-new model for 1996. Current sponsors GM Card and Masterfit will be retained.

Bartels impresses on German Alfa upgrade

Michael Bartels took his first ever German Touring Car Championship podium last Sunday in a one-off drive aboard a works Alfa 155 V6.

Bartels, usually a privateer in a 1993-spec Alfa, took over Giorgio Francia's regular Schubel-run car when a member of Francia's family became ill. After only 25 laps of testing, Bartels qualified quickest of all the Alfas, before taking a third place in the final race of the 1994 GTCC. 'The hardest part was getting used to the ABS brakes,' he said.

Bartels is set to be upgraded full-time to a works Alfa seat in 1995.



Michael Bartels marked himself as one to watch in the 1995 DTM last Sunday. Photo: Elford

NEWS IN BRIEF

INDYCARS

Indycar boss Chip Ganassi has hired Bryan Herta to replace Michael Andretti next year, as we predicted last week. The 24-year-old Herta won last season's Indy Lights title and impressed everyone this year in AJ Foyt's Indycar, before crashing and breaking his pelvis at Toronto in July. Herta was at Laguna Seca for last weekend's announcement. He is now walking without crutches and will start testing Ganassi's new Reynard 95I chassis at the end of this month.

Former Grand Prix star Eddie Cheever has signed to drive AJ Foyt's Lola-Ford Indycar next season. Cheever stood in for the injured Bryan Herta over the second half of this year. Next season will be the 36-year-old Cheever's sixth year in Indycars; he has one second and three third places to his credit from his time with Chip Ganassi between 1990 and '92.

Steve Horne's Tasman Motorsports Group will move up from Indy Lights to Indycars next year, it was confirmed at the weekend. Horne, who wants to run two cars, also confirmed a drive for Brazilian Andre Ribeiro, winner of last weekend's Indy Lights race at Laguna Seca. Horne hopes to run this year's Indy Lights champion Steve Robertson in another Lola-Mercedes, with his team using Firestone tyres in 1995.

Duracell will sponsor Raul Boesel's Rahal-Hogan Lola-Mercedes next year. Boesel was signed last month by Rahal-Hogan for 1995, and it was confirmed last weekend that sponsor Duracell will follow Boesel from Dick Simon's team to Rahal-Hogan for the new season. Duracell was an associate sponsor of Rahal-Hogan in 1992 when Rahal won the PPG Cup championship.

Brix Racing, which won the IMSA World Sportscar manufacturers' title for Oldsmobile, is considering a move up to Indycar racing. Wealthy team owner Harry Brix and team manager Dave Sims – formerly with Lotus and the TOM'S Toyota sportscar team – were at Laguna Seca last weekend. Should Brix move to Indycars, it will probably maintain a presence in IMSA.

FORMULA 3000

Durango Equipe is intending to enter this weekend's British Formula 2 race at Snetterton. Regular drivers Christian Pescatori and Severino Nardozi will be joined by British Formula 3 front-runner Gareth Rees.

Gil de Ferran was pleased by the progress his Paul Stewart Racing team made when it stayed on at Magny-Cours after the FIA F3000 finale 10 days ago. The Brazilian's title chances were thwarted when PSR could not cure handling troubles all weekend, but by the end of the test he felt he was on the pace of the quickest cars in the race.

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Newman-Haas wraps up Tracy deal at last

Paul Tracy will officially become a Newman-Haas team driver when Indycar racing's worst-kept secret is confirmed next week.

Tracy, who won the final two rounds of this year's Indycar series for Penske, was due to have been announced as Michael Andretti's 1995 Newman-Haas team mate at Laguna Seca last Saturday. But team boss Carl Haas cancelled the press conference at short notice.

A short statement released on Friday afternoon explained that the cancellation was 'due to circumstances beyond the control of Newman-Haas Racing'.

Those circumstances were that Roger Penske had told Haas on Friday morning that he couldn't announce the signing of Paul Tracy until after the final Indycar race of the year. Penske's option on Tracy expires on October 15 (Saturday).

Penske said: 'We've still got to run Sunday's race – anything can happen. If Emerson Fittipaldi and Al Unser get hurt – and it can happen – then I might need Tracy.'

Tracy has signed a one-year contract with Newman-Haas for 1995. It's believed he will be paid



Tracy: leaving Penske. Photo: Gary Gold

£1.2 million – a substantial increase on his Penske salary over the past four seasons.

'Formula 1 can wait a year or two. I'm going to concentrate in 1995 on winning the Indycar title,' said Tracy, who recently tested for the Benetton F1 team in Estoril. 'There's times in your life where you have to go on to new things. I've gotta move on to what's best for me.'

● Carl Haas, meanwhile, said that he is close to hiring a team manager to replace Jim McGee, who is returning to the re-formed Patrick Racing outfit. The two candidates are Lee White, who has run Jack Roush's TransAm and IMSA teams in recent years, and an unidentified Formula 1 manager.



Ferrari checks out Indycar racing

Ferrari designer John Barnard was sent on a fact-finding mission to last weekend's Indycar finale at Laguna Seca by his boss, Luca di Montezemolo.

'Ferrari needs to compete in the American market,' said Barnard, 'and if they can't do that through Formula 1, they want to take a look at Indycar racing. That's what I've been told. That's why I'm here.

'I don't know whether this is just politics with the FIA, or because they're seriously interested in Indycar racing.'

Barnard said he is increasingly tired of both the politics and rules in F1 and would be interested in taking on a new challenge. 'For me it would be something fresh,' said Barnard. 'I'm sure I would enjoy it.'

Barnard took in tours of the Penske and Newman-Haas teams and had a meeting with IndyCar boss Andrew Craig.

Barnard established his design reputation with the Parnelli VPJ6 and Chaparral 2K in 1976-'80. The Parnelli was the first Cosworth-powered Indycar, breaking Offenhauser's domination of the category. The Chaparral was the first pukka ground-effect car in Indycar racing.



John Barnard (left) talks Indycars with Carl Haas. Photo: John Townsend/Sutton

AUTOSPORT's young guns get call-up

The six young drivers chosen as finalists for this year's McLaren AUTOSPORT BRDC Award were announced on Monday night.

The candidates for the prestigious award are Jamie Davies, Alex Deighton, Peter Dumbreck, Jonny Kane, James Matthews and Richard Westbrook. The six, who were whittled down from a list of 19 nominees, will face each other at Silverstone on November 18 at a crucial test day.

Each driver will try his hand at Caterham sportscars, saloons and Formula Vauxhalls. The driver who most impresses the panel of judges – which will include ex-Formula 1 driver Jonathan Palmer – will be announced as the winner at the AUTOSPORT Awards on December 4 at the Grosvenor House Hotel in London. The lucky driver will follow in the footsteps of David Coulthard, Gareth Rees, Oliver Gavin, Dario Franchitti and Ralph Firman Jr as winners of the award, known formerly as the MCLAREN/AUTOSPORT Young Driver of the Year Award.

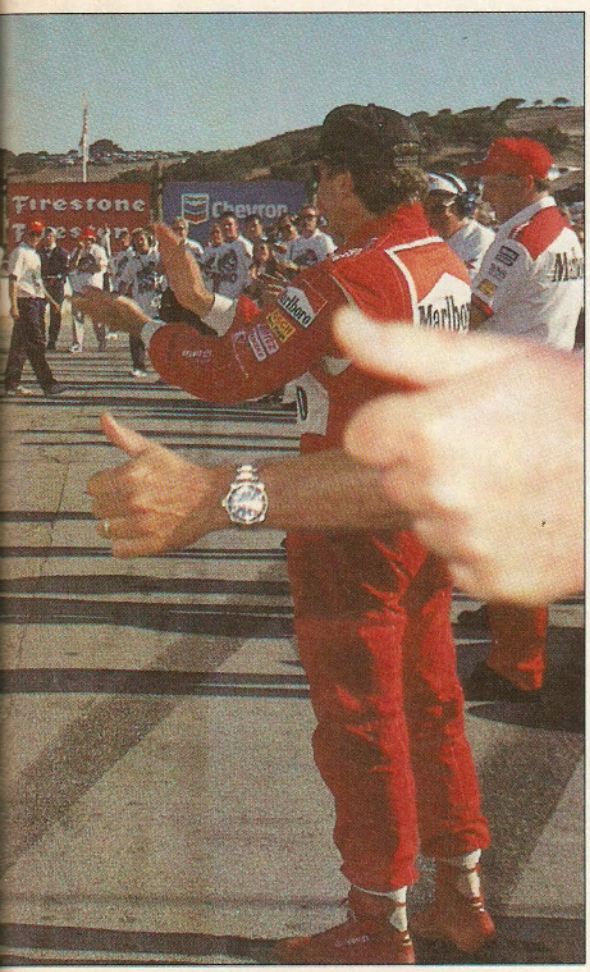
Regular spectators at national meetings around Britain will be familiar with five of the nominees.

Jonny Kane dominated the Open Formula Ford Championship this year. Although he was later stripped of the title, his driving skills were not in doubt.

In taking the British and European titles, James Matthews trounced his Formula Renault rivals this year in a manner not seen since Alain Prost in the late '70s.

Jamie Davies just missed out on the Formula Vauxhall title, Alex Deighton won the Formula First series and Peter Dumbreck was victorious in Formula Vauxhall Junior.

The least well-known candidate, to British race fans, is Richard Westbrook, who finished fourth overall in the Formula Opel Euroseries, routing his rivals in the season finale at Zandvoort.



Mario Andretti takes the applause from Emerson Fittipaldi (right) as the curtain comes down on Mario's 31-year Indycar career. Choking back the tears, Andretti said: 'Nothing lasts for ever. The emotions are there, but all of this won't hit me for a few days. You'll notice I kept my race suit on; I'll probably sleep in it tonight.' But the 1978 Formula 1 World Champion is not hanging up his helmet for good. He confirmed that he is hoping to do the Daytona and Le Mans 24-hour races next season. Photo: John Townsend/Sutton
● Mario Andretti column, page 26

Rosset test a big success

Ricardo Rosset and Vortex Motorsport were both delighted by the Brazilian's successful first Formula 3000 test on Friday.

The 26-year-old Formula 3 front-runner drove one of the team's Reynard-Cosworth AC 94Ds at Snetterton, to a best time of 59.9s.

Vortex boss Ron Meadows said: 'He's very intelligent, very likeable and very quick. I think he'll go places. He did 100 laps and was tired when he set his time. I'd love to have him in the car next year.'

'I could have done a low 59s,' said Rosset. 'For a first run that's pretty good. I felt quite comfortable, and I like the team very much. Everyone says what a big jump it is – and it is – but it's not impossible.

'I wasn't pushing too hard,' he added, 'because crashing an F3000 car is pretty expensive. I didn't have a big problem with my neck, but my arms were quite tired at the end.'

Rosset is due to test for Super Nova today (Thursday) and Paul Stewart Racing next week, along with British F3 Champion Jan Magnussen.

Meanwhile Vortex is also talking to fellow F3 front-runner Vincent Radermecker and 1994 driver Tarso Marques about a drive next season.

The race is on to build South California oval

The Agajanian family has joined the race to build an oval circuit in Southern California.

Cary Agajanian, son of legendary Indycar team owner JC, is behind plans to build a 1.5-mile oval and a road course at Victorville in the High Desert area.

'We've been working for a race track in this region for a long time,' said Agajanian. 'We were approached by those folks, and the city is very much behind it.'

Rival plans have been announced by Long Beach Grand Prix promoter Chris Pook and by Roger Penske.

Walker team opts for Reynards

Three more teams have signed up to use Reynard Indycars next year – adding big-name drivers to the Bicester marque's armoury.

Walker Motorsport and PacWest have switched from Lola, which until last year dominated the Indycar chassis market. Both will run two-car teams, while Gerald Forsythe, who has split from former partner Barry Green, will enter one Reynard.

Robbie Gordon, who finished fifth in this year's Indycar series, will drive for Walker, 1983 Rookie of the Year Teo Fabi will race for Forsythe, while PacWest is expected to sign former Indy champion Danny Sullivan.

Reynard sales director Rick Gorne said: 'These customers will add strength to our championship aspirations. Walker and PacWest will be two-car teams, and we didn't have that luxury in 1994 – even Ganassi was two separate teams.'

Walker, PacWest and Forsythe will join the works Ganassi team (Bryan Herta and possibly Mauricio Gugelmin), Galles Racing (Adrian Fernandez), Hayhoe (Jimmy Vasser), Green (Jacques Villeneuve) and Hall (to be confirmed) as Reynard runners.

Car makers study new IRL rules

Top designers are studying the Indy Racing League's proposals to drastically reduce speeds in time for the start of its breakaway series in 1996.

Penske, Lola and Reynard will test various aerodynamic models in the coming weeks to assess the IRL's plans.

'They want to slow the cars substantially at Indianapolis,' said Penske's Nigel Bennett. 'We are going to test some models in the wind tunnel and report back to them with our findings.'



Robby Gordon and Walker Motorsport will swap from Lola to Reynard. Photo: MC Brown

NEWS IN BRIEF

FORMULA 3

Spaniard Pedro de la Rosa had a run in a Mugen-engined Dallara at Snetterton last week. He shook down the car for the Formula Ford and Renault prize drive winners (see below), but emerged a confidence-boosting third quickest. De la Rosa has been relegated to backmarker status by the Renault engine this year.

James Matthews, Jason Watt and Jonny Kane all impressed leading Formula 3 team boss Dick Bennetts in their first F3 tests last week. The three were being given prize drives for their performances in the Formula Renault UK and Open Formula Ford Championships. Renault Champion Matthews – whose prize also includes a race at this weekend's Donington invitational – was quickest.

Ricardo Rosset and Gualter Salles will race at the Macau Grand Prix, on November 20, for Team AJS and Fortec Motorsport respectively. Fortec's regular driver, Frenchman Jeremie Dufour, lacks the funds to compete in the race.

German series front-runner Pedro Couceiro will race for RSM Marko both at the Macau Grand Prix and in 1995.

PTM Motorsport will dovetail its British F3 campaign with a return to Formula Vauxhall in 1995. It is undecided if it will run in the European or British series.

SPORTSCARS

The IMSA World Sports Car Championship has grown from nine to 12 events next year. It starts, as always, with the Daytona 24 Hours on February 4-5.

The new Courage C41 World Sports Car underwent its shakedown test on the Le Mans-Bugatti circuit last week. Henri Pescarolo ran three laps before engine management problems intervened.

ADA Engineering is taking its De Tomaso Pantera to the Zhuhai GT race on November 11. The GT1 class contender is up against an assortment of Venturis and the Larbre Competition Porsche 911 Turbo S LM driven by Jacques Laffite, Jean-Pierre Jarier and Bob Wollek.

NASCAR

Ricky Rudd has been fined US$10,000 and placed on probation for the final three races of the year, after last weekend's crash with Jeff Gordon at Charlotte.

John Andretti is expected to sign for the new Kranefuss-Haas NASCAR team later this week.

Kyle Petty's future is uncertain following the withdrawal of Coca-Cola's Mello Yello sponsorship from his Felix Sabates team. Petty has no contract with Sabates, and, although he says he is not likely to leave, his name has been linked to the new Kranefuss-Haas team.

Big names line up to drive McLaren F1

Five McLaren F1 GT racers look set to contest Le Mans and the full International GT Endurance series next year – with a driver line-up boasting former Grand Prix stars and past winners of the 24 Hours.

Multiple world sportscar champion Ray Bellm, whose GTC Motorsport team was the first to commit to running an F1 GTR next year and which will now enter a second car owned by 'a wealthy industrialist and historic racer', is seeking top-line drivers for his ambitious programme.

'I have a list of 25 drivers who I'd like to have on board,' said Bellm. 'I'd like to have someone like Derek Warwick driving with me. We will put the best drivers in the cars that sponsorship allows.'

The third £625,000 GTR already sold is likely to be driven by 1990 Le Mans winner John Nielsen. The car has been bought by Maserati collector Dr Thomas Bscher, who employed Nielsen to drive his Porsche 968 in GT events this year.

Two more McLarens are set to be entered from France. The Jacadi-Pilot team, which has won two International GT events with a Venturi 600LM this year, has an option on one car. It is aiming to run former Ligier and Tyrrell driver Olivier Grouillard and current team driver Michel Ferte.

The team is also looking to join forces with another Venturi team, BBA Sport et Competition, to buy the fifth and final F1 GTR scheduled to be built for 1995. This car would be driven by French gentlemen drivers Jean-Luc Maury-Laribiere and Laurent Lecuyer.

Outgoing Venturi Competitions boss Stefan Ratel, who is acting as a consultant for Pilot-Jacadi, said: 'The deal is 98% done. We are very proud to be able to race with McLaren – the F1 is a great car.'

Should Pilot-Jacadi's programme fail come to fruition, Ratel has plans to set up a team sponsored by Raldix computers and featuring 1993 Le Mans winner Christophe Bouchut on the driving strength.

McLaren, meanwhile, is working flat-out to build the five cars in time for the first GT race in February 26.

All the major components have been designed, while revised aerodynamics have been finalised in the wind-tunnel.



Pilette F3 races – but without Dufour

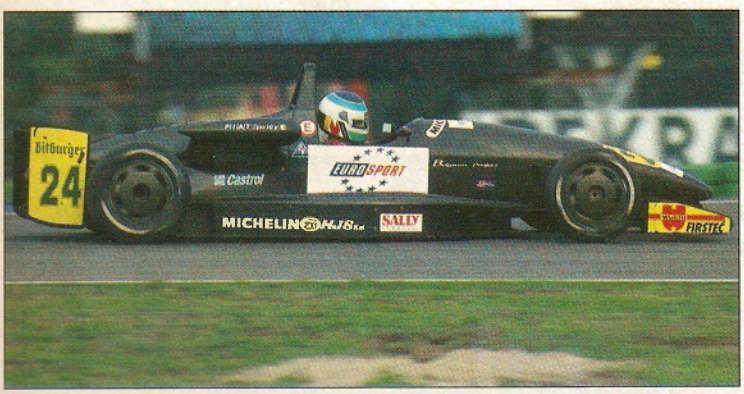
The radical Pilette Formula 3 racer was scheduled to make its race debut in the hands of the British series regular Jeremie Dufour at Hockenheim last weekend – before the Frenchman decided the car was too slow.

After qualifying eight seconds from the pace, Dufour gave up the struggle, leaving the car's creator, Belgian ex-Formula 1 driver Teddy Pilette, fuming.

'I had an agreement with Dufour,' said Pilette. 'Now he decides that the car is not quick enough. He knew it was an experimental car. He should have had the respect to try and make a difference to the car.'

But Dufour said he didn't want to damage his reputation by driving the car. He said: 'Mr Pilette never told me it was an experimental car. He said that the car was just 1.5s off the pace. I thought it wouldn't be good for my image if I drove.'

With help from the organisers, Pilette was able to substitute F3 debutant Dirk Muller. Briton Steven Arnold will a undertake testing ready for Pilette's planned assault on next year's German F3 series.



The Pilette was taken over by Dirk Muller after Jeremie Dufour withdrew. Photo: Sutton

Burt lured back by Macau offer

Former British Formula 3 Champion Kelvin Burt is set to return to the category in an attempt to net its most glittering prize: the Macau Grand Prix.

Twenty-seven-year-old Burt, the Jordan Grand Prix test driver, has been tempted back to F3 by leading British team West Surrey Racing, according to sources.

WSR team boss Dick Bennetts was not prepared to comment on the stories on Monday, but it's believed that Burt – who was third at Macau last year – will be at the centre of a two or three-car Mobil-backed team. This will also include 1992 Macau winner Rickard Rydell and possibly 1994 British F3 runner-up Vincent Radermecker. There's also the chance that WSR regular Pedro de la Rosa might race in Macau on November 20.

Volvo touring car driver Rydell was non-committal about the drive on Monday, but it's believed that his WSR deal will be confirmed soon.

Burt and Rydell would be potentially the strongest driver pairing in the race, but would face stiff opposition from 1993 Macau winner and 1994 German champion Jorg Muller and dominant British Champion Jan Magnussen.

Britain gets two GT races for '95

British race fans will get a double of helping of sportscar racing next year when the International GT Endurance series visits both Donington Park and Silverstone.

A four-hour race at the Northamptonshire circuit on September 17 joins the Donington event scheduled for May 7.

The Silverstone race, however, is unlikely to produce such a high-quality grid as Donington's.

The organiser of the series has revealed a 14-race 1995 calendar which is split into two halves. After eight races, starting at either Jerez or Jarama on February 26 and finishing at Spa-Francorchamps on July 16, the organisers will select 20 cars to go on a Far Eastern tour.

This will comprise the Suzuka 1000km and the Zhuhai street race, an event in Indonesia or Malaysia and, possibly, a race in the USA.

For those not selected, there will be a short programme of races in Europe over the second half of the year, including Silverstone and a race at Nogaro on October 8.

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Rally veteran Markku Alen made his race debut in the German Porsche Carrera Cup at Hockenheim last weekend, impressing regulars by finishing third less than 1s behind race winner Harald Grohs. Alen, who is hoping to land a touring car drive next year, enjoyed himself immensely: 'This is a very good experience. I have come here as a tourist. I am learning all the time.' Alen is scheduled to test a Alfa Romeo 155 V6 German Touring Car at Mugello at the invitation of his former Lancia rally boss, Giorgio Pianta. Photo: Sutton

Chamberlain to lose Lotus deal?

Lotus is about to drop Chamberlain Engineering as its factory team in GT racing, according to rumours.

Lotus says it wants to improve on its performances in 1994, a year that brought victory in the British series, but disappointment in International events in Europe.

'We are looking at the best way to maximise our racing potential worldwide,' says Lotus. 'We've had a lot of interest from other teams.'

Hugh Chamberlain says: 'I know Lotus is in discussion with other teams. I'm told we will know by the middle of October.'

Spice looks to expand into GT competition

An all-new Spice GT racer could be on the grid alongside the Bicester marque's World Sports Cars at Le Mans next June.

Spice is refusing to confirm or deny the existence of the new road-racer, but it's believed that the carbon-fibre chassis car will offer 200mph performance at a cost comparable with the £100,000 price for a WSC chassis.

'We are looking at the supercar market as one possible area of expansion,' said Spice director Chris Humberstone.

Hughes and Neves get ready for Donington battle

Warren Hughes and Helio Castro Neves confirmed their status as favourites for this weekend's International Formula 3 Challenge at Donington Park by topping the testing times last week.

Brazilian Castro Neves, who has never raced in Britain before, set an 1m05.80s lap at Snetterton in a Fortec Motorsport Dallara-Mugen F394, before a roll at the fifth-gear Riches corner ended his test. Castro Neves was unhurt, but Fortec remained optimistic about his prospects for the race.

British F3 regular Hughes, who was running a P-1 Engineering Dallara-TOM'S Toyota for the first time, lapped in 1m06.0s.

TOM'S boss Dave Abrams said: 'Warren went unbelievably quickly, especially given that he was using an old test engine – our race engines will only be prepared this week. Warren was confident he could have done a 1m05.5s if he'd really pushed it.'

Spaniard Pedro de la Rosa was next up (see page 13) ahead of Gualter Salles, who lapped in 1m06.28s in the Team AJS Dallara will drive at Donington.

British F3 runner-up in 1993 Oliver Gavin, who last drove a racing car in the Hockenheim Formula 3000 race in July, was not too concerned about being only fifth quickest on his F3 return.

'It went well,' he said. 'We tried a lot of different things. I got myself back into it slowly but surely.'

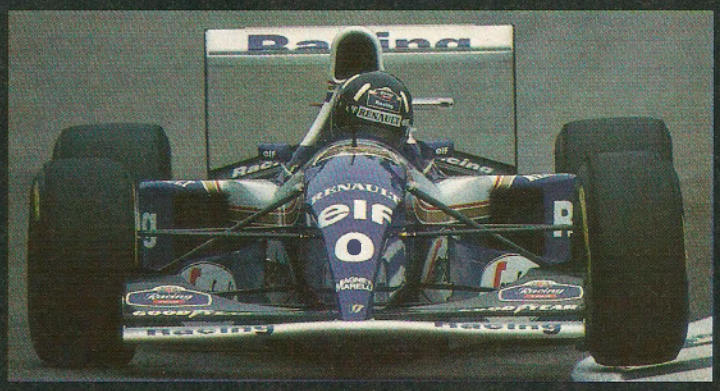
ENTRY LIST

Driver (Nat)	Team
Ralph Firman Jr (GB)	Paul Stewart Racing
Owen McAuley (GB)	Paul Stewart Racing
Duncan Vercoe (GB)	West Surrey Racing
James Matthews (GB)	West Surrey Racing
Oliver Gavin (GB)	Edenbridge Racing
Jamie Davies (GB)	Edenbridge Racing
Stephen Watson (ZA)	Alan Docking Racing
Marc Gene (E)	Alan Docking Racing
Jamie Spence (GB)	Fortec Motorsport
Helio Castro Neves (BR)	Fortec Motorsport
Warren Hughes (GB)	P-1 Engineering
Steven Arnold (GB)	Richard Arnold Developments
Laurent Redon (F)	Alan Docking Racing
Thomas Erdos (BR)	DAW Racing
Gualter Salles (BR)	Team AJS
Christophe Tinseau (F)	Promatecme
Benjamin Roy (F)	Promatecme
Danilo Rossi (I)	PTM Motorsport
TBN	PTM Motorsport
Fabiano Belletti (I)	Intersport Racing
Werner Lupberger (ZA)	DAW Racing
Zak Brown (USA)	Mark Bailey Racing
Jean Clermont (CDN)	Mark Bailey Racing

NEXT WEEK



SPANISH SHOWDOWN



EUROPEAN GP:

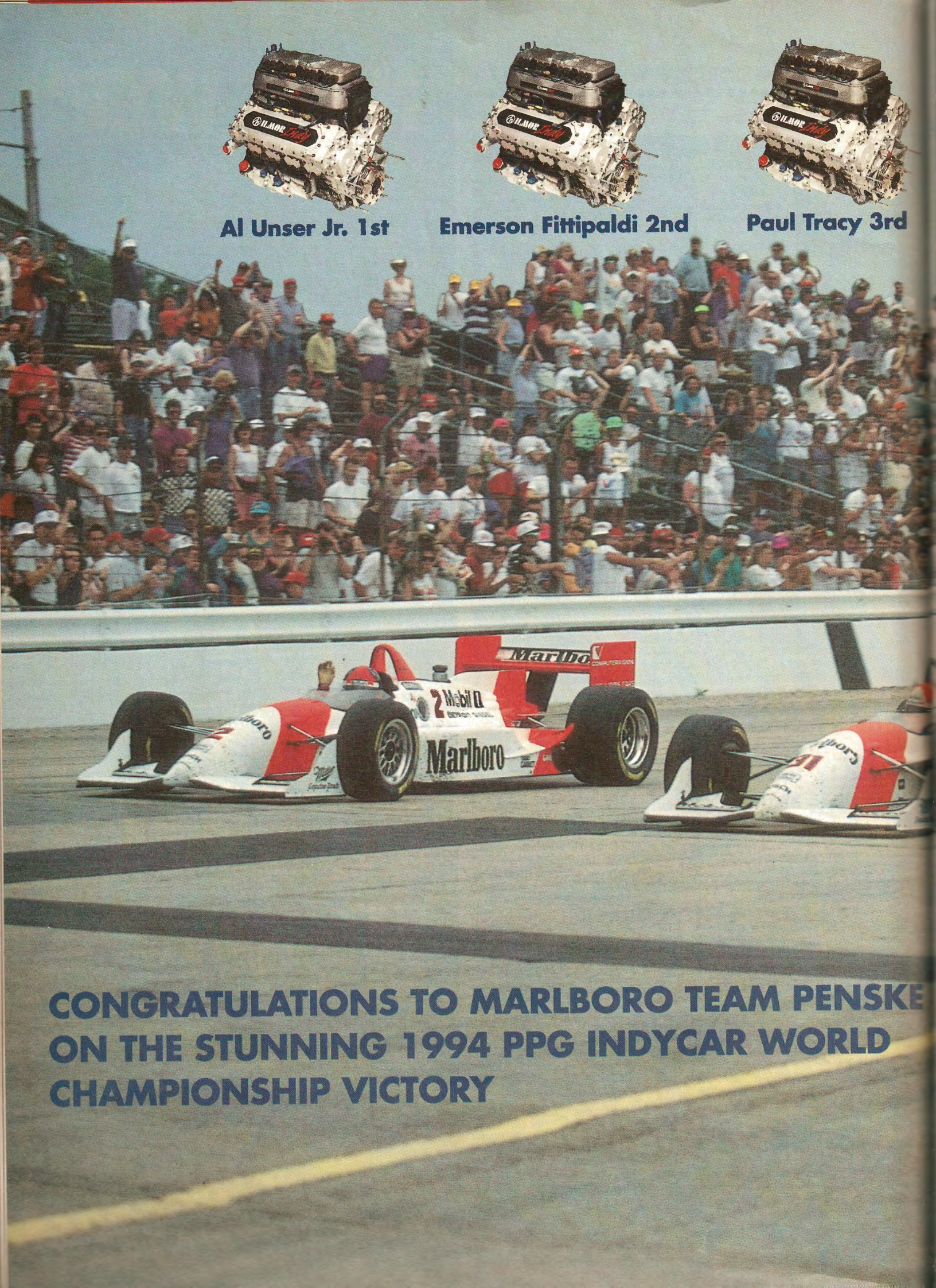
Can Damon Hill snatch the world title lead in Jerez? Full report

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Sainz's flier sets up RAC title showdown

WITH 10 STAGES OF THE SAN REMO RALLY TO RUN, A ONE-MINUTE LEAD FOR CARLOS SAINZ LOOKED SET TO LEAVE THE TITLE WIDE OPEN. BY KEITH OSWIN

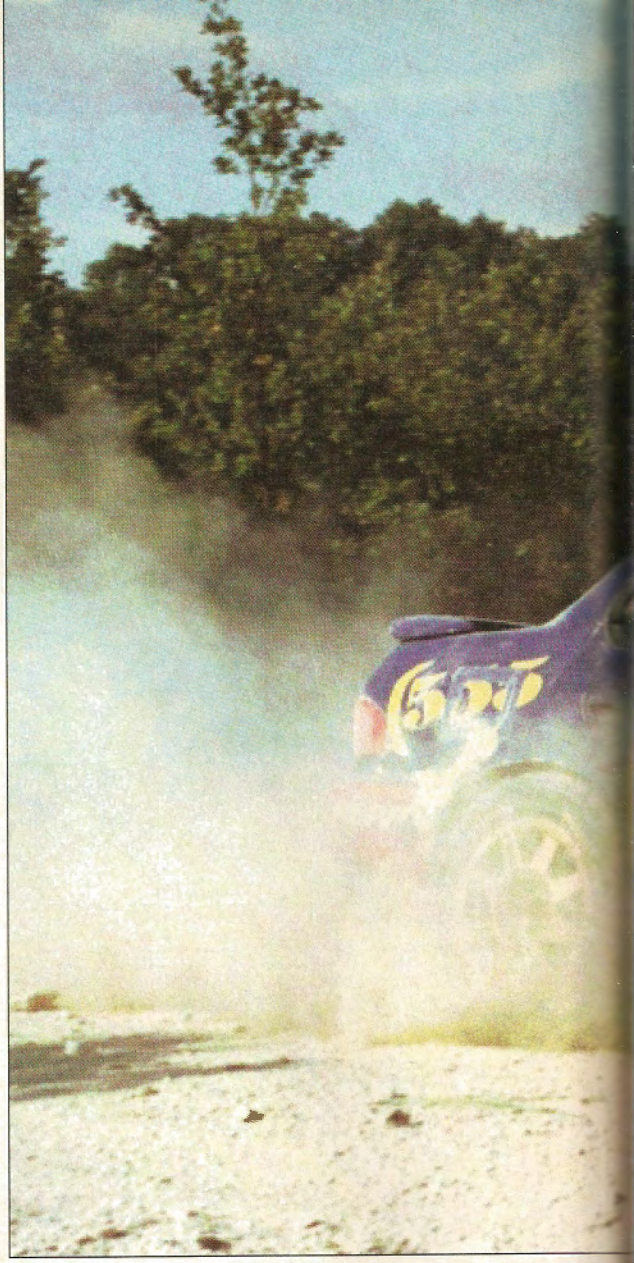
The battle for the World Rally Championship looked almost certain to go down to the wire on the Network Q RAC Rally after the opening exchanges of the San Remo Rally in the hills of Tuscany on Monday and Tuesday.

Only a dramatic change around at the head of the leaderboard could deny British rally fans the chance to see the title decided in the forests of England, Wales and Scotland on November 20-23.

As the cars regrouped in Volterra between stages 16 and 17 late on Tuesday afternoon, Subaru's Carlos Sainz led world championship leader Didier Auriol by more than a minute. If the Toyota driver was to wrap up the title, he had to pray that the Spaniard hit problems.

Auriol's bid to win that elusive first World Rally Championship crown faltered on the opening day, when Sainz stormed into the distance. Sainz was fastest on all eight stages and led by more than a minute when the cars returned to Arezzo at the end of the first leg.

It had been a stunning start to a day which saw a quarter of the rally's total competitive mileage crammed into the first five stages, most notably the 28-mile third stage which had everyone concerned about tyre wear before the start.



Right: Sainz stormed into a clear lead on the opening day, leaving title rivals Auriol and Kankkunen trailing in his wake. Below: Alister McRae dominated the F2 class from the outset. Photos: Maurice Selden



Most teams agreed that a cautious approach was what was required, only Kankkunen's co-driver, Nicky Grist, feeling that there had an advantage to be gained. 'Juha and I know that the new Celica has better suspension than the old car,' he said. 'It has more vertical movement, so the car wears its tyres more evenly. The old car will wreck the inner shoulders.'

Malcolm Wilson, delighted at competing in the evocative Martini Racing colours on his Jolly Club Ford Escort Cosworth, admitted that he had no idea if the cars would have any rubber left by the end of the stage.

The mid-stage times were a revelation. Early runners had already discovered that they were at a disadvantage to later crews, who benefited from the stages being swept clear of loose gravel. After 11 miles, Francois Delecour and Tommi Makinen were level, Kankkunen six seconds slower, Miki Biasion five faster and Colin McRae nine up.

Then the times moved into



double figures and by the time Sainz stopped the unofficial clocks 33s faster than anyone to date, the Subaru team was stunned. 'It's too fast,' said the Subaru technical boss, David Lapworth. 'He'll have no tyres left at that pace.'

His fears were compounded when McRae reached the end of the stage with little more than four slicks, perfectly judged but a warning of drama that lay ahead for the Sainz. But no, the Spaniard had judged his pace even better, kept some tread and leapt further ahead.

Only two drivers looked like living with him, Wilson who had also blitzed the stage and fellow Ford driver Bruno Thiry, who had played a waiting game for the first 12 miles and then cut loose when he knew it was safe.

'The car feels very good,' said a confident Wilson. 'But it also feels very different from the car I used to win the British Open series. The switch from Michelin tyres to Pirelli makes a definite difference to the handling and braking of the car.'

Mitsubishi suffered most on that third stage, both Makinen and Armin Schwarz collecting front punctures near the end. Makinen's drive lasted little further, the car clouting a stout rock and smashing the front suspension under the car.

Auriol had also spun his way through the opening stage for no apparent reason and by the time the Toyota was back on its way, Sainz was more than two minutes up the road from Auriol and six clear of Kankkunen, who had incurred two minutes of time penalties after his suspension required attention.

This was a position which would spell the end of Kankkunen's already fading title hopes. He had to keep Auriol no more than one place ahead.

The works Fords were off the pace again. Delecour was struggling against the event's curious seeding, which gave him number one even though he'd never won the rally, while Biasion was puzzled by another apparently off-song engine.

On the second day, the roles were reversed, Sainz running on the rough stuff at the head of the field and clearing a path for those behind – including Auriol. 'The road was rough,' said Sainz of the second stage. 'I noticed a big difference from yesterday.'

Colin McRae, running eighth on the road, saw it differently. 'Super-smooth,' was his comment. The difference told on the watch, McRae going 12s faster than his illustrious team mate.

Auriol, too, was going quicker than the leader, but he also benefited when Ford drivers Wilson and Thiry hit problems. The Cumbrian lost a gear, while the Belgian knocked a wheel off on stage 13.

It was a bad day for Ford. Delecour went out with a failed headgasket, this the result of the water-pump belt coming off.

But the men on the move were the delayed Kankkunen, who set a string of fastest stage times, and McRae, the Scot jumping up to sixth in the running order.

The younger McRae, Alister, was also making waves as he set the pace in the Formula 2 division in his Nissan Sunny GTi. With Opel's Gregoire de Mevius already out of the rally, a win for McRae would set up a three-way F2 title clash between Opel, Nissan and Skoda, who as ever were plugging towards another haul of points on this event.

As the cars set off towards San Remo for the final three stages before the overnight halt and the seven-stage tarmac blast to the finish, Sainz's lead stood at 1m19s. Auriol knew that if he failed to overcome it, then his lead in the title race would be eroded to just one point by the time the WRC reconvenes in Chester in November. ■

SAN REMO RALLY (I)

FIA World Rally Championship, round 11 – positions after **stage 16**

Pos	No	Driver/Co-driver	Car	Time
1	10	Carlos Sainz/Luis Moya	Subaru Impreza 555	3h46m35s
2	8	Didier Auriol/Bernard Occelli	Toyota Celica GT-Four	3h47m54s
3	5	Miki Biasion/Tiziano Siviero	Ford Escort RS Cosworth	3h48m09s
	15	Malcolm Wilson/Bryan Thomas	Ford Escort RS Cosworth	3h48m09s
5	9	Bruno Thiry/Stephane Prevot	Ford Escort RS Cosworth	3h48m14s
6	4	Colin McRae/Derek Ringer	Subaru Impreza 555	3h48m42s
7	7	Armin Schwarz/Klaus Wicha	Mitsubishi Lancer Evolution	3h48m53s
8	6	Franco Cunico/Stefano Evangelisti	Ford Escort RS Cosworth	3h49m54s
9	3	Juha Kankkunen/Nicky Grist	Toyota Celica GT-Four	3h51m09s
10	14	Givo Pianezzola/Loris Roggia	Toyota Celica GT-Four	3h53m01s
Group N				
1	32	Alister McRae/David Senior	Nissan Sunny GTi	4h10m55s

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Peugeot's 306 Maxi kit

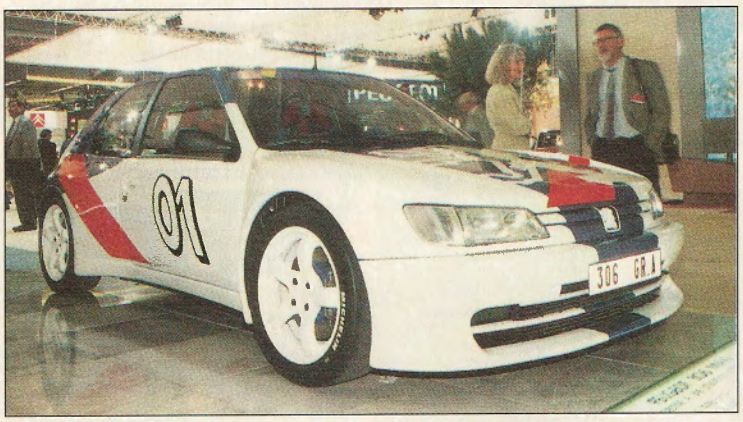
Peugeot has joined the ranks of 'kit-car' manufacturers, showing off a stunning design study of the 306 Maxi at the recent Paris Salon.

Although the car was not a complete rally machine, there was enough detail to show that the company is making a realistic effort to regain its place in rallying, lost with the demise of Group B.

However, unlike Renault which is expected to run its own car as a factory effort, Peugeot's commitment to Formula 1 is likely to preclude anything other than the supply of kits to privateers.

Development work is under way to shape the engine and transmission. Power outputs of 260bhp are expected, Xtrac is supplying a six-speed sequential gearbox and Peugeot admits that the car would have to have traction control. Although stunning in its initial form, Peugeot admits that wind tunnel work to define the body shape has not yet begun.

The success of the kit-car formula may yet depend on the outcome of discussions between the FIA's technical delegate Gabriele Cadringher and EU officials in Brussels. Current homologation rules may prevent privateers using them on the road.



Peugeot's 306 Maxi was shown for the first time in Paris. Photos: Martin Holmes



Delecour and Wilson test on the Midland

Ford's rally team leader Francois Delecour will be joined by Malcolm Wilson for this Saturday's Midland Rally.

The duo will fly straight to Wales from contesting the World Championship qualifying San Remo Rally which finished yesterday (Wednesday).

Ford is carrying out an extensive pre-Network Q RAC Rally test session, breaking off to let both drivers contest the mid-Wales event and put their work to the test against the clock.

Wilson won the event last year from Gregoire de Mevius (the Belgian driving the four-wheel drive Nissan Sunny GTiR) and will have high hopes of defeating his team mate this weekend.

The rally is primarily a national event, run by Wolverhampton & South Staffs CC, but the proximity of the RAC's World Championship finale has tempted Ford to play.

The event starts from Welshpool at 0730 before visiting Dyfnant (0815 and 1400) and Dyfi (1220 and 1325). Servicing takes place in the Farmers Mart at Dolgellau at 1025 and 1220.



Early RAC Rally archive film is missing. This is Maurizio Verini and Nini Russo in 1975

Thieves steal rare RAC videos

Thieves have thrown celebrations to mark this year's 50th RAC Rally into chaos.

Six 90-minute BBC master tapes were in a Ford Escort RS2000 which was stolen last Monday from a Little Chef restaurant at Norton, Evesham. They were to be used for a compilation video covering the history of the rally and included rare footage from the first event in 1932 plus some never before seen 1960s material, transferred to the tapes from 35mm film.

The tapes can not be played on domestic video recorders and would now be difficult to recreate in time for the rally, as the original films have been returned.

Several rewards are on offer for the safe return of the tapes and the arrest of the criminals concerned. Network Q, the event sponsor, is to provide a VIP day out to the televised Clumber Park stage of the rally on Sunday November 20.

Additionally, West Mercia police is offering a cash reward through the Crimestoppers initiative.

Anyone with information should contact the police on 0527 584888 or Crimestoppers on 0800 555111.

NEWS IN BRIEF

Jean-Louis Schlesser took over the lead of the Pharaohs Rally, pushing well clear of his buggy rival, Cyril Neveu, as the non-championship raid event wound its way through the Libyan and Egyptian deserts. Neveu – five time Paris-Dakar bike winner – lost a lot of time on the fourth stage when his buggy ran out of fuel. Desert racing experts, Citroen and Mitsubishi, have not been contesting this event which finished in Cairo yesterday (Wednesday).



Renault's Clio Maxi, now with rear wing

Renault Sport showed off a modified version of its Clio Maxi kit-car at the Paris Show, the car – first shown in AUTOSPORT on June 30 – now sporting its promised curved rear aerofoil.

Tommi Makinen's plans for 1995 continue to be the subject of much speculation. Contrary to rumours circulating recently, Mitsubishi did not confirm his place with the Ralliart team for next season, while both Nissan and RAS Sport did confirm their wish to have the 1000 Lakes winner on board. Makinen himself (now sporting Pepsi Max personal sponsorship along with Pall Mall cigarettes) says he should know very soon what car he will drive next season.

Michele Mouton's Race of Champions, to be held on December 4 on Grand Canaria, is to feature a historic race using Porsche 911s prepared by London-Sydney Marathon winner Francis Tuthill. Included on the invitation list are Michele herself, Bjorn Waldegard, Walter Rohrl, Hannu Mikkola and Stig Blomqvist.

Financial difficulties look to have spelt the end for the Hankiralli. The organising club has battled against long-standing debts from organising both the rally and Finland's round of the European Rallycross Championship. The Finnish national association has refused the club permission to run the winter event as a round of either the European Championship (for which it has held coefficient 5) or the Finnish National series. The club has refused to run a lesser status rally for what would have been the 40th event. The Finnish ASN hopes the situation is only temporary and the event can return in 1996.

Mohammed bin Sulayem could clinch his eighth Middle East Championship in Oman later this month. Should he win the Muscat-based Oman International on October 27-28 with Victory Rally Team's second placed Khalifa al Motaiwi not scoring, the 1994 series is over.

AUTOSPORT

Changing up a gear



BRUCE JONES

Here we are faced with the thrilling prospect of a shoot-out for the Formula 1 World title. The World Rally title is still very much up for grabs. And, this weekend, British fans are to be treated to the FIA Touring Car World Cup at Donington Park. Stand back and ask yourself whether the sport is healthy or not. We're convinced it's on the way up again, big time.

In response to consumer research, we have pressed ahead with our bid to make AUTOSPORT brighter and more exciting to read. This issue is the result: our first all-colour magazine. It is something of which we are immensely proud, and we hope it will enhance your regular fix of motorsport news, reports and features.

Adding to the coverage this week is a new weekly column that will be penned by the sport's insiders, starting with BBC television presenter Steve Rider. Inside these pages, we aim to take you even more behind the scenes than ever before.

However, the area at which the biggest push has been directed is Club AUTOSPORT. Not only is it more colourful than ever before, it also has its own dedicated feature, one that will look at all levels of national motorsport events – from the top-level hot shots who are keen to push into the international echelons, both on the track and the rally stage, to the broad array of entry-level formulae and events that people do just for fun, be they racing hot hatches or trialling a Hillman.

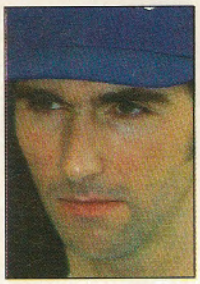
Finally, the finalists for the McLaren AUTOSPORT BRDC Award were selected on Monday. We will watch their progress over the weeks ahead with interest. You should, too, as we've had a pretty good success rate since David Coulthard kicked off the scheme in 1989...

Be fair to F1 drivers

I wish some of your correspondents would make up their minds. When Damon Hill was going well in 1993, it was apparently simply because he was driving a Williams.

Now that David Coulthard has had some good races, is it simply because he was driving a Williams? No, it is because he is sensational, gifted or just impressive.

Let's try and adopt a sense of proportion. All of the drivers at the sharp end of the grid are gifted. All of them drive impressively and, on the right day at the right time, they can all be sensational.



Hill: Just as gifted as the rest of them

How do I know? Because they are racing in F1. Would team owners like Frank Williams or Ron Dennis employ less than the best available? Would Ferrari bother if they couldn't find two of the best?

I believe that the front half of the the grid is occupied by a number of very good drivers, and to make childish comparisons does nobody any good at all. It ignores a multiplicity of changing factors.

Let's allow Frank Williams to make up his own mind about drivers. I am sure that between he and Patrick Head they know best.

If you want to whinge about the standard of drivers, then look to the back of today's Grand Prix grids, where there are a few who are racing on open cheque books or memories, rather than any vast talent or obvious quality.

NC Burden
Didcot, Oxfordshire

You make me sick!

Not many things inspire me to put pen to paper, but the time has arrived.

You make me sick! Over the last few months, I have read the letters and comments to the detriment of Nigel's return to Formula 1.

Last week Andrew Carnegie claimed: 'the ageing Mansell has done absolutely nothing in this years Indycar season.'

Am I going mad, or did Nigel qualify the uncompetitive Lola T94/00 consistently higher than the rather more competitive Penske and Reynard chassis?

I say check your own lives out first. I, for one, and all legitimate racing fans will welcome Nigel's return to F1 for 1995, if only to give Michael Schumacher some real competition.

Congratulations on a fantastic magazine. Please keep up all the good work.

Mark Anderson
Farnborough, Hampshire

More on Mansell

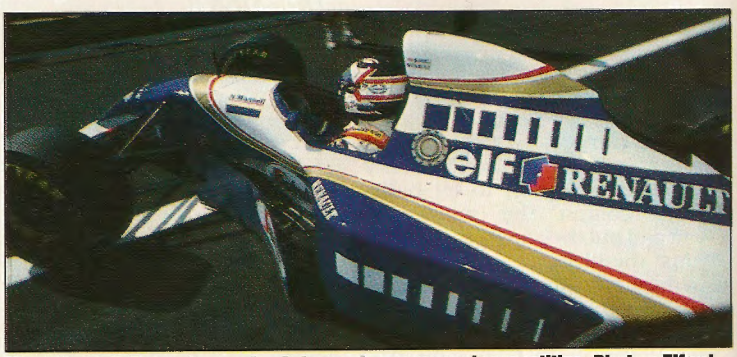
With reference to Nigel Mansell's recent remarks made to one Oliver Holt of the *Times*, I think it has to be said that 'our Nige' is suffering from a severely swollen ego as he approaches his twilight years.

Juan Manuel Fangio enjoyed F1 success in his 40s, but let us not forget that the pressures of F1 in his day were less than they are now.

It is arrogant of Mansell to assume that he can waltz back into F1 and secure first place every time.

Surely this is an insult to the ongoing success of the new generation of drivers such as Hill, Schumacher and Coulthard.

Hopefully, once Nigel is back in the (carbon fibre) driving seat, he he will come to appreciate the



Nigel Mansell: Returning to give Schumacher some real competition. Photos: Elford

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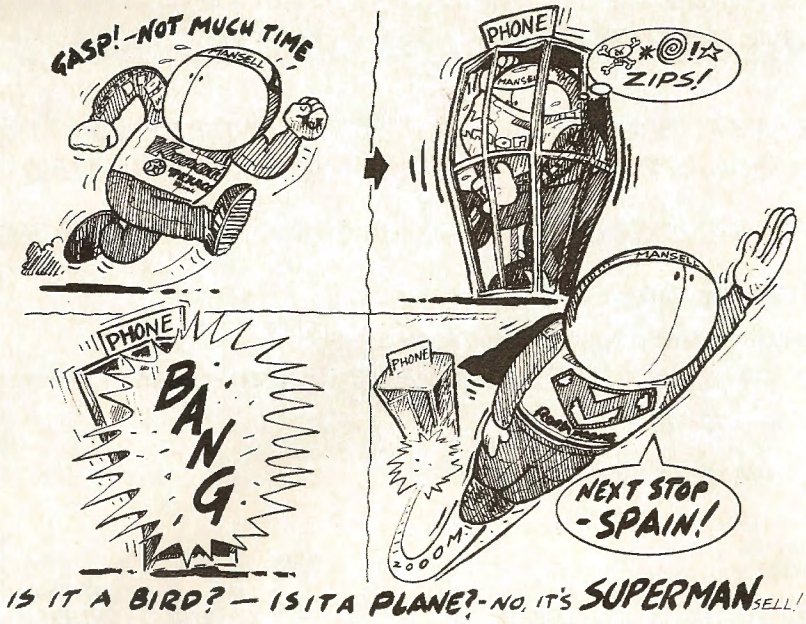
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strength of the new talent he presently derides by his cockiness.
David Thom
West Lothian

Mechanics thank

I feel compelled to write and express my sincere thanks to Jackie Stewart, the drivers, the mechanics, and everyone involved in the organisation of the excellent Grand Mechanics Trust day.

In particular I would like a special thanks to go to Johnny Herbert, who is one of the friendliest and most talented drivers racing today.

It was my birthday, and my ticket for the day (which included a fantastic ride in the stunning McLaren F1 car) was a gift never to be forgotten.

It was the most exciting day of my life – being driven by the fastest drivers in the world was an unbeatable experience. Riding with Johnny and then talking to him afterwards was surely the stuff dreams are made of, and a fantastic birthday bonus.

Johnny, you're one hell of a guy. I still haven't come down to earth.
Karen Watmore
Grantham, Lincolnshire



Mechanics Trust day: Unbeatable

In defence of David

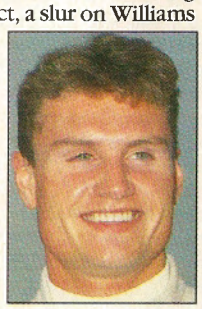
I write in response to the rather uncharitable letter in your last edition attributed to the Pauletts of Woking.

Anyone who has ever met David Coulthard will testify to the fact that he cannot, by any stretch of the imagination, be termed as self righteous.

His pleasant demeanour has, I believe, been one of the major positive impressions of Coulthard, along with coolness under pressure, and natural speed. These have endeared him to the Williams Grand Prix team personnel this season.

The fact that Coulthard has been qualifying behind Hill has undoubtedly stemmed from the need to 'bring home the bacon'.

The inference that Hill was being held up is, in fact, a slur on Williams rather than Coulthard. As, had this been the case (and it certainly was not), the instruction to move aside should have come earlier.


David Coulthard

When comparing their relative early F1 career performance, it should be borne in mind that:

1. Hill had a car worth about 2 seconds a lap over any, other than his team mate Prost's in 1993. This is a degree of advantage no longer enjoyed by Williams.

2. Hill did not suffer the unbelievable run of mechanical problems which Coulthard has had this year.

3. Hill was secure in the car for the full season and was therefore not under the kind of psychological pressure to be seen to perform well in extremely disturbing circumstances (such that the death of Senna, and the on/off Mansell comeback) that Coulthard has had to endure in his eight appearances.

Undoubtably Hill has performed admirably under the burden of having No1 status thrust upon him in the tragic manner that was the aftermath of Imola.

He has greatly impressed many people with his strength of character and ability to motivate the team this season, and he will undoubtably have a successful future in F1.

All I ask is that people like the Pauletts reserve passing comment on the personality and intentions of a person with whom they have obviously never come into direct contact. David's ability in the car will always speak for itself.
Brian Parlas
Milton Keynes, Buckinghamshire

Kart charity thanks

I would like to thank John Mousell and all the staff and marshals at MR Karting Birmingham for providing a fantastic night's racing at its celebrity charity event last Friday.

Among the stars competing in this endurance kart race were Alan Menu, Eddie Irvine, Paul Radisich, Oliver Gavin and Dario Franchitti.

As well as spectacular racing and a chance to meet the drivers, the collection of money for Cancer Research was the main goal.

All this was achieved in a warm and friendly atmosphere using karts that are available for hire by anyone.

Seeing some of the world's best drivers competing in identical machines and loving every minute is something I will never forget.
Stephen Finegan
Birmingham

WHAT THE PAPERS SAY — WITH MATTHEW FRANEY

As the grand-daddy of Formula 1 prepares to return to the fold to teach the young guns a thing or two about motor racing, the national press are cranking up the media machine. If this is to be Nigel Mansell's swansong, the Fleet Street Gang are making sure they get the requisite number of column inches.

Of course, Nigel, always considerate and understanding where the press is concerned, seems to think that there may well be hope for old hacks as well as old racers well into 1995.

Graham Nickless in the *Daily Mail* reports that Nigel is not impressed by ageist talk among the chattering F1 classes. 'My age is a figment of a lot of people's imagination,' he is reported as saying. I'm afraid he's lost me there, is he saying he has no age or simply that... oh never mind.

Whatever Nigel's thoughts on an F1 renaissance, he might be a tad upset by the utterances of his team mate to be, Damon Hill. The *Daily Mirror*'s Alan West voiced Damon's kind and caring words regarding the advent of 'Our Nige': 'If I can give some advice to Nigel it would probably be knock it on the head and play golf.' Careful, Damon, or it could be you that Nigel is knocking on the head.

Staying on the Damon Hill scene for a minute, the Williams number one, seems to have found a friend and ally in *The Sun*. In an exclusive interview on Tuesday, Damon 'opens his heart to Stan Piecha.' He tells Stan: 'So far I've been a bit of a Clark Kent character. Now it's time to step into the phone box and change into Superman.' I sincerely hope for Damon's sake – and that of the mechanic who has to do up his seatbelts – that he doesn't put his nomex underpants on outside his overalls.

Hill goes on to talk about his life before F1 and gives a revealing insight into the mind of one of London's most lethal species, the motorcycle courier. 'When I was weaving in and out of London traffic delivering parcels, the thing which kept me going was the thought of making it as a Grand Prix driver.' For the first time in my life I can begin to understand why I never beat those guys at the lights.

While we continue our perusal of gainful employment away from the racetrack, the *Sunday Times* Personal Finance section interviewed Stirling Moss. Now happier scooting round London on his Vespa managing his property interests, Stirling reflects on his past and the financial aspects of today's Formula 1.

'Money was never a motivation for racing. These days the hugely lucrative contracts for drivers and the legal wrangles they bring have taken the fun out of the sport...I raced the latter part of my career without a contract. If a person gives his word, he should stand by it.'

Such views in a modern world may well be anathema to the F1 drivers and their agents, but if Nigel does decide that enough is enough, he can look forward to some happy days on his new golf and fishing complex featured in this month's edition of *Carp*.

The title of the piece: 'Nigel Mansell carping in the fast lane'. I'm glad that got through the spell check!

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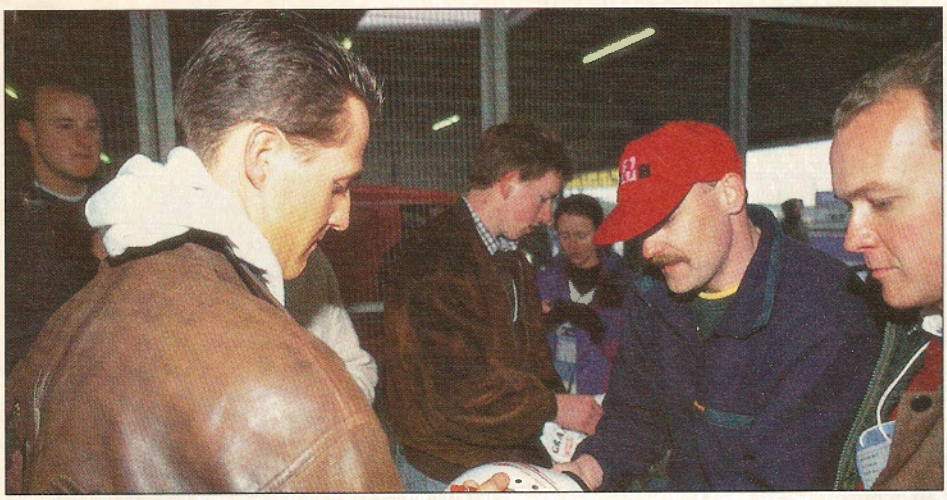
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'Drive Day' saw fans thrilled simply to meet their idols, to have the opportunity to chat with them, to get something signed. Michael Schumacher, like the rest of the racing drivers present, was happy to oblige. Photo: Martyn Elford

A day out



NIGEL ROEBUCK

Initially, it seemed like a motorway gone mad. The weather at Silverstone was lousy last Monday week, and as we proceeded towards Stowe at, I don't know, 125 or so, there wasn't a lot to be seen through the murk and spray. The ghosts of other cars materialised periodically, but we were past most of them in a trice, and my concentration was focused on the one about four feet in front us, another Escort Cosworth. Clearly our driver had considerable faith in the man ahead.

This, in itself, was not surprising, for it was Johnny Herbert, wasting no effort in his attempts to keep us behind him. Even before leaving the pitlane, he had been gently nudged several times, advised of the situation, if you like.

It wasn't long before I forgot about the road ahead – the motorway gone mad – and concentrated on watching Michael Schumacher at work. Undeniably, in the streaming conditions at Silverstone, four-wheel drive was the thing to have, but even so Michael and Johnny were routinely getting those Cosworths sideways to a point that recovery seemed unlikely.

Schumacher, I noted, had two hands on the wheel only at the point of turning in. Once the car had been committed to the corner, his left hand went back to the gear lever, all the steering correction being done with his right. On one occasion, out of Becketts, we momentarily went clear off the road, but Michael barely lifted. 'Oops,' he said.

Eventually, at Priory, we got by Johnny, who had been baulked by a Peugeot. Herbert momentarily tried to get alongside once more, but a glance from Schumacher suggested this was inadvisable, and for the rest of the lap Michael simply strutted his stuff, driving as if in a sprint car on dirt, entering corners as good as backwards, yet always gathering it up, always hitting his apex. Perhaps the most numbing aspect of the entire exercise was the lack of apparent effort. Schumacher, in jeans, leather jacket and borrowed open-face helmet, gave the impression he could do this indefinitely.

Organised by Jackie Stewart, in aid of the Grand Prix Mechanics Charitable Trust, the 'Drive Day' was a consummate success, raising a bunch of money for a deserving cause, and providing a lot of pleasure for a lot of people. An impressive collection of racing-associated companies had contributed directly – we noted those absent from the list, so as to be sure not to mention their names gratuitously in future – and, in addition, 200 fans laid out a couple of hundred quid each. None to whom I spoke felt it other than well spent.

As well as 18 drivers from Touring Cars, and so on, 13 of the current Grand Prix drivers were present, and, as JYS pointed out, if you tried to pull together a bunch comprising Schumacher, Hill, Hakkinen, Alesi, Brundle *et al* for a day somewhere, in the normal course of events you'd be looking at a daunting sum of money. None was offered to the drivers, and none requested. After rendering his Alfa Romeo immobile, and transferring to a BMW M3, Alesi summed up the spirit of the occasion: 'I'm here for the mechanics, not for Fiat.'

When your professional life is bound up in F1, it is easy sometimes to forget how remote the sport has become to its own aficionados. Before I became involved in racing, nearly 25 years ago, it was possible to go to a Grand Prix, buy a paddock pass, and get close to it all. Motorhome City was still in the future, and for the drivers there was no hiding place, beyond the pits or transporter. You walked in, and there were your gods.

Last week, though, I was reminded again that this is no longer the case, many fans thrilled simply to see their idols, to have the opportunity to chat with them, get something signed, or whatever. And then, of course, there were the rides around the track. No opportunities of that kind existed in my hero-worshipping days, but it occurred to me that, had they done, I would have sold my grandmother for a few laps of Silverstone with Moss or Clark. Both grandmothers, come to think of it.

"Had such a chance existed in my hero-worshipping days, I'd have sold my grandmother for a few laps with Moss or Clark"

During lunch, there was a seminar, in the course of which the subject of F1 refuelling arose. In his preamble, Stewart had said that the total so far raised for the GP Mechanics Charitable Trust stood at over £1 million, and now he referred to it again. No more than three litres of fuel had escaped in the Benetton pit at Hockenheim, he pointed out, yet momentarily Verstappen's car had been engulfed. 'If it had been a matter of 20 litres – or 50 litres,' he said, 'this entire fund would have disappeared in one go.'

Like virtually everyone on the panel, including Damon Hill, Stewart was emphatically opposed to refuelling – 'Make no mistake, we will have the big fire one day' – and the great majority of those present appeared to agree with him. Safety considerations apart, the consensus was also that refuelling, far from adding to The Show, had served only to dull it, interrupting many more on-track battles than it had created.

Damon, I was pleased to see, was in excellent, feisty, form. Beginning with Jerez this weekend, he has before him three crucial Grands Prix, which offer him the possibility of the World Championship. He knows he must set aside any distractions, and knows, too, that will not be easy, given the inevitable sideshow effect of his new team mate's arrival. At Silverstone he declined to get into debate about who might help him, and how much, preferring instead to think in straight terms of Hill against Schumacher.

'I've got to get pole position, and win the race, haven't I?' Damon said. There was more than a touch of defiance in his voice, and I shall be surprised if he is not at his very best in Spain. It is all too easy to dismiss what he has done in the recent past. After both Monza and Estoril, where the Williams-Renaults ran 1-2 for much of the afternoon, a lot of folk were quick to suggest that, 'Of course Coulthard could have passed Hill if he'd been allowed to.'

Maybe so, maybe not. Twelve months ago, the view of some was that only team orders were keeping Damon behind Alain Prost. Such things have always been said when team mates run at the front in close formation, but when there is no pressure from elsewhere, the question is both hypothetical and academic. What matters is that Hill had to win in Italy and Portugal, and win he did. Now, against a Schumacher sharpened and reinvigorated by enforced exile, he has to do it again. And Michael, he must assume, will have both hands on the wheel this weekend... ■

ARMCHAIR ENTHUSIAST



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JAMES HUNT
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Out last week and probably the best yet. If you need more convincing, look out for extracts from the book in AUTOSPORT soon.



Sunday's race at Laguna was an emotional occasion for Mario and son Michael (right). Photo: John Townsend/Sutton Photographic

Arrivederci Indycars!

DRIVER COLUMN



MARIO ANDRETTI

Laguna Seca was my 407th and last Indycar race, and for me the day was totally different. Obviously as you go through your career you don't have the outpouring of emotions that I witnessed last weekend. It was a totally different experience. This whole year has been something new, but the culmination of everything that happened came on this weekend. It was so memorable from every standpoint, in all the details. People have been so wonderful. These are things I'll always remember.

Last year when we made the announcement that this would be my last year, I still had plans. I still had a full year to look forward to. It was almost business as usual. Now, I listen to Michael talking about his upcoming testing. At the driver's meeting on Sunday morning, Bobby Rahal was talking about his testing plans. All of a sudden for the first time in a long, long time, I'm not planning for testing in the off-season. That was one of the first realisations that this was the end of the road for me.

There's so much competition among the teams. You know, there's a war going on out there. But there are times when we can all come together, like a big family. In the driver's meeting we do all the things we do on the track. We fight tooth and nail and we bang wheels. But in this morning's driver's meeting they all had good wishes. Everyone had something to say. That was really extra special.

They even flew Nicky Fornoro out to start the race. He's probably started 300 or 400 of the races that I've run between midgets and everything else. And CART brought Nicky out from retirement for this race. That was quite a tribute. It was also extra special.

Then at the start of the race I found myself in the middle of a multi-car incident. What was happening was exactly what I didn't want to happen. I figured I wasn't going to be the cause of whatever happens. I tried to keep my nose clean. I got away fairly good. Then I was hit in the rear, which cut the tyre. That hurt, but there's nothing you can do.

Emotions run high at the start of a race. Sometimes you make your own mistakes. Sometimes you're a

victim of other people's mistakes. I've seen it all. But over the course of your career, you know you can give up this race and go on to the next one. It's not a big deal. But this was different.

Luckily the race went yellow, which was helpful. I was able to stop at the pits and not lose a lap. I was looking to gain some points out of the day. Whatever I could get out of the day was going to be a bonus. We had improved the car pretty well in the morning warm-up. We were fourth quickest, and if I hadn't got behind at the start, probably I could've been a lot more competitive. But when you're in the back, you really annihilate your tyres trying to pass.

The car was not superb, but it was pretty good. I just kept driving as hard as I could without worrying about the last race, the last corner or last anything. I just tried to do the job. I think I maintained my concentration. I don't think I made any mistakes. I didn't take too many chances. No banzais. I kept my nose clean. I wanted to finish. Whatever happened today, I didn't want it to be my fault. I was so empty when I felt the engine quit running. I knew I wasn't going to make the chequered flag.

Things were just coming around. It was coming down to a decent finish, but it wasn't to be. The timing chain let go for the umpteenth time. I couldn't believe it. Elkhart Lake was the same way. We were in the top five when it broke. It was just one of those things, but all this obviously hurt my hopes of collecting some points. You've gotta finish the races to do that.

It's emotional no question because you want it all. You want at least to get some of it back, but that's the game. It just doesn't pay you back. But I feel very satisfied within myself. I think I tried hard. I think I drove decent at Laguna, so I have to be satisfied with that. You can't help it if you have a problem. We've had a number of these problems this year, but that's the way this game goes and you have to accept it.

Nothing lasts forever. We know that. I think I'm a big boy; I can deal with that. So I'm just thankful for everything that's happened. Believe me I don't expect it to go on. I just want to be able to hold my head up high and be able to revisit with my friends in the future. I'd like to feel welcome in the sport in the years to come.

If my plans to race at Daytona and Le Mans 24-hour races come together, I'll be doing quite a bit of testing in the fall and winter in preparation for Daytona. So, there goes the vacation. In the future as far as the team ownership, that's going to take a couple of years. I want the dust to settle down, just to get the lay of the land.

I'm not gonna jump into it just for the sake of doing it. I just want to give myself a break. But I'm not going to be far away. I'll probably go to most of the testing with Michael, try to stay on top of things. I think that will be very important.

A lot of people have said that I'm unlucky. But no way you could say I'm unlucky. I think I'm very lucky. Look at my career, what I've been spared and the opportunities I've had. I've been lucky in a lot of ways, believe me.

Finally, I'm happy to report that I leave the state of Indycar racing in very good hands. It is enjoying the best moments in its history, no question. It's definitely in good hands and with all the young talent that we have on board, there's a lot of depth in the field. The future is very bright and very strong. I just wish Tony George (boss of Indianapolis) would understand that.

● **Full Laguna Seca report, see page 48**

"I think I'm lucky. Look at my career, what I've been spared and the opportunities I've had"



Mario's final Indycar race didn't bring the hoped for top-10 finish. Photo: Steve Swope

■ 20 YEARS AGO

By finishing fourth at Watkins Glen, Emerson Fittipaldi clinched a second Formula 1 World Championship (AUTOSPORT, October 10, 1974), but Carlos Reutemann won the race ahead of the Brabham of Carlos Pace and James Hunt in a Hesketh.

The race was marred by the death of Helmuth Koinigg, who crashed in his Surtees. It was also the last F1 race of Denny Hulme's career.



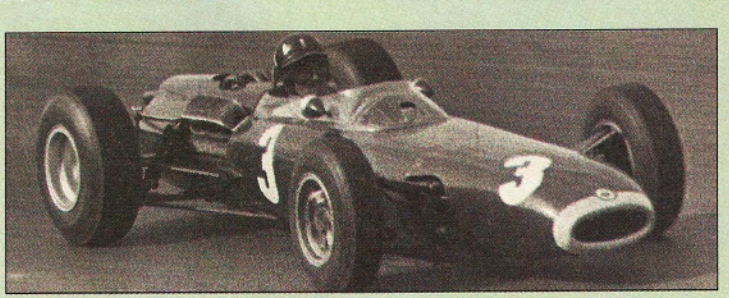
Fittipaldi clinched a second title at the Glen

■ 30 YEARS AGO

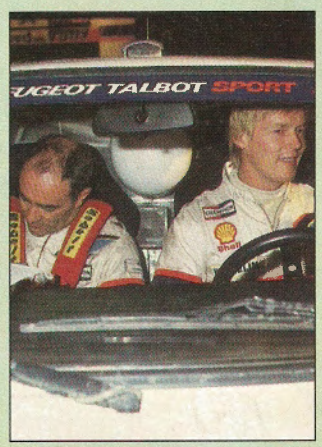
Graham Hill won the US Grand Prix at Watkins Glen for BRM (AUTOSPORT, October 9, 1964). The first half of the race saw a tremendous battle between Hill, Jim Clark, John Surtees and Dan Gurney.

Clark was forced to relinquish the lead when fuel injection trouble intervened on his Lotus. Gurney was forced to retire his Brabham after 69 laps with engine trouble and Surtees dropped back after spinning his Ferrari on oil, handing Hill a 17s cushion.

Surtees, meanwhile, had been voted 'Driver of the Year' by an overwhelming majority by the Guild of Motoring Writers.



Graham Hill in a BRM on his way to an easy victory at Watkins Glen in 1964



Vatanen and Harryman face the press

■ 10 YEARS AGO

The Peugeot 205 T16 of Ari Vatanen/ Terry Harryman (AUTOSPORT, October 11, 1984) won the San Remo Rally. Walter Rohrl rolled out of second place on a treacherous final night.

The rebuilt Nurburgring played host to a Formula 1 race for the first time when Alain Prost scored a lights-to-flag victory in the European Grand Prix. With McLaren team-mate and title rival Niki Lauda finishing fourth, Prost's win ensured that the F1 World Championship went down to the wire at Estoril.

Peter Brock scored his eighth win in the Bathurst 1000 classic, sharing a Holden with Larry Perkins.

■ 40 YEARS AGO

The international meeting at Aintree saw Stirling Moss take no fewer than three victories (AUTOSPORT, October 8, 1954). The first came at the wheel of a Cooper in the F3 race, which he won by 25s. Moss then won the main event, *The Daily Telegraph* Trophy, driving a Maserati. His final victory of the day came in the *Formule Libre* race, again for Maserati.

Masten Gregory used the power of his 4.5-litre Ferrari to beat off a spirited challenge from Peter Collins in a Aston Martin DB3S to win the sportscar race at Aintree. Colin Chapman came second to Ken McAlpine in the up to 1500cc race driving his Lotus.

★ **Turn to page 118 for full television & radio listings**

ANNIVERSARIES

Oct 13: Andrea de Adamich (born 1941), Adrian Cottrell (b 1964), Gabriel Furlan (b 1964), Patrick Neve (b 1949), Peter Sauber (b 1943), Wilbur Shaw (b 1902).
Oct 14: Marc Cramer (b 1964), Rikky von Opel (b 1947), Jason Plato (b 1967), Bernd Rosemeyer (b 1909),
Oct 15: Chris Economaki (b 1920), Christian Fischer (b 1968).
Oct 16: Peter Ashdown (b 1934), Tony Rolt (b 1918), Yuichi Natsukawa (b 1954).
Oct 17: Enzo Coloni (b 1946), Olindo Iacobelli (b 1945), Tom Kendall (b 1966).
Oct 18: Clemente Biondetti (b 1898), Peter Cocks (b 1956), Nick Cussons (b 1939), Lawrence Cutler (b 1948), Hans Klenk (b 1919), Ludovico Scarfiotti (b 1933), Don Thomas (b 1931).
Oct 19: John Jones (b 1965), Didier Theys (b 1956).



Nigel Mansell takes over from David Coulthard in the Williams firmly believing he still has a strong future in Formula 1. 'I go back facing a bigger challenge than before. A lot of goalposts have changed – but there's no question that when you change jobs or formulas, you rejuvenate certain things.' Photos: Jeff Bloxham

Return of the Entertainer

THINGS HAVE CHANGED DRAMATICALLY SINCE NIGEL MANSELL MADE HIS ONE-OFF APPEARANCE FOR WILLIAMS EARLIER IN THE YEAR. BUT DESPITE THIS, MANSELL DENIES HE'S GOT ANYTHING TO PROVE – HE JUST WANTS TO MAKE THE LAST THREE RACES 'A BIT MORE ENTERTAINING...' INTERVIEW BY ADAM COOPER

Final qualifying at Laguna Seca is less than an hour away, and Nigel Mansell is sitting at a table under the Texaco motorhome awning. Is he doing his bit to keep sponsors' guests happy? Nope. Chatting with some golfing buddies? Not this time.

Nigel is meeting the public, a concept sadly not familiar in Grand Prix racing these days. As is his custom, he's sitting there while his fans queue up and file past. They shake his hand, ask him to pose for their cameras, get him to sign autographs. There are programmes, T-shirts, 1/43rd models and any number of blown-up colour photos, a large proportion showing him in action in past Phoenix F1 races.

Some people give him souvenir copies to keep, and there's even a guy with a picture of Nigel and Elio de Angelis sitting on a pitwall a decade ago. Caught off guard for a moment, Nigel mentions the sad memories this revives, and puts it to one side.

'I've been a fan of yours since I was 10,' one chap says.

'So how old are you now?' responds Nige.

'Fifteen!'

It may sound corny, but it really is quite an enlightening experience hearing the endless and very genuine messages of support, and watching everyone's faces light up when they get that precious signature. Especially those of the visiting Brits, who are not used to such easy access to their hero. He doesn't have to do this, but Nigel finds time for as many people as he possibly can.

Mid-autograph, he leans across and catches my attention.

'I'll tell you something now,' he says, 'This is reality. What people write is fiction...'

He's got a good point. This, perhaps, is what really matters; connecting with the public. It's something which Nigel does like few other drivers in history, for reasons which no one has ever fully explained. Worldwide, Mansell is probably as popular with the fans as he's always been. And yet the gulf between the public's affection and the opinion of the media seems greater than ever.

A lot of folks in the racing business have never really taken to Nigel's 'man of the people' persona, and some positively detest that very fan support he generates.

But recently a new phenomenon has emerged. Whereas in the past most have given Nigel due credit for his performances on the track, it's now being said that at 41, Nigel is past it, not a driver worthy of three more years' investment from Williams and Renault. David Coulthard is the man of the moment, and of the future.

Naturally, this is not a view which sits well with Nigel, who has always carefully scrutinised his press coverage.

'I feel very sorry for people who have to write rubbish like that, but we all know that more than half what's in the papers is not true anyway. And that's being kind. It's a shame, whoever's been putting it about – whether it be IMG, whether it be David Coulthard, or whether it be other people. I think David Coulthard is a far better driver than that, and doesn't need that kind of publicity.

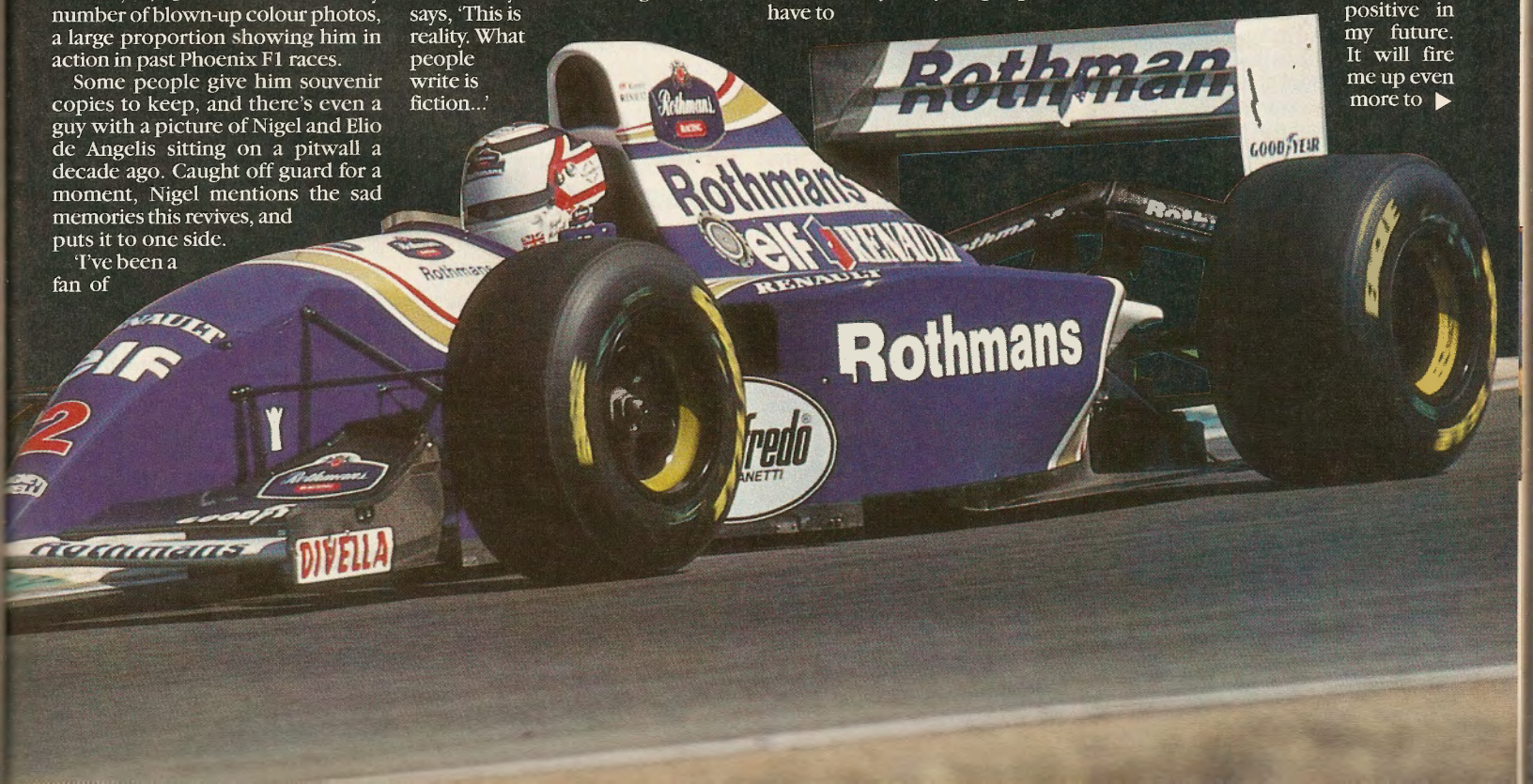
'Perhaps if he was doing that with a driver who wasn't a double World Champion and the winningmost driver in the history of the country – surpassing Jackie Stewart, Jimmy Clark and Stirling Moss – it would have some significance. But to me, I'm so far above it, I have no comment. The only comment I would say is it's disappointing.'

Some might argue that evidence for Nigel's future form includes the tough time he's had in Indycars this year, relative to last year's dream debut season.

'We've had our opportunities to win, and they've been taken away from us. But I still feel I have won something – I've won my club's championship at golf!

'There are very good people who are competing over here, like Raul Boesel, who have been here for 10 years and haven't won. Either you're trying to set me on a class on my own, or you're not looking at things in the right context. We've won two back-to-back world championships, which has never been done in history.

'How can anyone decry what's been achieved? Yes, it's been a disappointing year. But am I devastated or upset? No, because I've been in motor racing so long that really the negative of this year will be a positive in my future. It will fire me up even more to ▶





◀ have future success in whatever I'm doing.'

Nigel returns to the Grand Prix scene in Jerez this weekend, though we still don't know if it's going to be a long-term return. Will he feel refreshed after his two-year holiday?

'That's a question I can't really answer. I've been really motivated over here to do what we've done, and I go back with certainly a bigger challenge than before. A lot of goalposts have moved, a lot of regulations have changed. And everyone's made a big thing about the age. I just hope that I can walk without my walking stick next week, and I'll be able to do the job...

'I've been winning races since 1985, and going for championships since 1986. There's no question that when you change your job or change formulas, you rejuvenate certain things. Changing countries, changing disciplines and doing the Indycar series is something I can look back on in context and say it's been a very special part of my career. Because I've done it. All these people who say various things, they haven't got a clue. My case rests with that really.'

Does Nigel have anything left to prove?

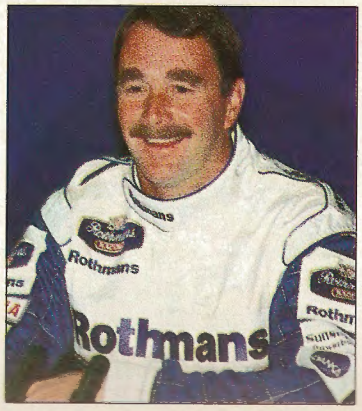
'I don't think I've got anything to prove any more. I basically love driving, I love doing my job, and will continue while I'm given an opportunity to compete at the highest level. You've got to have the hunger to do it – and regrettably I do have the hunger. I've got nothing to prove. It's everyone else who's got something to prove.

'I'll do it for as long as I'm happy and people around me are motivated to do the same kind of job that I want to do. When I retired in 1990, it was because no one was around me that wanted to give me the opportunity to succeed. They wanted me there to make the numbers up or whatever, but they weren't being totally supportive. Since then we've had total support, and have come away with two world championships. And my case rests again.'

Looking back two years, does Nigel have any regrets about his sudden decision to move to Indycars?

'Not really. Hindsight being 20/20, there's always a few times you can say if, buts and whens – but ifs, buts and whens don't get the job done. The gratifying thing, as I've said before, is that 1994 has really put into perspective what I achieved in 1992 and '93. So it's really made it so much more more special for me.

"I don't think I've got anything to prove. But you've got to have the hunger – and regrettably I still do"



'It doesn't really matter if it makes it more special for anyone else or the world. I know what it took to achieve the championship last year. I've had a really interesting experience over here. It's part of my life which I've finished with now. I've got Indy racing out of my system. To come across and to do it, and conquer it and win, and then be able to go back, it's something absolutely phenomenal. Not many people have the opportunity. And let's be honest about it; the truth is that not many people are good enough.

'To actually do it and achieve it, and then do whatever we might or might not be doing in the future, is something quite special.'

The future? Unfortunately, questions about that bring forth a grin and politely evasive answers, although Nigel was rather more forthcoming this time (see *Pit &*



Main picture: Mansell behind the wheel of his 1994 Newman-Haas Lola at Road America. 'I've got Indycar racing out of my system. To come across and do it, and win, and then be able to go back – it's absolutely phenomenal.' Photo: Steve Swope. Below left: Mansell faces the press before his one-race return earlier in the year, at Magny-Cours. Photo: Bloxham

Paddock). With no hard information in recent weeks, the press has had a field day conjuring up various scenarios. It hasn't helped to tame Nigel's feelings about journalists.

'I have to say to you, and hopefully you'll print it, there's been so much rubbish printed and manufactured stories over the last couple of months that it's beyond the point of belief or disbelief. They are so far removed from the truth, all it does is demonstrate the credibility of the person who's writing to be very poor. They're so erroneous it's a joke.

'Someone said to me not so long ago, "How do you put up with all this, not knowing what you're going to do and not going to do?" I said, "It's quite easy. I know what's happening. You guys don't, but I do. So I don't have a problem."

'Having a laugh about it now, one week I read that I'm retiring, the next week I read I'm doing touring cars, and the same week I'm with Williams, then Ferrari; then I'm buying Lotus, and then it's Benetton.

'There's so many things flying around – you just have to pick a straw and see which one you want to believe from one week to the next.'

What we do know for sure is that Nigel will be back in the seat of a Williams this weekend.

'Spain brings back some nice, fond memories. We had the closest finish there with Ayrton back in the '80s. I've won there, and come second twice there. Spain has been very good to me; I've won twice in Barcelona. I'm looking forward to it, but I wish there was a week between the race in Laguna and the race in Jerez, because with the time difference, and racing one weekend after the other, for sure I'm going to be tired. Anyone who thinks that I am going to be on the top of my form is wrong.

'We've got three weeks before Japan, which is great. I'm looking forward to that, because I've never won in Japan. I've gone well there, but always had some sort of mechanical problem. We've got tremendous support in Japan, and fantastic support in Australia. And I'm really looking forward to those last two races.'

Clouding the issue somewhat is Damon Hill's late challenge for this year's World Championship. The points situation now is somewhat different from when Nigel negotiated to do these three races. Inevitably, any ideas Nigel had about doing his own thing will now be compromised.

'What people forget is that I have a contract with the team, and within that contract it covers a whole load of points which are confidential to Frank and myself.

'I'm not running for the World Championship this year, just doing some guest appearances, and it's up to Frank and I to discuss whatever situation arises. We're all very professional, and I have been a great supporter of Damon over the years, so the question shouldn't really need to be asked.'

But won't it be frustrating to have to finish behind Damon?

'There's no question about that. But I just hope that Damon and Michael can have a good end to the year, which has been a very trying, very difficult and very sad year in motor racing, for many, many reasons; the tragic deaths, the penalties, the disqualifications. I just hope the last three races go well for everybody, because I think that's very, very important for the sport, the sponsors, manufacturers and fans alike.

'What I want to do is compliment the series. I want to come and help make it a little bit more entertaining. I just sincerely hope that the last three races are trouble free for everybody.'

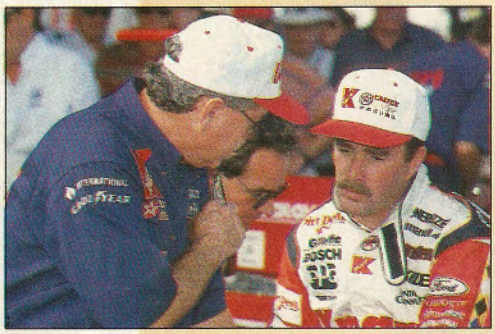
One thing's for sure – Nigel is certain to add a little spice to the title race... ■

AN ENGLISHMAN ABROAD

IS AMERICA SORRY TO SEE THE BACK OF NIGEL MANSELL? ADAM COOPER ASKS SOME PEOPLE WHO KNEW HIM WELL

Nigel Mansell's two-year spell in Indycar racing came to an end at Laguna Seca, unfortunately not on the high note he had hoped for. There have been plenty of suggestions that he's outstayed his welcome in the States, but what of the people who worked most closely with him? To a man, they've enjoyed the experience and are sad to see him go.

JIM McGEE, Newman-Haas team manager: It's been an incredible two years for me. I've spent a lot of time with drivers when they first came here, especially Emerson. His learning curve was pretty flat. Nigel was just the opposite – his curve was very steep.



McGee and Mansell. Photo: Formula One

The first time he got in the car, especially on the ovals, I knew he was going to be extremely fast – but he'd have to learn where the limit was.

I said at the time that the accident he had at Phoenix was probably the best thing that happened to him, because at least that got his attention, and made him realise that maybe there was a different technique. Going to Indianapolis like he did, almost winning the race, was just unbelievable.

He's always been fun to be around. He motivates the guys, and the team has been 100% behind Nigel. This year has been one of those up-and-down seasons where we haven't got any breaks. We've had a mapping problem with the engine, and several things which probably might have set a different tone on the season.

There were some distractions for him, and maybe the focus wasn't exactly where it was previously. I think this year he got bored at Indy, and I spent most of my time with him trying to keep him focused, as everybody's seen what happened to Piquet and guys like that. That race can bite you in a big way.

But still, all in all Nigel's done a fabulous job, and I wouldn't trade these two years for any other season I've had. Probably I've had more fun with him than any other driver. He's a class act, and it's a big loss to Indycar racing.

TOM WURTZ, Nigel's chief mechanic: For the last two years he's been great to work with. What we read prior to him coming over here, really didn't turn out to be true. Speaking for all the guys, we've just had a great time with him.

He's a gentleman. He speaks his mind, tells it like it is, and he's very upfront in everything. He puts out his best, and we try to do that for him. With him, it was 110%, and if he wasn't happy, he'd let it be known. And he let us know if the car was great – he was polite to everyone.

After Nazareth, when we got back to the shop, we found that the weighing scales that we take on the road had given up. We couldn't get enough weight on the right-front to satisfy the staggered tyres we ran. It kept wanting to come around on him all the time, and we didn't know why – it was the same for Mario. We told him that if the car wasn't handling well, then come on in.

He hasn't fallen out with the team at all, not in the mechanics' eyes. We're going to miss him here at Newman-Haas; hopefully, we took on more than a working relationship with him.

MICHAEL KNIGHT, Newman-Haas PR man: It's a two-year period in the history of Indycar racing that's unmatched in just about every aspect you can imagine. The worldwide TV audience has tripled, I believe.

It's obvious there have been drivers in other teams who have been jealous of the international media attention that Nigel's received, but I think every one of those drivers and their team owners should come over and thank Nigel, Paul and Carl for making this phenomenon happen. Everybody else has basically got a free ride out of Nigel's celebrity.

The fan reaction here has been unlike anything I've ever seen. The K-Mart store visits he's done have drawn record crowds for this sort of autograph opportunity. When you see the relationship Nigel has with the fans, it's very easy for me to understand why he is considered the 'people's champion'.

I think to me that is what totally outweighs some of the misguided media coverage of people who have been covering racing for a long time, and think they know the real Nigel Mansell.



The team in action. Photo: Steve Swope

We race for the fans – not for the ego gratification of people in the press. When you see the reaction of the fans to the tremendous style and showmanship that Nigel expresses, not on the race track but also in the paddock area, that's what makes this sport work.

On the road to Hell with F1's title duo

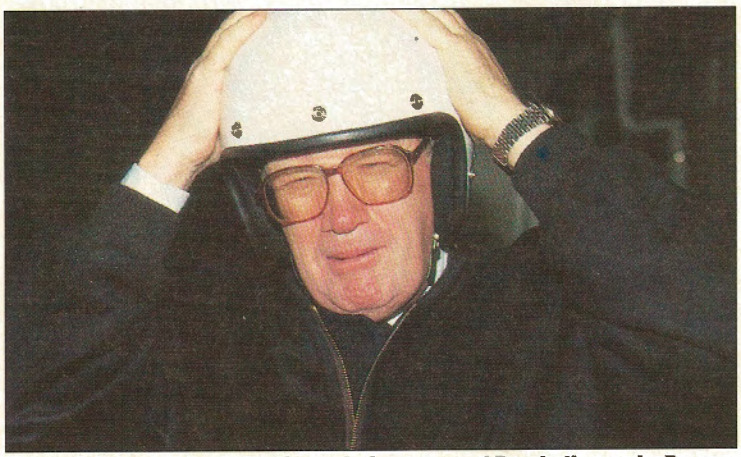
WE'RE DOWN TO THE LAST THREE RACES OF THE CHAMPIONSHIP. THERE'S ONLY ONE POINT IN IT. TIME TO SEND OUR INTREPID REPORTER OUT WITH MESSRS HILL AND SCHUMACHER, TO FIND OUT HOW THEY'RE *REALLY* FEELING. COME IN ALAN HENRY...

So I get this letter from the features editor: 'We have arranged for a nominated journalist to ride with Michael Schumacher and Damon Hill on Monday morning....' Yes, yes, get to the point. 'Clearly the piece can be quite light-hearted, to bring in tips on how the drivers' tackle Silverstone, memories of this year's British Grand Prix, any noticeable differences in driving style, thoughts on this year and the next three races – whatever they are willing to discuss...'

Talk about the road to Hell being paved with Good Intentions! Trying to talk to Hill and Schumacher as they belt round Silverstone at the wheel of regular road cars in the middle of a monsoon? It would have been easier to open a debate about contemporary naval architecture while standing on the bridge of the *Graf Spee* during the Battle of the River Plate!

However, first a word about the occasion. This was the Grand Prix Mechanics Trust Day, one of the most remarkable charity events on the motor racing calendar. In a nutshell, Jackie Stewart cracks the whip and all the troops come out on parade.

The idea is that race fans stump up £200 a head for the experience of a lifetime – being driven round Silverstone by Grand Prix racing's Top Aces in some of the Best Cars you could lay hands on. All the drivers and car makers donate their services for nothing. Topped up by generous contributions from a whole host of other sponsors – including Goodyear, Agip, Mercedes, Yamaha, Cosworth, Ilmor, Shell and Castrol, to name but a handful – the day ultimately raised over £100,000 profit.



'You look like you should be shot out of a cannon...' Prophetic words, Damon

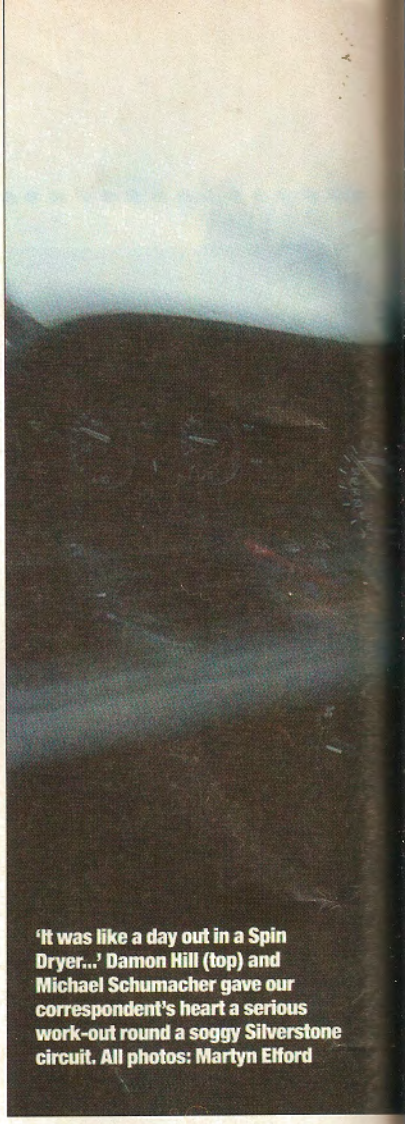
> DAMON HILL
> **"I usually drive a little smoother than this. Whenever I talk, I tend to miss the apex by about four yards!"**

It is unquestionably a worthy cause. As we saw in the case of Benetton's pitlane fire at Hockenheim, Formula 1 mechanics can suddenly find themselves exposed to risks the magnitude of which are certainly not reflected in their pay packets.

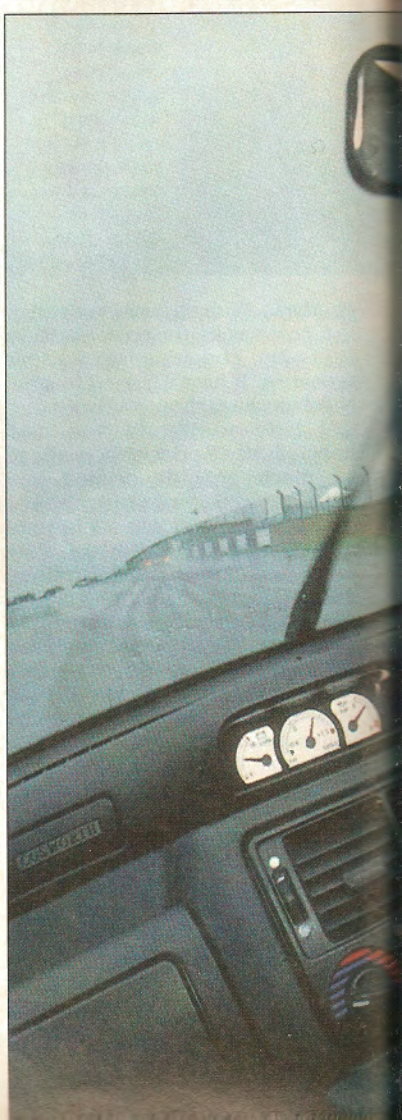
Moreover, as Stewart warned, we probably haven't had the major refuelling accident that eventually brings the sport's governing body to its senses, causing it to ban the whole ridiculous procedure.

Right, sermon over. Time to go down into the pitlane where we are greeted with some strange sights indeed. Ukyo Katayama splashes past in a Rover 600Ti. Yes, alright, I know it's a really only a re-skinned Honda, but this is really stretching incongruity to breaking point. Julian Bailey wafts by at the wheel of a delectable Mercedes C36 coupe. There's an Aston Martin Vantage with Peter Gethin doing his Toad of Toad Hall impression behind the wheel, Jean Alesi busy blowing up an Alfa 155 – I kid you not – and Johnny Herbert doing things to a BMW M3 that would make strong men tremble...

Into the queue to drive ride with Damon Hill in a Renault Clio Williams, in company with photographer Elford and a young lady fan from the North – in whose affections Damon has clearly supplanted Nigel Mansell. 'He moans a lot these days, doesn't he?' she says brightly. Mansell, not Damon... ▶



'It was like a day out in a Spin Dryer...' Damon Hill (top) and Michael Schumacher gave our correspondent's heart a serious work-out round a soggy Silverstone circuit. All photos: Martyn Elford




elf


Skid

No. 2

Which 1995 championship will award £1,000 to each race winner?

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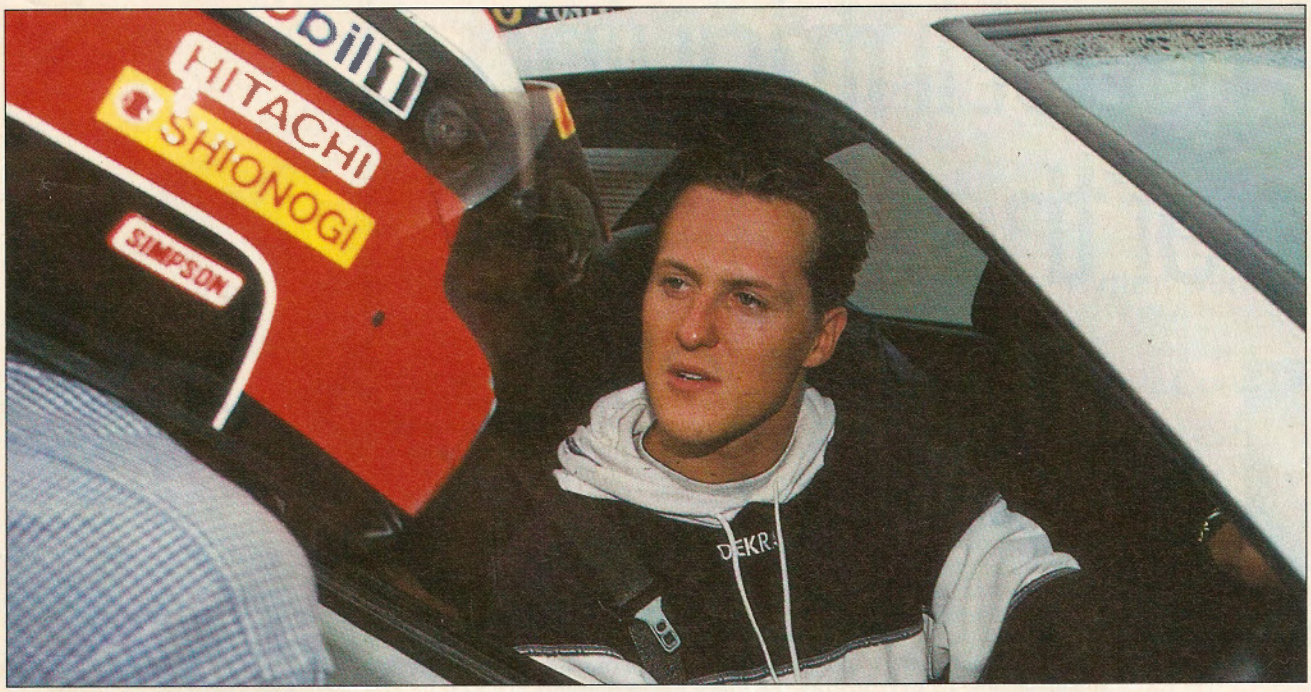
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Michael Schumacher enjoyed an on-going battle with Johnny Herbert (left) throughout the day – characterised by plenty of contact!

◀ So there I am, strapped in the outside rear seat of a Renault Clio Williams – the corner which will hit the guard rail first. Hill regards my crash helmeted face. 'You don't half look funny in that helmet,' he says. 'You look as if you should be shot out of a cannon.' Brushing aside whether he was expressing an observation or merely voicing his own personal preference, I replied that I felt like it. So off we go.

Pausing briefly at the exit of the pitlane, Damon gives us a display of what traction control feels like, the engine fluttering against the rev-limiter before we set off for three hot making laps.

Technique? Observations? It was like a day out in a Spin Dryer. My heart muscles ominously as we hurtle down the Hangar Straight, howling towards 90mph in this front-wheel-drive baby. No point in having a cardiac arrest now, they'd never get me out of the car again...

'Great little car, isn't it?' says Hill as we clip the inside kerb on the exit of the Vale and skitter through Club, clawing for grip. 'Front-wheel drive is a little bit more tricky than rear-wheel drive,' he continues, 'because it tends to understeer quite a lot. If you put on too much power it tends to go straight on.' I think I'd already worked that out.

This Clio Williams was a serious car. Even with four people aboard it felt pretty quick. 'But with just one or two in, it really is enormous fun,' Damon enthused as we dipped through the right-hander at Bridge, and I found myself wondering how the hell David Coulthard managed to spin there in practice for the British Grand Prix without collecting the masonry. We're nudging 90mph as we speedboat past the pits.

'That's about 160mph in the F1 car, up to 175mph by the time we brake for Copse,' he said matter-of-factly. 'When you're in an F1 car you think the distances you're travelling are much shorter than they really are. There seems to be all the room in the world out here today.'

You ask me to talk about technique? 'I usually drive a little smoother than this,' said Damon. 'Whenever I talk I tend to miss the apex by about four yards!'

All too soon, the three laps were over. Forget analysing what the hell Damon was doing. Suffice to say he was simply demonstrating that Grand Prix drivers exist on a different level, and their constant exposure to F1 racing speeds mean that they're barely scratching the surface of their capability to stretch such road cars to their limit.

Next on the agenda was Michael Schumacher and a four-wheel-drive Escort Cosworth – all spats and spoilers and described by one nervous colleague as a machine that looked like the Turbocharged Skateboard from Hell. The reality, however, could hardly have been more different.

The ascetic Schumacher welcomed us stiffly to his domain, the environment of which felt tranquil enough with soothing music from the radio. Then we were off again, with AH once more strapped into his favourite perch on the outer-left rear seat. Which must have done wonders for the handling. What followed was an absolutely electrifying display of four-wheel-drive potential.

Becketts passed in a blur and we ran round the outside of Allan McNish, chauffeuring a staid looking Volvo 850TI, as we rocketed out on to the Hangar straight. The speedometer was nudging 100mph as we arrived at Stowe and, as the windscreen wipers arced through the murk, it momentarily occurred to me that Schumacher might have forgotten the changes to the circuit introduced for this year's Grand Prix.

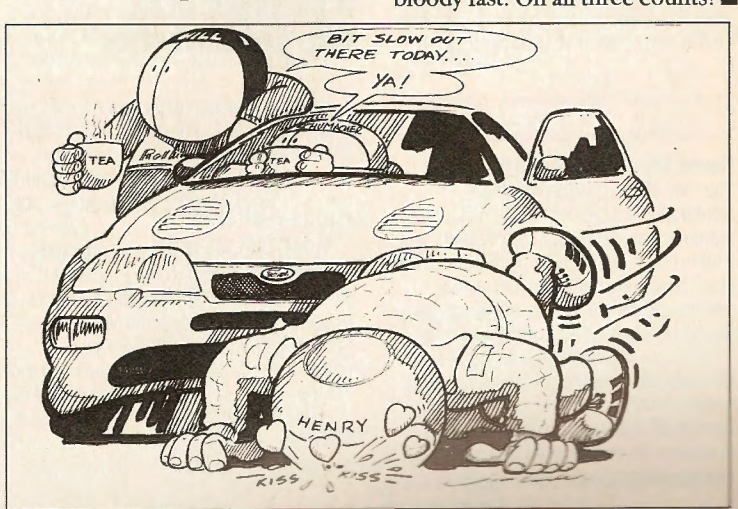
Suddenly, the Escort was almost standing on its nose as Michael hit the brakes with the force of a right hook, dropped into second, and suddenly we were catapulting into the Vale. Remember going on the Whip at your local fairground? Well, that just about makes a start as to what it felt like. I wouldn't have believed it possible to get a car so absurdly sideways and regain control. But Michael exploited the Escort Cosworth's potential to the ultimate degree.

"Suddenly, the Escort was standing on its nose, as Michael hit the brakes with the force of a right hook"

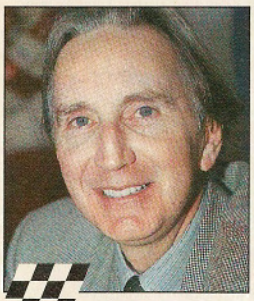
Through Priory, I thought we were going to spin – for sure – but Schumacher's deft touch simply reined in the juddering machine from the verge of ignominy with a contemptuous flick of the wrist.

The most remarkable aspect of both rides was that I never felt a shred of apprehension, even for a split-second. I suppose that was on the basis that these two guys are slogging it out for the World Championship, so if they can't get round Silverstone safely in a couple of road cars, what hope is there for the rest of us?

The fact of the matter is that the whole exercise would have been considerably less spectacular had the conditions been dry. The soaking track enabled their skills to be put on more extreme, obvious display. Technique? Noticeable differences in driving styles? Thoughts on the next few races? Yes. Bloody fast, bloody fast and bloody fast. On all three counts! ■



The most intriguing race of the year



JOHN WATSON

Clearly, the European GP is going to be a key race. If I was a cynic, I'd say it was a set-up, as we'd been faced with the title being sewn up three-quarters of the way through the year. Now it will potentially go down to the wire. And the form for the showdown will be revealed in Jerez, with Nigel Mansell coming back as 'the Joker', as played by Jack Nicholson in the film *Batman*.

The objective of bringing him back was entirely different to the role he now finds himself in for Williams. I'm certain his generosity will be towards the team, because he has the knowledge that he is with Williams for 1995. On this basis, he can afford to be the joker in the pack, and be magnanimous.

The press has been banging on about Coulthard, about how he should be in the team with Hill next year, but I reckon the deal with Mansell is unbreakable, unless he wants to retire.

The race at Jerez will not settle the outcome of the championship, but it will certainly shape it. The worst scenario for Hill is that Schumacher wins and he fails to score, but this is unlikely, as Williams has had good reliability in the last two races, yet that was without Schumacher. At the same time, the races had to be won, which isn't always easy.

Damon Hill was unhappy with the preview to the Portuguese GP when I said he had to raise his game. He said he was winning races, and that was the important thing, not how he won them. When the way in which they are won becomes important, he will raise his game to the level required.

Already, though, Schumacher has re-imposed his authority with his speed in the Estoril tests. With the reliability of the Benetton, Schumacher has to be seen as the favourite for the title. The trouble is, he needs continuing reliability matching that which he has enjoyed throughout the season.

Qualifying will be important, but the ability to deal with traffic will be critical at Jerez. Hill has a fundamental engine advantage, but it'll come down to the drivers more than the equipment.

"I'm not convinced that Mansell is capable of running at sprint speeds against a younger man like Schumacher"

Mansell, after two years in Indycars, still has the speed and commitment. He will also have had two days pre-Jerez to re-acquaint himself with F1 dynamics. He's capable of a front row slot, so he must be capable of leading the race, thus his role as the joker. Where he will struggle, though, will be race distance stamina on this very demanding point-and-squirt circuit. I'm not convinced that he is capable of running at sprint speeds against a younger man like Schumacher. However, Mansell may well break Schumacher's rhythm early on. Don't forget he is a brilliant race driver, with a level of race craft that is presently unmatched.

As for Ferrari, they will be quick in qualifying. I don't know what would have happened at Estoril if Berger had been able to continue, but if he leads into the first corner, he too is capable of holding up the whole process.

Overall, I feel that Schumacher will be on pole and win the race.

Mika Hakkinen might sneak onto the second or third row of the grid, but for the race itself his McLaren-Peugeot will probably struggle from a lack of horsepower, as will the Jordan-Harts.

Watch out for Tyrrell and the powerful Yamaha V10. At some point we will see Katayama or Blundell reach the podium.

Finally, whoever leaves Jerez leading the drivers' points table will carry a massive psychological advantage for the last two races.

■ John Watson commentates on all F1 races for Eurosport satellite TV network



Can the Ferraris make it work on the demanding point-and-squirt Jerez circuit? Photo: Martyn Elford

FACTS & FIGURES

Circuit: Circuito de Jerez
Country: Spain
Length: 2.751 miles
Race distance: 70 laps/192.57 miles

WHAT THE EXPERTS SAY

Simon Taylor, BBC Radio 5
The race at Jerez witnesses the remarkable double comeback of Michael Schumacher and Nigel Mansell. Both have a lot to prove, but judging by the extremely quick lap times that Schumacher was setting in Estoril in testing, he jumps straight back into the favourite slot.

The form of Mansell will answer one of the most intriguing questions of the year. I believe he will qualify strongly and help Damon Hill in the race. Following his race at Magny-Cours one is led to speculate that he will fade in the latter stages.

With the championship now reaching its climax, Damon Hill knows the importance of this race and will be highly motivated. He knows that a victory over Schumacher would greatly swing the momentum in his favour.

The Ferraris are in need of better luck and, if the car lasts, I would expect Gerhard Berger to be on the podium. However the reliability of the McLarens has proved better than that of Ferrari in recent races. Mika Hakkinen continues to impress too.

We have come to expect good results from Ukyo Katayama. It would be great to see him on the podium, and the post race press conference would be an amusing occasion if he was in it.

Alan Henry, *Autocar & Motor*
I expect Michael Schumacher to make a triumphant return to the Grand Prix scene. The tight Jerez circuit will suit the Benetton and, although it will not be a pushover like some of his victories earlier in the season, he will definitely have the edge over everyone.

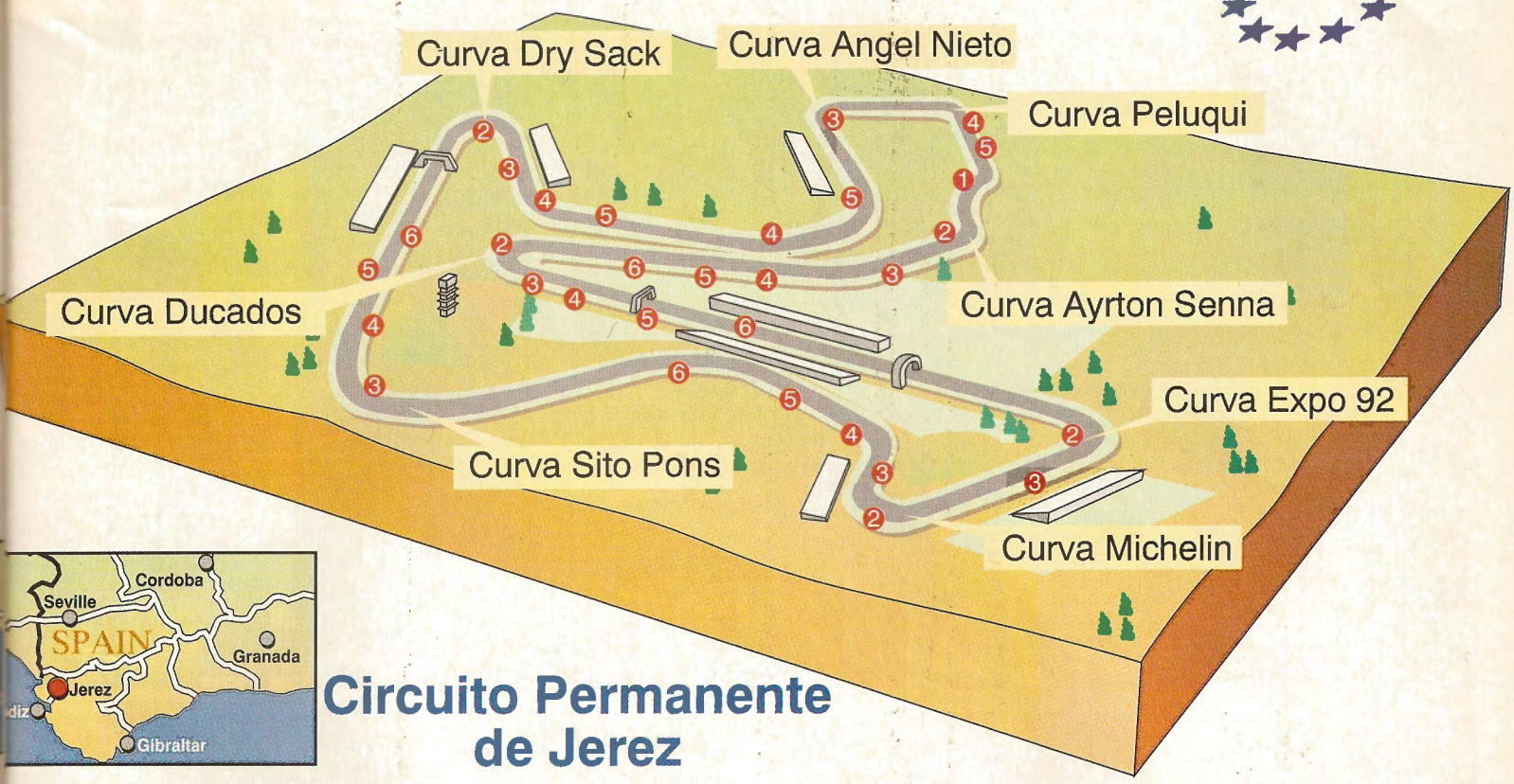
Mansell will go well in qualifying, but a question remains over his motivation. He has shown us in the past that, when put in a corner, he is at his best.

And all the hype in the press about David Coulthard may make Nigel perform at his best.

The Ferraris will not be a serious threat for outright victory because they lack torque, which is vital at Jerez. But Gerhard Berger has been at the top of his form in recent races and could still surprise.

Mika Hakkinen has shone in recent races for McLaren and should go well. The same can be said of Ukyo Katayama in the Tyrrell-Yamaha.

The Jordans have gone well on every kind of track this year and Jerez should be no exception. They will be spectacular in qualifying as their intense rivalry pushes them to the limit.



Circuito Permanente de Jerez

Johnny Herbert's lap of Jerez

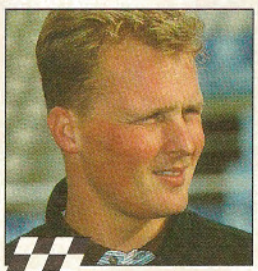
I haven't raced at Jerez since 1988, when I won the opening Formula 3000 race of the season there.

I have only driven there once, in a Benetton in 1989. Now, with the safety changes made this year, the circuit will have quite a different feel.

Going around a lap, you find the track rises slightly from the start/finish line to the first corner. Normally, you approach this in sixth then brake late and drop down to second, maybe to third, before you turn in to this slightly bumpy right hander.

Using what is quite a wide kerb on the exit, it's then up to third on the sprint to the second corner, a far tighter right hander.

Then you go up through third and fourth as you power into the long left-hander that can be seen from the pits. It's an excellent corner. Keeping accelerating, you should hit



JOHNNY HERBERT

fifth part way through the corner, and sixth on the exit. With the first of the alterations up ahead, it is even more important to get a good exit, as the straight you're coming onto is now much longer.

Instead of turning off to the right onto a fiddly section that came out onto the back straight via a chicane, the track now goes straight on up to Curva Sito Pons, which is a long, third gear I guess, right hander, opening onto a back straight that is now twice its former length.

Piling down to the right hand hairpin is definitely an overtaking opportunity. But you'll have to watch out, as the track is only really wide enough for going in two-abreast. You could try three-abreast, but...

It's the sort of hairpin that you can afford to take a tight-in, wide-out line, as the track is not wide enough for someone to try and re-pass you on the exit.

There's only a short burst before the next corner, a left-hander that's fourth and then fifth. It feeds into what is the second best corner on the circuit, a long left hander. You can find time here if you really attack it.

The next two corners, a pair of third gear right handers, should be thought of as one. And it's very important to get the exit of the second one right.

Another change to the track comes next. Just before what used to be the first of two fast right kinks, you now have to turn sharp right, in first or maybe second, into a right/left chicane. Then you accelerate hard through the corner where Martin (Donnelly) went off in 1990 and should hit top before the last corner.

This is a slightly banked second gear, left hand hairpin, with a mild dip on the entry. It leads back on to the narrow start/finish straight, and that's that, another lap done.

Overall, it's quite a good circuit, maybe a bit narrow, but certainly much safer than before. Whether it suits the Lotus remains to be seen.

CURRENT POINTS

DRIVERS

1 Michael Schumacher	76
2 Damon Hill	75
3 Gerhard Berger	33
4 Mika Hakkinen	22
5 Jean Alesi	19
6 Rubens Barrichello	16
7 David Coulthard	14

CONSTRUCTORS

1 Williams-Renault	89
2 Benetton-Ford	87
3 Ferrari	58
4 McLaren-Peugeot	34
5 Jordan-Hart	20
6 Tyrrell-Yamaha	13

WHAT HAPPENED LAST TIME

PROST TAKES THE TITLE RACE TO SUZUKA

The European Grand Prix last season was held at Donington Park, and to compare that race with the one being held at Jerez this weekend would be pointless.

The last time that F1 cars were seen on the desolate track in southern Spain was 1990, when Lotus driver Martin Donnelly so narrowly escaped with his life after a monumental crash during qualifying.

In the race, Alain Prost led Nigel Mansell home to score a Ferrari 1-2. Ayrton Senna led the early stages of the race but was overtaken by Prost during the first pitstop sequence. Prost wasn't headed for the rest of the race. Senna ran second from this point until a holed radiator saw his downfall on lap 53, promoting Mansell to second. Alessandro Nannini finished third for Benetton.

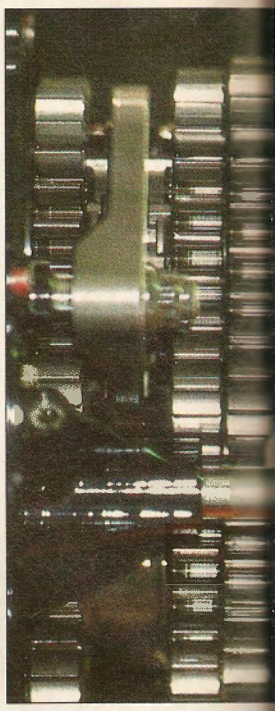
TV & RADIO

RADIO FIVE LIVE (693/909 Medium Wave)
Saturday, October 15
1304 ***Sport on Five,*** qualifying news
Sunday October 16
1304 ***Sunday Sport,*** featuring live race coverage
BBC2
1345 ***Sunday Grandstand,*** featuring live race coverage
2130 ***Grand Prix,*** highlights

EUROSPORT

Friday, October 14
1300 First qualifying, live (repeated at 1830)
Saturday, October 15
1300 Second qualifying, live (repeated at 1830)
Sunday, October 16
0930 Warm-up
1330 European Grand Prix, live (repeated on Monday at 1300)







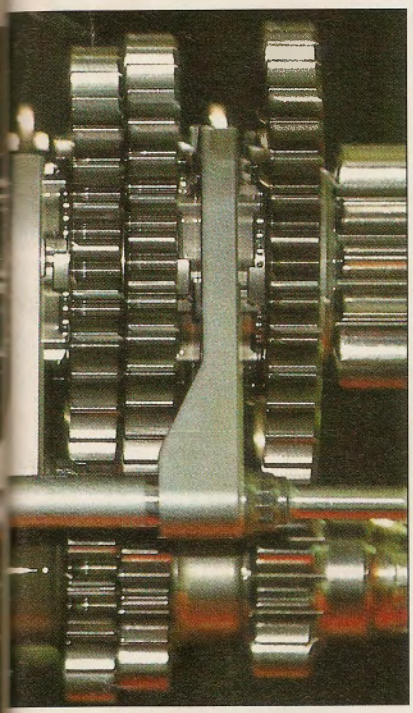


Clockwise from top left: A beaming Hill abandons his Williams-Renault after engine failure at the Estoril testing session; It's this, not money, which makes Formula 1 go round. Photos: Martyn Elford; Tour de force at Estoril as a Marlboro helicopter shoots a McLaren formation for its latest promotional film. Photo: Glenn Campbell; Mika Hakkinen celebrates his 26th birthday in Portugal; Lights burn into the night at the hospitality village. Photos: Elford; Nigel Mansell and Emerson Fittipaldi enjoy a robust exchange in the Nazareth Indycar race. Photo: Gary Gold





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Fantasy update

TOP 500 WORST 50 FANTASY FAXLINE 0839 101925

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FANTASY GRAND PRIX

INSTANT TOP 30 UPDATES FANTASY HOTLINE 0891 321324

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UK MANAGER'S FIRST CHOICE

Drivers

No	Selection	Team total
1	Schumacher	409
2	Mansell	7
3	Prost	3
4	Hill	550
5	Alesi	727
6	Berger	273
7	Brundle	29
8	Hakkinen	48
9	Barrichello	1269
10	Coulthard	369
11	Lehto	123
12	Verstappen	104
13	Frentzen	373
14	Irvine	364
15a	Tracy	11
15b	Blundell	345
16	Herbert	1917
17	Fittipaldi	117
18	Katayama	294
19	De Cesaris	85
20	Bernard	24
21	Martini	126
22	Panis	1089
23	Brabham	653
24	Alboreto	196
25	Comas	123
26	Morbidelli	24
27	Alliot	3
28	Larini	5
29	Zanardi	97
30	Belmondo	13
31	Beretta	17
32	Collard	0
33	Dalmas	0
34	De Simone	0
35	Gachot	4
36	Gavin	1
37	McNish	20
38	Montermini	0
39	Gounon	2
40	Lagorce	0
41	De Ferran	0
42	Boullion	0
43	Salo	0
44	Burt	5
45	Krosnoff	0
46	Martini	0
47	Tarquini	0
48	Villeneuve	0
49	Magnussen	2

The return of Nigel Mansell to Formula 1 for the last three races of this season is bound to upset the Fantasy Grand Prix II applecart.

Just 13 Fantasy team managers have chosen Mansell as one of their drivers, and they've been languishing at the wrong end of the points table up to now.

To keep you information-hungry Fantasy GP II fans happy, we've come up with a listing of the most-popular number one team drivers, see left.

At the top of the pile is Lotus driver Johnny Herbert – 1,917 of you have put your money where your mouth is and chosen him as your number one driver.

The second-favourite lead driver is Rubens Barrichello, with 1,269 entries. And third is Olivier Panis, with 1,089.

Just 409 of you chose Michael Schumacher as your number one driver, presumably because of the Benetton driver's prodigious cost.

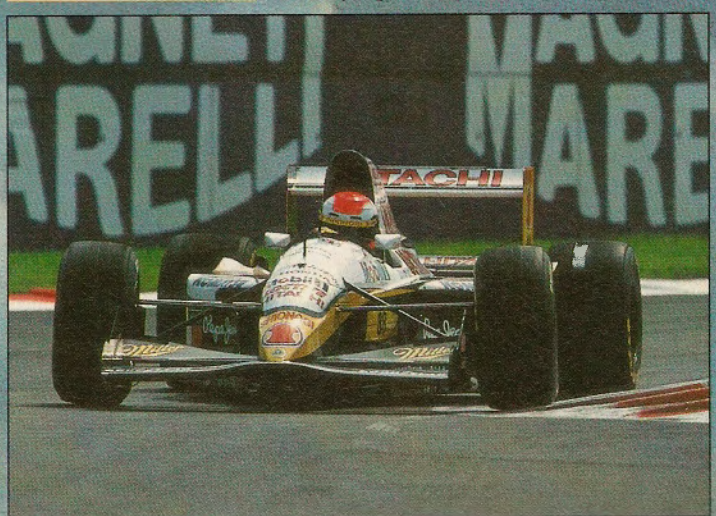
Damon Hill fared slightly better with 550 entries, but team mate David Coulthard – who has been consistently racking up the points but is now ousted by Mansell – is the number one driver of just 369 teams.

It's going to be all go after the European GP. Keep your eyes peeled for next week's Fantasy report. ■

MIKE SMITH ON MANSELL



Fantasy Grand Prix II celebrity league leader Mike Smith has this to jokingly say about the return of Mansell: 'Nigel's return has little to do with Renault and everything to do with preventing me from winning!'

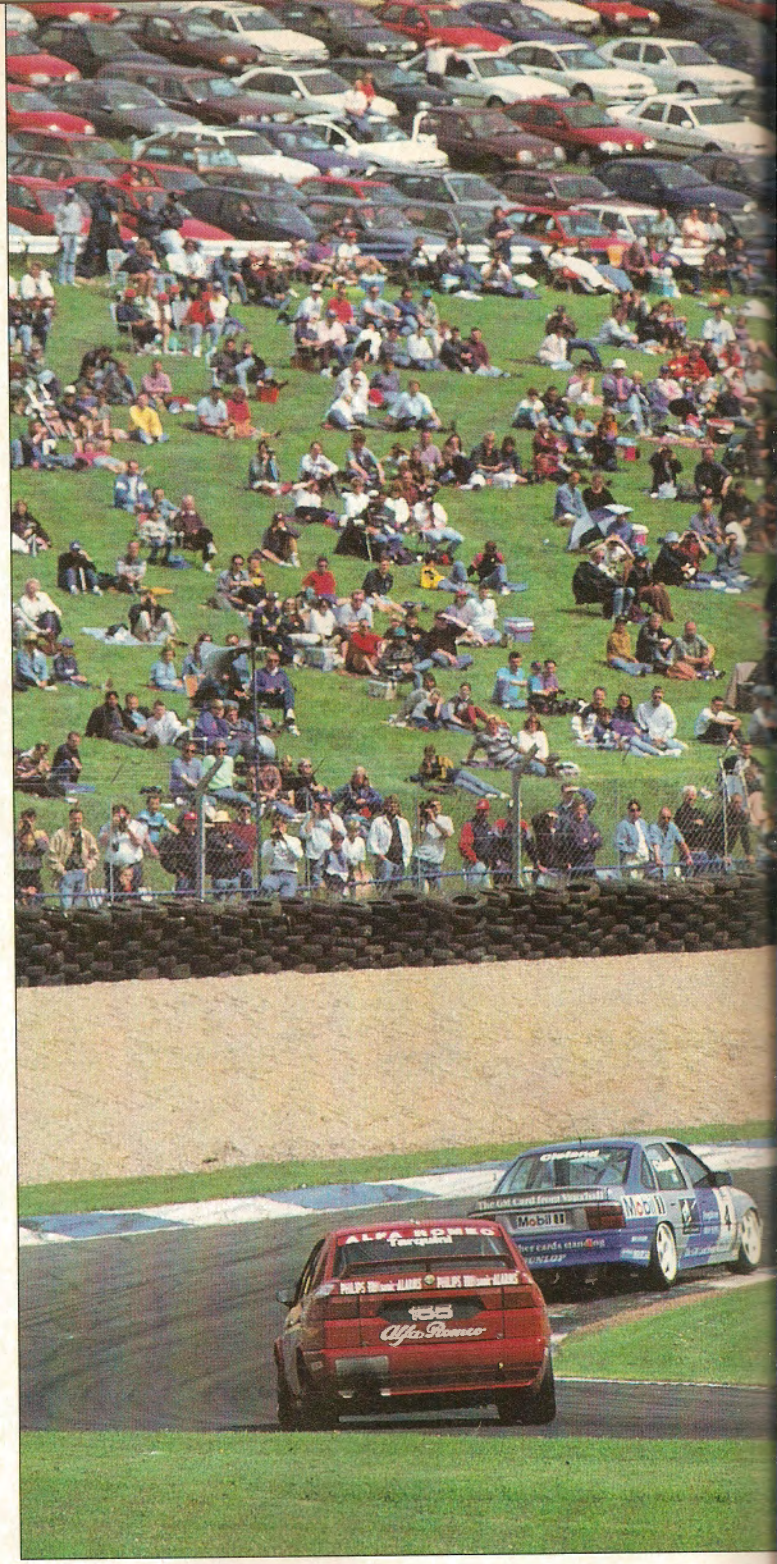


Johnny Herbert: Favourite Fantasy Grand Prix II number one driver

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World War Three!

FORTY-TWO ACES FROM 13 NATIONS WON'T BE TAKING ANY PRISONERS IN THE TOURING CAR WORLD CUP AT DONINGTON. LAURENCE FOSTER SAYS DON'T MISS IT



The biggest event in touring car racing hits Britain this weekend, when Donington Park plays host to the FIA Touring Car World Cup. In touring car terms, it's the nearest thing you'll get to a world title. And as a chance for our British Touring Car Championship stars to take on the very best in the world, it's a one-off – the Olympic Games of tin-top racing, the race that everyone wants to win.

The entry is probably the strongest touring car field ever assembled, with the cream of the talent from 2-litre touring car racing descending on Leicestershire to battle it out over 25 laps of the Donington Park Grand Prix circuit.

The entry reads like a who's who of touring car racing. Just check this out for quality: British champion Gabriele Tarquini, Italian champion Emanuele Pirro, German champion Johnny Cecotto, Roberto Ravaglia, Steve Soper, Stefano Modena, Frank Biela, Alain Menu and John Cleland, not forgetting Paul Radisich, who won the inaugural event in Monza last October. And that's just scratching the surface.

As well as the drivers' prize, manufacturers' and national titles are also up for grabs. And as a little extra incentive, the winning driver will also be awarded the prestigious RAC Tourist Trophy for his efforts.

BMW, Audi and Alfa Romeo head the race for manufacturers' honours, but they will be chased all the way by the likes of Ford, Renault and Vauxhall/Opel. An incredible 12 different makes will be present on the grid, reflecting the health and diversity of the 2-litre touring car category.

"The FIA World Cup is a winner-takes-all battle to the flag. So expect drama, incident and action galore"

In the battle for national honours, Britain will be represented by Soper, Cleland, Patrick Watts, Anthony Reid and Robb Gravett. It will have a tough fight on its hands against an Italian squad boasting Tarquini, Modena, Pirro, Ravaglia and Antonio Tamburini, and a German team with Winkelhock and Biela being joined by Hans Stuck, Michael Bartels and Markus Oestreich.

As a race, it's a one-off – a winner-takes-all, no-holds-barred battle to the chequered flag. So expect drama, incident and action galore.

As an event, it's a bit like a total eclipse of the sun – rare in Britain, but unmissable when it happens. Be there!

● Turn over for the runners and riders







Donington Park (left) is the battleground for the ultimate test in touring car racing – the FIA World Cup. Clockwise from top: Tarquini contemplates adding the World title to his British crown; Radisich leads the pack at Monza on the way to last year's world title; typical BTCC argy-bargy; unfamiliar Audis are potential winners. Photos: Jeff Bloxham, Ralph Hardwick & DPPI





THE DEFENDING CHAMP



PAUL RADISICH IS GOING ALL OUT TO RETAIN HIS WORLD TOURING CAR TITLE

'The World Cup is a big deal,' says New Zealander Radisich, 'and it's something I'll be going all out to win again.

'Some people put their noses up at it, saying it was just a one-off, all down to luck on the day. But Donington Park is going to be one tough race, with the best entry ever assembled for a touring car event. If you win it, you know you've beaten the very best in the world.

'When I won it in Monza last year, it was the first one, so maybe people weren't too aware of the significance of it all. But this year, for whoever wins, it's going to be a huge thing.

'Last year, the reaction back in New Zealand was pretty massive. I think I was more popular than the All Blacks.

'Before the last BTCC round at Donington in September, I didn't rate my chances much. But now, after winning there, I reckon you've got to rate me and the Ford Mondeo as pretty good bets.

'The new Michelins are really good at staying the distance and work well with the Ford. And if the weather's cold, our V6 engine should have a bit of an advantage. I'm keeping my fingers crossed that we don't have a heat-wave.

'Last year at Monza, the event was divided into two races, which meant if you had a bit of a bad one, everything wasn't lost. This year, it's only one race and it's a longer distance, so the pressure is going to be on.

'You can pick a possible winner from a list of about 35 cars. Nobody's an easy touch when you've got the best in the world, but if it's wet, the four-wheel-drive Audis will have an advantage. If it's dry, I'll be watching out for the BMW and Michelin combination.

'I don't think the guys from the British Touring Car Championship will have a home advantage at Donington. There's three days of official testing prior to qualifying, and if you're not on the case by the end of that, you'll never be.

'This race is going to be so competitive that it could all boil down to who gets it right on the day. And that's exactly what I aim to do at Donington Park on Sunday.'

STAR GAZERS

WE ASKED SOME OF THE TOP CUP CONTENDERS WHO THEY THINK ARE IN WITH A CHANCE

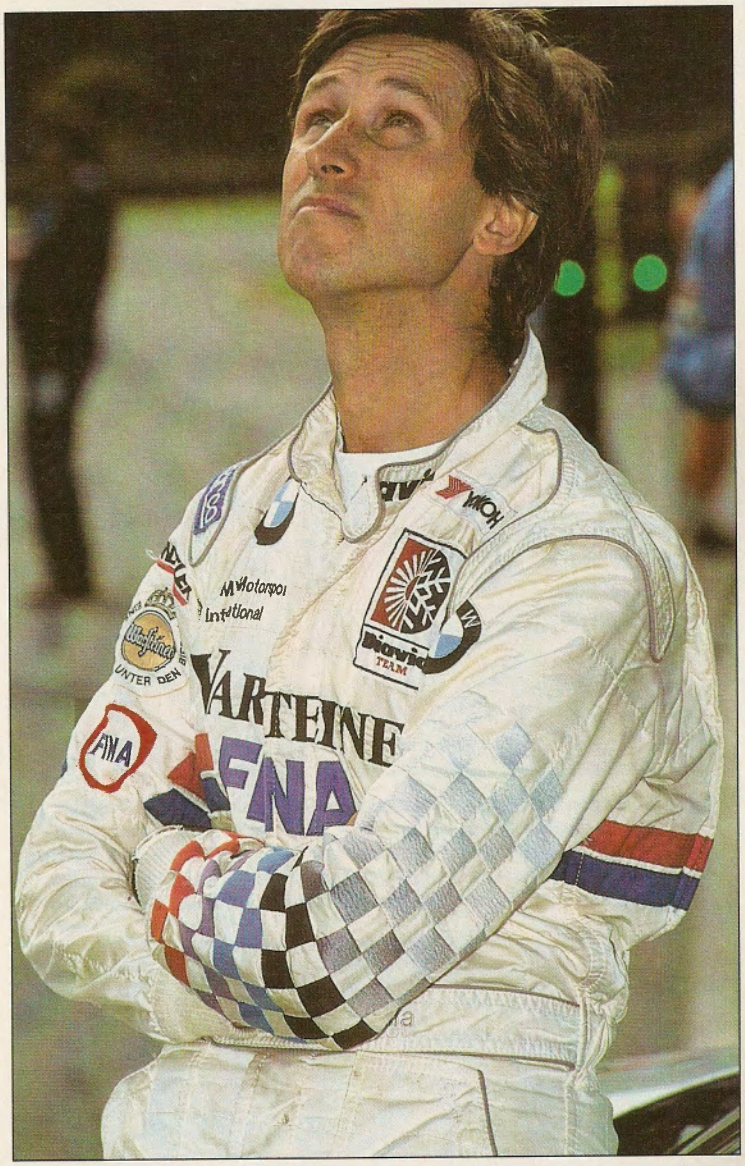
JOHN CLELAND
VAUXHALL/BRITAIN
Top three: 'I'll give you the top five, but I don't want to split it down any further: John Cleland, Alain Menu, Paul Radisich, Gabriele Tarquini and Steve Soper.'
National team: 'Scotland – me, Anthony Reid and David Leslie. Eligible team? Britain – the strongest team, and we're on home soil.'
The race: 'It's gonna be a cracker, but it's nigh on impossible to predict. The weather could make it a lottery – if it rains the Audis must be in with a good chance. It'll be much harder than Monza. Monza is long and wide; at Donington it's two-cars per corner max.'

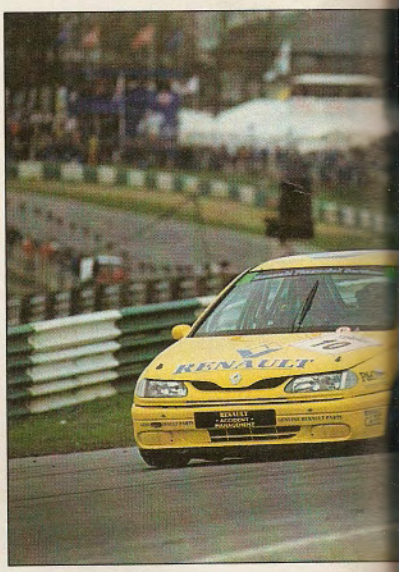
STEVE SOPER
BMW/BRITAIN
Top three: 'Steve Soper, Gabriele Tarquini and Alain Menu. If it's dry, one of the BMW packages should be competitive. And I'd have to back myself, because I'm in the 1995 car, which is slightly quicker.'
National team: 'Italy looks strongest.'
The race: 'Much as I think that the event is great and fantastic, it is mid-October in England and I don't feel that the weather is going to be on our side.'

ALAIN MENU
RENAULT/SWITZERLAND
Top three: 'Frank Biela, Emanuele Pirro, Steve Soper. Or if it's wet: Biela or Pirro, then Stuck. The dry choice is because of the length of the race. Over 30 minutes our Renaults, the Fords and Alfas would have a chance, but over 45 it's unlikely.'
National team: 'Italy – good drivers in good cars. Then Germany.'
The race: 'It's going to be the best race ever. It should be better than any F1, Indycar or touring car race so far.'

FRANK BIELA
AUDI/GERMANY
Top three: 'Three Audis in the top three. I have to say that really because it's very, very difficult to say until we get there. There's a lot of good drivers and cars.'
National team: 'Germany, then England and Italy.'
The race: 'This kind of World Cup race for me is not very nice, because there's just one chance. There's big pressure and a big chance of having a big crash.'

ROBERTO RAVAGLIA
BMW/ITALY
Top three: 'There are too many good drivers and good cars to say. It's about 10 or 15 drivers, not just a few. The BTCC drivers have a better chance.'
National Team: Italy has a really good chance, I think and also England.
The race: 'I don't think the front-wheel-drive cars have any real disadvantage. In Italy we have one 100km race and then another immediately afterwards, so for me it's not really a very long race.'





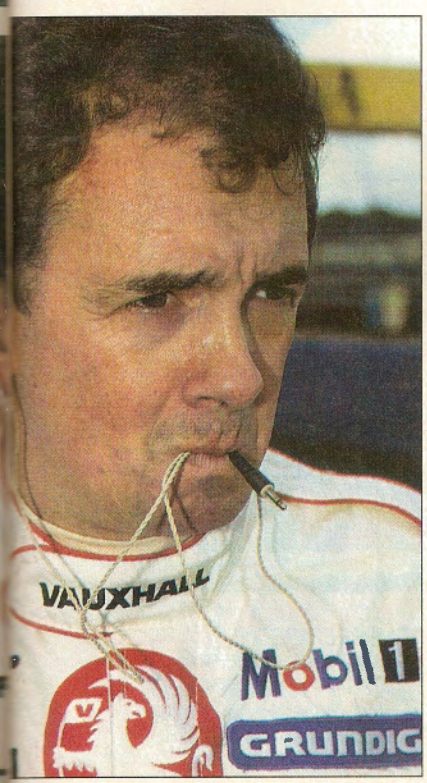


Roberto Ravaglia (left) has won everything in touring car racing – can he add the World Cup? Clockwise from top: Renault is looking to continue its BTCC success; Soper must be favourite for a British win; Vauxhall's disappointing late-season form means it's suck it and see for Cleland; Gache's French Mondeo bolsters the Ford squad. Photos: Bloxham & Sutton Photographic









Who's up for the Cup?

WITH MORE FAVOURITES THAN NO-HOPERS, PICKING A WORLD CUP WINNER AIN'T EASY, SAYS LAURENCE FOSTER

Those Grand Prix-type journalists have it pretty easy when it comes to picking winners: 'Schumacher or Hill. Possibly Coulthard. Er, maybe go for Berger or Alesi as a long shot. Duh, that's it really.'

Fortunately, 2-litre touring car racing just isn't that simple. The regulations have created a class of racing so close that choosing a winner with any degree of certainty is somewhat akin to predicting earthquakes – hit-and-miss stuff.

At the World Cup there are 42 drivers entered, and a quick glance down the list reveals at least a dozen who have a very strong case and several more who could surprise on the day. And adding to the lottery, the weather could play its part too.

If the weather stays dry, then many are predicting victory for a BMW. But which one?

BMW has eight official factory-backed entries at Donington, but if it does supply the overall winner, it's most likely to be one of the marque's superstar quartet – Steve Soper, Joachim Winkelhock, Roberto Ravaglia and Johnny Cecotto.

The BMW 318i is the only rear-wheel-drive car in the field, and as such carries a 50kg weight penalty relative to the front-drive hordes. However, its sheer driveability, plus a wing and front airdam that help reduce wheelspin – and hence tyre wear – are its trump cards. The clever distribution of its four aces around three different tyre manufacturers adds to its options.

Winkelhock will be in a Schnitzer car with Yokohama tyres – the tried-and-tested combination that won four races in the last half of the British Touring Car Championship. And the German is serious about this one – even to the point of giving up smoking for the fortnight before.

Soper, Winkelhock's partner at Schnitzer in the majority of the BTCC rounds, is transferred to the Warthofer squad for this one-off event. But far from being a hindrance, the use of a 1995-spec engine and Michelin's impressively durable new compounds could be a real advantage. And of course, Michelin wets are legendary...

Ravaglia, the most successful touring car driver of them all, drives a Yokohama-shod CiBiEmme car and should be bang on the pace. He failed to impress at June's Donington BTCC round, but the Italian will rise to the big occasion.

Cecotto is the dark horse of the four. His Bigazzi car is on Dunlops, which proved the rubber to have back in June, but couldn't live with Michelin in September. Still, the Venezuelan comes to Britain on a roll, with the inaugural German Touring Car Cup title in his pocket.

Belgians Marc Duez (Warthofer) and Thierry Tassin (Oreca), and Frenchman Yvan Muller (Oreca) add depth to BMW's attack, while a wild card could be South Africa's Shaun van der Linde in the second Schnitzer car. He won BMW's Young Driver evaluation test in 1993.

That sort of a squad also makes BMW something of a favourite for manufacturers' honours. Three drivers are picked before the race, with combined results to count.

If the weather is wet – not an unimaginable scenario – then Audi moves into the frame with its four-wheel-drive Audi 80 Competitions. Only three are entered, but the driver line-up is extremely strong, with Germans Frank Biela and Hans-Joachim Stuck joined by new Italian champion Emanuele Pirro.

It would be wrong to assume that the Audis will be less than competitive in the dry – especially with the Melbourne and Goddard hairpins being manna from ▶



Car: Renault Laguna
Drivers: 3 Alain Menu (Switzerland – Renault Dealer Racing); **41** Tim Harvey (manufacturer – Renault Dealer Racing); **43** David Leslie (manufacturer – Renault Dealer Racing)
Form: Improved aerodynamics turned the Laguna into a potent machine in the second half of the season.



Car: Nissan Primera eGT
Drivers: 7 Michael Bartels (Germany – Scuderia Italia/Castrol); **15** Luiz Perez Sala (Spain – Repsol); **45** Kieth Odor (manufacturer – Janspeed/Old Spice)
Form: Bartels took a second place at the Osterreichring in the German series, but otherwise the car has failed to deliver at the highest level this season.



Car: Audi 80 Competition
Drivers: 8 Frank Biela (Germany – ROC); **10** Hans Stuck (Germany – Schmidt); **26** Emanuele Pirro (Italy – ROC)
Form: The winning car from the Italian series (Pirro) and a strong contender in Germany too. The strong favourite for victory in the wet. Biela is a former winner at Donington Park in a DTM Audi.



Car: BMW 318i
Drivers: 1 Marc Duez (Belgium – Warthofer/Warsteiner); **11** Jo Winkelhock (Germany – Schnitzer/Fina); **23** Steve Soper (GB – Warthofer/Warsteiner); **34** Johnny Cecotto (Venezuela – Bigazzi/Fina); **35** Shaun van der Linde (South Africa – Schnitzer/Fina)
Form: BMW's strength in depth.



Car: Opel Vectra GT
Drivers: 12 Antonio Albacete (Spain – Opel Spain/Central Hispano); **17** Alain Cudini (France – Opel France)
Form: Probably not quite on the pace of the Ray Mallock Racing-run Vauxhall Cavaliers, but Cudini raced well at Monza last year (fourth on aggregate) and will have the latest specification Michelin tyres. Albacete will need to raise his game.

FERODO

HONDA
Castrol

AVON

SIMON HARRISON



1994
NATIONAL SALOON CAR CUP
CHAMPION

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The braking area for the Melbourne Hairpin is a great passing spot. Photo: Bloxham

ACTION STATIONS

DONINGTON PARK PROVIDES SOME OF THE BEST VIEWING OF ANY CIRCUIT IN BRITAIN

Redgate: The first corner and an absolute must for those who cannot understand how 42 cars will be able to round the first obstacle on lap one. It's a favoured overtaking place. Preceded by a slow hairpin and then a straight.

Hollywood/Craner Curves: Hollywood is a flat-out right-hander. It leads on to the downhill left-handed Craner, which is just flat. Be there when the top boys are looking for their hot lap in qualifying. For the race, the big earth bank above Hollywood gives an excellent overview. You can see the cars through Redgate right around to McLeans and Coppice.

Old Hairpin: Great place to watch the cars sweeping down through the Craners. Speed here gives a boost all the way up the hill to McLeans. It's also a real overtaking opportunity, just...

McLeans: Another overtaking spot. Those who've been slow through the Old Hairpin will be gobbled up here.

Coppice: A crucial corner but only an overtaking slot in exceptional circumstances. Good speed is vital.

The Esses: Long braking area from max-speed (140mph-plus) straight to narrow left-right S-bend makes this a favourite overtaking spot for those who were quick at Coppice. Stand on the outside of Goddards for a rather distant view of the outbraking manoeuvres or on the outside of the Esses to see their conclusion and the inevitable first-lap traffic jam and sand-pit party.

Melbourne: Slow, wide hairpin and yet another great overtaking spot. Slightly isolated spot for the spectator – all you can see here is Melbourne – but it's often where races are won and lost. Mistakes here lead to more overtaking moves at...

Goddards: Another slow wide hairpin, but with an off-camber entry. Stand on the outside here to see last-lap, last-corner drama. Missed turn-in a regular occurrence for late-brakers.

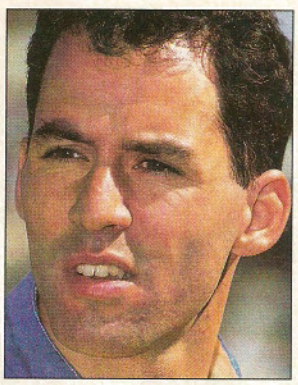
◀ heaven for their superior traction – but it would be in the wet that they'd shine. Of course, four-wheel drive doesn't come without a cost and the rules make the Audis the heaviest cars in the place at 1040kg.

Of the three, Biela and Pirro are the men on form, but Stuck will be out to prove a point after a relatively disappointing German season – especially if Audi finally commits itself to the BTCC next year with the veteran as part of the package.

In terms of overall numbers, Alfa Romeo lies second to BMW with five cars entered. Spanish pair Adrian Campos and Luis Villamil could be outside bets for a top-10 finish, but it's the Italian 'dream team' of Gabriele Tarquini, Stefano Modena and Antonio Tamburini who'll be to the fore.

Tarquini, the new BTCC champion almost didn't make it to Donington Park, following much wrangling by the Italian selectors, but now he's here, he'll be keen to underline his assertion that the British champion is by right the best 2-litre driver of all.

His eight wins this season do not include one at Donington, but his superb charge from the back at the final round last month, plus the latest Michelin tyres, mark him down as a hot favourite.



Is a Renault victory on the Menu?

Tamburini and Modena have been among the class of the Italian Superturismo series this season. Tamburini is the more consistent of the pair, but Modena's all-or-nothing style and almost disdainful cool will suit the big occasion – so long as he hasn't lost his appetite for 2-litres after his winning debut in the Class 1 German Touring Car Championship.

Outside the massed ranks of BMW, Audi and Alfa Romeo, the most likely candidates for a victory or a podium finish are Ford, Renault, Vauxhall and Peugeot.

Heading Ford's attack is Paul Radisich, the inaugural World Cup holder – albeit in its FIA Touring Car Challenge guise. Before the Donington BTCC finale, the Kiwi was no more than a long-shot after playing catch up with Alfa and then with BMW and Renault.

But at Donington, the speed of Radisich and his wingless Mondeo Ghia on Michelin's new and more durable compound was a genuine shock. Expect him to pull out all the stops to re-stake his claim of being the best tin-top driver in the world.

Radisich is backed up by Robb Gravett, who will hope to shake off his ring rustiness come Saturday qualifying, plus Marcus Oestreich from Germany, Frenchman Philippe Gache and Spain's Carlos Palau.

In the Renault camp, the usual BTCC pairing of Swiss Alain Menu, and Tim Harvey, are joined by Scotland's David Leslie. Again, the Lagunas are Michelin users and showed solid, if not spectacular, form at Donington last month.

On recent form, Menu must be the favourite of the three after a late-season run that netted him second place in the BTCC standings. Harvey, however, who is surplus to the team's requirements for next year, would love to go out with a bang.

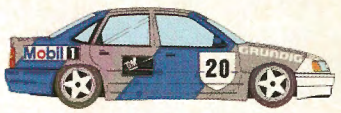
Leslie has ostensibly been taken on by Renault to increase its chances of landing the manufacturers' award, but he could spring a genuine surprise. Half a season in an under-financed Mazda hardly flattered him, but he is supremely quick, a good qualifier and has something to prove.

Vauxhall's Cavalier 16v won twice at Donington in June, but has since struggled with inconsistent form. On its side are an excellent pairing in Scots John Cleland and Anthony Reid, plus a cunning tactic that sees the team hedging its bets with both Dunlops and Michelins.

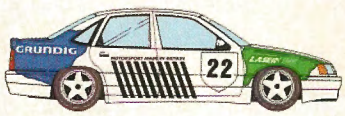
Cleland – the winner of those two rounds in June – is the man on Dunlops. He'll be unfazed by the occasion, but will need to pull out something spectacular to qualify high enough to avoid the expected mid-field bun fight. If the Cavalier ▶



Car: BMW 318i
Drivers: 2 Thierry Tassin (Belgium – Oreca/Fina); **19** Yvan Muller (France – Oreca/Fina)
Form: More factory-supported BMWs. Probably not on the pace of the big four, but will still be a threat in the dry. Muller has been extremely impressive in the French series this year.



Car: Vauxhall Cavalier 16v
Driver: 20 John Cleland (GB – Ray Mallock Racing/GM Card)
Form: With no rear wing, the car suffers a distinct aerodynamic disadvantage but can still be a strong package on the day. Cleland will be willed on by the crowd and can be relied upon to supply a fighting performance.



Car: Vauxhall Cavalier 16v
Driver: 22 Anthony Reid (GB – Ray Mallock Racing)
Form: Same fundamental problem as Cleland – aerodynamically hampered – but has a potential trump card in Michelin tyres. The guy knows his way around Donington from his role as a Jim Russell instructor. Could shock.



Car: Peugeot 405 Mi16
Drivers: 4 Bernard Thuner (Switzerland – Peugeot Italia); **24** Patrick Watts (GB – Peugeot Sport/Shell)
Form: The Peugeot has one heck of a strong engine, plus Michelins, but Watts may still be coming to terms with his new car after a season with a year-old chassis. Thuner has Italian machinery for the event.



Car: BMW 318i
Drivers: 27 Roberto Ravaglia (Italy – CiBiEmme/Castrol)
Form: Yet another works-supported BMW. Ravaglia, the most successful driver in touring car racing, completes the BMW 'big four' with Cecotto, Winkelhock and Soper. Having not added a title to his tally this season, he'll be in determined mood.

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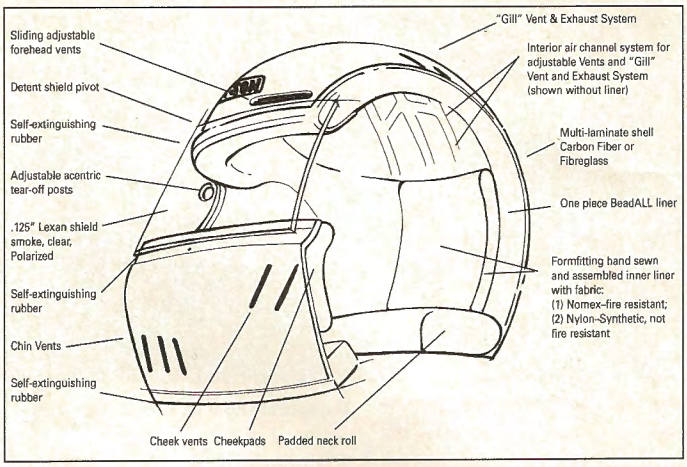
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Autocar 100 FIA Touring Car World Cup

FRIDAY, OCTOBER 14
1300-1400 World Cup free practice
1415-1515 TOCA Shoot-out free practice
1530-1630 World Cup free practice

SATURDAY, OCTOBER 15
0900-0930 Formula Ford first qualifying
0940-1010 Autosport TVR Tuscan qualifying
1020-1050 World Cup first qualifying, odd numbers
1100-1130 World Cup first qualifying, even numbers
1140-1210 International F3 Challenge, first qualifying
1220-1250 Historic Sports-Prototype qualifying
1330-1400 Formula Ford Euro Cup, second qualifying
1410-1440 World Cup second qualifying, odd numbers
1450-1520 World Cup second qualifying, even numbers
1530-1600 International F3 Challenge, second qualifying
1610-1650 TOCA Shoot-out qualifying

SUNDAY, OCTOBER 16
0900-0930 World Cup warm-up
0945-1000 F3 warm-up
1030 Formula Ford Euro Cup race
1115 Autosport TVR Tuscan Challenge race
1200 Historic Sports-Prototype race
1300 *Autocar* 100 Parade of Tourist Trophy cars
1400 FIA Touring Car World Cup
1530 International Formula 3 Challenge
1630 Autosport TOCA Shoot-out

ADMISSION PRICES
Saturday: Adult £7
Sunday: Adult £17
Support race paddock transfer: £5
Start line Grandstand transfer: £10



Watch out for Alain Cudini, who has starred in this year's French series. Photo: Sutton

◀ and its tyres are working as a team, then the Dunlop's durability will be a boon.

Reid has campaigned a Cavalier in Japan and is a Donington expert. With Michelins, he could do more than just keep Cleland on his toes.

The GM contingent is completed by Alain Cudini's French Vectra and the Spanish Vectra of Antonio Albacete. Expect Cudini to extend his Supertourisme form and be near to the pace of the Cavaliers.

Peugeot could be the joker in the pack. Patrick Watts has shown well in this year's BTCC, but the results tailed off. Now, with some development work under his belt on the brand new '1995-spec' 405 Mi16, plus those Michelins, he could pull off a major surprise.

A few short weeks ago, the very mention of the World Cup would have set hearts sinking at Toyota. But now, with the Carina E undergoing something of a late-season renaissance, it's not beyond the realms of possibility that Will Hoy or Julian Bailey could be in the top 10 at the end of 25 laps.

Nissan has a three-car entry at Donington, with BTCC regular Kieth Odor and Germany's Michael Bartels in new cars, plus Spain's Luis Sala. It's not been a great year – expect more of the same.

Volvo moves on to the international stage for the first time with two 850 estates entered for its BTCC pairing of Jan Lammers and Rickard Rydell. The TWR-run team never did get that elusive podium in its first season and with the opposition even tougher than usual this weekend, it's unlikely to now.

Mazda completes the 12 marques at Donington. Slim Borgudd, the Scandinavian champion, drives the ex-Watts Xedos 6, while Matt Neal gives the new 323F its debut.

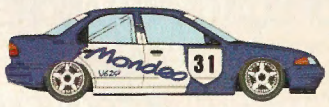
So I have to now make a prediction do I? Okay...

If it's dry, then how about Winkelhock, Tarquini and Radisich. And if it's wet, I'll say Biela, Soper, Pirro. Actually, on second thoughts, no, if it's dry, why not Soper, Cecotto and Menu. Or maybe Ravaglia. Or Modena. And then for the wet...

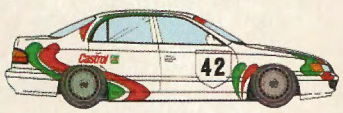
Oh for the simple lot of the Grand Prix correspondent. ■



Car: Alfa Romeo 155 TS Silverstone
Drivers: 25 Stefano Modena (Italy – Alfa Corse); **28** Antonio Tamburini (Italy – Alfa Corse); **29** Gabriele Tarquini (Italy – Alfa Corse)
Form: Alfa Romeo has the equipment and the driving talent. Watch out for BTCC champion Tarquini's attempts to end his season on the perfect note.



Car: Ford Mondeo Ghia
Drivers: 9 Markus Oestreich (Germany – Wolf Racing); **14** Carlos Palau (Spain – Andy Rouse Engineering); **18** Philippe Gache (France – Graff Racing); **21** Robb Gravett (GB – Team Mondeo); **31** Paul Radisich (New Zealand – Team Mondeo)
Form: Radisich defends his title, but without wings – still confident.



Car: Toyota Carina E
Drivers: 40 Julian Bailey (manufacturer entry – Toyota Castrol Team); **42** Will Hoy (manufacturer entry – Toyota Castrol Team)
From: Late-season transformation means the Toyota duo will not be embarrassed around Donington. Not winners, but both are racers and could spring a surprise.



Car: Mazda 323F
Driver: 44 Matt Neal (manufacturer entry – Roger Dowson Engineering)
Form: A completely unknown quantity – a car that has never raced before and a driver who ended his last event with a multiple barrel-roll. Still, it certainly adds spice and variety to the equation. Slim Borgudd (Sweden) brings a Xedos 6.



Car: Volvo 850 estate
Drivers: 30 Jan Lammers (Netherlands – Tom Walkinshaw Racing/Securicor Omega Express); **46** Rickard Rydell (Sweden – Tom Walkinshaw Racing/Securicor Omega Express)
Form: The unique racing estate will be hoping to sign off its debut season with a good showing. Top six maximum?

Autosport TOCA SHOOT-OUT

THRILLS ARE ASSURED IN THE DASH FOR THE CASH

Excitement has characterised both of the TOCA Shoot-outs run so far, reaching a theatrical peak with Nigel Mansell's infamous wall-slam last year.

It was conceived as a made-for-TV special in 1992. Then 11 cars were on the grid and John Cleland won the final two-lap sprint to the line after the now-familiar pacecar bunch-up laps.

Last year's event was on a bigger scale altogether – 60,000 Mansell fans came to see their returning hero. Few now remember that the win went to David Leslie in the Ecurie Ecosse Cavalier, to maintain Vauxhall's 100% record.

But the attention was on Mansell and he produced the goods – blinding speed, a huge shunt and some quality whinge.

The newly-crowned Indycar champion adapted remarkably quickly to the Ford Mondeo, and after a misfire cleared up during a pacecar period, he started to make real progress before he overdid it at the Old Hairpin and started the tank-slapper which took him, via the helpless Tiff Needell, into the wall and one of the all-time great moments of in-car commentary – Nige's painful post-prang 'Ouwww'. He soon recovered to complain that he'd been helped into the barrier.

Needell related his memories: 'I have the happy memory that I was on the pace. Then Mansell came whingeing into my door at Redgate, before he took me out completely at the Old Hairpin. With all the drama at the bottom of the hill, most people have forgotten Redgate. He gave me a real good whack – in 1994 it would have been worth a fine of at least £2000.'

Even after Our Nige's departure, there was plenty more excitement as Leslie, Paul Radisich and Steve Soper fought out the last few laps. Leslie made his escape as Soper and Radisich slowed each other up in a bad-tempered battle for second.

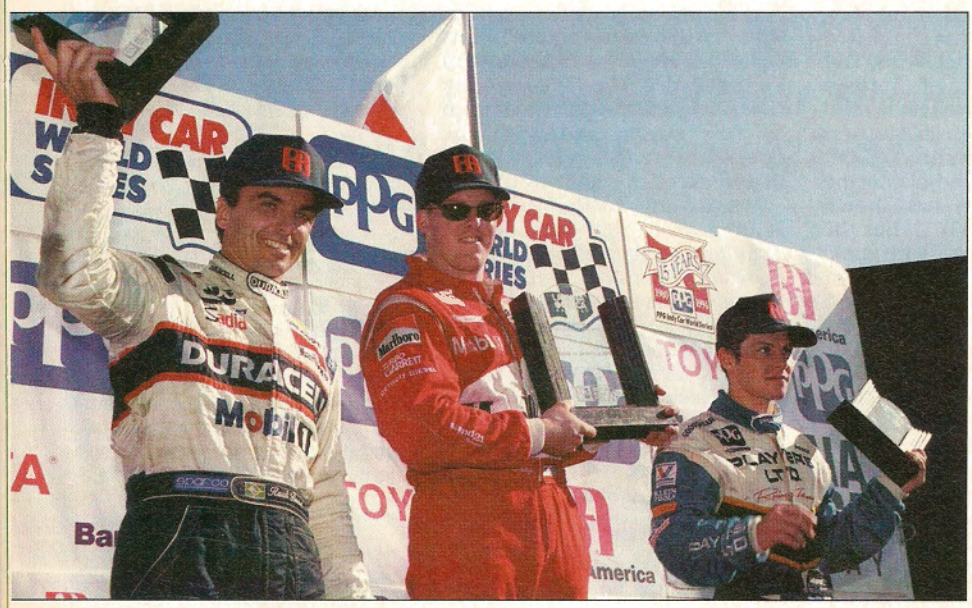
SHOOT-OUT RULES
Prize: £12,000, winner takes all
Grid: At organiser's discretion. Based on a reversed BTCC final points table.
Black flag: The black flag will be used to reduce the runners to six for the last four laps. Backmarkers will be flagged off at two lap intervals.
Pace car: The organisers can unleash a pace car if the field gets strung out.

ENTRY LIST

Paul Radisich	Ford Mondeo
Robb Gravett	Ford Mondeo
Giampiero Simoni	Alfa Romeo 155
tba	BMW 318i
Jeff Allam	Vauxhall Cavalier
Patrick Watts	Peugeot 405 Mi16
Eugene O'Brien	Peugeot 405 Mi16
Matthew Neal	Mazda 323F
Nigel Smith	Vauxhall Cavalier
Ian Khan	Vauxhall Cavalier
Julian Westwood	Vauxhall Cavalier
James Kaye	Toyota Carina
Tiff Needell	Nissan Primera
James Thompson	tba

Tracy says goodbye to Penske in style

AS THE CURTAIN CLOSED ON THE INDY CAREERS OF BOTH MARIO ANDRETTI AND NIGEL MANSELL AT LAGUNA SECA, PAUL TRACY SWEPT TO A SECOND STRAIGHT VICTORY. GORDON KIRBY REPORTS





He may be leaving the all-conquering Penske squad for Newman-Haas next year, but Paul Tracy dominated the Indycar finale at Laguna Seca on Sunday to notch up a record 12th victory for Penske Racing and secure the team a clean sweep at the head of the PPG World Cup points standings.

Late in the race, the Penske team looked to be heading for a one-two-three in the race as well, but 1994 Indycar champion Al Unser Jr failed to finish after his transmission failed, while team mate Emerson Fittipaldi was shouldered back to fourth place by Raul Boesel and Jacques Villeneuve.

The Brazilian and the French-Canadian both scored enough points to leapfrog Nigel Mansell in the final championship standings, after the former champion's Indycar career came to an ignominious end with eighth place.

Mario Andretti's Indycar swansong ended in disappointment as well when he retired three laps from home. But the day belonged to Tracy, who scored his third win of the year

'The car was excellent all day,' said a victorious Tracy. 'Just magic. I thought the tyres would go off after six or seven laps, but they were good for 15 before they started to deteriorate. All three of my sets had just one out-lap on them. That's all we ran to scuff them, and that was good. I was trying to take it real easy putting the power down, trying not to spin the tyres coming out of the corners. I think I got more out of the tyres than the other guys.'

Tracy said he was fortunate to catch a couple of full-course yellows just right. 'I was pretty lucky with the yellows,' he said. 'A couple of them came at just the right time, right before I was scheduled to make pitstops.'

When Michael Andretti was eliminated from the race in a first-lap incident, Tracy was assured of finishing third in the championship. Tracy said he was relieved when he saw Andretti's crashed car at the side of the track.

'I guess that was the key thing for me,' said Tracy. 'He was the one guy who could beat me for third in the points. When I saw him sitting there, that took the edge off my nervousness of finishing the race.'

Tracy's day was also helped by team mates Unser and Fittipaldi being delayed in a multi-car accident on the opening lap. Unser was hit by Robby Gordon and had to pit for repairs to a bent steering arm and front wing, while Fittipaldi flat-spotted a tyre and had to come in for fresh rubber. Unser was able

Tracy (3) races from pole position into a race lead he would never lose. Fellow front-row man Villeneuve tucks in behind. Above: Tracy celebrates his third victory of the season with Boesel (left) and Villeneuve (right). Photos: John Townsend/ Sutton Photographic



Mansell failed to bow out of Indycars in the manner in which he arrived. He finished a delayed eighth

to charge through the field and used a yellow flag to good effect to move into second place behind Tracy in the race's closing stages.

'I knew he was out of sequence on the pitstops,' said Tracy of Unser. 'So I wasn't that worried, although I was a little concerned on the restarts. One time he was light on fuel and I had a heavy load, but I was still able to pull half a second a lap to Al. That's when I knew we had a great car. Then, when I saw Al parked, the team came on the radio and said to be careful with the transmission.'

Tracy noted that a win is always a fine way to finish any year. 'It's a big boost going into the winter,' he said. 'I had a fantastic Formula 1 test and then winning here is a big boost. It motivates you and takes the pressure off over the winter.'

Unser appeared to have second place wrapped-up, but pulled off with just 10 laps to go when the transmission failed. Unser's demise meant he failed in his attempt to set a new record for the highest points total in a season. It also allowed Boesel to secure second place, his best result of the year.

'It's a great way to finish the season for me and for team boss Dick Simon,' said Boesel, who moves to the Rahal-Hogan Racing team for 1995.

The Brazilian said he drove a little too hard early in the race, damaging his tyres, but was very happy with his car in the race's final stages.

'I pushed too hard at the beginning on my first set of tyres,' said Boesel. 'On my second two sets I tried to be a little conservative, and at the end of the race my car was very good.'

On his way to second, Boesel pulled off an impressive manoeuvre to make it past fellow countryman Fittipaldi. 'We probably exchanged a few Portuguese words there,' grinned Boesel. 'Emerson had the corner blocked on the inside. But I got in there very clean and it was a very exciting pass. I think I caught him a little bit by surprise.'

Villeneuve ran with the leaders all day and finished a strong third. The French-Canadian was second for much of the distance, but lost the place to Boesel late in the race when he locked up his brakes in traffic. Just two corners before Boesel passed Fittipaldi, young Villeneuve had overtaken the Penske driver in style with two wheels in the dirt. He may be a different character to his father, former Ferrari Formula 1 star Gilles, but the Villeneuve spirit burns bright in Jacques's heart.

'The first set of tyres, especially the rears, went off pretty early,' said Villeneuve. 'I had a tough time for the first 10 laps staying where I was. The second set were okay and with the third set I had understeer. So it was pretty strange.'

Villeneuve said his first season of Indycar racing was more successful than he had imagined. 'We were hoping for a few top 10s and maybe some podium finishes near the end of the year. We knew we had a good team and would be competitive, but this is even better than we expected.'

At Laguna he was outstanding, ending his year on a high note. 'But the traffic was very fast,' noted Villeneuve, 'and Emerson and Al Jr got by me. Then I got by Emerson. Later Dominic Dobson held us up and I had to lock-up the brakes. That's when Raul got by me.'

Although Villeneuve has yet to sign with Barry Green's team for 1995, he said he's expecting to do so very soon. 'We're still talking about next year. Everything should be the same. We've been together for two years and we have a good trust in each other and it showed. If we do the same thing next year with the same people, it should give us a good chance.'

Fourth, fifth and sixth were taken by Fittipaldi, Teo Fabi and Arie Luyendyk. Fabi and Luyendyk enjoyed good races to end their year, particularly Hall team driver Fabi, who raced with Villeneuve until losing time in the pits. ▶





The Grand Prix Mechanics Charitable Trust wishes to thank on behalf of the Trustees and the Grand Prix mechanics themselves all the sponsors listed below and the car companies that supplied cars for the 'track day'.



Damon Hill and Michael Schumacher at The Grand Prix Mechanics Trust Day, Silverstone Circuit, 3rd October 1994

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Right: Villeneuve's third place moved him ahead of Mansell in the final points positions. Below: Carl Haas and Mansell end their two-year relationship. Below right: Laguna always produces a real end-of-season atmosphere among the teams and drivers



◀ Mario Andretti was running a strong seventh in the closing stages of the race, only to pull into the pits with four laps to go, his engine smoking. It was a disappointing end to the 407th and final Indycar race of Andretti's career, completing a remarkable career spanning more than 30 years.

'With everything that has happened, even today,' said Mario, 'I feel this was the greatest day of my career. I was looking to gain more satisfaction from the day. Anything good that happened would be a bonus. I got messed-up right at the start. I got nailed in the back and picked-up a puncture. I had to stop quick when Michael and Emerson got into it and someone hit me from behind.

'The car was not super, but it was pretty good,' continued Andretti. 'It was improving. I was fourth quickest this morning. Then the timing chain let go in the race for the umpteenth time. I wanted to be in the top 10; I wanted to be running at the chequered flag, but I was cheated of the opportunity.'

Team mate Mansell ran well in the early stages of the race after qualifying on the second row, but he fell back after losing time in the pits, first with a jammed wheelnut and then after stalling. Mansell looked very unhappy, fighting a lack of grip and taking curious lines through the corners. He finally finished a lap down in eighth place.

'We had problems with one of our rear wheels on the first pitstop and then again on the second,' reported Mansell. 'It might have been a stuck bolt. I don't know, but it was a long one. Still, at least we finished. It was a great end to two good years.'

As Mansell moves on and Mario Andretti retires, it will be interesting to see if Tracy and the younger Andretti can work together to breathe new life into Newman-Haas Racing – and challenge Al Unser Jr and Penske in next year's PPG Indycar World Series. ■

MARIO ANDRETTI

"I wanted to be in the top 10; I wanted to take the chequered flag, but I was cheated of the opportunity"



POSTCARD FROM LAGUNA

GREAT FOOD, GREAT GOLF AND SANDY BEACHES MAKE LAGUNA THE IDEAL PLACE TO END THE INDYCAR SEASON

I first visited Laguna Seca in California at the end of 1987 and have had a soft spot for the place ever since. If you could visit only one American race in the season, this would be it.

There can be few permanent road courses worldwide located in such a tourist-friendly area. San Francisco is a couple of hours to the north, and the track is just minutes inland from the popular twin towns of Monterey and Carmel. The area has much to offer the Indycar community, including such delights as golf courses, fine seafood and nice beaches.

Laguna always conjures up images of dust, since it's in plentiful supply in the vicinity of the track, which is set in dramatic, rolling countryside. Even in October, the weather is superb. Sometimes fog delays proceedings in the morning, but this year the Indy meeting ran to schedule.

Fortunately the track itself lives up to its surroundings. It's very similar to Brands Hatch in that half the circuit runs around the paddock area and is visible from many vantage points. One popular spot for fans is the huge hill in the infield, where the lucky few get to park their cars, à la South Bank at Brands.

For the drivers the track has its own special challenge. It has some quick corners, but one of the slowest, the dramatic, plunging Corkscrew, is what Laguna Seca is best known for. The dust blows every which way and makes things difficult, especially since there are few kerbs on corner exits, and very little leeway if you stray wide.

So Laguna is a success from every angle, and it has the added attraction of being the final race of the year after a long, hard summer. The end-of-term feeling is hard to miss, and all over the paddock, deals are being done.

Above all, it's a fun weekend, and everyone is in a good mood. Hopefully that lasts until Miami next March.

■ **Adam Cooper**

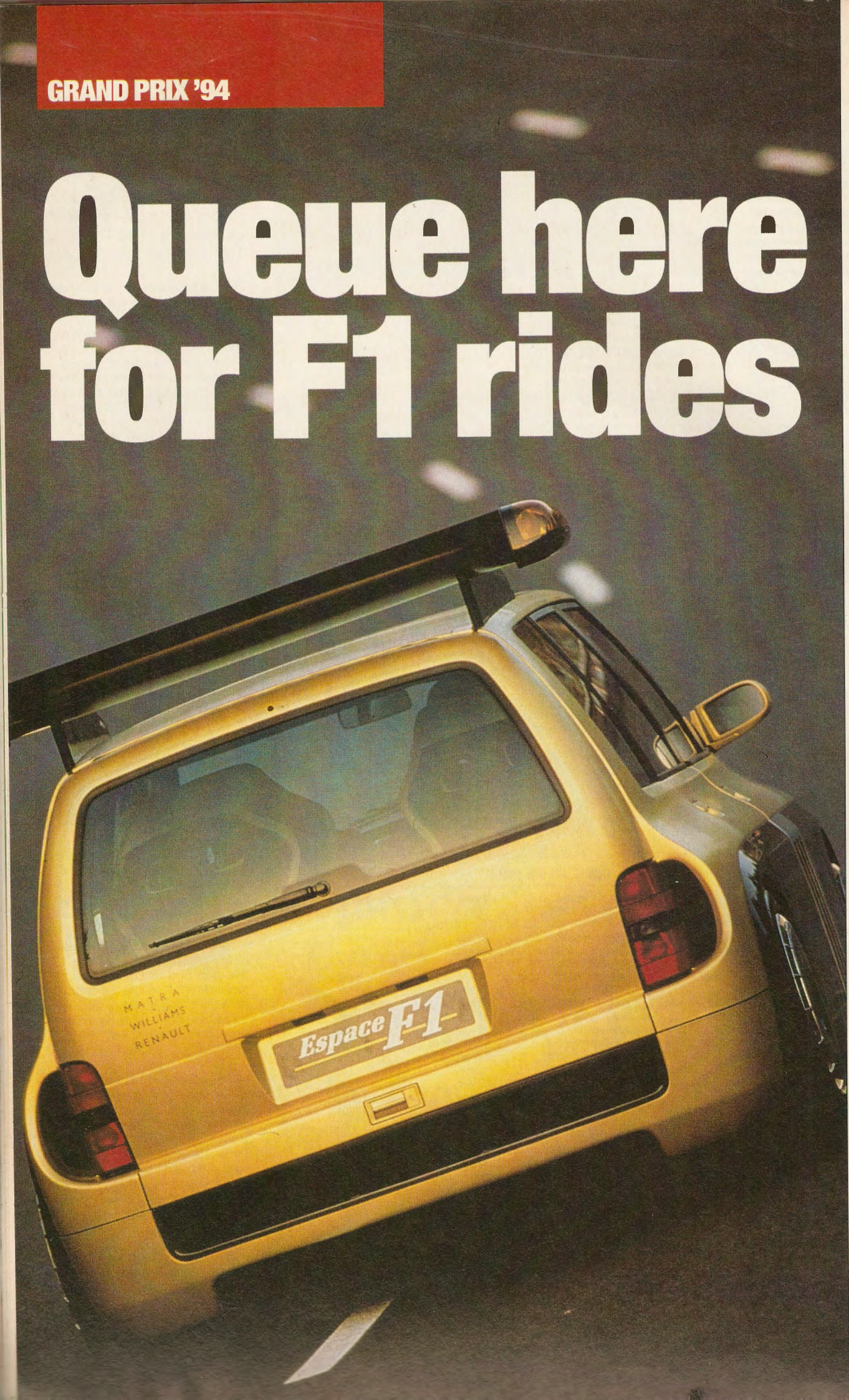
LAGUNA SECA (USA)

October 10, **PPG Indycar World Series**, round 16 of 16, 84 laps – 185.976 miles

Pos	Driver (Nat)	Team/Sponsor	Chassis-Engine	Result	Qual	Grid
1	Paul Tracy (CDN)	Penske/Marlboro.	Penske-Ilmor PC23	2–00:00.763	1:10.058	1
2	Raul Boesel (BR)	Dick Simon/Duracell.	Lola-Ford T94/00.	2–00:22.180	1:11.597	8
3	Jacques Villeneuve (CDN)	Forsythe-Green/Player's.	Reynard-Ford 94I.	84 laps	1:11.010	2
4	Emerson Fittipaldi (BR)	Penske/Marlboro	Penske-Ilmor PC23	84 laps	1:11.843	9
5	Teo Fabi (I)	Hall/Pennzoil	Reynard-Ilmor 94I.	84 laps	1:11.575	7
6	Arie Luyendyk (NL)	Indy Regency/Eurosport	Lola-Ilmor T94/00	84 laps	1:11.959	10
7	Adrian Fernandez (MEX)	Galles/Tecate.	Reynard-Ilmor 94I.	84 laps	1:12.185	16
8	Nigel Mansell (GB)	Newman-Haas/Texaco + K-mart	Lola-Ford T94/00	83 laps	1:11.072	3
9	Andrea Montermini (I).	King Racing/Budweiser	Lola-Ford T93/00.	83 laps	1:13.146	25
10	Dominic Dobson (USA)	PacWest	Lola-Ford T94/00	83 laps	1:12.120	14
11	Willy T Ribbs (USA).	Walker/Service Merchandise.	Lola-Ford T93/00.	83 laps	1:12.996	23
12	Stefan Johansson (S)	Bettenhausen/Alumax.	Penske-Ilmor 94I.	83 laps	1:11.513	6
13	Robby Gordon (USA).	Walker/Valvoline.	Lola-Ford T94/00.	82 laps	1:11.146	5
14	Mark Smith (USA)	Walker/Craftsman	Lola-Ford T94/00	82 laps	1:12.102	13
15	Mike Groff (USA).	Rahal-Hogan/Motorola	Lola-Honda T93/00.	82 laps	1:13.006	24
16	Alessandro Zampedri (I)	Euromotorsports/AGIP.	Lola-Ilmor T93/00.	82 laps	1:13.593	29
17	Parker Johnstone (USA).	Comptech.	Lola-Honda T94/00.	81 laps	1:13.162	26
18	Franck Freon (F)	Indy Regency/Autosport	Lola-Ilmor T94/00	81 laps	1:13.239	27
R	Mario Andretti (USA)	Newman-Haas/Texaco + K-mart	Lola-Ford T94/00	80 laps – engine	1:12.053	12
R	Al Unser Jr (USA)	Penske/Marlboro	Penske-Ilmor PC23	74 laps – transmission	1:11.129	4
R	Scott Sharp (USA)	PacWest	Lola-Ford T94/00	59 laps – engine	1:12.281	20
R	Mauricio Gugelmin (BR)	Ganassi/Hollywood.	Reynard-Ford 94I.	51 laps – exhaust	1:12.236	19
R	Hiro Matsushita (J).	Dick Simon/Panasonic.	Lola-Ford T94/00.	48 laps– electrical	1:12.925	22
R	Marco Greco (BR)	Dick Simon/Arciero	Lola-Ford T93/00	44 laps – transmission	1:13.397	28
R	Eddie Cheever (USA)	Foyt/Copenhagen	Lola-Ford T94/00	36 laps – electrical	1:12.205	17
R	Jimmy Vasser (USA)	Hayhoe/Conseco	Reynard-Ford 94I	35 laps – accident	1:13.172	15
R	Scott Goodyear (CDN).	Bernstein-King/Budweiser.	Lola-Ford T94/00.	16 laps – contact	1:12.332	21
R	Michael Andretti (USA).	Ganassi/Target	Reynard-Ford 94I.	0 laps – contact	1:12.008	11
R	Bobby Rahal (USA)	Rahal-Hogan/Miller	Lola-Honda T94/00	0 laps – contact	1:12.227	18
NQ	Giovanni Lavaggi (I)	Leader Cards/*Financial World*	Lola-Ilmor T93/00	–	1:14.368	30
NQ	Ross Bentley (CDN)	Dale Coyne/AGFA	Lola-Ford T94/00	–	1:15.696	31
NQ	Jeff Wood (USA)	Euromotorsports/AGIP	Lola-Ilmor T93/00	–	1:16.992	32

Winners' average speed: 92.978mph. **Final championship positions:** 1, Unser, 225pts; 2, Fittipaldi, 178; 3, Tracy, 152; 4, Michael Andretti, 118; 5, Gordon, 104; 6, Villeneuve, 94; 7, Boesel, 90; 8, Mansell, 88; 9, Fabi, 79; 10, Rahal, 55; etc. **Scoring system:** 20-16-14-12-10-8-6-5-4-3- 2-1; fastest qualifier, 1; most laps led, 1.

Queue here for F1 rides



Longer and wider than the standard model, the Espace F1 retains many of the components from Europe's best-selling Multi-Purpose Vehicle. Right, from the top: Alain Prost tries the cockpit from which he will give journalists a unique insight into F1 performance. Photo: DPPI. The Espace made its public debut at the Paris show. Photo: Stan Papior/*Autocar*. The V10 F1 engine, which sits between rear-seats, will be insulated from the cockpit by a special double-layer engine cover





THE ULTIMATE PEOPLE-CARRIER HAS BEEN CONCEIVED TO OFFER YOU A TASTE OF FORMULA 1 PERFORMANCE. GARY WATKINS REPORTS ON THE RENAULT ESPACE F1



Accelerating from rest up to 150mph in little more than six seconds, hitting a top speed of 190mph, and then braking back down to 40mph inside 80 metres. That kind of performance has always been the reserve of the Grand Prix stars for one simple reason – you can't ride shotgun in a Formula 1 car. Until now, that is.

Matra Automobiles, which builds Renault's Espace, has joined forces with its partner to build the ultimate people-carrier – what in effect is a four-seat F1 car – to celebrate 10 successful years of the Espace. A 3.5-litre Renault V10 engine, Williams semi-automatic transmission and a carbon-fibre monocoque may endow it with Grand Prix car performance, but the new Espace Formula 1, which made its public debut at the Paris motor show last week, retains the basic philosophy of the standard vehicle – a cavernous interior.

'We wanted to keep the Espace's image of large interior volume,' says Matra technical director Jean-Louis Caussin, who has returned to his racing roots 20 years after he designed a string of Matra Grand Prix cars and three Le Mans-winning sports-prototype racers. 'We can seat four people, no problem, and we could have made it a six-seater.'

This will allow Matra and Renault to provide what will be the ultimate in passenger laps. 'We want to let journalists experience the performance of a Grand Prix car,' says Caussin.

Renault and Matra have lined up the Regie's roving ambassador, four-time world champion Alain Prost, to give the first demonstration runs in the Espace F1. Once it finishes its show duties, the Espace will be 'race' prepared and then undergo extensive testing, ready for the first rides scheduled for mid-January.

After that, the Espace won't be packed off into the museum. 'Making it a four-seater,' says Caussin, 'gives us more possibilities for the Espace F1. We plan to use it as a pace car or as a medical vehicle at some Grands Prix in the future.' To this end, Renault has already had discussions with the governing body of motorsport, the FIA, while Matra has incorporated indicator lights into the large rear wing.

At the heart of the Espace F1 is probably the largest racing-style composite monocoque ever built. Measuring 1600mm in width and 2500mm in length, the carbon-fibre/aluminium honeycomb tub stretches the entire width and almost the full length of the vehicle.

Produced by French composite specialists Moc, which has close links with Renault Sport, the tub houses the four seats and the engine-gearbox assembly, which is mounted as a stressed-member via four bolts at the front and the gearbox casing at the rear.

On to this 300mm-deep monocoque is mounted the upper part of the standard Espace structure, as well as the front bulkhead and the front chassis rails. With a touring car-style rollcage, Caussin believes that the Espace F1's larger cross-section will mean that it has greater torsional rigidity than a contemporary Grand Prix car.

The running gear comes straight from the 1991-vintage Williams FW14. That means a Renault RS4 V10 engine, Williams's semi-automatic gearbox and pushrod double wishbone suspension added to Matra's own pull-rod front suspension.

Williams's role in the project has centred on setting up its six-speed TG3 gearbox for the specific requirements of the Espace F1, and converting the suspension from active to passive specification and for the large diameter Michelin Group C tyres.

'They were very helpful,' says Caussin. 'They produced the entire engine-gearbox-suspension rear end, tested it at Didcot and then delivered it to France ready for fitting into the Espace F1.'

The biggest problem for Caussin and his team of Matra engineers has been cooling the engine and gearbox. 'Unlike an F1 car, the engine and gearbox are inside a box,' he says. 'This causes us a big thermal efficiency problem.'

As well as the extensive use of insulating material around the rear of the vehicle, Caussin and his team of engineers have devised a complex pattern of airflow through and under the Espace to keep everything cool inside.

The large scoop feeds air to a brace of F1-spec radiators, which, contrary to F1 practice, have electric cooling fans to help out when the car is stationary and travelling at low speeds. The airscoop between the headlights acts as the engine inlet.

This air escapes from the car via outlets in the front wheel-arches, in the doors and straight out the back, where there is an adjustable rear wing where the rear bumper would be to draw air out of the engine compartment.

The other main difficulty is the aerodynamics. Despite the large rear wing, an adjustable front spoiler and a rear venturi section, Caussin estimates that the Espace F1 will 'only have 25% of the downforce from a Grand Prix car'.

Caussin doesn't foresee a lack of stability at high-speeds, or under acceleration or braking, as a major problem – 'we have already tested a standard Espace with a twin-turbocharged V6 engine at speeds in excess of 150mph'. Rather, it's in the corners where the Espace's lack of downforce – and its size and weight – will take its toll.

'The performance will be less than a Grand Prix car in the corners, because the centres of gravity and aerodynamic load are much higher than in an F1 car. The driver will have to be prudent.'

No matter how prudent he may be, Alain Prost will give journalists and other lucky souls the ride of a lifetime in the Espace F1. It may be double the weight of an F1 car even without three passengers on board, but it's still the nearest thing that you're going to get to riding in a Grand Prix car.

And how else would you get the chance of sitting at the Professor's shoulder as he pedals his craft? ■



As the first Espace MPVs started to roll off the production line in France in 1984, Ford was showing off its own high-tech van – this sports-prototype-based Transit. Powered by a 3.9-litre Ford DFL engine, the Supervan 2 was built around the chassis and running gear from the ill-fated C100 Group C car, which meant it was strictly a two-seater



Bell goes back to the future

AS THE MARCOS SPORTSCAR MARQUE HEADS BACK TO LE MANS, FIVE-TIME WINNER DEREK BELL RETURNS TO HIS ROOTS WITH A QUICK BLAST IN ITS LM500 GT RACER

A Marcos! It's a long time since I'd driven one of those in anger. Nearly 30 years in fact. My last acquaintance on the race track with one of the classic British sportscars came back in 1965 when I raced one in domestic GT events.

Back then my little Marcos Gullwing had a wooden chassis, skinny road tyres and a Ford Cortina engine pushing out less than 90bhp. Nearly 30 years on, Marcos GT racers come with ultra-stiff steel spaceframe chassis, fat racing tyres and big Rover V8 thumping out nearly 400bhp.

But underneath the bulges and bumps, and wings and spoilers of the new LM500, those classic Marcos Mantara lines are still there. And just like my Marcos all those years ago, it's a great car to drive.

I found that out pretty quickly during a brief try out down at Castle Combe in the factory LM500 that Chris Hodgetts has taken to a brace of victories in the National Sports GT Challenge. It may have been wet, but the car felt pretty good. Driving in bad conditions is a good way to show up the vices of any car. It's an old racing adage, but if a car's good in the wet, it's good in the dry.



The car seemed to have no vices in the wet, but I'd have liked to have been able to try a bit harder on a dry track. Unlike a lot of racing drivers, I enjoy driving in the wet, especially racing. Practising in the rain can be a bit nerve-racking, especially if you're testing someone else's car. Because the last the last thing I wanted to do was throw the car into the barriers, I didn't go bananas in my dozen or so laps of the Wiltshire airfield circuit – it's easy to get into a bit of whiplash and go off the road.

But there was nothing out of control about the LM500. There was no hint of understeer and very little oversteer – I just fed in the ▶



Photos: Jeff Bloxham

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TWO DRIVERS: CHRIS HODGETTS • CHRIS MARSH



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power and out it slid very progressively. There was no snatch.

It's not like some front-engined cars, which have a tendency to oversteer out of a corner because of all the weight being up front. I have to admit, though, it's a long time since I raced a front-engined car. I have to think back to the mid-'70s when I drove the Broadspeed Jaguars in the European Touring Car series. That's the last time I raced a front-engined car regularly.

The Marcos is completely different to the Jag. That was much stiffer; the Marcos has a much nicer ride compared with that car.

That's one thing, I'd like to try out on the Marcos. I would like to have stiffened it up at the rear – it felt too softly sprung and damped. It might not be so nice to drive, but I'm sure it would be quicker. And at the end of the day, that's what counts.

I know Combe is a bumpy circuit, but you have to attack the bumps rather than give in to them. I'd try to set up the car to be a bit twitchy. That's what I'd do. I might be totally wrong – you don't know until you could try it in testing.

Over the course of my half a dozen laps, I experimented with trying to get the back out. Coming out of the Camp right-hander, I tried different gears to try to get the power on earlier. I almost wanted the car to start breaking away. I managed to get it to move a couple of times, but it wasn't consistent. It probably had more to do with being off the correct line.

I would have liked to have been able to pitch the car into the corner and squirted it out under power. In the dry it wouldn't do the tyres much good, but it wouldn't be a problem in a sprint race.

Slowing the car down into the wet was no problem. The brakes were really good although the pedal was a little bit soft for my liking. It did stop incredibly well, but the car tended to wander about at bit under braking. The team said it was down to the wet tyres. It could also have been the amount of camber dialled on for the wet conditions, which would make the car move around a bit over the bumps – and there are a lot of those at Castle Combe.

I have to admit that my initial run in the car was halted by a missed gear. I didn't buzz the engine, but over-revving it did break the rotor arm – a recurrent problem for the Marcos team during the day. The upshot was that the car and a slightly embarrassed driver arrived ▶



Bell gets ready to drive a Marcos in anger for the first time in nearly three decades

BELL
"The last thing you need in the wet is to let the clutch out and find you're in second gear instead of fourth"

THE PAST

WHEN BELL LAST PEDALLED A MARCOS, THE FACTORY WAS PREPARING FOR LE MANS

For the young Derek Bell, just setting out on his international racing career, a Marcos sportscar gave him the opportunity to get some all-important racing miles under his belt.

For his second season of motor racing, Bell had graduated from a self-built Lotus Seven to a Formula 3 Lotus 31. His move up the racing hierarchy had attracted the attention of local garage owner EW 'Cuff' Miller down in West Sussex. He raced a Marcos Gullwing in club events, and asked Bell to share the car with him.

'I wanted to race single-seaters,' says Derek, 'so the Marcos was a means to getting more mileage – remember it was only my second year of racing. It was hard graft taking the F3 car to Snetterton just for a 10-lapper, so it was great to get another race. It was a delightful little car. You could fling it around – it was wonderful.

The following year, Derek Bell replaced his elderly 31 chassis with a brand new 41, said goodbye to his little Gullwing and headed for the Continent.

But Marcos was also Europe-bound. The factory built a Mini Marcos – a glassfibre chassis coupe using Mini running gear – specifically for Le Mans. It was raced by a team of Frenchmen, which included Claude Ballot-Lena, who was taking part in the 24 Hours for the first of 23 times. The little BMC-engined car finished an amazing 15th overall and first in the smallest sportscar division.

In 1967, Jem Marsh built a more advanced Mini Marcos for himself and some-time Formula 1 driver Chris Lawrence to drive at Le Mans. He has some great memories of that time.

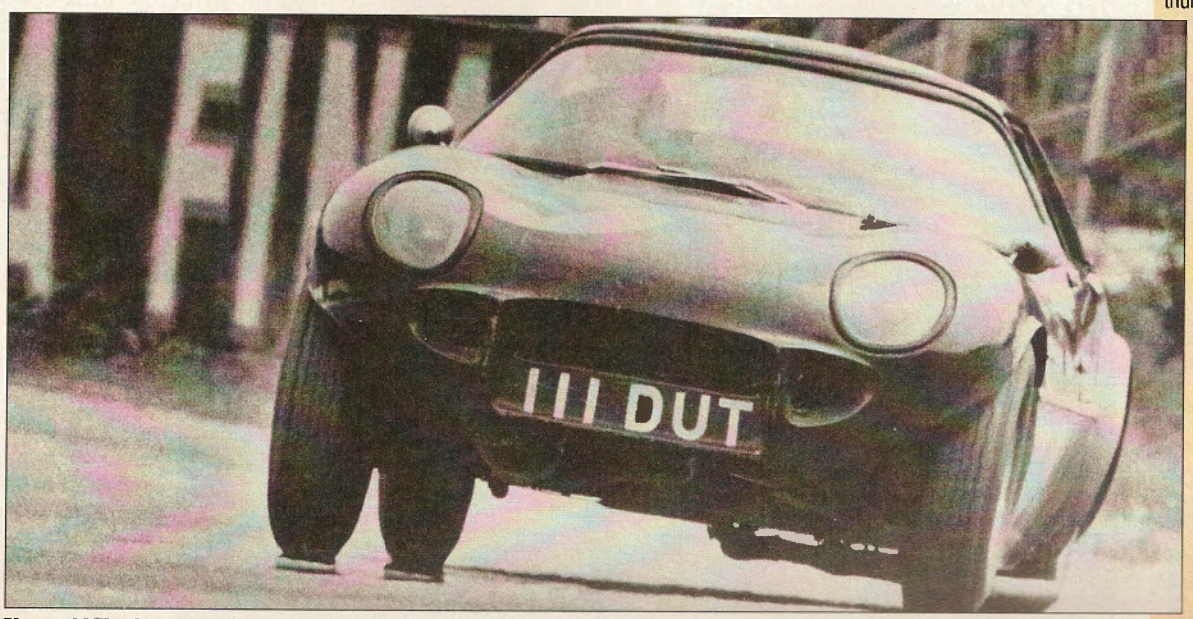
'We pulled 141mph down the Mulsanne Straight in the April test,' says Jem. 'The experience of a 7-litre Ford thundering past was amazing. Our car would move right across the track – or, at least, that's what it felt like.

'When we went to the race in June, the organisers made us move the windscreen forward. They said it was 2cm too far back – but that's how the car had run the year before. We had to tip the screen forward, which slowed us down by 8mph.

'Unfortunately, we didn't finish the race – the idler gears went after about four hours But it was a great experience. I shall never forget it. The following year a factory-built Mantis powered by the Repco V8 F1 engine, which would that year take Denny Hulme to the world championship, appeared at the Spa-Francorchamps.

The car was underfunded and Marcos quietly slipped away from the international sportscar racing arena – until 1994.

■ **Gary Watkins**



'You could fling it around – it was wonderful.' Bell on the limit through Clearways at Brands Hatch in his Marcos Gullwing, circa 1965

THE FUTURE

IT MAY BE A LITTLE COMPANY BUT MARCOS HAS BIG PLANS FOR THE 1995 SEASON

The Marcos factory hasn't returned to motor racing after an absence of more than a quarter of a century for the sake of nostalgia. It's down to the harsh economic reality of selling more cars.

'Now our cars are homologated, we have a wider market,' says Jem Marsh, the man who founded Marcos with aerodynamicist Mike Costin 30 years ago. Both the Mantara – Marcos's staple product for the past 25 years – and the new LM500 road-racer have achieved low volume type approval, which means that the car can be sold in full-built form in the UK and around the world.

'We want to spread our wings and put the Marcos marque back on the map with a bang. And the only way to do that is to go motor racing. We could have advertised our cars as much as we'd liked, but the return would have been small. With motor racing, the coverage is instant. We know. Since we won at Brands Hatch everybody has been talking about us. Beating Lotus, as we did at Brands, really means something to a small sportscar marque like Marcos.

'Although I've been racing historic cars for 20 years, I'd been itching to take the factory back to international competition. I just thank God that the National Sports GT Challenge has given us, and other small manufacturers, the chance. Before the advent of this series there was nowhere for us to race.

'And it's no good us turning out at one of the four-hour International GT Endurance races with an unproven car. We had a lot of catching up before we can go to Europe to race against the the larger sportscar manufacturers like Porsche and Ferrari.'

In its first year Marcos has certainly made up for lost time with the LM500 GT racer: in March the cars were barely finished in time for the first race; in June Chris Marsh qualified on pole position at Oulton Park; and in July double British Touring Car Champion Chris Hodgetts took Marcos back into the winners' circle with victory at Brands Hatch.

Since then, Marcos has vanquished the crack ADA sportscar team and its De Tomaso Le Mans racer, and then gave the French Venturi marque, a dominant force in international events, a run for its money in the series finale at Silverstone.

Jem Marsh now feels that Marcos is ready to hit the international arena next year – and that means a return to Le Mans. 'As well going all-out to win the GT Challenge, we'll be going to some International GT Endurance four-races to get some long-distance experience before going to Le Mans.'

'Our aspiration is to finish the race,' says Jem. 'But there's no reason why a front-engined car can't win the GT2 class – the Callaway Corvette has proved that in International GT races this year.'

■ **Gary Watkins**



The traditional Marcos sportscar has been brought bang up to date for international GT competition – it's called the LM500

◀ back in the pits on a tow rope.

I had trouble picking the right gear, a problem exaggerated by the wet conditions. That's why I missed the gear. Accelerating past the pits, I shifted from third to fourth – and found second.

It's a real crash 'box – it goes clunk, clunk, clunk through the gears, I guess it's just a matter of getting used to it. Marcos driver Chris Marsh, son of company founder Jem, told me that when he first drove the car at Silverstone he couldn't get the hang of the 'box. But then after a couple of races it became easy. I can believe that.

The problem is that one shifts so much slower in the wet because you don't want the wheels locking up on the slippery circuit. The last thing you need is to let the clutch out and find you're in second gear instead of fourth. You don't give it any revs, so that makes it that much harder to get the right gear. I was having to slow it right down on the brakes and then build up the revs before cracking it down a gear.



Also, I'm not really used to a left-hand shift – remember you change gear with your right hand in a Porsche 962, or even in a World Sports Car Spice. Even my road car is a left-hooker. But I can't make any excuses; some of the Porsche 935s in the late-'70s had left-hand shifts.

The Marcos LM500 proved to be a great car, but I just wish I'd been able to test it in the dry – with a bit more power. In the wet conditions, I don't think I would have liked another 100bhp, but it certainly would have been more entertaining.

Was there any emotion, driving a Marcos again? My original Marcos days were far too long ago for that. And before you start wondering, no I won't be driving for Marcos at Le Mans in 1995. As I've already said in the pages of AUTOSPORT this year, I've definitely rung time on driving in that race. ■

MARCOS LM500

Chassis: Mantara steel square-section spaceframe with extra strengthening and FIA-spec Rollcentre rollcage
Engine: 5-litre 16-valve Rover V8; power – 380bhp at 7200rpm with 46mm Le Mans GT2 class air-restrictor
Transmission: Five-speed Xtrac gearbox
Brakes: Alcon four-pot calipers, ventilated discs with driver adjustable balance
Suspension: Front – MacPherson struts; rear – double wishbones with adjustable Koni shock absorbers
Weight: 1050kg
Tyres: Avons (13in rear, 11in front) on 17in Dymag wheels



Bell gives the LM500 some stick around Castle Combe. Above. Bell chats to his old mucker and Marcos founder, Jem Marsh (right)

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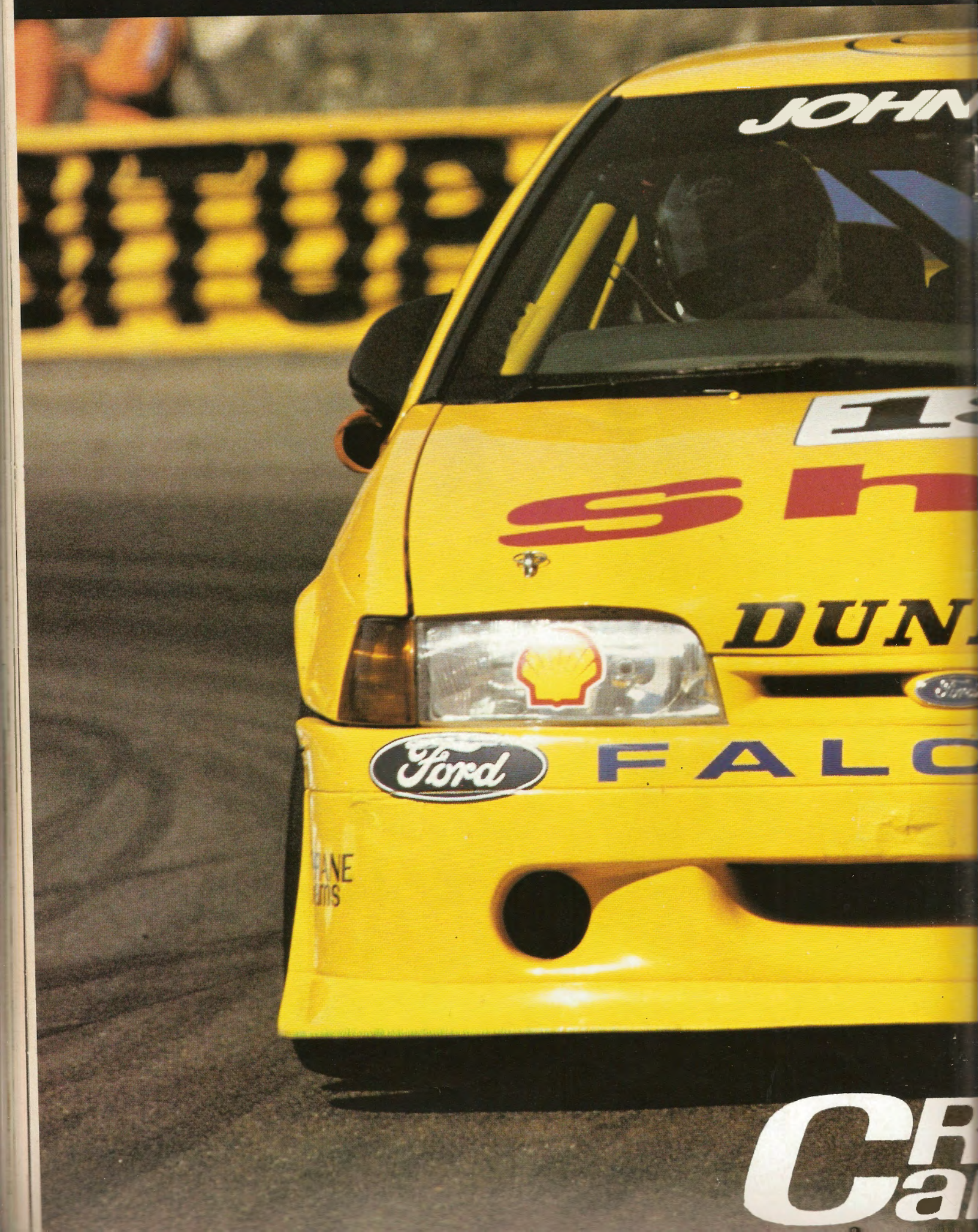
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British touring cars in action at Brands Hatch: TV coverage is a vital ingredient of the BTCC's continued success. Photo: Jeff Bloxham

BTCC: where now?



STEVE RIDER

Walking the dog or washing the car are not options this Sunday afternoon. Anyone with a remote sense of occasion or a glimmer of a sporting soul will already have decided whether to hit the M1 motorway to Donington Park or the BBC1 button to Jerez.

Please note BBC1 for Jerez, not the customary BBC2 route. This is because the Corporation has provided a third Sunday afternoon option – the final of the Toyota World Match Play golf – so I'm obliged to be on the West Course at Wentworth for that.

'Never run sport against sport' is the motto above the door of the BBC scheduling department, but they always cover it over on a weekend as good as this.

In a mischievous sort of way, the kind of 'sport against sport' I would like to see scheduled this weekend is the Touring Car World Cup against the Jerez Grand Prix.

It would be a swift way of defining exactly what kind of progress touring car racing has made in television terms over the last five years. Is it becoming an attraction to rival Formula 1?

In fact, the point that touring car racing might be able to establish if it was to go head-to-head with Jerez is that it's not creating a television rival to F1, but instead a new television audience for motorsport in general.

In recent seasons, much of the positive reaction to Grandstand's *Auto Trader* British Touring Car Championship transmissions has been prefaced by phrases like: 'I don't normally like motor racing, but....' It's certainly an encouraging reaction for coverage that's trying to break new ground, and for a championship that's deservedly winning new friends.

So where does it progress from here? A great deal has been written about the need for F1 to adapt and re-group. And there is an equal need for the BTCC to do the same. For F1 the motivation has been a season laden with crisis and controversy. For the BTCC another season of success and growth has changed the perspective.

Nowhere is this more apparent than in television coverage, the only area that I am remotely qualified to write about.

Surely there is nothing wrong with this coverage? It remains superbly produced by BHP, every race receives around 20 minutes on Grandstand, and Murray Walker plays a blinder on every one.

Admittedly it's transmitted at least a week late, and more urgent live events can shunt it around the schedule. But the BBC's commitment and loyalty to the BTCC will continue undiminished.

It was this coverage that helped to lift the championship from its moderate status of the mid-1980s to its pre-eminent position in British motorsport today.

But can this coverage do justice to a championship that will soon be attracting possibly a dozen highly-committed manufacturers, crowds of more than 30,000 per race, plus Frank Williams, Derek Warwick, maybe Nigel Mansell?

In AUTOSPORT two weeks ago, Max Mosley was quoted as saying: 'The difference between a major sporting event and a lesser one is if it is live on television or not.' He was talking about the World Rally Championship, but he could easily have been talking about the BTCC.

"As the Championship grows, it has to ensure that media coverage grows at the same pace"

TOCA and the manufacturers have created the TV coverage for the championship, and they must now decide the direction they want it to go. Certainly they correctly intend that nothing will be done to jeopardise Grandstand's loyal but totally race-based coverage.

Beyond this they must examine whether the championship will be able to achieve the coverage that the manufacturers and the growing audience may demand. This doesn't necessarily mean via Grandstand or even BBC Sport, but across a range of outlets.

Is the BTCC receiving the support it requires, like the race reviews or the meeting previews? Should its target be the live coverage that, in Max Mosley's words, is the ingredient that could turn it into a major sporting event?

There is no doubt that the BTCC has the appeal, the status and the need to progress into these areas. My fear is that it also has the ability to rest on its laurels and expect that the television which got it this far is the television that can take it through the next five years as well.

Another five years of recorded highlights and I would expect the BTCC to disappear from whence it came, at least in the minds of the newly-created audience.

Simply put, as the championship grows it has to ensure that media and television recognition grows at the same pace.

Television has the ability to put the profile and status of any sport into immediate perspective. Suffice to say the Touring Car World Cup will receive Grandstand highlights coverage towards the end of the month.

But BBC1 will be live at Jerez. It will also have live coverage of the Grands Prix in Japan and Australia, firing up the network in the early hours of Sunday morning for each race. Major coverage for major events.

If this is the kind of television status that touring car racing ultimately wants to achieve, then it's made the perfect start: highly-competitive racing, highly-visual action, well produced coverage, and free of tobacco sponsorship – the broadcaster's dream.

It would be great to see the championship's profile increase further, but the BBC has played its part. The impetus for progress must come from the sport.

I am often accused (not least by the *Sunday Times*) of being more closely involved in the future of the BTCC than a Grandstand presenter should be. I stand condemned as an enthusiast. But to underline my impartiality, just remember that my views on this momentous motorsport weekend and beyond come from an irrelevant position alongside the first fairway at Wentworth. It's World Match Play weekend as well. And that's not a plug for Toyota...

● As a former director of BHP, Grandstand presenter Steve Rider is one of the pioneers of British Touring Car television coverage



Tall tales from Ireland

FEW BELIEVED KENNY McKINSTRY DURING THE SUMMER WHEN HE TOLD US THAT HE COULD STILL WIN THE DUNLOP IRISH TARMAC TITLE. BY BRIAN PATTERSON

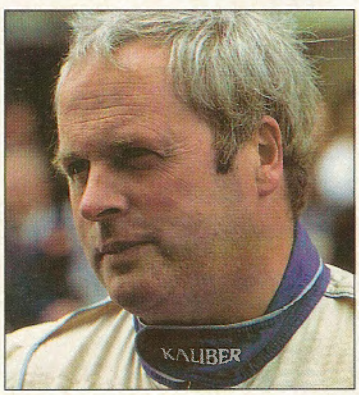
Fairy stories rarely happen in rallying, but for Kenny McKinstry and co-driver Robbie Philpott victory on the Cork '20' Rally 10 days ago – and with it their second Irish Dunlop Tarmac Championship – was close to a dream.

Compared with the opposition, chiefly Stephen Finlay in a Malcolm Wilson-prepared Ford Escort RS Cosworth, the McKinstry equipe which ran his Kaliber-sponsored Subaru Legacy was miniscule. Kenny's wife Maggie checked the gravel notes, brother Sam did much of the donkey work on the car and Kenny himself made his pacenotes in a six-year-old Toyota Corolla. The total team personnel was six, and that included Kenny and Robbie.

It looked as though Goliath would triumph over David after Wilson and Finlay completed a steamroller one-two on the Stena Sealink Ulster Rally. Finlay had already notched up wins on the Circuit of Ireland and Donegal events, and in most people's eyes the title was a foregone conclusion.

Not however in McKinstry's. 'I'll not give up to the last mile of the last stage,' was his mid-summer comment about the championship.

After snatching the title, McKinstry was more reflective. 'Some people were forgetting about dropped scores,' he said. 'The publicity and the hype was all towards Stephen, and fair play to him. It was some going for his first tarmac season. I admit that it didn't look that good for me, but there was a chance, and I was always going to go for it.'



"McKINSTRY I rattled and clashed to the end of the stage with a broken driveshaft. Still, we won"

Forty-one-year-old McKinstry has his own business providing lawn-mowers, engineering and rally preparation in the heart of Banbridge, County Down. For many years the whole lot was mixed in together in the yard and workshops behind his house, but now the rally preparation is undertaken in a gleaming self-contained industrial unit.

One of the reasons for McKinstry's success over the years, which has included victory in many rallycross and lesser rally championships – is his seat-of-the-pants engineering ability.

McKinstry never lets any problem beat him and works like a terrier to find the root cause. On the events, he's always analysing his own performance and that of his Subaru Legacy RS.

'I knew starting this year that I had a good chance of regaining the title. Through 1993 I always felt that there was more than a second a mile missing. Not with me, but the performance of the engine. Then for last year's Catalunya World Championship rally, after working for many days at Prodrive Engineering, suddenly the whole picture changed. It was the same engine, but now it felt like a rocket. There had been some wee thing wrong in the electronics that was holding the car back.

'We worked hard on the Galway pacenotes, and with some asymmetric development tyres from Dunlop, which proved ideal for wet conditions, pulled out an early lead. My calculations on performance in comparison with Bertie Fisher, Austin McHale, Frank Meagher and so on were as I expected. We had no data on Finlay, and he eventually finished second.

'I nearly threw Galway away



Veteran McKinstry (far left) snatched the Irish title from the grasp of young gun Stephen Finlay with victory on the Cork '20' (left). McKinstry's Kaliber-backed Subaru Legacy (below) was run by his tiny family-run team. Photos: Ralph Hardwick

when I eased back on the last stage, lost concentration, went into a "four left, over crest" in too high a gear and understeered into a wall. I rattled and clashed to the end of the stage with a driveshaft and track control arm broken. Still, we won, and that's what it's all about.'

The Circuit of Ireland was a different ballgame for the Kaliber-sponsored duo. 'Robbie didn't even want to do the rally,' says McKinstry. 'He thought it was too much of an unknown quantity driving on someone else's – officially supplied – pacenotes on tarmac. No matter how good they are, it's not the same as having seen the roads for yourself. As it turned out, Finlay beat me in my own backyard when I aquaplaned off.

'Using the car as a bulldozer just about ate up the last of the Kaliber money. It cost more than £15,000 to fix. If it hadn't been for Tom Geraghty, the Waterford tyre man, stepping in with some backing, we couldn't have kept going.

'The next round was Killarney, where we had a definite handling problem. I felt uneasy in the car; it seemed to feel uneasy with me. Still, we managed a few points. The handling problem seemed to centre on the differentials. It took a long time to sort out, but it came down to hydraulic pressure. We now have it just about right, and indeed we think it's performing as well as Bertie Fisher's sophisticated electronically-controlled diff.'

Through the Donegal, Ulster, Manx and Cork rallies, McKinstry just kept his head down and worked at it.



'We led Donegal initially, but went off the road when I locked the front wheels. There's a little lever beside the handbrake which controls the brake bias, and it was down instead of up. On the Ulster, never my luckiest rally, we didn't realise the car was over-fuelling.

'It really came good on the Manx and Cork, and that was too bad for Stephen. The speed of the Escort since they introduced the latest camshafts, in conjunction with the popping-and-banging electronics, is extraordinary. Finlay's turn will come – this was his first year.'

So what's on McKinstry's 1995 agenda? 'I would definitely do the Dunlop Tarmac again. All the rallies are good, very enjoyable. I would certainly like to do some Euro events. But it all boils down to finding a backer. I reckon the Legacy is still competitive, but a new backer might want the latest model, so I wouldn't rule out an Impreza, Escort, or a Toyota Celica, who knows? It's down to finance.'

For the record, McKinstry and Finlay each had two firsts, two seconds and a third. The final tie-break was the earliest highest score, which was McKinstry's Galway win in February. ■

THE CHAMPIONSHIP

THE DUNLOP IRISH SERIES SEEMS TO SUIT THE IRISH RIGHT DOWN TO THE TARMAC

The Dunlop Tarmac Championship was again run to its traditional seven-round format. There was the Galway Rally in February, the Easter Circuit of Ireland, Killarney Rally of the Lakes in late April, the June Donegal bonanza, then the Ulster and Manx events, and finally the Cork '20'.

By whatever criteria you choose, it's difficult to judge this year's Dunlop Tarmac championship anything other than a success. Good events, mostly healthy entry lists, exciting competition and extensive television coverage all played their part. The 11th hour twist of Kenny McKinstry snatching the title from under Stephen Finlay's nose added the final flavour.

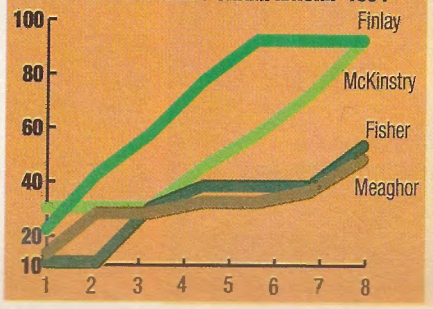
Nobody is pretending it's the world championship, but the series seems to have hit the right note for Ireland. With stage mileages for each event ranging from 180 to 340 miles, it's a fair undertaking for the drivers.

This year's championship had the traditional top players such as Bertie Fisher, Austin McHale, Frank Meagher and Kenny McKinstry. The exciting Stephen Finlay and his Michelin Pilot Escort were a welcome addition to the menu. John Price and the sometimes brilliant Peadar Hurson in their Metro 6R4s added variety, but the older cars were never going to be a threat to the modern Group A machines. And modified cars can compete on all the rounds, bar the Ulster and the Isle of Man events, which are on the Mobil 1/ *Top Gear* British Championship schedule.

James Cullen flew the Group N banner in his Escort Cosworth, but it was a year of frustration for the Donegal driver. He retained his showroom title, but he was denied the chance to show his true speed by the constraints of having to preserve his machine. His feelings were reflected in the overall decline of Group N.

Dunlop is doing its bit for the younger drivers in the series, with good promotion and rewards going with the Junior title. Mark and Rory Doyle from Gilford were the winners in their Vauxhall Nova. Whether they can take advantage of the winner's package in 1995 remains to be seen.

DUNLOP TARMAC RALLY CHAMPIONSHIP 1994



Three pointed stars

WITH TWO WINS IN THE FINAL RACES, MERCEDES PASSED ALFA TO ADD THE TITLE OF MAKES TO LUDWIG'S CROWN. ANDY HALLBERY REPORTS



Playing to a packed house, Kurt Thiim and Bernd Schneider were the winners at the end of a meeting dominated from start to finish by the C-Class.

There were 92,000 spectators filling the stadium, fireworks and flares at the ready, with patronage split fairly evenly between marques. Opel fans had the most flags, Alfa fans had the most hats, and as it turned out, the Mercedes fans had the most to cheer about.

Thiim started the first race from pole, leading Ludwig, Schneider and the Opel Calibra of Manuel Reuter throughout. Reuter was unable to stay in touch with the train in front of him, instead having to work hard to fend off the best of the Alfas, driven by Michael Bartels. The young German was having his first race in the 1994 spec 155, taking over the absent Giorgio Francia's car.

Sandro Nannini, in with a chance of third place in the championship, pushed Bartels hard, but the Jaegermeister car stayed in front. Jorg van Ommen was the man to watch, having had to start 14th after his engine blew before he started his Top 15 qualifying run. Jorg's Mercedes was the quickest car on the track as he charged through to 11th by lap 3. Then he tangled with out-going champion Nicola Larini's Alfa, and spun down to 14th again.

Rosberg took advantage to pass both, but Larini came back with a heavy shove on the Opel at the Sachs Kurve on lap 5. Larini pulled in to the pits next time around with electrical problems.

It was all static at the front, though, the attention of most of the fans now on Rosberg's battle with Ellen Lohr. He finally passed her on lap 8, setting about Stefano Modena immediately. Into the packed stadium on lap 9, Rosberg came up the inside, nudging Stefano's Alfa into the gravel where it stayed. Rosberg lost two places to fall behind Lohr and the charging van Ommen.

Thiim was now 2.5s clear, with Schneider sitting on the tail of Ludwig's second-placed car without looking like passing it.

Reuter, Bartels and Nannini broke up the Mercedes deadlock, but van Ommen was looming fast, and both he and Nannini passed Bartels on the penultimate tour. Into the Ost Kurve Chicane for the final time, Jorg made it by the Alfa into a very well-deserved fifth at the flag. 'I think that was probably my best race of the season,' he said afterwards. 'Apart from the spin with Larini, every lap was just about perfect.'

The result meant that Mercedes had wrapped up the makes title, which meant it was going to be gloves off, no-holds-barred racing for the final event of the year.

The fans still had flares and firecrackers left, and the stadium roared as they set off once more. Thiim led again from Ludwig and Schneider, but into the Ost Kurve Chicane there was drama. Rosberg had made a good start, but when he arrived at the chicane the former World Champion found himself with an electronic problem on his ABS. With brakes locked, the Opel ploughed into the back of Roland Asch, sending the Mercedes spinning down the old circuit. Somehow, Roland managed to spin across the bows of third-placed Reuter and the pack, and into the gravel on the other side without further contact.

Reuter's temporary slowing allowed the leaders to get away, but at the third chicane we had the amazing sight of Klaus Ludwig



Jurgen Ruch flew in his Ford Mustang



Bernd Schneider, always fast but seldom rewarded, retrieved something from a troubled year by winning the final round for Mercedes



Hockenheim was packed to the rafters for the GTCC finals. Fully 92,000 turned out to cheer on their heroes. All photos: Ian Brown/AutoFoto

sending his team mate Thiim into the gravel and out of the lead. It was not the first time this year that these two had come together, and Thiim's face afterwards said that he was not impressed. His words were carefully chosen. 'This is a tough competition, and very competitive,' said Kurt. 'It is unfortunate when things like this happen, but then I guess that's motor racing...'

All this left Schneider, with the good luck on his side for once, in front of a grateful van Ommen, Nannini, Reuter, Lohr, Bartels, Danner, Nissen, Ludwig and Jurgen Ruch – the last named making an appearance in the top 10 in what is to be the final outing for the fearsome Mustangs.

Ludwig was greeted with a driver warning flag next time around, and he began making up lost places, dispensing with Nissen on lap 2. Larini's dreadful luck continued, the little Italian again heading for the pits and no points as the gremlins struck. Alfa's day was made complete when Nannini pulled out of third on lap 4, with a broken engine, leaving Larini third and Nannini fourth in the final championship standings.

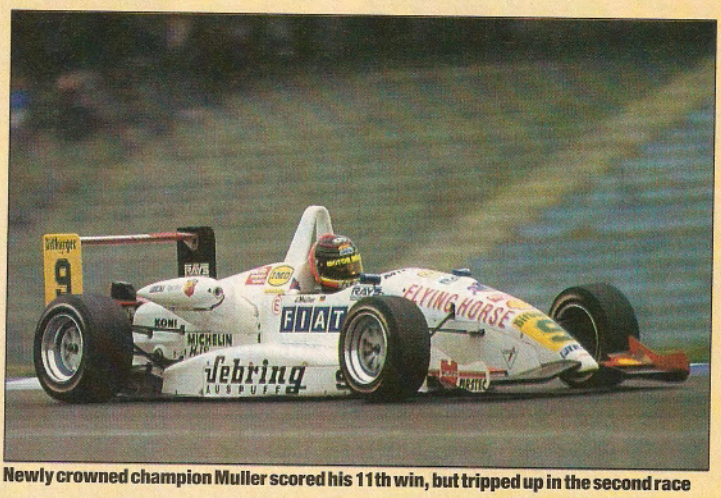
Alfa's race hopes now rested with Bartels. By half distance the order had settled down, with Schneider looking extremely comfortable in front, 2.5s up on van Ommen. Reuter held a good third, and also kept the thousands of Opel fans busy with their flags, while Bartels held off the attentions of Ludwig. Lohr held eighth from Danner and Nissen.

Then Nissen's Alfa blew on lap 8, and from there on it was fairly static, the only real action being between Bartels and Ludwig. On the last lap, Reuter began to slow with fuel pressure problems, Opel again being left with nothing after looking like taking a much-deserved third place. The German crept round to finally take the flag at snail's pace in eighth. This meant that a delighted Bartels claimed the final podium spot in his first race in a pukka Alfa.

Joining him on the podium were all the members of a jubilant AMG Mercedes team, who had their own battle with the champagne on the rostrum before joining a Mercedes flat-bed lorry for a lap of honour with their drivers. This had been very much a team effort, as the entire team proved when it came to the all-night celebrations.

GERMAN TOURING CAR CHAMPIONSHIP,
ROUNDS 23 & 24, HOCKENHEIM (D), 2 x 15
LAPS – 2 x 63.52 MILES, OCT 9

Round 23: 1, Kurt Thiim (Mercedes C Class), 32m42.65s, 116.52mph; 2, Klaus Ludwig (Mercedes C Class), 32m45.49s; 3, Bernd Schneider (Mercedes C Class), 32m46.02s; 4, Manuel Reuter (Opel Calibra V6), 32m58.85s; 5, Jorg van Ommen (Mercedes C Class), 33m01.37s; 6, Alessandro Nannini (Alfa 155 TI), 33m02.90s; 7, Michael Bartels (Alfa 155 TI), 33m03.44s; 8, Roland Asch (Mercedes C Class), 33m04.14s; 9, Ellen Lohr (Mercedes C Class), 33m10.94s; 10, Christian Danner (Alfa 155 TI), 33m17.89s. **Fastest lap:** van Ommen, 2m10.04s, 117.24mph. **Round 24:** 1, Schneider, 32m42.98s, 116.50mph; 2, van Ommen, 32m48.77s; 3, Bartels, 32m53.73s; 4, Ludwig, 32m54.39s; 5, Lohr, 33m05.48s; 6, Danner, 33m06.74s; 7, Stefano Modena (Alfa 155 TI), 33m15,17s; 8, Reuter, 33m43.98s; 9, Asch, 34m06.20s; 10, 'Jehn Winter' (Opel Calibra V6), 34m16.33s. **Fastest lap:** Schneider, 2m09.63s, 117.61mph. **Final championship positions:** 1, Ludwig, 222pts; 2, van Ommen, 175; 3, Larini, 150; 4, Nannini, 149; 5, Thiim, 141; 6, Asch, 124; 7, Nissen, 99; 8, Reuter, 89; 9, Danner, 88; 10,



Newly crowned champion Muller scored his 11th win, but tripped up in the second race

GERMAN FORMULA 3

Schumacher stars

Newly-crowned German Formula 3 Champion Jorg Muller and Alex Wurz were the winners of the final two races of the 1994 Championship, but it was Ralph Schumacher who stole the headlines in both events.

Saturday's round was possibly the best F3 race of the year, with Norberto Fontana the early leader. On the run to the Ost Curve on lap 1, Schumacher, Muller and Pedro Couceiro ran three abreast, Couceiro on the grass! Schumacher ran out of space and was forced up the escape road, from where he rejoined without losing a place. On lap 3, though, Schumacher was given a stop-go penalty, which he ignored, causing controversy that lasted well into the night (see *Pit & Paddock*).

Muller passed Fontana for the lead at half distance, the Argentine dropping back to the fight between Couceiro, Schumacher, Sascha Maassen and Philipp Peter. This was classic slipstreaming stuff, with plenty of chopping and changing.

On the penultimate lap, Schumacher and Fontana swapped places three times, shaving tyre rubber with each other as they did so. Fontana held on.

After the overnight disqualification of Schumacher, the young German had to start from the back of the 35-car grid.

This time Couceiro led away, but Fontana, Wurz and Muller all went past



Fontana was right on the pace again

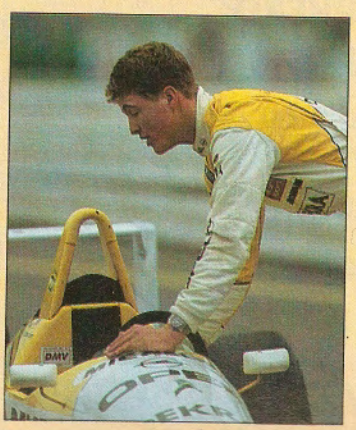
before the end of the lap.

Schumacher completed lap 2 in 19th place, and then carved his way through the remaining cars at an almost unimaginable pace. By lap 4, his fastest lap was 1s quicker than anyone else, and next time around he shaved a further 0.6s from that, passing cars all the while. By lap 6 he was in the top 10, and on the last lap he passed French visitor Christophe Tinseau, Max Angelelli and Muller for sixth place.

Fontana looked good in front, but on lap 5 Muller tried an optimistic move inside at the Sachs curve, knocking Norberto off and out, and damaging his own front wing in the process. As he slipped steadily back, Wurz took over to win from Maassen and Couceiro, while the next eight cars were covered by just 4s, including the flying Schumacher.

'The car was just fantastic,' he said after passing 29 cars. 'It made overtaking very easy indeed.'

■ Andy Hallbery



It was mighty hard work for Schumacher

GERMAN FORMULA 3 CHAMPIONSHIP,
ROUNDS 19 & 20, HOCKENHEIM (D), 2 x 9
LAPS – 2 x 38.11 MILES, OCT 9

Round 19: 1, Jorg Muller (Dallara-Fiat F394), 19m46.10s, 115.68mph; 2, Norberto Fontana (Dallara-Opel F394), 19m49.52s; 3, Pedro Couciero (Dallara-Opel F394), 19m51.10s; 4, Sascha Maassen (Dallara-Opel F394), 19m51.44s; 5, Philipp Peter (Dallara-Fiat F394), 19m53.25s; 6, Massimiliano Angelelli (Dallara-VW F394), 19m58.54s; 7, Alex Wurz (Dallara-Opel), 19m59.88s; 8, Marco Werner (Dallara-Fiat F394), 20m00.90s; 9, Christophe Tinseau (Dallara-Opel F393), 20m03.65s; 10, Andrea Reiter (Dallara-Fiat F394), 20m04.03s. **Fastest lap:** Schumacher, 2m09.38s, 117.83mph. **Round 20:** 1, Wurz, 19m51.26s, 115.18mph; 2, Maassen, 19m52.10s; 3, Couciero, 19m56.43s; 4, Peter, 19m57.04s; 5, Reiter, 19m57.44s; 6, Ralf Schumacher (Dallara-Opel F394), 19m57.74s; 7, Muller, 19m58.88s; 8, Angelelli, 19m59.36s; 9, Werner, 19m59.59s; 10, Tinseau, 19m59.87s. **Fastest lap:** Schumacher, 2m09.73s, 117.52mph. **Final championship positions:** 1, Muller, 290pts; 2, Wurz, 219; 3, Schumacher, 158; 4, Maassen, 153; 5, Couciero, 135; 6, Fontana, 118; 7,

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Dale Jarrett returned to winning ways for the first time since February 1993. Photo: Paul Webb

A tale of two Dales

This was race was the tale of two Dales. Dale Jarrett won a race for the first time since 1993 500 and Dale Earnhardt took an almost unassailable position.

Driving with a broken wrist, Jarrett took over in the accident-strewn closing laps. Ricky Rudd rammed Jeff Gordon into a spin. then, a lap from the end, Michael Waltrip's spin collected brother Darrell on the backstretch as Bobby Hamilton crashed on the front! Jarrett took his third career chequer along with a yellow flag.

Rookie Ward Burton upped the track record to 185.76mph to win the pole on Hoosiers. Michael Waltrip, John Andretti and Joe Nemechek were next fastest.

In the race, Bobby Labonte had the first crash, a fiery one entering Turn 4. Earnhardt *just* avoided it.

Earnhardt's title challengers – Rusty Wallace and Mark Martin – both left early with engine failures. Earnhardt's steady drive to third gave him a 321pt advantage. If he sustains it in the next race, he will be champion with two races left.

After leading for 202 laps, Geoff Bodine's engine overheated just after surrendering his ample lead to brother Brett. Then, after pit stops, Morgan Shepherd had a 1.8s lead over Jarrett who ran down this lead before the yellows flew. Jarrett took on fresh tyres and the fresh rubber enabled him to take Shepherd on the first lap of green.

■ Jonathan Ingram

NASCAR WINSTON CUP, ROUND 28 OF 31, CHARLOTTE (USA), 334 LAPS – 500 MILES

1, Dale Jarrett (Chevrolet Lumina), 3h26m00s, 145.92mph; 2, Morgan Shepherd (Ford Thunderbird), 3h26m01s; 3, Dale Earnhardt (Chevrolet Lumina), 334 laps; 4, Ken Schrader (Chevrolet Lumina), 334; 5, Lake Speed (Ford Thunderbird), 334; 6, Brett Bodine (Ford Thunderbird), 334; 7, Terry Labonte (Chevrolet Lumina), 334; 8, Derrike Cope (Ford Thunderbird), 334; 9, Darrell Waltrip (Chevrolet Lumina), 334; 10, Michael Waltrip (Pontiac Grand Prix), 333. **Championship positions:** 1, Earnhardt, 4291pts; 2, Wallace, 3970; 3, Martin, 3744; 4,

INDY LIGHTS

Ribeiro's finale

Andre Ribeiro posted another flawless drive in the season finale. The ever-improving Brazilian qualified easily on pole, took the lead and was never headed en route to his fourth victory in an impressive rookie season. For Ribeiro, who will graduate to Indycars in 1995, it was the perfect scenario. 'It was important for me to end the year with a win. It's good for my confidence, my team and, of course, for my sponsors.'

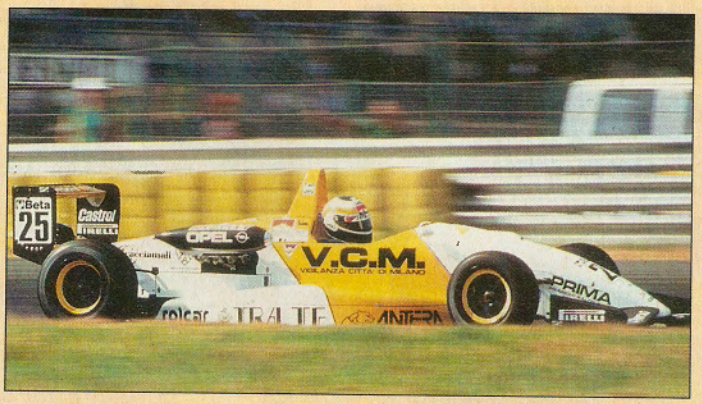
Ribeiro had to contend with huge pressure from Pedro Chaves both early on and following a caution before pulling away in the closing stages. Chaves held on for his third runner-up finish of 1994.

Eddie Lawson came home third, while newly crowned champion Steve Robertson fell from second to eighth with a gear problem.

■ Jeremy Shaw

INDY LIGHTS CHAMPIONSHIP, ROUND 12, LAGUNA SECA (USA), 34 LAPS – 75.27 MILES, OCT 9

1, Andre Ribeiro, 51m39.52s, 87.43mph; 2, Pedro Chaves, 51m44.50s; 3, Eddie Lawson, 51m49.66s; 4, Doug Boyer, 51m51.07s; 5, Greg Moore, 51m54.55s; 6, Dave DeSilva, 51m58.47s; 7, Nick Firestone, 52m03.07s; 8, Steve Robertson, 52m04.38s; 9, Niclas Jonsson, 52m04.92s; 10, Juan Carbonell, 52m17.83s. **Fastest lap:** Chaves, 1m20.05s, 99.56mph. **Final championship positions:** 1, Robertson, 179pts; 2, Ribeiro, 170; 3, Moore, 154; 4, Lawson, 139; 5, Chaves, 132; 6, Firestone, 72; 7, Alex Padilla, 63; 8, Boyer, 47; 9, DeSilva, 46; 10, Buzz Calkins, 41.



Two wins were just the ticket for Giancarlo Fisichella and RC Motorsport. Photo: Sutton

ITALIAN FORMULA 3

Double does it

Giancarlo Fisichella is the 1994 Italian Formula 3 Champion following an impressive double at Magione. He led the first event from start to finish, helped when Roberto Colciago stalled on the grid. Michele Gasparini slotted into second and held that to flagfall, followed by Luca Rangoni.

The second race was a repeat for Fisichella, his ninth win. There was action aplenty behind, though, as Colciago hit Riccitelli at the first corner, then Rangoni hit Thomas Biagi who spun into Gianantonio Pacchioni. Danilo Rossi ran fourth, but spun out, twice...

■ Julian Thomas

ITALIAN FORMULA 3 CHAMPIONSHIP, ROUNDS 17 & 18, MAGIONE (I), 2 x 36 LAPS – 2 x 37.13 MILES, OCT 9

Round 17: 1, Giancarlo Fisichella (Dallara-Opel F394), 29m25.96s, 75.68mph; 2, Michele Gasparini (Dallara-Fiat F394), 29m29.29s; 3, Luca Rangoni (Dallara-Fiat F394), 29m30.70s; 4, Giovanni Gulinelli (Dallara-Fiat F394), 29m32.44s; 5, Luca Riccitelli (Dallara-Fiat F394), 29m32.88s; 6, Gianantonio Pacchioni (Dallara-Fiat F394), 29m33.46s; 7, Gianluca Paglicci (Dallara-Fiat F394), 29m39.99s; 8, Thomas Biagi (Dallara-Mugen F394), 29m40.39s; 9, Alberto Pedemonte (Dallara-Fiat 394), 29m48.10s; 10, Fabrizio Gollin (Dallara-Fiat 394), 29m48.42s. **Fastest lap:** Gasparini, 48.20s, 77.02mph. **Round 18:** 1, Fisichella, 29m05.47s, 76.57mph; 2, Riccitelli, 29m08.08s; 3, Roberto Colciago (Dallara-Fiat F394), 29m17.11s; 4, Paglicci, 29m17.70s; 5, Pedemonte, 29m32.61s; 6, Maurizio Mediani (Dallara-Fiat F394), 29m33.41s; 7, Gollin, 29m33.91s; 8, Oliver Martini (Dallara-Mugen F394), 29m35.29s; 9, Gaston Mazzacane (Dallara-Opel F394), 29m36.57s; 10, Andrea Belluzzi (Dallara-Fiat F394), 29m37.41s. **Fastest lap: Fisichella, 47.92s, 77.47mph. Championship positions after 18 of 20 rounds:** 1, Fisichella, 274pts; 2, Riccitelli, 178; 3, Rangoni, 165.5; 4,

SOUTH AFRICAN TOURING CARS

A nailbiting finale

Shaun van der Linde will come to the FIA Touring Car World Cup as the new South African Touring Car Champion after a fraught shoot-out with Mike Briggs at East London.

Driving for BMW Motorsport, he lifted the title by two points after 22 races on a day when team mate Deon Joubert won both races.

Joubert started from pole, with van der Linde third and Briggs fifth. While Joubert had an easy run to victory, van der Linde hit a gear linkage problem and dropped back, fretting as Briggs worked his way through to second.

While Joubert won the final race, van der Linde fought his way to third as fortune was reversed, with Briggs retiring.

■ Peter Burroughes

SOUTH AFRICAN CAR CHAMPIONSHIP, ROUNDS 21 & 22, EAST LONDON (ZA), 2 x 12 LAPS – 2 x 29.24 MILES, OCT 8

Round 21: 1, Deon Joubert (BMW 318i), 17m34.79s, 99.79mph; 2, Mike Briggs (Opel Astra), 17m36.94s; 3, Anthony Taylor (BMW 318i), 17m40.29s; 4, Serge Damseaux (Toyota Camry), 17m42.85s; 5, Grant McCleery (Opel Astra), 17m44.50s; 6, Nic de Waal (Nissan Sentra), 17m46.14s; 7, Shaun van der Linde (BMW 318i), 17m46.66s; 8, Mike White (Toyota Camry), 17m46.90s; 9, Hannes Grobler (Nissan Sentra), 17m58.03s; 10, Duncan Vos (Nissan Sentra), 19m03.65s. **Fastest lap:** Briggs, 1m26.65s, 101.23mph. **Round 22:** 1, Joubert, 17m36.81s, 99.60mph; 2, Damseaux, 17m37.72s; 3, van der Linde, 17m48.18s; 4, McCleery, 18m06.49s; 5, Vos, 19m10.28s; 6, Jesse Huggett (VW Jetta), 11 laps; 7, K Swanepoel (BMW 325), 11; no other finishers **Fastest lap:** de Waal, 100.86mph. **Final championship**

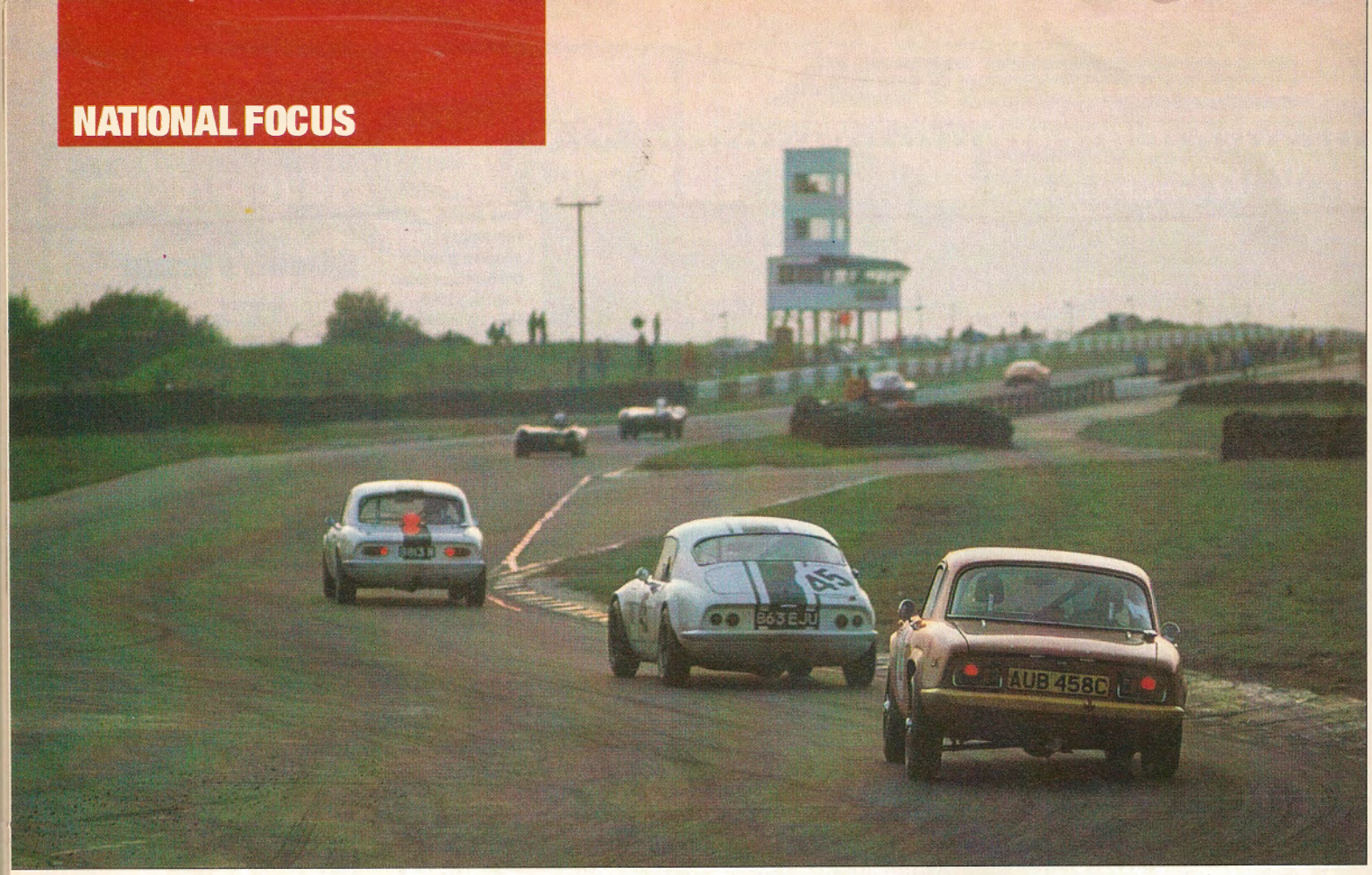
REPORTS IN BRIEF

Richie Hearn romped to a superb victory in the final round of the Toyota Atlantic series at Laguna Seca. The Californian eclipsed everyone in qualifying with John Della Penna's Ralt, only to fall to third at the start. However, he calmly out-braked Greg Ray, then reeled in Colin Trueman before going ahead. Trueman came under pressure from Ray, who took over in second with six laps to go. David Empringham realised fourth was all he needed. He duly took the place to secure his second title in a row.

David Sonenscher continued his winning ways in Formula Asia with two wins at Shah Alam in Malaysia. Starting from pole, he led home Alex Yoong in the first race. In the second, it was the turn of Darren Shaw and Akbar Ebrahim to chase him home.

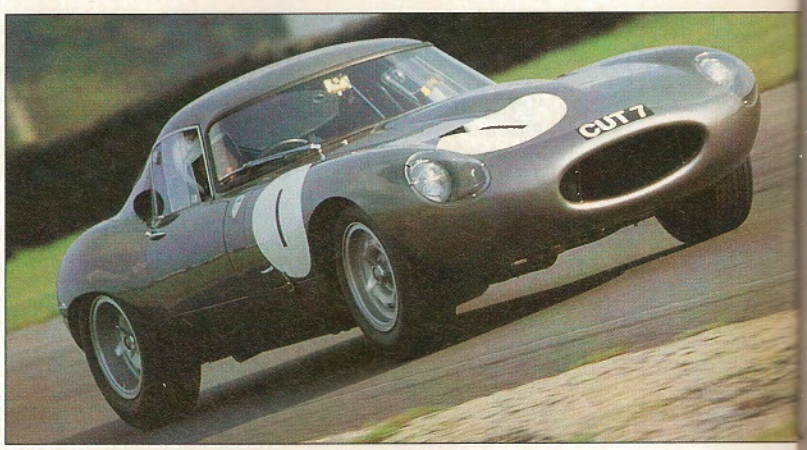
Claus Schinkel and Eugenio Martin del Campo took a tactical victory in the Mexican Prototipi race at Mexico City, leading home team mates Jorge Goeters and Francisco Gomez. Rod Macleod and Ruben Garcia were third.

Juan Pablo Montoya won the second round of Mexico's new Formula N series at Mexico City. The Colombian – a frontrunner in Barber Saab Pro-Series – easily beat Alfonso Toledano and Jose Morales.



History repeated in

AN AC COBRA BEAT A JAGUAR IN A THRILLING DASH TO THE CHEQUER. IT WASN'T THE 1964 SPORTSCAR ENDURO AT SNETTERTON, BUT THE REVIVED RACE LAST WEEKEND. MARCUS PYE REPORTS



With just 20 minutes of the inaugural Groveair AUTOSPORT Three Hours still to run, less than four seconds blanketed the first three cars. Bob Tabor's Lotus Elan 26R held a tenuous lead, but Richard Attwood was closing fast in the ex-Dick Protheroe Jaguar E-type coupe, while Bill Shepherd was gobbling them both up in Aidan Mills-Thomas's AC Cobra.

Team managers up and down the pitwall had long calculated that a thrilling climax was in store, and as their spent drivers and nervous crews crossed their fingers and held their breath, the final drama unfolded, fittingly beneath a glorious sunset.

Shepherd's progress was inexorable, and no sooner had he retaken the lead, which he had established in the opening hour, than Tabor spun out of the race at Sear and the Jaguar growled through for a repeat of the 1964 result. Thirty years ago, Jack Sears's AC Daytona Cobra coupe had beaten Roger Mac's Jaguar E to the chequered flag by a lap.

That was the last time the AUTOSPORT Three Hours – the traditional climax to the AUTOSPORT-sponsored sportscar series – was



Top: The Lightwork Racing Lotus Elans finished the race in team formation. Above: Gary Pearson and Richard Attwood drove a faultless race to second place in David Pennell's famous Jaguar E 'CUT 7'. Left: The victorious AC Cobra of Aidan Mills-Thomas/Bill Shepherd exits Russell. Photos: Richard Styles

AUTOSPORT 3 Hours



run as a straight race. It adopted a twin 90-minute format in 1965, before being discontinued after the 1966 event. Now it's back, and gauging from the reaction of the competitors, it's definitely here to stay under the Historic Sports Car Club's excellent stewardship.

Twenty-three cars started the event in higgledy-piggledy order – drawn by ballot when qualifying was fogged off – but the race settled down quickly after plenty of good natured jostling in the opening laps.

Tony Thompson wriggled his Elan 26R through from the third rank of the grid to lead the first lap, with row mate David Bennett's Marcos, Shepherd's Cobra (up from row five) and event sponsor David Pennell in his glorious 1957 Jaguar D and his famous E-type driven by Gary Pearson charging along behind.

Shepherd blasted to the front on lap three, by which time cars were hitting trouble. The oversized fuel tank in Robert Boughton's Pegasus had shifted, shorting its battery earth strap against the chassis. It was eventually coaxed back into life, only to succumb to a fuel leak.

Thompson was content to run second, but Denis Welch had carved his Austin-Healey 3000 through the big Jags and was flying, as was Simon Hadfield after a cautious start from the penultimate row in Tabor's Elan. Hadfield picked off car after car, and had relieved Welch of fifth place when the latter ground to a halt on the Revett Straight.

Hadfield continued on his merry way, however, passing Bennett with ease and then reeling in his old pal Thompson. For 10 glorious laps, the Elans were locked in combat, often in lurid slides. Twice Hadfield scrabbled past under braking for Russell, only to be outdragged on the start straight, but each time he emerged ahead again at Riches by clinging tenaciously to the inside line.

'It was enormous fun,' he said later. 'The cars are closely matched and we trust each other implicitly. We were even waving on the straights.' In their exuberance, the Lotus duo lapped consistently quicker than the leading AC, in which Shepherd was pacing himself.

There was an unexpected flurry of pit activity after 40 minutes when broken suspension unceremoniously dumped Phil Nelson's Marcos in the middle of the track at Russell. Amid the full-course yellows, Shepherd and Hadfield both pitted to end their stints on lap 33, but Thompson stayed out and built a comfortable advantage.

Thompson dominated the central phase of the race. Now by far the quickest driver out there – for Mills-Thomas and Tabor could not match the times of their more experienced partners – Thompson rattled off the laps with precision. He held a two-lap advantage when he felt the Elan's power sap at half-distance and, shortly after Robin Longdon had taken over the car, its headgasket fried.

Tabor inherited the lead and engaged in a prolonged scrap with the Roy Eaton/David Methley/Gordon Lauder Marcos, which eventually went gravel spraying in an ill-starred attempt to go around the outside at Riches.



Above: Bob Tabor enjoyed a hectic scrap with the Eaton Marcos. Left: It was resolved, temporarily, when the Marcos took to the gravel at Russell. Photos: Marcus Pye

The Groveair Jaguars had both pounded around with great gusto with Pearson Jr and Pennell up, their enormous fuel tankage allowing them a one-stop strategy. Attwood and Pearson Sr were swiftly installed, and the Jags continued as before, running like trains. Former Formula 1 driver Attwood was clearly warming to the delights of 'CUT 7'. He stalked down Ealand's troubled Marcos and eroded Tabor's lead.

When Hadfield took over the leading Elan again, the awesomely smooth E-type was beginning to pose a threat. At two hours, Hadfield, Ealand and Attwood were on the same lap, with the Gerry Wainwright/John Narcisi Elan and the Eaton/Methley/Lauder Marcos one tour down.

Hadfield had the measure of Attwood on lap times, but on the 60% distance rule would have to stop again to allow Tabor to finish. There was also the distinct possibility of the Elan needing fuel, but nobody wanted to contemplate the mandatory two-minute stop.

But the biggest threat came from the Cobra, which had started to rocket up the leaderboard the moment Shepherd was buckled back in. An unscheduled stop for oil cost Hadfield much of his advantage over the Jaguar, and when Tabor shot out of the pits after a lightning change – during which another glug of oil was added – the blue Elan was a scant 300 yards ahead of the silver E-type. And Shepherd, head down, had the big Jag in his sights.

That's where our story started, with 20 minutes to go. The Cobra attacked the Jaguar with 12 laps remaining, passed it and then extended an 18s lead by the flag.

On Tabor's unfortunate demise – 'I must have lost concentration' – Eaton's dogged Marcos crew won the tussle with Pearson's Jaguar D for the vacant third place.

The D-type's arrival was greeted by a huge cheer from the elated Pennell and his Groveair team. 'What a fantastic race. That's what old Jaguars are made for,' said Pearson.

But the biggest reception was reserved for Lightwork Racing's three Elans, which finished in line abreast. This beautifully choreographed setpiece celebrated first and second places in Class D as well as victory in Class F. ■

HERE FOR THE CHEER

TONY LANFRANCHI HAD A BALL IN AN MGB HE ONCE RACED AGAINST IN THE '60s

Tony Lanfranchi, 59, competed in most of the original Autosport Three Hour races at Snetterton, and in winning his class aboard the works Elva-BMW Mk7S in the 1964 event won the coveted Autosport championship.

The veteran Yorkshireman jumped at Colin Pearcy's offer of sharing his MGB '6 DBL', which contested the 1963 Three Hours with Alan Hutcheson up. Former Riley 1.5 driver Hutcheson had led the championship until he rolled at Silverstone...

'Did you see the way I got pole this time?' said Lanfranchi. 'That 1m18.6s lap was very special. I couldn't repeat it, and Colin couldn't get anywhere near it.' All tongue-in-cheek stuff actually, for Tony drew his grid position from a hat like everyone else after three laps of practice in the fog in a convoy behind a pacecar. Ironically, fog had also played its part 30 years ago, halting the race 15 minutes early.

Self-confessed 'old codgers' Pearcy and Lanfranchi drove a superb race to fifth place, duelling with the other MGB of Norman Grimshaw and Paul Ingram for much of the way. Twenty-two seconds separated both the MGBs and the equally reliable and well-driven Triumph TR4 of Chris Conoley, rally ace Steve Hall and MGB convert Joe Ward at the close.

'Today's race was a different sort of event to that of 30 years ago, but I have to say it's better now than it was then,' beamed Lanfranchi. 'I thoroughly enjoyed it. I'd love to come back next year with another Elva-BMW Mk7S.' Hear, hear!

GROVEAIR AUTOSPORT THREE HOURS, SNETTERTON (GB), 116 LAPS – 226.20 MILES, OCT 9 1, Bill Shepherd/Aidan Mills-Thomas (AC Cobra), 3h00m.07.75, 75.42mph; 2, Richard Attwood/Gary Pearson (Jaguar E), 3h00m26.57s; 3, Roger Eaton/David Methley/Gordon Lauder (Marcos GT), 113 laps; 4, Dave Pennell/John Pearson (Jaguar D), 113 laps; 5, Colin Pearcy/Tony Lanfranchi (MGB); 6, Norman Grimshaw/Paul Ingram (MGB Roadster), 111 laps; 7, Chris Conoley/Steve Hall/Joe Ward (Triumph TR4), 111 laps; 8, Mark Knopfler/David Stewart (Lotus 23B), 110 laps; 9, Don Hands/Peter Hands (Lotus Elan), 106 laps; 10, Tony Wilson/Chris Alford (Lotus Elan), 105 laps. **Class A:** 1, Mills/Thomas; 2, Attwood/Pearson; no other starters. **Fastest lap:** Shepherd, 1m23.65s, 84.00mph. **Class B:** 1, Conoley/Hall/Ward, 72.02mph; no other finishers. **Fastest lap:** Denis Welch (Austin Healey), 1m27.57s, 80.24mph. **Class C:** 1, Methley/Eaton/Lauder, 73.36mph; 2, Pearcy/Lanfranchi; 3, Grimshaw/Ingram. **Fastest lap:** Simon Hadfield (Lotus Elan), 1m25.22, 82.45mph. **Class D:** 1, Hands/Hands (Lotus Elan), 68.60mph; 2; Peter Dixon/John Gray (Lotus Elan); no other starters. **Fastest lap:** Gray, 1m31.94, 76.43mph. **Class E:** 1, Knopfler/Stewart, 71.10mph; no other starters. **Fastest lap:** Knopfler, 1m29.20s. **Class F:** 1, Wilson/Alford, 67.95mph; 2, Richard Hayhow/Paul Dobson (Lotus Elan), 102 laps; 3, Stephen Parrot/Phil Champion (Lotus Elan), 101 laps. **Fastest lap:** Alan Baillie (Pegasus), 1m32.75, 75.76mph.

TEAM LEADER

Hello and welcome to the second Monthly Report for Competitor members of Team Mobil 1/ AUTOSPORT, the number one club in motorsport.

I hope you enjoyed reading the first edition as much as I enjoyed putting it together. There follows on this spread more race reports and interviews with people like you, the life blood of British motorsport.

If you would like to be a part of the next edition then all you have to do is become a competitor member of the club, if you are not already, and send me a report, preferably with a picture.

The quality of report or picture doesn't have to be great. Just let me know you're out there and competing and I'll do the rest.

Competitor membership of the club costs UK residents only £30 more than a normal subscription to AUTOSPORT, and includes not only these monthly report pages covering your racing exploits but also a free four litre pack of Mobil 1 oil and great discounts on team gear, as shown overleaf.

So don't delay, join today!

Stuart Watt
Editor, Team Mobil 1 / AUTOSPORT

DRIVER *of the* MONTH

Chippindale muscles in on

BARC/BRSCC NATIONAL CLASSIC FORMULA FORD 1600CC RACING CHAMPIONSHIP

COMPETITOR: PETER CHIPPINDALE
CAR: ROYALE RP26

Round 11 at Cadwell Park at the beginning of September proved to be a demanding one for Peter Chippindale and his crew as he challenged Richard Peacock and Peter Eccleston for class honours.

After a great day's testing on the Friday, Chippindale's personal best on the long circuit plummeted from 1m44.5sec to 1m40sec as close of play approached.

Then, five minutes before the end of the final session, disaster struck. Chippindale lost control as he exited the notorious Charlies Bend and crashed heavily into the tyre barrier.

Although he came away from the crash unscathed the car was not so lucky. Bent suspension (on both the rear corners and the nearside front), a crumpled nose cone and a holed radiator were seriously threatening Chippindale's continued participation.

He quickly assessed the damage and phoned Jester Racing in Middlesex to arrange for the delivery of spares to his base in Bradford by early the next morning.

At 6.30am on Saturday Chippindale, his mechanic, Jim Soutar, and his friend, Jeff Sharp, - who had been press-ganged into helping out for the weekend - were already hard at work, stripping the car down.



Chippindale: hard work helped him move up to fourth in the championship in only his first season of racing

As ever in these situations, necessity proved the mother of invention. If a replacement for a damaged part was not available then the broken bit was cobbled back together.

During the course of the day the replacement parts arrived, one by one. First it was the spares, then the repaired radiator, then the wheels and tyres (courtesy of Nigel Chippindale and Gordon Tyres). By 5.00pm the car was rebuilt, alignments checked, and set-up complete. Chippindale was back in the race.

His start the following morning did not quite match his performance in qualifying, as he dropped from 5th to 6th

ACSMC AND ASEMC CHAMPIONSHIPS

COMPETITOR: INNES HICKMAN
CAR: MINI

After two years of hillclimbing and sprinting in Minis, 23-year-old Innes Hickman felt it was time to take fate into his own hands by building his own car for 1994.

His efforts brought an early reward as after 16 rounds of the 31 round championship he was leading his class.

The final results are yet to be published, but Hickman is confident that when they are, he will retain his grip on the top spot.

The season ended recently with a drive at the Goodwood September Sprint, where he finished second in class.



Hickman: his Mini is now being rebuilt in readiness for the 1995 season

The car is now being completely rebuilt in readiness for 1995 thanks, Hickman says, to the continued support from Rover Sport and Demon Tweeks under their Privateer's Bonus Schemes.

750 MOTOR CLUB MARSHAL TYRES HOTHATCH, CLASS A

COMPETITOR: TONY BROOM
CAR: CITROEN AX GT



ToBroCo driver Tony Broom set a blistering pace as he attempted to win Class A of this Pembrey race.

Driving with a new suspension set-up on his Citroen AX GT he was able to knock nearly two seconds off his own lap record.

During the otherwise incident-free race Broom drove away from the other class contenders and finished sixth overall, ahead of several bigger engined cars.

The following day Broom co-drove the AX GT's of both Tim Foxon and Joe Wansyzn in the CSCC one Hour Co-Driver race.

The 1360cc AX GT's were matched against much larger cars whose drivers initially had scant respect for these tiny interlopers.

However, the race proved that despite the lack of cc's they were superior in the corners and both finished well up in the top ten.

Monthly Report

the big boys



almost immediately.

Not to be discouraged, however, Chippendale clung to the coattails of the car in front until the chicane on lap 3. He braked late, dived inside, and squeezed back up to 5th.

Slowly he pulled away from the sixth driver and up towards 4th until, just as looked like he might be in a position to challenge, a yellow flag curbed his ambition and he was forced to slow down.

Fifth overall and 3rd in class was, however, reward enough and sufficient to move Chippindale up to 4th overall in this, his first ever championship.

UK CUP, 125 NATIONAL CLASS

ENTRANT: ROB WILLSHIRE **KART:** 125



Torrential rain ended Rob 'Meadus' Willshire's race in the final round of the UK Cup at Pembrey on October 2.

While running second in the 125 National Class during the second heat his kart hit a puddle at 125mph, aquaplaned, and spun out of the race.

Although there wasn't any serious damage to either driver or kart, it was the end of Willshire's driving that weekend.

The clerk of the course decided soon afterwards that the rain was making driving conditions more like diving conditions and called off the meeting.

"I'm still drying out now," joked Willshire a few days later. "It was so wet we had to stop. The braking point at the hairpin was awash."

The spin was a bad end to what had been a reasonable weekend's driving for Willshire, who had finished fourth in class in the first heat.

Next year you'll be able to see Willshire competing for the championship in a brand new kart with a Stratos chassis, providing his work doesn't get in the way.

As an employee of the Overseas Development Organisation he is quite often out of the country. The Pembrey race was squeezed between trips helping refugees in Rwanda and victims of the war in Bosnia.

Willshire is sponsored by Demon Tweeks, Hayton Coulthard and Ferodo. He also carries a RNIB logo on his kart.

CARS AND CAR CONVERSIONS SPEED CHAMPIONSHIP

COMPETITOR: MAURICE CLARK
CAR: VAUXHALL NOVA 1300CC

Grey skies greeted the 118 competitors who gathered at Goodwood on September 4th for the BARC L&HCC Sprint.

Overnight rain had made the historic 2.4-mile racing circuit very slippery in places and qualifying times were very slow at first.

But not for long. Soon the track began to dry and Milton Keynes-based engineer Maurice Clark put in a storming performance to smash his personal lap record by three seconds.

Clark was pleased because usually Goodwood is not a track which brings him the best of luck.

The competition in class was close and it ended with only 0.45 seconds covering 3rd to 5th places, with Clark missing out on 3rd by only 0.29 seconds.

Nevertheless, he was pleased with a performance which was good enough to catapult him into second in the class championship.

PAXTON FORMULA 2000

COMPETIOTOR: GAVIN JACKSON
CAR: FORMULA 2000

Jackson started the latest round of the championship at Brands Hatch in 5th.

He quickly gained a place and then spent the rest of the race engaged in a titanic battle for third with Jan Powell.

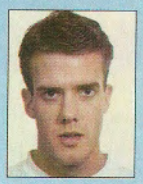
The action was fast and at times very furious as Jackson tried every trick in the book to pass Powell, while Powell used all his skill to block him.

Jackson made one last desperate attempt to pass on the line but Powell held on to snatch third by half a nose cone.



***The generation game:** 56-year-old Frank Barnard proves that age doesn't have to be a factor when it comes to competitive racing. All you need is a car (a 1978 Dulon MP21 in this case), someone to prepare it (Frank uses Robert Flavin at HOT Motorsport), and an insatiable desire for the thrill of the chase. Photograph by John Gaisford.*

ALISTAIR BREARLEY
IN THE
HOT SEAT



KART: Formula 100 TKM Kart with a 1993 100 ARC.

REGISTERED CHAMPIONSHIP: 1994 Scottish Championship and Super Series.

HOW LONG HAVE YOU BEEN DRIVING: Since 1991.

FAVOURITE CIRCUIT: The Boyndie Circuit, near Inverness. It's a very fast, flowing circuit, much more so than any other circuit in Scotland. The worst part of it is that there's no run off area.

BEST EVER DRIVE: End of last year when I first got this kart. I started the final in 17th after some bad luck in qualifying and had a blasting run through the field to finish 6th.

IF MONEY WAS NO OBJECT: I'd like to be doing the winter series in Formula Vauxhall Juniors, but the amount of money you need is ridiculous.

BACK IN THE REAL WORLD: I'll probably leave it until next year when I'd like to try single-seaters, but if not then continue in karts. Really, if I'm going to get anywhere in racing I have to be racing single-seaters now or next year if I'm going to get anywhere.

DO YOU OWN AN ANORAK: I do, actually, but it's not as bad as it sounds. It's a BMW Motorsport jacket I got when the touring cars were up in Scotland. Actually, it's a Vic Lee jacket, so I did get a lot of ribbing about it after he got into trouble!

Membership benefits

Mansell's tin-top is a model of perfection

Nigel Mansell made an explosive entry into Touring Car racing at the TOCA shootout in 1993, and now as a Team Mobil 1 / AUTOSPORT member you can commemorate the event and save £5.50.

This detailed Racing Replicas collector's model was advertised a few weeks ago in this magazine at £31.45 including postage and packing. TMA members can buy it for just £25.95 inclusive.

It has just about everything the real car had, including negative cambered wheels, an interior roll cage and a stainless steel antenna.

Of course, it won't be completely realistic unless it's run it into a brick wall at very high speeds. That you'll have to do yourself.

Orders – for the undented version – can be placed with Touring Car Models in Chippenham, Wiltshire, telephone 0272 712900.



Super model: Mansell's Touring Car tin-top costs less with TMA

Meals on wheels



One of Chicanes' regular customers, Murray Walker, flanked by the Wilkies

You may live and breathe motorsport, but do you eat and drink it?

Chicanes, the motorsport themed restaurant and cafe bar in Englefield Green, Surrey, is offering a great incentive to TMA members.

Each couple who produce a membership card at the restaurant before the end of November will be given a bottle of wine, or two bottles of beer, or two soft drinks, absolutely free.

Pam and Dave Wilkie have converted their restaurant into an authentic motorsport environment, complete with paddock and trackside areas, murals and memorabilia.

The food is cooked on a large circular griddle, just as it is in the open air of the paddock.

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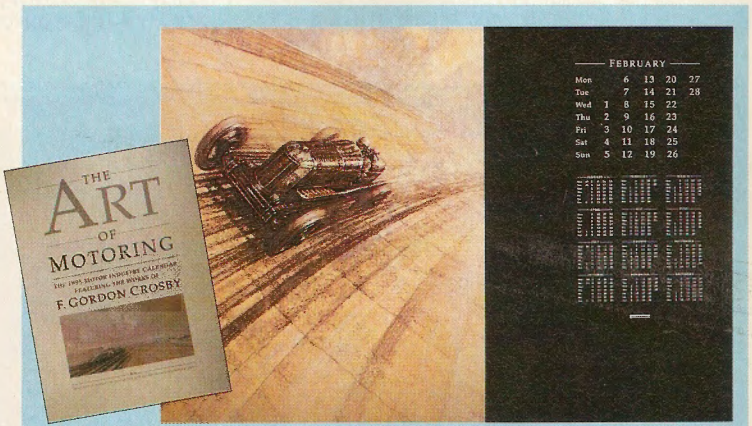
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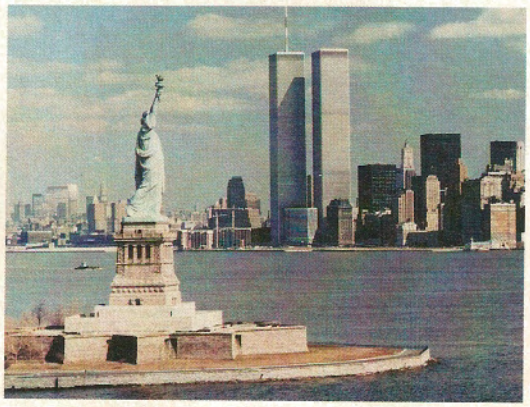
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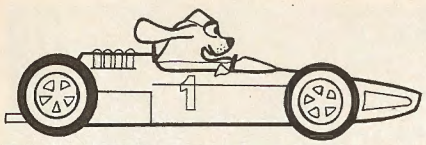
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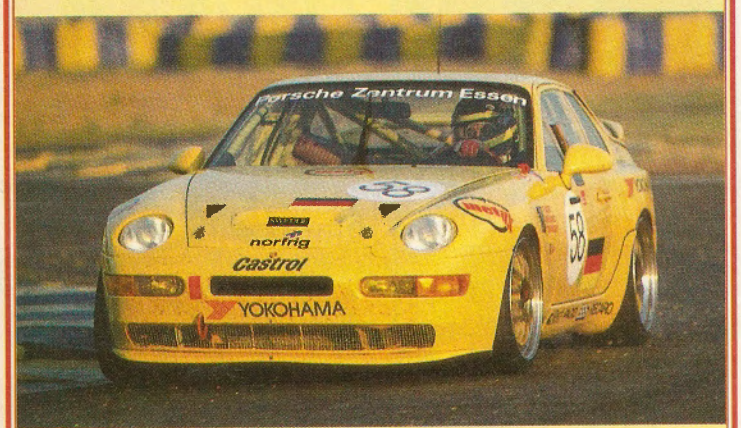
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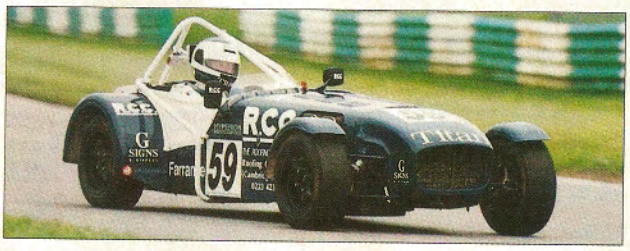
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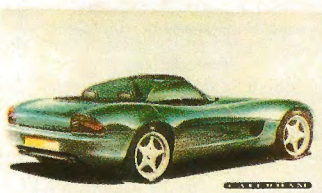
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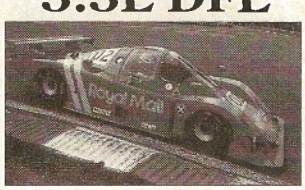
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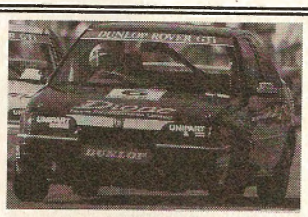
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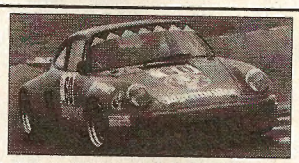
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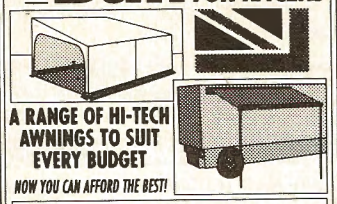
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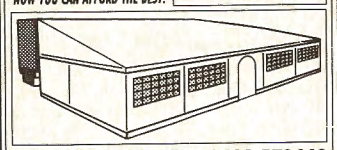
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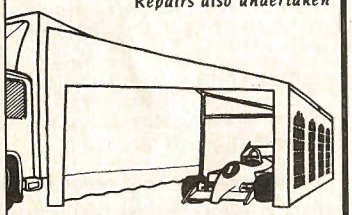
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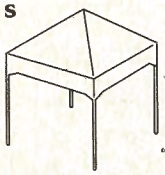
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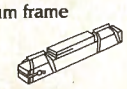
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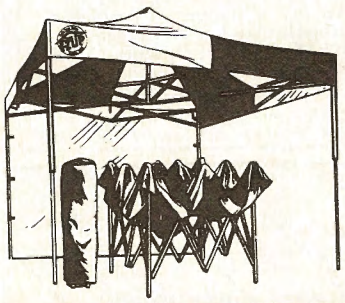
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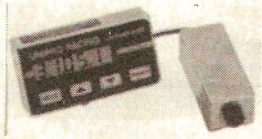
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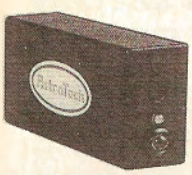
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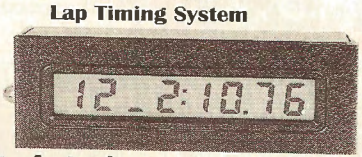
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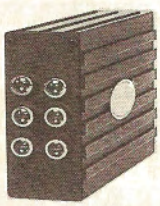
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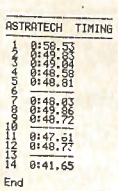
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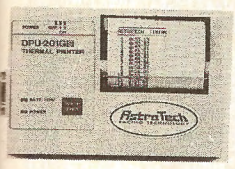






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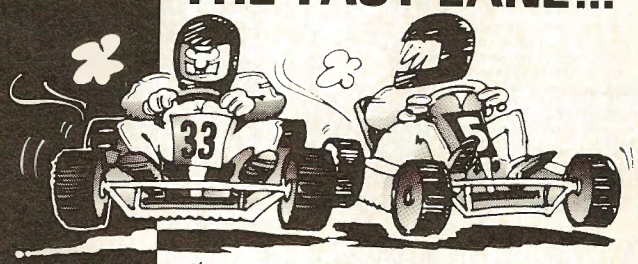
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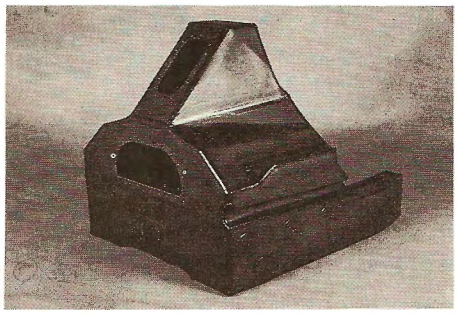
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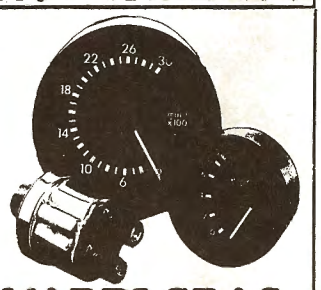
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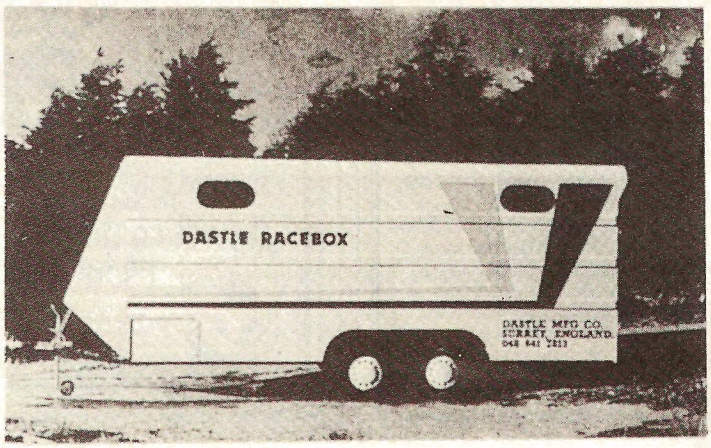
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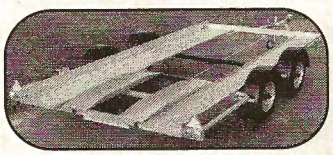
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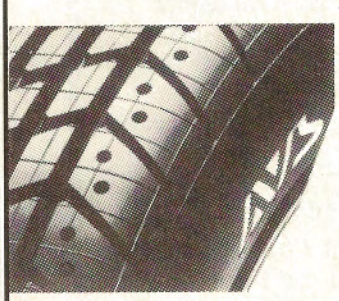
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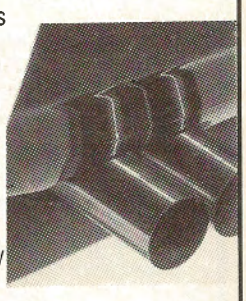
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12134/41/43

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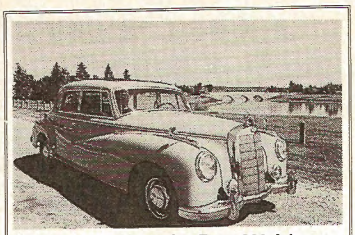
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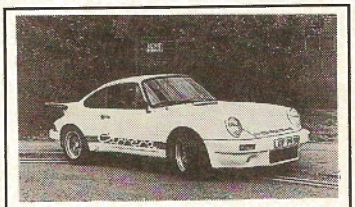
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PART 2

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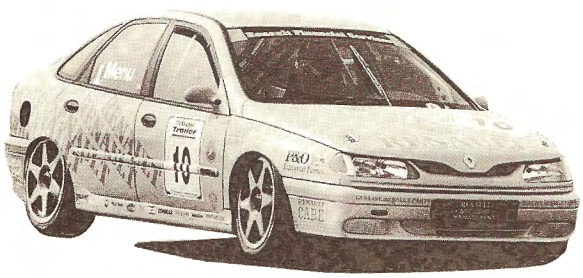
PART 3

40 million people saw him on satellite television.



PART 4

Almost 300,000 people saw him live.



PART 5

His dream is to drive a Touring Car and as part of his prize he will drive the Renault Laguna that took Alain Menu to second place in the '94 BTCC.

PART 6

Bintcliffe will drive away in a Renault road car worth over £10,000 after the awards dinner in January.



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EDITOR **MARCUS PYE** ASSISTANT EDITORS **CHARLES ARMSTRONG-WILSON, MATTHEW FRANEY, KEITH OSWIN**



Wheatcroft's new '50s-styled one-make racer. A 280bhp engine and those skinny tyres will guarantee spectacular racing. Photo: John Colley

£250,000 for classic champion

One lucky driver will be £250,000 richer at the end of 1995. He, or she, will have won Tom Wheatcroft's new international one-make championship for retro-styled front-engined single-seaters.

Donington Park owner Wheatcroft launched his exciting new Formula at the Donington Museum on Tuesday.

The cars are designed to evoke memories of the '50s both in their styling and their handling. The shape is inspired by the legendary Maserati 250F, while a 280bhp, Holbay-tuned engine and skinny tyres will combine to ensure that the new car's natural attitude is power oversteer.

The championship will run at six meetings, with two races at each. And the venues are spread all around Europe – in Belgium, Holland, France, Germany, Italy and England. A maximum of 26 drivers will be able to take part.

Driver ability is expected to be at a premium and that, combined with the huge prize fund, is expected to attract a number of very well-known racers to the championship.



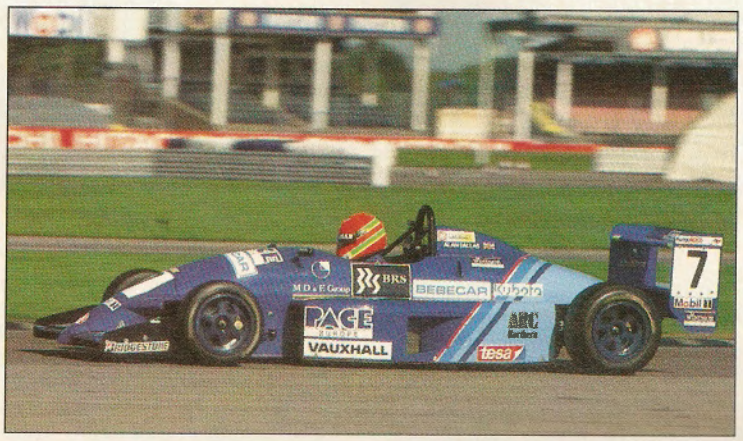
Wheatcroft – after old-fashioned spectacle

Dallas impresses O'Brien in FV test

Alan Dallas marked himself as a man to watch in 1995 with some superb lap times in one of SpeedSport's Formula Vauxhall cars at Silverstone last Friday.

The Ulsterman, who competed in Class B as a privateer from mid-season, worked his way down to 1m00.23s, which delighted team owner Mike O'Brien.'

'Alan did a good job, and said the car felt very different, even on old tyres. He's certainly got a lot of ability. I'm sure he will develop into a frontrunner,' said O'Brien.



Alan Dallas showed tremendous pace with SpeedSport at Silverstone. Photo: Martyn Elford

Mid-Ohio is new venue for SCCA Run-Offs

The cream of North American club racers are at Mid-Ohio, preparing for a fresh challenge in this weekend's SCCA Valvoline Road Racing Championships.

'The Run-Offs' decide national titles in more than 20 classes.

Inaugurated at Riverside in 1964, the event has been run at Road Atlanta for the past 20 years.

TOM'S update for Formula Toyota

A TOM'S GB uprated version of Japan's successful TRD Formula Toyota single-seater has been shaken down by Paulo Carcasci and Dino Morelli at Snetterton.

The prototype is now powered by a 20-valve version of the previous 16v Toyota 4-AG engine, and has pushrod suspension – detailed by Martin Cutting – in place of the original rocker system.

Argo Cars built 92 chassis (to a design by the late Jo Marquart) in 1990-1991. TOM'S is to supply kits to modify the survivors for 1995.

Rogers and Kolby for Vauxhall Winter Series

Mini racer Kelly Rogers is to make his single-seater debut in this month's Formula Vauxhall Winter Series at Pembrey, in preparation for next year's championship.

Among the karters using the FVJunior challenge as a stepping stone into cars are leading Formula A driver Kristian Kolby (brother of FV racer Kirsten) with a family team, and young Scot Craig Murray with David Leslie Racing.

Japanese Formula Fordster Naoki Kurose is to drive an FVJ for Don Hardman's Marque Cars team.

Dumbreck shines in FV and FF tests

Formula Vauxhall Junior champion Peter Dumbreck enhanced his growing reputation in FFord and FVauxhall tests for Foundation and Paul Stewart Racing last week.

The Scot impressed Paul Stewart Racing's management enormously by bettering FV champion Owen McAuley's target times in an outing at Silverstone on Friday.

Two days earlier, Peter matched Guy Smith's pace on his first run in a works Vector at Snetterton. A decision on racing it at the Festival will be taken this week.

HUMBLE PYE

PERSEVERANCE HAS BEEN REWARDED FOR MARCOS WITH RACING GTS OLD AND NEW



MARCUS PYE

Derek Bell's Track Test of the mighty Marcos LM500 GT car (see page 54) transported me back more than 25 years, to the first time I saw a Marcos GT race, coincidentally at Castle Combe. Its pilot in a very wet Marque Sports event was one Brian Zachary. I wonder where he is now?

Over the years I saw many more of course (in the hands of Cyril Baxter, John Boulter, John Northcroft and Dr Jonathan Palmer among others), but impressions of that yellow car remain uppermost.

The Marcos GT's distinctive shape was bold and vibrant, even though – unbeknown to a nine-year-old – it had already been around for several years. It has aged better than I, for a quarter of a century later, Dennis Adams's inspired design still looks fresh and attractive, in a savagely aggressive sort of way.

The subtle bulbousness of the 1963 original may have been pumped up on steroids in the course of 2000 cars to form the 500LM, but remarkably its windscreen and doors remain as per the first of the line. And the central chassis jig has not been changed since 1969!

The story of the Marcos GT – to be revealed in a biography of marque founder Jem Marsh, in preparation now – is an interesting one, because it was meant to be far more advanced than the classic model we know so well.

Marsh and Adams had planned a rear-engined sportscar, with sliding doors and three seats in line abreast – *a la* McLaren F1, which the aforementioned Palmer has helped to develop – but their lack of resources, not to say a suitably sturdy transaxle (a racing gearbox was dismissed) got in the way.

'We were disappointed,' remembers Jem, 'but then Dennis came into my office with the outline design for a front-engined GT car on a scrap of A4 paper. The front end was the same as the stillborn car, but I took one look and knew that it was the new Marcos. It wasn't such a bad decision...'

Ironically, just as the LM500 has proven itself a winner, the original GTs have finally been accepted by the FIA as Historic GTS cars – and the quickest are beating the Lotus Elans. 'The only reason we missed out for so many years,' says Marsh, 'was because we didn't have £60 to homologate the car when it was new!'

EXCLUSIVE: Van Diemen Sports 2000

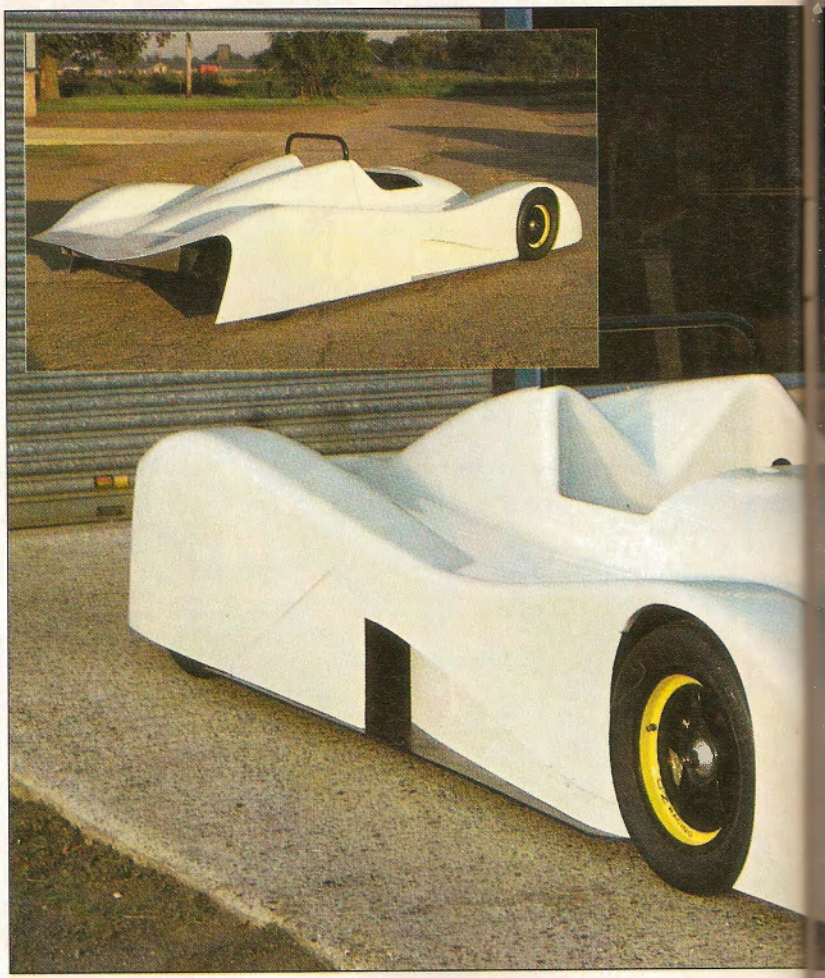
Van Diemen's sensational new Sports 2000 contender broke cover for the first time last week at Ralph Firman's Snetterton factory.

Designed by Andrew Thorby, the ultra-sleek machine breaks new ground in the class with its fibreglass/Kevlar/honeycomb composite-topped aluminium honeycomb chassis and advanced aerodynamic package.

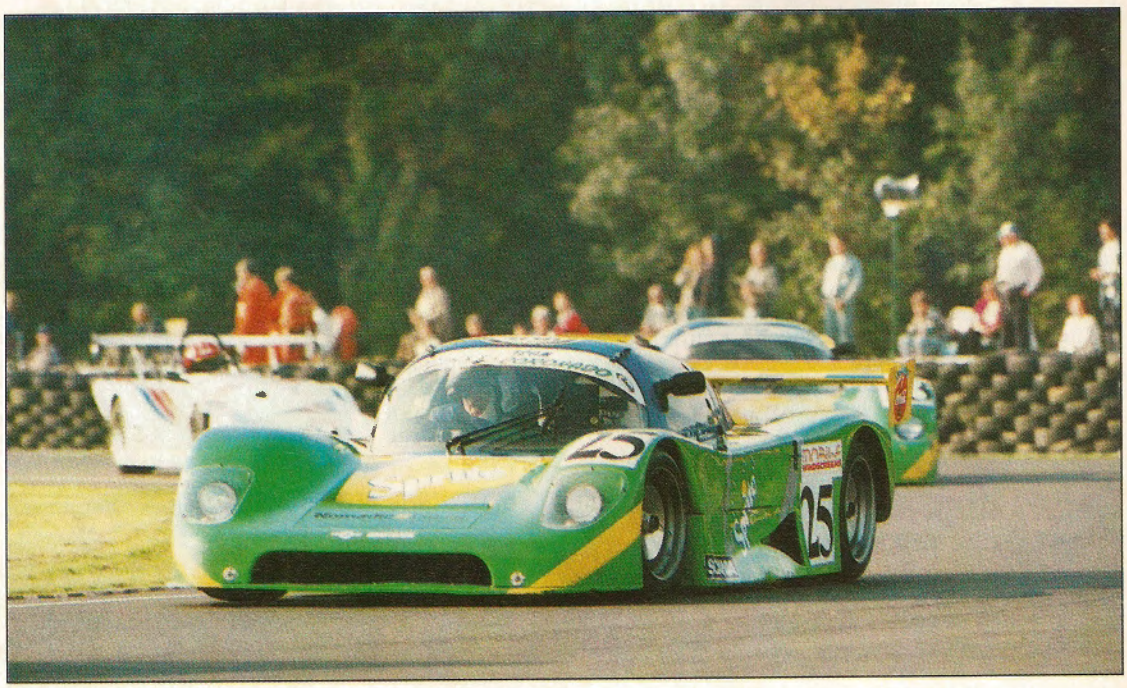
The Ford Cosworth YAC-engined prototype – bound for Californian Rick Lee – also incorporates Van Diemen's own transverse four-speed sequential change gearbox.

A batch of six chassis is being laid down initially, for the USA. Importer Primus Racing is sure to be besieged with interest once its customers get their first glimpse of the eagerly-awaited car.

Although it will not be at this weekend's SCCA Run-Offs at Mid-Ohio – the car will test next month – Firman is making the trip to discuss it with prospective clients.



Van Diemen's Sports 2000 bristles with innovation and should open an important new marketplace. Photos: Richard Styles



Mallory Park doubles as Warsaw in Pro-Sport 3000 drama

Film cameras covered Sunday's Pro-Sport 3000 race at Mallory Park, gathering footage for a mini-series drama based on Alistair McLean's novel *The Way To A Dusty Death* to be shown on Sky TV next spring. Ajec Racing's three cars ran in the green and yellow livery of Team Coronado, with backing from Coca Cola's Sprite brand and Piper Heidseick Champagne. Regular drivers Dave Brunsdon (pictured at Castle Combe on Saturday) and Tom Reeve were transformed into Isaac Jethou and John Harlow, while series debutant Barrie Williams became Gerhard Tracchia. The series is based around races in Zandvoort, Warsaw and Prague – Mallory doubles as Warsaw with inserts from Luxembourg's Colmar Berg circuit – and will star Simon MacCorkindale, Linda Hamilton, Anthony Valentine and Christopher Cazenove. Reeve is the producer. There was plenty of unscripted drama on the track, for David Shelton hit the tyre wall in qualifying, and champion Peter Hardman destroyed his car after a tangle with William Hewland in the race. Photo: Steve Jones



Donnelly lines up Winter FV warriors

Ulsterman Jason Pollock and David Cook are to drive Martin Donnelly Racing's Formula Vauxhall cars in the forthcoming Winter Series Festival at Pembrey.

Cook, who is testing for several FV teams with a view to 1995, will be joined in the MDR squad by his sister Paula at FVJunior level.

Paula took Henry Stanton's car round Snetterton in a personal best of 1m15.0s last week. Her partner in the team will be 100cc karter Ben Spouse, who was 'very level-headed' on his first car test.

Evans's victory is Supersports banker

Mike Evans claimed the Quayle Munro Supersports Vauxhall title by winning Sunday's thrilling finale at Thruxton, and dedicated it to the memory of his wife Penny, who died suddenly in July.

Evans, who took a one point lead into the race, stormed away from pole and survived relentless pressure from title rivals Mike Swinnerton and Guy Woodward.

Mike and his Mallock Mk31, built around the prototype chassis, have extended the marque's unbeaten run to six Vauxhall Clubmans titles.

Stone and Pashley win Mono titles

Colin Stone emerged a worthy winner of the Monoposto Championship at Silverstone on Saturday, with another victory in his Reynard SF86.

Having claimed his first title on four wheels, the former motocross rider from Stourport has set his sights on ARP Formula 3.

Van Diemen RF85 driver Keith Pashley was confirmed as Mono Kent champion at Silverstone. The Cheltenham driver's closest rival, Graham Worsfold, missed the race as he was in the USA on business.

Verdan Formula First break for McLaren man

McLaren composite laminator Matthew Bettley, 19, will contest the Formula First support race at this month's Formula Ford Festival with Verdan Racing, the team which has won the National title for the past two years.

Bettley lies second in the concurrent Challenge Series with a win and three fastest laps from seven starts. The Verdan chance is likely to determine whether the ex-motorcycle triallist and kart racer will contest next year's National title race with the team.

NEWS IN BRIEF

Silverstone's pits and paddock were not in use during Saturday's Peterborough MC meeting as demolition work has already started towards rebuilding the garage and hospitality suite area.

Fresh from testing with Paul Stewart Racing's Formula Vauxhall team at Silverstone on Friday, Finn Sami Lahokoski returned to Formula Renault for Sunday's non-championship race at Thruxton. Sami, who won the Scandinavian karting championship, after this year's FR budget was exhausted, drove a Martello Swift.

Former European SuperSports champion Greg Hart is keen to contest Class B of next year's Formula Vauxhall Championship. Greg, who runs the CP Hart Group – his family's world famous bathroom emporium – has not raced single-seaters since the mid-1980s, but was blindingly quick in his father John's superb Brabham BT38-based hillclimb car before he switched to the circuits.

Jason Pollock – not Adrian Pollock as reported last week – was excluded from the results of the Irish Formula Opel round at Kirkistown following the discovery of an engine problem under protest.

Swift supremo Robin Webb announced at Brands on Sunday that his outfit will run just its usual drivers, Jonny Kane, Stephen White and Peter Duke at the FF Festival.

American FF2000 driver Jeret (say 'Jerry') Schroeder will race a Zetec-powered Swift with Z-Speed at the Formula Ford Festival. The 20-year-old from Tennessee arrived in Britain on Monday and began testing on Tuesday.

Norwegian FF1600 champion Joachim Johnsen (21) made a spectacular British debut when he fell off at Brands Hatch's Paddock Hill Bend on Sunday. His ex-Jamie Spence Swift SC92F is being engineered by Ken Bowes, who will also run a brace of Finns at the Festival.

Guy Smith finished third on his return to Formula Ford at Brands on Sunday, the Formula Vauxhall pilot driving the ex-Narain Karthikeyan Vector TF94 for Foundation racing. Smith will race it at Donington Park this weekend and in the Festival.

TVR Tuscan ace Ian Flux tested Will Gollop's Peugeot 306 rallycross car at Croft last week, and was gobsmacked by the experience. 'I've driven some cars in my time, but that was my best experience (on a race track) ever,' he enthused. 'Zero to 120mph in six seconds was amazing.'

Mountune engine builder Tommy Field, 19, is to contest the Formula Ford Winter Series in Manor Motorsport's ex-Geoffroy Horion Van Diemen RF94. One of four finalists in the Renault kart scholarship, Field won the Super One British Grand Prix and the recent Renault Superprix.

Austin Kinsella clinched the BRC FF1600 Championship at Brands Hatch on Sunday, by finishing third behind Mark Marchant and Michael Duke.

Formula Vauxhall Junior graduates Jamie Campbell-Walter and David Cook impressed on FRenault debuts at Thruxton on Sunday. Cook ran James Matthews's double championship-winning Van Diemen with Manor Motorsport. Campbell-Walter drove Mark Redgrave's RF94.

Westfield racer Simon Lindsey has bought Haywood Race Preparations's ex-David Henderson Swift FR93 for next year's BARC FRenault 1700 series.

The Timms Formula Renault team was three strong at Thruxton, as Alistair (brother of Jeremy) Timms and Jonathan Newman moved up from the Monoposto Kent series to drive the Orions. Jeremy dusted down last year's Swift FR90.

Justin Cadman, 18, made his FRenault debut at Thruxton in the ex-Jon Kingston Martini MK61. The karting graduate has bought the car from GT Services.

Former BTCC racer Karl Jones will drive Dagenham Motors's spare Ford Mondeo in this weekend's EUROCAR Super Saloon double-header at Pembrey, and the non-championship race at the FF Festival.

David Hutchinson has won the URS Pre-'83 FF2000 champion in his first full season in the class. His Van Diemen RF82 has been prepared by Adrian Barnard of URS, who also guided American Steve Nichols to the 1992 and 1993 titles.



David Hutchinson, pictured at Cadwell, is the URS FF2000 champion. Photo: Chris Walker

NEWS IN BRIEF

Next year's Champion of Brands FF1600 series will include rounds at Lydden according to paddock gossip. Will it be called Champion of Kent, in deference to both county and engine?

Former Caterham-Vauxhall champion Robert Nearn plans to switch to Pro-Sport 3000 next year, in a car run by the Hyperion Motorsport team.

Dan Liddle completed an unprecedented one-two-three for Team Castrol Honda in the National Saloon Car Cup at Brands Hatch on Sunday. Simon Harrison and Steve Warburton confirmed their first and second places at Silverstone last week.

Paul Michael escaped injury when his Vauxhall Astra GSi rolled four times in qualifying for Sunday's NSCC finale.

Draft regulations for a proposed Group N/Production Saloon merger in 1995 met with mixed reactions at Brands. It is suggested that cars under 2-litres run on road tyres, and bigger ones on slicks!

Formula Vauxhall Junior aspirant Alan Yule, 23, held quadruple circuit champion Bob Higgins at bay stoically before spinning out of Sunday's HEAT FF1600 finale at Castle Combe.

Bob Davis has won the 750MC's Yokohama Formula 4 Championship for the third time in his self-built Davis T6.

Kiwi Willem Selles clinched the Big Boys Toys Beetle Cup title at Castle Combe on Saturday, then announced his retirement so that he can spend more time with his young family.

Patrick Havill sewed up the Arrowstar Caterham-Ford title with a hard-earned victory at Brands Hatch on Sunday.

Darvi constructor Mick Harris claimed his fourth Formula 750 title at Silverstone on Saturday. Like all Darvis, Mick's 877 (which also carried him to the crown in 1988), was created in conjunction with Dick Harvey.

Craig Davies clinched the Falken Tyres Modified Production Saloon Car Championship at Thruxton on Sunday in his PrepTech Ford Sapphire.

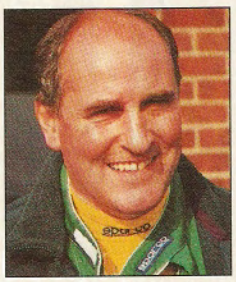
Chris Aspinall won the Westfield SE Sportscar title at Thruxton on Sunday, after a struggle with Stephen Kimber.

TVR Tuscan racer Chris Maries drove the Bob Light-built UVA-Rover F33 Fugitive to second place on aggregate in Saturday's Lynton Trailers Sports Saloon Challenge double-header at Oulton Park.

The Selenia Motor Oil Fiat Racing Challenge title will be decided at Sunday's Snetterton finale, between defending champion Dereck Flegg (128 3P) and John Simpson (Uno). Kiwi Andrew Fields (Uno) is the top rookie.

AUTOSPORT Three Hours a big success

The remarkable success of Sunday's Groveair AUTOSPORT Three Hours at Snetterton immediately prompted sponsor David Pennell to back the race for a further two years.



Pennell: Satisfied sponsor

Twenty three teams took part in the Historic Sports Car Club's inaugural retro of the classic event – last run in the mid-1960s – and reaction from competitors was equally positive.

Race winner Bill Shepherd (AC Cobra) was enthusiastic: 'It's a great event, different to everything else on the calendar. It's good to have a real enduro again, something which you can get your teeth into.'

'It's a different sort of race now,' enthused 1964 AUTOSPORT Sportscar champion Tony Lanfranchi, who finished fifth in an MGB. 'But the event is better now. I can't wait until next year.'

Pennell's own team put up a tremendous performance, bringing its 1957 Jaguar D home fourth. The ex-Dick Protheroe Jaguar E 'CUT 7' finished second in the hands of Richard Attwood and Gary Pearson. In third were Roy Eaton, David Methley and Gordon Lauder in a Marcos GT.

'Next year, I think the competition will be much tougher,' Pennell warned.

'Once people get to hear of this race they will want to bring their Ferraris out. Wouldn't it be fabulous to see some GTOs out there on the grid.'

That atmosphere at Snetterton was buzzing throughout a superb show, put together by Steve Lydon's team and enhanced by the inimitable commentary of Robin Bradford, with Ian Titchmarsh.

But the credit for the race's revival must go to John Foden, who sowed the seed with AUTOSPORT and the HSCC.

● See full report on page 70



John Pearson blasts the fourth-placed Jaguar D out of the pits. Photo: Styles

Six spectators hurt in hillclimb crash

One spectator was airlifted to hospital and five more taken there by ambulance after a car left the road and hit members of the crowd during a Torbay Motor Club hillclimb at Finlake in South Devon last weekend.

One of the injured was detained in hospital overnight. Fortunately, his injuries are not thought to be life-threatening.

The accident occurred when Ford Escort Cosworth driver Gary Pitt left the road on the final right-hand bend of the hill.

Sprint champion Ayers retires

Speed event stalwart Ken Ayers is to retire after 30 years in the sport.

After competing in Minis both on the circuits and in hillclimbs, Ayers took the British Sprint Championship in 1982 at the wheel of a Cosworth DFV-engined March 79S. He also won the Brighton Speed Trials that year and went on to triumph in the event a record five times.

Ken has now set his sights on something rather different – he is standing for nomination as the Sheriff of the City of London...



MG Metro 6R4 pilot Dermot Carnegie heads Mike Turpin at Croft. Photo: Tim Whittington

Carnegie claims British Rallycross title for Ireland

Irish veteran Dermot Carnegie is the first driver from outside the United Kingdom to win the RAC British Rallycross Championship.

The 50-year-old Dubliner entered Sunday's final round at Croft a point ahead of arch-rival Denis Biggerstaff and clinched the title after a dramatic 'A' Final left both as non-qualifiers for the points-scoring Superfinal.

Dermot spun on the first lap, then broke the suspension of his MG Metro 6R4 when he touched sides with Nick Jones's Escort as he fought back through the pack.

Denis, meanwhile, was delayed after being assaulted by Rob Gibson and was not quick enough thereafter to qualify. With neither adding to his championship tally, former autotest ace Carnegie took the crown by that single point.

There was some consolation for Biggerstaff in that he claimed the Supercar class title in his 6R4. Fellow Ulsterman Kevin Sherry clinched the Showroom 1400 section over rival Ian Brooks with second place in his Suzuki.

The Modified titles both ended the day in hands of Yorkshiremen, as Kevin Pease and Richard Watts took last round victories.



Quality entry for Supersports race

David Piper and Mike Knight have assembled a stunning field of sports prototypes to support the FIA Touring Car World Cup at Donington Park.

One of the stars will be the Matra MS650 which Mike will be driving in historics for the first time with its correct Matra V12 engine. He can now treat spectators to its famous screaming engine note.

The International Supersports Prototypes series will also be running a new class for big engined GTs. This will bring an influx of AC Cobras, giving a hefty speed differential in the field.

Among the regulars are nine examples of the awesome Lola T70 that should guarantee entertainment aplenty for the huge crowds. They share their class with a pair of Porsche 3-litre 'screamers' and Bobby Bell's 3-litre Alfa Romeo Typo 33.

Piper will be out in his trusty old Ferrari P2 running against Bevan Weston's P1, two Ford GT40s and the Willment BRM.

Qualifying takes place between 1220 and 1250 on Saturday, October 15, while the race is at 1200 on Sunday, October 16.

The Donington race is the forerunner of a six-race series being set up for 1995.

NEWS IN BRIEF

Suzy Hart, daughter of MG ace Warwick Banks, aspires to Formula Vauxhall Junior for 1995. Drawing on two years of karting experience, Suzy finished third in class on her car debut at Snetterton recently, in her dad's MGB.

A fourth successive win at Mallory Park on Sunday gave Lawrence Cutler an unassailable lead in the Halfords Modified MG Midget Championship. Closest challenger Chris Montague retired on the last lap while lying second, and will now take on Ted Reeve and Graeme Adams for the runner-up spot in the final round at Brands on November 12.

Mallock driver Alex Graham set BTD in the Overland Sprint, run in aid of Barnardos in Scotland, at Kames on October 2. The MG Metro 6R4 of rally man John Brodie revelled in the damp conditions and beat the single-seaters to finish a close second.

Lotus 72 driver Michael Schryver was crowned Trupart Historic Formula Car champion when Jon Reakes's F5000 Surtees expired in Sunday's Snetterton finale. 'I'd no idea I was in contention,' said Schryver, who did not enter the race as his engine's miles were up.

The Marcos GT of Roy Eaton and Gordon Lauder which finished third in Sunday's Groveair AUTOSPORT Three Hours was a late substitute for Dave Methley's car, which put a rod through the side of its Volvo engine in the earlier Air Hanson 40-lapper. Methley joined the pair, while Roger Ealand found a ride in David Bennett's Marcos, which broke its gearbox in the big race.

George Hadfield's Lotus Elite missed Sunday's Groveair AUTOSPORT Three Hours because its newly-rebuilt engine seized after two laps of gentle qualifying in the convoy runs. Son Simon had set personal best times in the car while setting it up at Mallory Park last week.

Porsche and Ferrari racer Ross Hyett finished a hard-charging third on his single-seater debut in Sunday's Trupart Historic Formula Car Championship finale at Snetterton, in John Beasley's beautiful F2 Brabham BT36. Hyett benefited from advice from ex-F1 driver Dickie Attwood.

Roger Tidmarsh has won his third Austin Healey Club Championship in the Sprite he has raced for 12 years.

Although Robert Nettleton took the flag first in the Donald Healey Memorial Sprite race at Mallory Park 10 days ago, he was excluded for a tyre infringement. Hugh Leventon was awarded the trophy.

Prospective competitors in next year's Historic American Racing Association TransAm Challenge series should attend a meeting in The Chequered Flag Room at the Brooklands Museum, Weybridge, Surrey, this Sunday from 14.00. Details from Julian Balme on 081-674 6354.

Bumper entry for RAC Historic Rally

A flood of entries for the Millers Oils International Rally of Great Britain should guarantee close competition.

Porsches are favourite, with 14 entered including Ake Andersson, the current leader of the FIA European Historic Rally Trophy.

The event takes place on November 19/20 to coincide with the main event for modern cars.

Entries close on Tuesday, October 18. For more details, contact Alison Wooley on 0452 790648 or fax on 0452 790703.



The victorious Proctor family line-up with their trusty Brabham 38s

British team win Porsche 356 Cup

Briton Adam Richardson beat a 30-strong field to win the first Porsche 356 Cup title on October 2. The final race of the series was held as part of the Eiffel Classic on the famous Nordschleife circuit.

Richardson had a troubled qualifying, suffering from gearbox failure. In three laps, though, he managed third on the grid behind Roland Reschka and Peter Ecury.

During the race he made contact with Ecury who later retired. Adam repaired his car out on the circuit, salvaging second and the title.

Proctors finish one-two in Oregon F3 series

David Proctor clinched the Oregon Timber Frame Homes Classic Formula 3 Championship at Snetterton on Sunday, after a race long struggle with David Jackson.

Jackson needed to win the finale to stand any chance of outpointing the series sponsor, but Proctor was happy to see his son Sebastian win in his identical Brabham BT38.

Seb's victory earned him second place in the championship, to the delight of his close-knit family team. 'To win the series was great, but to score a one-two is very special,' said David.

Both of the immaculate BT38s – David's reputedly the ex-Vittorio Brambilla car, Seb's a customer chassis – are powered by Colin Holt-built Lotus twin-cam engines.

Jackson completed a Brabham one-two-three, his ex-John Nielsen BT41 powered by a Renault Gordini engine.

Proctor plans to put his Jedburgh-based concern's name behind the 1995 championship, and to defend the title. 'Our involvement this year has been very beneficial to the company. Through motor racing we have been able to entertain clients and cement important relationships.'

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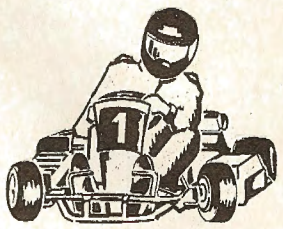
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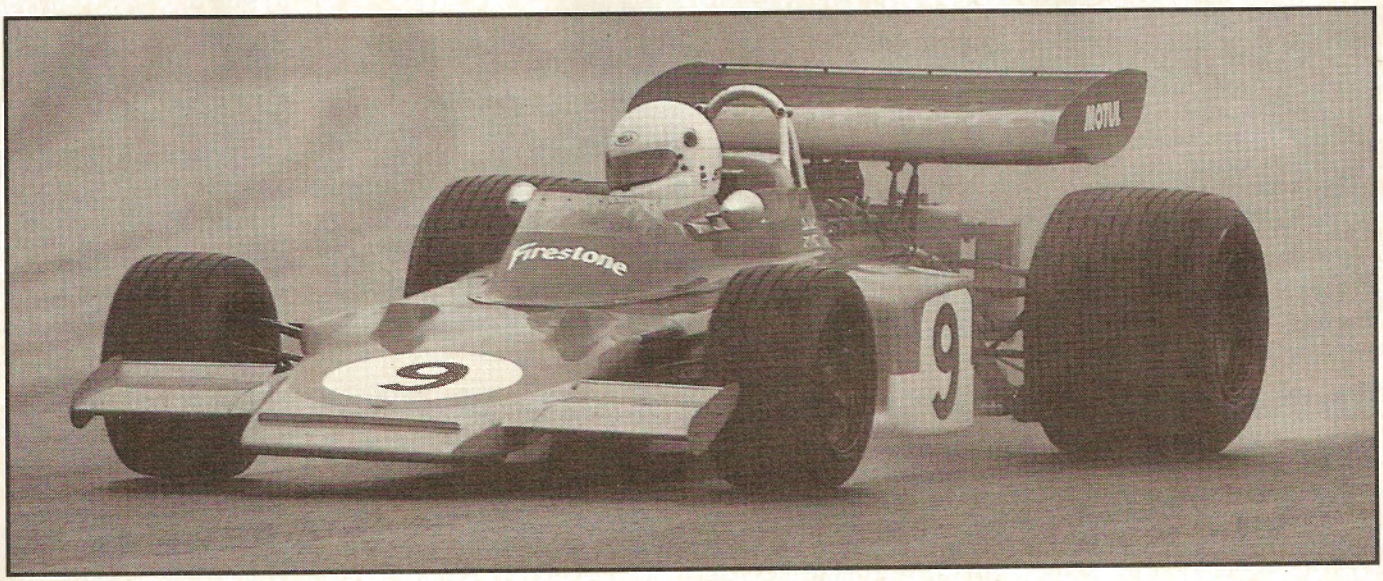
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Nissan launches Micra Challenge

Nissan's Micra Challenge is launched this week, the seven-round entry-level series kicking off with February's Wyedean Stages.

With a prize fund of over £22,000, cash awards will be available for the top 10 cars home on each event plus the first lady and the first 'junior' driver. The overall champion will take home £1500, second place gets £1000 and third £800 with £500 each for the top lady and top junior.

Points are allocated to tenth place with an additional five points for each start and a further five for each finish.

Support sponsors for the series include Pirelli – who will be determining control tyres for all competitors – Clarion, Revolution Wheels, Janspeed and Jaybrand.

The cars to be used will be the current 'bubble' shape 1300cc model, fitted with a 16-valve engine to basically Group N spec.

Turning the road car into the challenge car is made simple with the purchase of the Micra Challenge Kit (at approximately £4000) which comprises everything necessary for the transformation along with two pairs of Challenge race overalls.

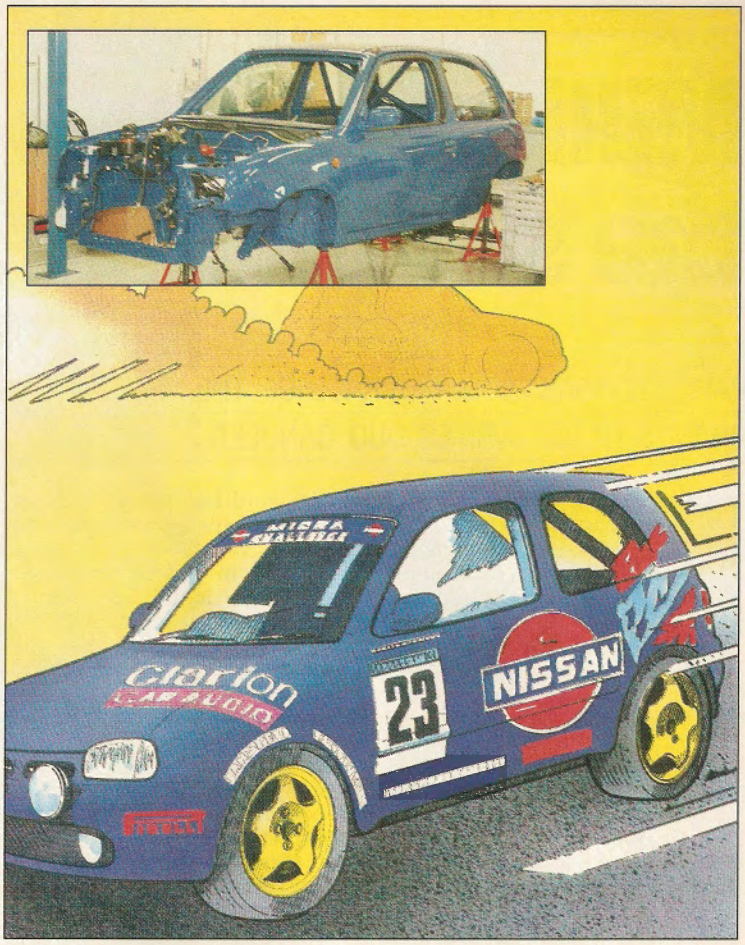
'Our prime objective is to ensure that competitors enjoy close competition at an affordable price,' says Dave Whittock, boss of Nissan Motorsports Europe.

A similar series for the popular minicar has been running in Italy throughout this season.

NME will be providing full technical support on each event, bringing parts and tyres plus a hospitality unit. Additionally, each event is to be filmed. Full details are available from NME's Didcot headquarters on 0235 818104.

MICRA CHALLENGE '95

Feb 11	Wyedean Stages
Apr 22	Pirelli Trophy Rally
May 6	Plains National Rally
Jun 25	Ravens Rock Rally
Jul 15	Yellow Brick Road Rally
Aug 5	Goodwood Sprint
Sep 23	Artemis Forest Stages



The first Micra in build at Didcot (inset photo: Holmes) and Jim Bamber's artist's impression

D-DAY FOR SHELL SCHOLARSHIP FINALISTS

THE DESTINATION OF THIS YEAR'S COVETED SHELL RALLY SCHOLARSHIP WILL BE DECIDED AT SILVERSTONE TOMORROW

Nine of Britain's young rally hopefuls will spend tomorrow (Friday) and Silverstone trying to impress the judging panel for this year's Shell Rally Scholarship.

At stake are two paid-for packages in the 1995 British Rally Championship.

The nine are Jock Armstrong, Scott Bradshaw, Ryan Champion, Justin Dale, Jane Gunningham (the scholarship's first female finalist), David Higgins, Stephen Mantle, Julian Porter and Neil Simpson.



Current Shell Scholar Ashley Blenkhorn in action on the recent Cambrian Rally. Photo: Gavin Lodge

Past scholarship finals have been fought out with only six candidates but now, with the possibility of the winner going on to contest the Peugeot-backed British Junior Championship, the committee has extended its catchment to ensure that it is the very best drivers who collect the coveted package.

Shell will give extensive support next season for two drivers to run their own cars. Entry fees, service plate costs, fuels and lubricants plus all team clothing will be paid for and SBG Sport will provide full technical support throughout the year.

The scholarship committee met at the start of the season to establish which drivers met the requirements of age and championship registration (Peugeot Sport BTRDA and Shell Helix Skoda Trophy).

In subsequent months, this unrestricted 'long-list' was whittled down to the nine finalists. Tomorrow, their driving skills will be pitted against each other for the final time, with two being given the prize packages by the end of the day.

Past scholarship winners include Alister McRae, Jonny Milner and Ashley Blenkhorn, while Martin Rowe has also received extensive support for his burgeoning rally career.

Past winners line up for Mull party

Britain's biggest and toughest clubmans rally kicks off from Tobermory harbour tomorrow night (Friday) with 140 cars chasing victory on the silver jubilee Philips Tour of Mull Rally.

Among them are several past winners of this unique event, the first on 'mainland' Britain (excluding the Isle of Man and Northern Ireland) to run competitively on closed roads.

Heading the entry list is Neil MacKinnon, the first Muileach ever to win his local event in 1980. He then topped that with four more victories in 1981, '82, '87 and again last year.

Other former winners on the entry list include Andy Knight (1990 and '91), Mike Pattison (1983, '84 and '86) and the oldest of the group, former national rally championship star George Hill (1969, '70, '71 and '73).

Possible winners this year include last year's runner-up, local crofter James MacGillivray, and Welsh Metro 6R4 ace John Price.

The event comprises eight stages tomorrow night, six during the day on Saturday and five over Saturday night before the finish shortly after midnight.

NEWS IN BRIEF

Roger Evans is taking over as the series co-ordinator for the Mintex Rally Series next season. The ebullient Welshman has a wealth of experience having been a former co-driver to Jeff Churchill, the man behind the early successes of David Llewellin and, more recently, team manager for Chris Pope's Dunlop Metro series effort. Evans was also a long-time sponsor and organiser of the Bridgend Stages.

The Burmah Scottish Rally Championship is hoping to encourage wider use of homologated cars in 1995, partially by restricting any MG Metro 6R4 entries to using the 2.5-litre single plenum V64V engine. Although only one 6R4 appeared regularly during this season – in the hands of Donald Milne – the series organisers wish to discourage the Group B remnants.

Andy Dawe hopes to clinch the Cotswold Motorsport Rally Championship at Longcross early next month. He is currently three points clear of Mark Trinder who destroyed his Opel Manta on the recent Patriot Stages. If Trinder fails to rebuild the car, Dawe only has to worry about third placed Clive Spencer, who is 15 points adrift. Dawe (from Badminton, just north of Bath) intends to sell his Rover 827 once the season is over and tackle the new look British Junior Rally Championship.

BRANDS HATCH OCT 9

Milligan spikes the six-pack

PAUL MILLIGAN WON THE RACE OF THE YEAR AT BRANDS HATCH WRITES DUD CANDLER

It was a truly awesome Caterham Vauxhall race that dazzled the Brands Hatch crowd as the Best of British Motorsport package reached the end of its inaugural year. Otherwise though, the programme on on offer on Sunday promised more than it delivered.

That said, the Caterham Vauxhall race alone was worth the admission cost, champion Paul Milligan coming out best in a white knuckle ride that had the crowd buzzing. You needed a pretty strong constitution just to watch, never mind drive in this race.

On an electric ninth lap, poleman Keith Farrance, David Walton and Paul Milligan plunged through Paddock three-abreast. For much of the race, Farrance was in front with a six car pack snapping at his heels. If you'd blinked you'd have missed them! Peter Bell, Graham Morris and Clive Richards completed the lead group. Meanwhile Russell Morgan was just a few yards away.

Morris got up to second, only to be demoted to fourth when he slid through Surtees on lap 11 right on the ragged edge. This served to split the pack into two groups of three but, one lap later, the six were as one again. Milligan took the lead on the penultimate lap and, despite a slight mistake at Graham Hill Bend, he held on until the chequered flag where the top six finishers were blanketed by just 1.22s. It was a cracker.

The afternoon had opened with the Rover K Series-engined Caterhams. The new champion Clive Richards stretched clear as Nigel Taylor and Warren Gilbert battled over second spot. Gilbert's moves were all too predictable and Taylor had the answer each time. Martin Burley was just behind, unable to get in a telling blow, although still well clear of a battling quartet which was covered at the flag by a mere 0.62s.

The National Saloon Car Cup race wasn't the most spectacular ever seen, but lap records took a beating and the race really came to life in the later stages. David Yates put his Ford Escort Cosworth on pole. Brands specialist Charlie Cox had his car devour its rear differential in practice, and the team had to install one from a standard road car for the race.

Yates made much of the running, the Tarporley man ahead until lap 16 when Graham Coomes demoted him. Yates hung on to second spot until lap 21 when Cox went past, and that was the finishing order, with Michael Woodcock a little way adrift in fourth. Colin Wells took another facile Class B victory, while Class C went to David Pitcher after on-the-road winner Simon Mauger was excluded for a technical infringement.

Dan Liddle was on hand to ensure Castrol Honda another class win, team mates Simon Harrison and Steve Warburton not lasting the distance. Don Kettleborough was, once again, the sole Class E entry in his Metro.

The International Formula Ford race was hardly a dress rehearsal for the forthcoming Festival, there being no works cars from Van Diemen or Swift. Manor Motorsport's Geoffroy Horion kept new Open champion Jason Watt at bay, with Watt's Vector team mate Guy Smith some way back but well clear of some entertaining midfield scraps.

The FF1600 section was very keenly fought. Returnee Nicky Hart beat Austin Kinsella and Michael Duke after a race-long tussle.

The Arrowstar Caterham race – for Ford-powered cars – was a cracker. Patrick Havill was never headed as he led Simon Harris, Graham Griffiths, John Schneider, Jon Jowle and James Blackmore, but the top six were still blanketed by only 2.30s at the flag. Interestingly, the first four all set their best race laps on the last lap.

A processional VW Vento/Polo Cup race went to Tim Sugden from the ever present Ian Briggs with the others in line astern, while the Polo section went to Willie Moore, although the early pace setter Adrian Saunders was coming back towards the end. ■





Geoffroy Horion warmed up for the Festival with a win. Jason Watt follows him closely



David Yates (9) and Graham Coomes side-by-side into Druids as Charlie Cox hovers nearby



Paul Milligan, Keith Farrance and David Walton head the cracking, six-car Caterham Vauxhall lead battle into Surtees. All photos: Gary Hawkins

ONE TO WATCH

MICHAEL DUKE



Michael Duke comes to the Formula Ford Festival this year after a short but spectacular career in cars.

He did six years karting in his native Ireland where he was a front runner in 125cc and 250cc categories, but only started to race cars seriously this year. He has already finished runner-up in the Irish Golden Pages Star Of Tomorrow Formula Ford series and even more impressively mastered treacherous conditions at Mondello Park to win the Irish Formula Ford Festival last month.

Commitments with the family transport business will keep 24-year-old Michael in Ireland in 1995, when he will race in the Formula Opel Championship.

■ Dud Candler

CATERHAM SUPER 7 K SERIES (10 LAPS) 1, Clive Richards, 9m04.09s, 79.66mph; 2, Nigel Taylor, 9m10.07s; 3, Warren Gilbert, 10 laps; 4, Martin Burley, 10; 5, James Thomas, 10; 6, Simon Harris, 10. **Fastest lap:** Richards, 53.37s, 81.21mph **(record).**

TVR TUSCAN CHALLENGE (11 LAPS) 1, Mark Hales, 9m02.27s, 87.92mph; 2, Simon Wayne, 9m03.35s; 3, John Kent, 11 laps; 4, Steve Cole, 11; 5, Mark Newman, 11; 6, Ian Flux, 11. **Fastest lap:** Wayne, 48.23s, 89.86mph **(record).**

NATIONAL SALOON CAR CUP (22 LAPS) Overall & Class A: 1, Graham Coomes (2.0t Ford Escort Cosworth), 18m38.55s, 85.25mph; 2, Charlie Cox (2.0t Ford Escort Cosworth), 18m41.18s; 3, David Yates (2.0t Ford Escort Cosworth), 22 laps; 4, Michael Woodcock (2.0t Ford Escort Cosworth), 22. **Fastest lap:** Cox, 49.84s, 86.96mph **(record). Class B:** 1, Colin Wells (2.3 BMW M3), 19m30.89s, 81.43mph. **Fastest lap:** Wells, 52.47s, 82.60mph **(record). Class C:** 1, David Pitcher (2.0 Vauxhall Astra GTE), 21 laps, 78.78mph. **Fastest lap:** Pitcher, 54.17s, 77.76mph. **Class D:** 1, Dan Liddle (1.6 Honda Civic V-Tec), 21 laps, 79.34mph. **Fastest lap:** Simon Harrison (1.6 Honda Civic V-Tec), 53.28s, 81.35mph **(record). Class E:** 1, Don Kettleborough (1.4 Rover Metro GTi), 20 laps, 75.93mph. **Fastest lap:** Kettleborough, 55.74s, 77.76mph **(record).**

INTERNATIONAL FORMULA FORD RACE (15 LAPS) Overall & Class A: 1, Geoffroy Horion (Van Diemen-Mountune RF94), 11m56.34s, 90.76mph; 2, Jason Watt (Vector-Vector TF94), 11m57.17s; 3, Guy Smith (Vector-Vector TF94), 15 laps; 4, Andy Charsley (Ray-Minister FZ), 15. **Fastest lap:** Horion, 47.13s, 91.96mph. **Class B:** 1, Nicky Hart (Swift-Minister SC93F), 12m26.03s, 87.14mph; 2, Austin Kinsella (Van Diemen-Minister RF92), 12m26.28s; 3, Michael Duke (Swift-Auriga SC93F), 15 laps. **Fastest lap:** Kinsella, 48.37s, 89.60mph.

CATERHAM VAUXHALL CHALLENGE (15 LAPS) 1, Paul Milligan, 12m29.93s, 86.69mph; 2, Keith Farrance, 12m30.38s; 3, David Walton, 15 laps; 4, Peter Bell, 15; 5, Graham Morris, 15; 6, Clive Richards, 15. **Fastest lap:** Milligan, 48.70s, 89.00mph.

SCOTTISH MUTUAL ASSURANCE VENTO VR6 CHALLENGE/POLO G40 CUP RACE (15 LAPS) Overall & Vento: 1, Tim Sugden, 13m23.00s, 80.96mph; 2, Ian Briggs, 13m25.75s; 3, Guy Povey, 15 laps; 4, Mark Lemmer, 15. **Fastest lap:** Sugden, 52.74s, 82.18mph **(establishes record). Polos:** 1, Willie Moore, 13m52.18s, 78.12mph; 2, Adrian Saunders, 13m52.53s; 3, Michael Day, 15 laps. **Fastest lap:** Saunders, 54.45s, 79.60mph.

ARROWSTAR CATERHAM SUPER 7 CHALLENGE (10 LAPS) 1, Patrick Havill, 9m02.93s, 79.83mph; 2, Simon Harris, 9m03.23s; 3, Graham Griffiths, 10 laps; 4, John Schneider, 10; 5, Jon Jowle, 10; 6, James Blackmore, 10. **Fastest lap:** Griffiths, 52.64s, 82.34mph.

BRC FF1600 CHAMPIONSHIP (10 LAPS) 1, Mark Marchant (Jamun-Greenwood M94), 8m15.24s, 87.52mph; 2, Michael Duke (Swift-Auriga SC93F), 8m17.28s; 3, Austin Kinsella (Van Diemen-Minister RF92), 10 laps; 4, Nicky Hart (Swift-Minister SC93F), 10; 5, Alistair Weston (Van Diemen-Scholar RF92), 10; 6, Michael Graham (Swift-Auriga SC93F), 10. **Fastest lap:** Hart, 48.53s, 89.31mph.



***Autocar* journalist James Thomas heads for fifth place in the Caterham K Series race**

BRC FF1600



Winner Mark Marchant leads Michael Duke and the pack into Surtees. Photo: Hawkins

Local hero marches forth

Mark Marchant needed all his local experience to win a hard-fought BRC FF1600 Championship finale.

Marchant made the best start from pole to lead Michael Duke, Austin Kinsella and racing returnee Nicky Hart who drove Simon Hill's Swift with great aplomb. Marchant made a slight error exiting Clearways on lap one and Duke forced his way ahead into Paddock. But, the Irish Ford Festival winner couldn't make it stick and Marchant was soon in front once more.

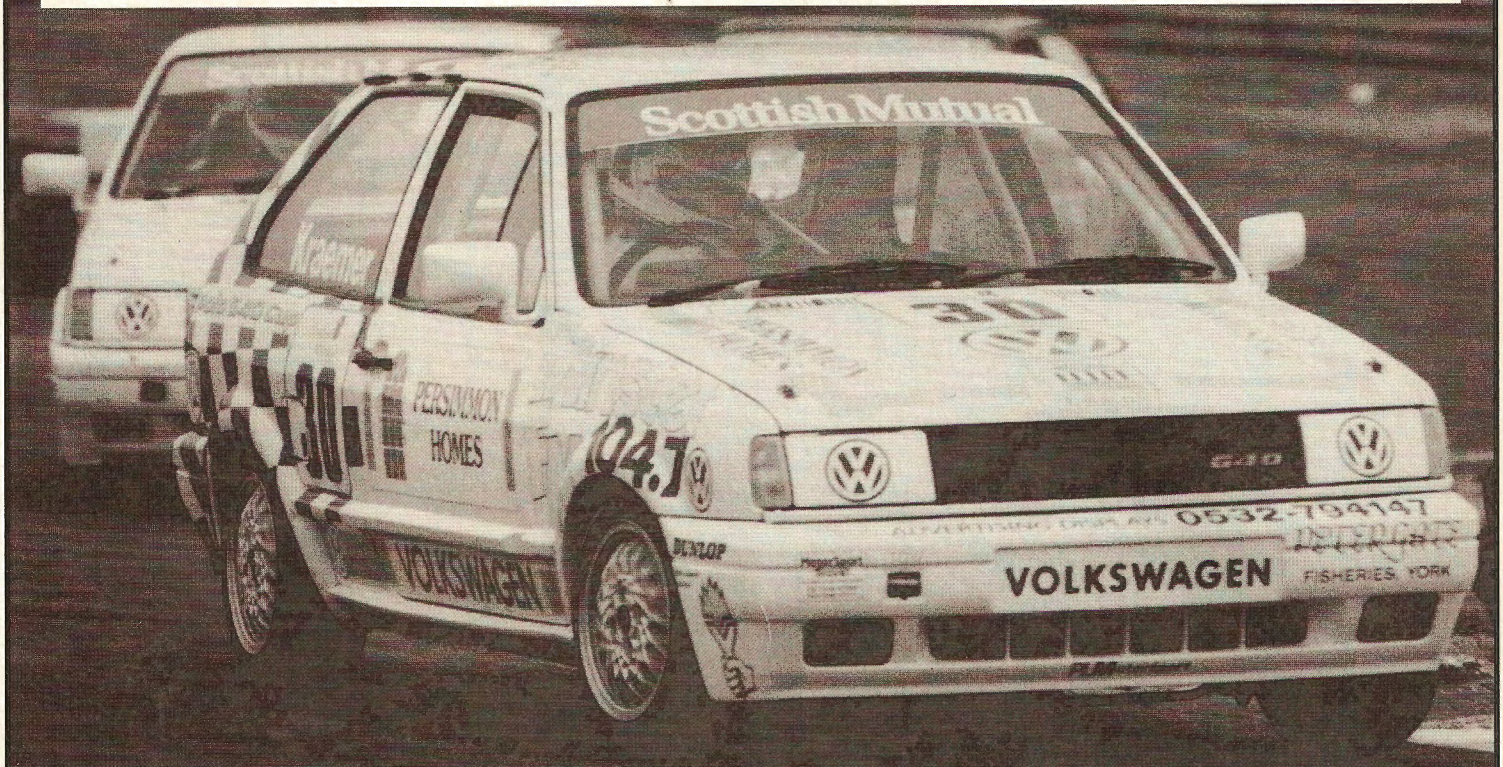
Marchant then knuckled down to the task and gradually eked out a gap to Duke who, likewise slipped a few yards clear of Kinsella and Hart. Although these two threatened to tangle on more than one occasion, Kinsella clung onto third and, with Nigel Greensall not appearing, was crowned champion.

Alistair Weston was a lonely fifth and Castle Combe regular Michael Graham sixth at the head of a scrapping group.

Marchant in particular, must have a great chance at the Festival in two weeks time where his circuit knowledge will be invaluable. However, the top four's best race laps were all within 0.06s and so you discount any of them at your peril.

■ Dud Candler

ANDY KRAEMER, VW POLO G40 CHAMPIONSHIP



Would like to thank all those who helped him in 1994. Persimmon Homes, Minster FM, Motorsport Travel, Widd Advertising Displays, Roger & Ann, Karen, Martin, Garry and Les White

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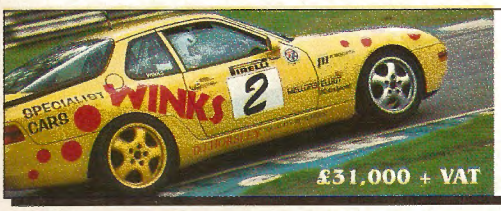
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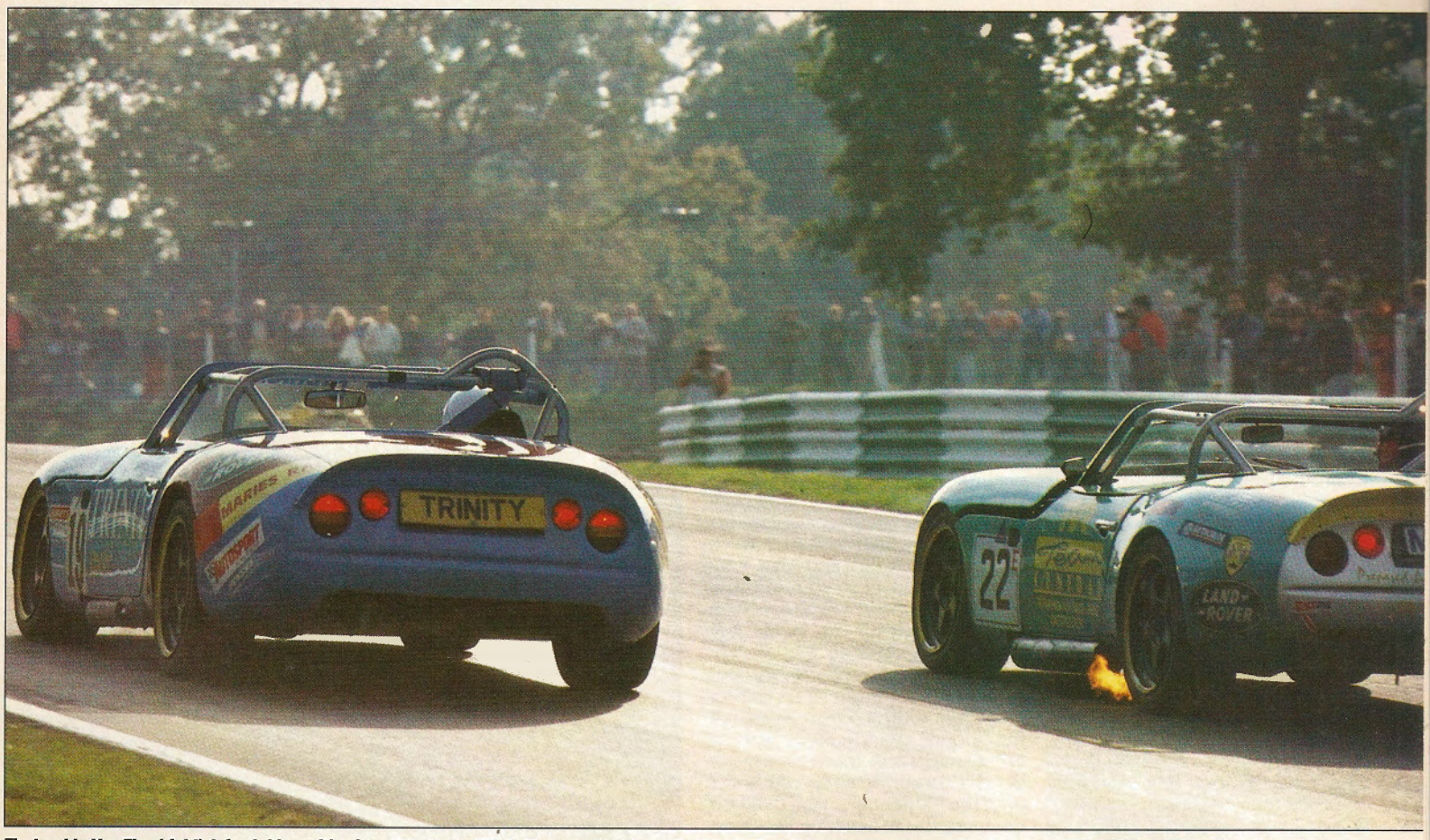
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The troubled Ian Flux (right) defends his position from the attack of Chris Maries as they brake for Druids. Despite a shortage of gears 'Fluxie' held on to sixth place. Photo: Gary Hawkins

Hales again, for pride

MARK HALES IS ALREADY THE TVR CHAMPION, BUT HE SHOWED HIS RACER'S HEART AS HE WON AGAIN AT BRANDS HATCH, REPORTS DUD CANDLER

TVR TUSCANS

Although the title is settled, pride was the deciding factor in the penultimate round of the TVR series on the tight Brands Hatch Indy circuit on Sunday.

Mark Hales qualified only third, but he was undeterred: 'I'm champion, but I'm also a racer. I wouldn't be here if I didn't want to win every time. I'll be going for it this afternoon,' he said. 'I just didn't get dialled in, in time. We used the Silverstone tyres. Perhaps we should have popped on a couple of new ones,' he added.

There was a new face on pole, Mark Newman quickest in the Macbryde Homes car. 'We've been running 16 inch wheels until the last race, now we've got the 18s and it has transformed the car. I'm not sure about the race, I'm having to learn it all again,' said the delighted Bedford driver.

Fellow front row occupant Ian Flux was just 0.02s adrift, despite a gear selection problem. 'They're changing the four speed for a five speed unit for the race,' said 'Fluxie' who intimated that a return to the BTCC could be on the cards for 1995.

Chris Maries, Gerry Marshall and John Kent completed the top six with former Le Mans winner Andy Wallace back in 10th in the HR Owen car. 'They take some driving,' he said. 'I'm 0.6s off pole, but five rows back.' Andy was also relishing the challenge the Tuscan will present him on the fast sweeps of Donington Park in this coming weekend's round.

The first couple of hundred yards of the race were decisive in Hales's bid for his sixth win of the year. Flux got across to block the slower starting Newman, but he missed the change to second gear, allowing Hales to blast around the outside of both of them to lead into

TVR-TUSCAN CHALLENGE with AUTOSPORT

Paddock Hill Bend.

Hales led at the end of lap one from Flux, with Kent getting through to third ahead of Newman and the fast starting Cole. The pole man was dumped back another place on lap two by a charging Simon Wayne. Kent was soon climbing all over Flux whose gear selection problem hadn't been resolved after all. 'It must be the clutch,' he later rued. 'Sometimes there was a gear, other times not, I arrived at Paddock in neutral on a couple of occasions. That is not the gear to be in there,' he added with a wry smile.

Wayne's remarkable progress took him into third at Kent's expense on lap six but, not before they'd run side by side all the way through Clearways much to the crowd's delight. Wayne took second from the hobbled Flux on Cooper Straight on lap eight. Flux was back to sixth on lap nine as Wayne, Kent, Cole and the recovering Newman continued their pursuit of Hales who had the comfort of a cushion of a couple of seconds to Wayne.

Such was the action up front, that Colin Blower's progress from a lowly grid position went unnoticed to all but the keenest of observers. Regular front runner Blower was restricted to the 10th row of the grid by what was thought to be fuel starvation in qualifying. In nine laps, Blower had made his way up to 11th which was as high as he was to go.

By now the race pattern was firmly set, with Wayne eroding Hales' lead and seemingly building up to a bumper finish.

But, on lap 13 the red flags came out after a nasty looking shunt at Surtees. TVR chairman Peter Wheeler and Bob Sands were disputing 12th place when a bump sent Wheeler spinning. It seemed harmless enough until the closely following Mark Hughes caught Wheeler's car a hefty blow as it trickled back across the track. Hughes' car shed its nearside front wheel and suspension, while a rear corner was smashed on Wheeler's. Both drivers were unhurt. The result was declared for 11 laps, with Hales, Wayne, Kent, Cole, Newman and Flux as the top six.

CASTLE COMBE OCT 8

Golding glitters as his Super Nova stars

Castle Combe's 1994 season-closer was a bumper fun-packed day in which championships were settled in shirt-sleeve weather.

Typical of the action was Paul Berman's first race win for five years. Berman wasn't the only star in the Class C and D Toyo Tyres Super Road Saloon race in which Shane Golding's determined drive secured him the overall championship title.

Matt Edwards set the early pace, but the fast-starting Berman's Peugeot 205 ensured that the Escort driver had little respite. Stephen Miles's Fiesta slipped past both on lap four at Camp.

On lap five, Edwards had a moment at Old Paddock which let his rivals move a few yards clear. Then Miles was slow out of Quarry on lap eight and Berman and Edwards nipped past. That's how they finished, but Edwards was excluded for a flag infringement so Ivan Stuparich inherited third.

To take the title, Golding needed to win his class with fastest lap and he ran his Class D rivals ragged, as he mixed it with the Class C cars. He was elevated to fourth overall when Edwards was excluded.

Simon Light went to Castle Combe knowing that whatever he achieved in the Class A and B race, Golding had to emulate it to take the Toyo title. Ford Capri driver Light gave it his best shot to lead home James Baker and bagged the point for fastest lap, but, an hour and half later, he watched as Golding matched his feat.

Second row man Mick Mercer made a blistering start to lead the M&G International Class A MG race in his Midget, but pole sitter Nigel Woolcott redressed the situation on the second lap. Mercer fought back at half distance, only for Woolcott to settle the issue on lap seven in his Midget. David Butler moved his MGB into contention and further demoted Mercer, who later slipped to fifth.

Series visitor Craig Albon looked like providing an upset in the later, Maestro-dominated M&G race as he headed series regulars Robert Oldershaw and Richard Hollebon. Oldershaw went ahead on lap seven as Albon and Hollebon disputed every inch of the tarmac. The battle got a bit too close on the last lap, as they touched on Dean Straight with Hollebon spinning across the infield. He regained the tarmac just in time to hang on to third from Robb Addison.

The Halfords MG Midget series reached its conclusion as champion Terry Farman kept impressive youngster Dan Eaves at bay to notch up his 11th win of the year. Pole man Peter Hall could not match their pace and settled for third place.

Gavin Wills emphasised his supremacy in the HEAT FF1600 series, the newly crowned champion edging clear of Phillip Hopkins. They were a long way ahead of the multi-car scrap for third place which looked sure to end in tears. It did, and Alan Yule was clearly upset to spin into the barrier as Bob Higgins's Van Diemen dived up the inside line into Camp corner on the last lap.

Despite a fourth row grid position, Worthing's Chris Gilbert made a herculean effort to snatch the Mobile Windscreens Special GT crown away from team mate Geoff Thorne. Up to second place on the opening lap, Gilbert demoted the ill-handling Pro-Sport Spyder of John Pugsley on lap four and drew clear. Thorne's Lola T86 was misfiring horribly, but 11th overall and a class win took the Burnham man to the overall title.

Klaus Nesbach won both parts of an accident-interrupted Morgan race in which Matthew Wurr and Patrick Lund chased at a respectful distance. Ian Allwood escaped uninjured from a very bent car which charged the tyre wall at Tower to cause the stoppage.

David Hood came home over a minute ahead of his competitors in a very poorly supported Classic Alfa Romeo race.

■ Dud Candler

HALFORDS MG MIDGET CHALLENGE WITH BRIDGESTONE (10 LAPS) 1, Terry Farman, 13m15.37s, 83.28mph; 2, Dan Eaves, 13m16.43s; 3, Peter Hall, 10 laps; 4, John Faux, 10; 5, Hugh Colman, 10; 6, Ian Burgin, 10. **Fastest lap:** Farman, 1m18.18s, 84.72mph **(record)**.

TOYO TYRES SUPER ROAD SALOONS, CLASSES A,B (10 LAPS) Overall & Class A: 1, Simon Light (3.1 Ford Capri S), 12m18.26s, 89.72mph; 2, James Baker (3.9 Rover SD1), 12m21.27s; 3, Brian Long (3.3 Ford Sierra XR4i), 10 laps; 4, Andrew Booth (1.6t Ford Escort RS Turbo), 10. **Fastest lap:** Light, 1m12.19s, 91.75mph. **Class B:** 1, Mark Wyatt (2.2 Sunbeam Lotus), 12m45.36s, 86.54mph; 2, Paul Berman (1.9 Peugeot 205GTi), 13m02.10s; 3, Carl Sawford (2.0 Ford Escort), 10 laps. **Fastest lap:** Wyatt, 1m14.70s, 88.67mph.

M&G INTERNATIONAL MGOC CHAMPIONSHIP, CLASS A (10 LAPS) Overall: 1, Nigel Woolcott (1.3 Midget), 13m35.04s, 81.27mph; 2, David Butler (1.8 MGB), 13m35.57s; 3, Ian Burgin (1.3 Midget), 10 laps; 4, Jim Baynam (1.8 MGB), 10; 5, Mick Mercer (1.3 Midget), 10; 6, Alan Yeoman (1.8 MGB), 10. **Fastest lap:** Butler, 1m19.82s, 82.98mph **(record)**.

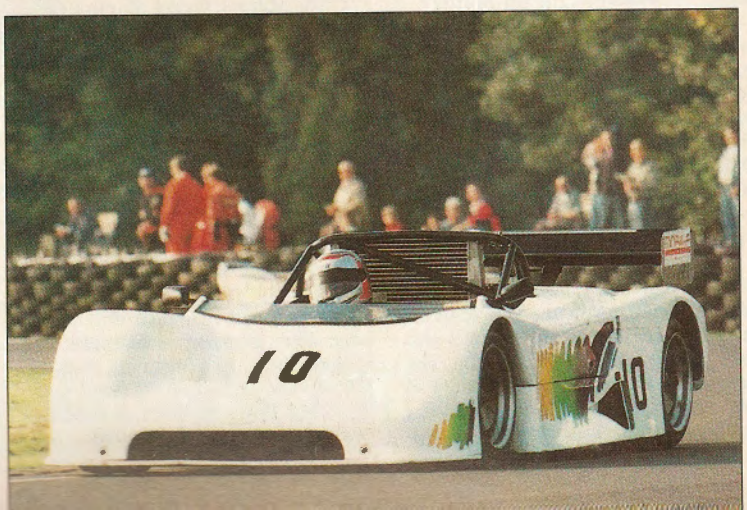
HEAT CASTLE COMBE FF1600 (12 LAPS) 1, Gavin Wills (Swift-Drum SC92F), 13m08.81s, 100.76mph; 2, Phillip Hopkins (Van Diemen-Scholar RF90), 13m13.14s; 3, Bob Higgins (Van Diemen-Drum RF94), 12 laps; 4, Kevin Mills (Van Diemen-Scholar RF88), 12; 5, David Llewellyn (Van Diemen-Minister RF91), 12; 6, Michael Graham (Swift-Auriga SC93F), 12. **Fastest lap:** Wills, 1m04.90s, 102.06mph.

TOYO TYRES SUPER ROAD SALOONS, CLASSES C & D (10 LAPS) Overall: 1, Paul Berman (1.8 Peugeot 205GTi), 12m44.73s, 86.61mph; 2, Stephen Miles (1.8 Ford Fiesta),





Craig Albon (44) and Robert Oldershaw (above) battle it out in the MGOC Maestro race. John Pugsley's Pro-Sport-based Spyder (below) finished in second place in the GT race





Victory in the MG race went to Nigel Woolcott in his extremely rapid Midget. All photos: Steve Jones

12m46.77s; 3, Ivan Stuparich (1.6 Ford Fiesta), 10 laps; 4, Shane Golding (1.4 Vauxhall Nova), 10. **Class C:** 1, Berman; 2, Miles; 3, Stuparich. **Fastest lap:** Miles, 1m15.43s, 87.81mph. **Class D:** 1, Golding, 13m02.73s, 84.62mph; 2, Roger Lott (1.4 Citroen AX GT), 13m11.08s; 3, Andy Belcher (1.4 Ford Fiesta), 10 laps. **Fastest lap:** Golding, 1m16.59s, 86.48mph **(record)**.

MOBILE WINDSCREENS CASTLE COMBE SPECIAL GT (12 LAPS) Overall: 1, Chris Gilbert (2.0 Lola T87/90), 12m05.27s, 109.59mph; 2, John Pugsley (2.0t Pro-Sport Spyder), 12m15.99s; 3, Dave Brunsdon (3.0 Pro-Sport 3000), 12 laps; 3, Tom Reeve (3.0 Pro-Sport 3000), 12. **Class A:** 1, Pugsley, 108.00mph; 2, Brunsdon, 12m16.20s; 3, Reeve. **Fastest lap:** Brunsdon, 1m00.19s, 110.05mph. **Class B:** 1, Gilbert; 2, Melvyn Coon (2.1 Mallock Mk 24B), 12m32.59s; 3, Gavin Wills (Merlin Exocet), 12 laps. **Fastest lap:** Gilbert, 59.14s, 112.00mph **(record)**. **Class C:** 1, Geoff Thorne (1.5 Lola T86/90), 13m09.19s, 100.72mph; 2, Norman Lackford (1.3 Fiat 850 Sport), 11 laps; 3, Alan Hacker (1.0 Maguire Stiletto), 10 laps. **Fastest lap:** Thorne, 1m02.77s, 105.52mph.

M&G INTERNATIONAL MGOC CHAMPIONSHIP, CLASSES B & C (10 LAPS) Overall: 1, Robert Oldershaw (2.0 Maestro), 13m21.05s, 82.69mph; 2, Craig Albon (2.0 Maestro), 13m22.05s; 3, Richard Hollebon (1.6 Maestro), 10 laps; 4, Robb Addison (1.6 Maestro), 10. **Class B:** 1, Hollebon, 13m25.87s, 82.19mph; 2, Addison, 13m26.63s; 3, Paul Tierney (1.6 Maestro), 10 laps. **Fastest lap:** Hollebon, 1m18.71s, 84.15mph **(record)**. **Class C:** 1, Oldershaw; 2, Albon; 3, David Zanetti (2.0 Maestro), 13m37.27s. **Fastest lap:** Oldershaw, 1m18.55s, 84.32mph **(record)**.

BIG BOYS TOYS BEETLE CUP (10 LAPS) 1, Mark Sumpter, 14m06.60s, 78.24mph; 2, Willem Selles, 14m06.82s; 3, Les Goble, 10 laps; 4, John Aitkenhead, 10; 5, Matthew French, 10; 6, Phil Horne, 10. **Fastest lap:** Selles, 1m22.84s, 79.96mph **(record)**.

MORGAN MOTOR COMPANY CHALLENGE (9 LAPS) Overall & Class A: 1, Klaus Nesbach (4.9 Plus 8), 10m17.88s, 96.48mph; 2, Matthew Wurr (4.5 Plus 8), 10m28.54s; 3, Patrick Lund (4.5 Plus 8), 9 laps; 4, Grahame Walker (4.5 Plus 8), 9. **Fastest lap:** Wurr, 1m06.78s, 99.19mph. **Class B:** 1, Chas Windridge (3.9 Plus 8), 11m14.71s, 88.35mph. **Fastest lap:** Windridge, 1m11.98s, 92.02mph. **Class C:** 1, Keith Roper (1.7 4/4), 8 laps, 77.16mph. **Fastest lap:** Roper, 1m22.48s, 80.31mph. **Class D:** 1, Mark Longmore (3.6 Plus 8), 11m30.61s, 86.32mph. **Fastest lap:** Longmore, 1m13.71s, 89.86mph. **Class E:** 1, Jack Bellinger (3.5 Plus 8), 11m46.82s, 84.34mph. **Fastest lap:** Bellinger, 1m15.76s, 87.43mph. **All fastest laps establish records.**

CLASSIC ALFA ROMEO RACE (10 LAPS) 1, David Hood (2.0 GTA Junior), 13m10.21s, 83.82mph; 2, Chris Taylor (2.0 Berlina), 14m12.63s; 3, Jonathan Griffin (2.0 Giulia Super), 14m16.64s; 4, Bill Croxson (1.6 Giulia Spider), 9 laps; 5, Nick Savage (1.3 Guilietta Sprint), 9; 6, Peter Smart (2.0 GTV), 9. **Fastest lap:** Hood, 1m17.28s, 85.71mph.

ONE TO WATCH

MARK SUMPTER



Mark Sumpter is very much a one-make specialist. He spent two years in the Citroen 2CVs and then switched to the Big Boys Toys Beetle Cup.

Mark was second overall in the 1993 Beetle Cup and he repeated that result at Castle Combe on Saturday where, despite winning what will be his last race in the Beetle, he just missed the title.

The 25-year-old Sussex garage co-owner can reflect on four victories and 11 podium visits in the 12 race series as he now contemplates his new steed, a 3-litre Porsche 911.

He hopes to race the ex-Stewart Hamilton car at Snetterton this weekend, before tackling the Pirelli Porsche Production series in 1995.

■ Dud Candler

BIG BOYS TOYS VW BEETLE CUP

Sumpter and Selles sock it to 'em

The plot of the Big Boys Toys Beetle Cup finale was wilder than the wildest dreams of the most imaginative scriptwriter. For a third successive season, the outcome depended on this race. Champion elect Willem Selles played the lead role in the drama, and then some more!

New Zealander Selles qualified on pole, a whopping 0.77s ahead of Johnny Aitkenhead with Mark Sumpter completing the front row a further 0.15s away. The top four, completed by rising star Matthew French, were all inside the lap record held by Les Goble.

Selles was swamped as the lights went green, and the knock-on effect in the pack prompted some panel bashing, which sidelined Andy Greenslade and Neil Birkett within a few hundred yards.

Sumpter grabbed his chance with both hands, the Sussex man making the running from Aitkenhead with Goble, Jim 'Mr Blobby' Gray and Selles heading the colourful pursuers. Selles demoted Gray on lap two. Now he needed the fastest lap to be sure of the title. Things took a new twist on lap four as Selles snatched third from Goble at Old Paddock and then Aitkenhead grabbed the lead from Sumpter at Tower. It was all change a lap later, Sumpter retaking the lead and Selles being dumped back to fourth.



Les Goble mixes with the pack in a classic Beetle battle at Castle Combe before crossing the line third

Selles had the fastest lap at this point but, for how long? Selles couldn't have known that he had fastest lap or indeed that sixth place man French was about to take it away from him. With the title in his sights, Sumpter did all he could and kept the field at bay, although he possibly caught a glimpse in his mirror of Selles taking third place from Aitkenhead on lap six. If he missed that one, his mirrors would confirm his worst fears on lap seven as Selles loomed large having got past Goble and into second place going into Quarry.

Now it was cat and mouse. Would Selles go for glory, or settle for second spot? Aitkenhead ensured that Selles had no respite, the Londoner taking over third on lap eight from Goble while Volkspares engine builder Gray spun the 'Mr Blobby' Beetle out of fifth place and down to ninth at Quarry.

Selles played his cards close to his chest, the title was his as long as he stayed where he was for, to be doubly sure, he had now taken the best race lap. That extra spurt had opened up a few valuable yards to Aitkenhead and the others, and Willem looked content to sit behind Sumpter. The leader stayed calm and duly kept Selles at bay to the flag, the Kiwi briefly threatening, but not too seriously, a passing manoeuvre into Camp on the last lap.

Goble saved his best lap until the end, snatching third from Aitkenhead with French fifth and Phil Horne sixth. Three seconds blanketed the top six and, 10 drivers were inside the lap record with Selles lowering it by 1.5s. Sumpter had the satisfaction of winning his last Beetle race, while newly crowned champion Selles announced that he is now retiring from racing.

■ Dud Candler

OULTON PARK OCT 8

Bennett benefits as Moore gets less

Mike Bennett was the deserving winner of a Champion of Oulton FF1600 race shortened when the chequered flag was hung out to the wrong driver.

The form book was upset on the first corner, as poleman Andrew Murphy went wide onto the grass, letting Scot David Taylor and Teessider Colin Boal take advantage. Steve Moore split the pair on the next lap as Boal slipped back, but Bennett moved up to third to set up a relentless three-car scrap for the lead.

Taylor lost out after holding his aggressors at bay for eight laps. As Moore came alongside him at Shell, they tangled wheels, to Bennett's benefit. Boal followed through, with Alan Peat right behind. Moore was soon back to third and set about catching Boal on the final tour.

The mission was seemingly accomplished at Lodge, but the flag had been hung out to the 20th place car (similarly liveried to Bennett's), still on lap 9 and the last lap was discounted, to Boal's relief.

Simon Flude won the Renault 5 Turbo race after Steve Alderton failed an eligibility test.

There was a double-header grand final for the Lynton Trailers Sports Saloons. The first race ended Tony Sugden's title hopes after he retired from the lead on the second lap. Richard Ward won both races after battles with Gary Streat and Roddie Patterson.

Gary Jones continued to impress in the Champion of Oulton Pre-'87 race. He worked hard to stay in front of Peter Eccleston throughout.

The third red flag of the day came early in the Foxboro Production Car race, as Lionel Abbott led, although with a jump start penalty handicap. Relieved of the burden for the re-start, Abbott anticipated the green light again, as did the first over the line George Agyeton so Mike Thompson, third on the road, was the victor.

With six cars in a train after four laps, the Motul Oils Sports 2000 race was shaping up to be a cracker, but the pace told and Chris Hart consolidated his lead in the closing stages.

■ Paul Weighill Pickup

HARLOW GROUP RENAULT 5 TURBOS (10 LAPS) 1, Simon Flude, 21m09.48s, 78.69mph; 2, Dennis Suttenwood, 21m23.29s; 3, Ian Fawcett, 21m27.19s; 4, Tony Semple, 10 laps; 5, Tony Hart, 10; 6, Michael Boulton, 10. **Fastest lap:** Gary Winterton, 2m05.51s, 79.59mph **(record)**.

LYNTON TRAILERS SPORTS SALOON CHALLENGE – FIRST RACE (6 LAPS) Overall: 1, Richard Ward (2.0 Lotus Elan), 11m07.19s, 89.83mph; 2, Roddie Paterson (2.0 Darrian T90), 11m10.30s; 3, Alistair Cunningham (2.4 Opel Manta), 11m43.43s; 4, Richard Harris (2.0 Suzuki SC100), 6 laps. **Class A:** 1, Chris Maries (4.0 UVA F33), 11m49.05s, 84.53mph. **Fastest lap:** Tony Sugden (2.0t Skoda Coupe), 1m48.66s, 91.93mph. **Class B:** 1, Ward. **Fastest lap:** Paterson, 1m47.51s, 92.92mph. **Class C:** 1, Martin Brockhouse (1.6 Skoda Coupe), 12m03.27s, 82.87mph. **Fastest lap:** Ian Gorrie (1.6 Darrian T90), 1m54.73s, 87.07mph. **Class D:** 1, Cunningham, 85.21mph. **Fastest lap:** Cunningham, 1m53.14s, 88.29mph. **Class E:** 1, Dave Pethybridge (1.0 Davrian Mk8), 12m30.10s, 79.90mph. **Fastest lap:** Tony McQueen (1.1 Davrian Mk7), 2m00.67s, 82.78mph.

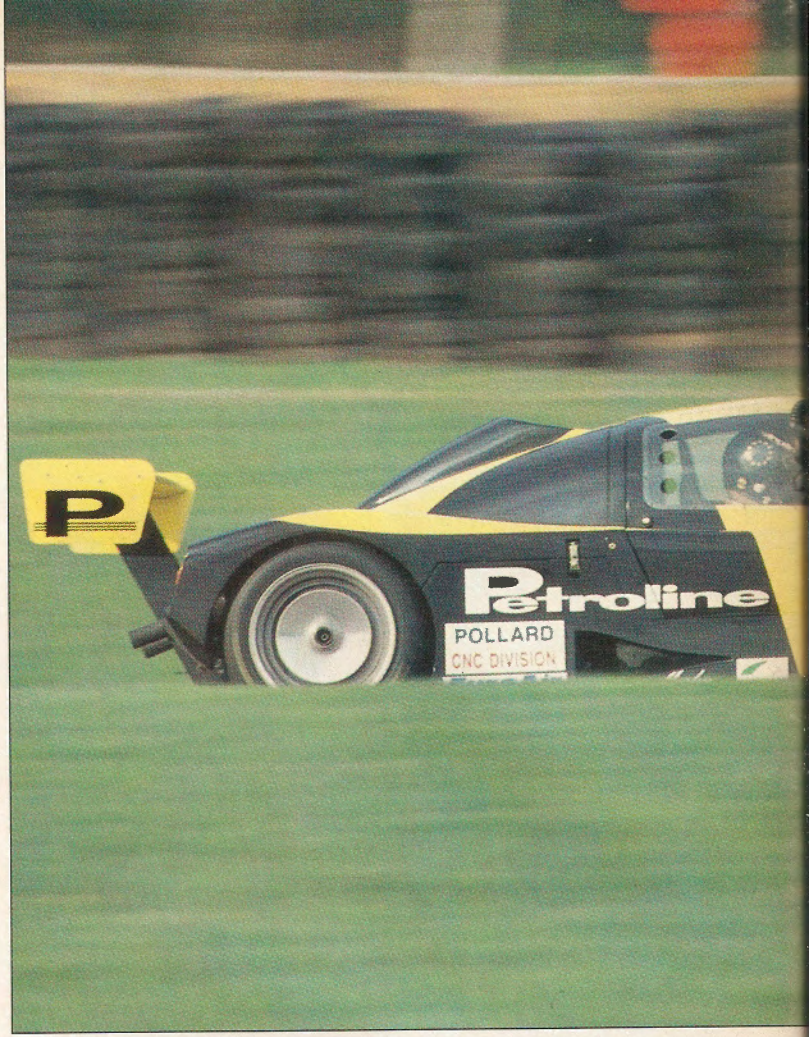
CHAMPION OF OULTON PRE-'87 FF1600 (9 LAPS) 1, Gary Jones (Van Diemen-Scholar RF84), 17m21.52s, 86.32mph; 2, Peter Eccleston (Crossle-Scholar 25F), 17m21.93s; 3, Mike Newton (Van Diemen-Bold RF80), 17m45.76s; 4, Peter Dolan (Van Diemen-Bold RF86), 9 laps; 5, Steve Newman (Van Diemen-SNE RF85), 9; 6, John Wilkinson (Van Diemen-Jones RF86), 9. **Fastest lap:** Eccleston, 1m53.11s, 88.32mph.

FOXBORO PRODUCTION CAR CHAMPIONSHIP (10 LAPS) Overall & Class A: 1, Mike Thompson (2.0 Ford Sapphire Cosworth), 20m37.36s, 80.75mph; 2, Andy Britnell (2.0 Ford Sapphire Cosworth), 20m37.82s; 3, George Agyeton (2.0 Ford Escort Cosworth), 20m45.34s; 4, Lionel Abbott (2.0 Saab 9000), 10 laps. **Fastest lap:** Thompson, 2m01.22s, 82.41mph. **Class B:** 1, Tim Busby (1.6 Honda Civic V-Tec), 21m25.86s, 77.69mph; 2, Bill Stilwell (2.0 Fiat Tipo 16v), 21m26.20s; 3, Chris Osborne (2.0 Vauxhall Astra GSi), 21m34.72s; **Fastest lap:** Stilwell, 2m06.58s, 78.92mph. **Class C:** 1, Peter Clark (1.6 Rover 216 GTi), 2m12.46s, 75.41mph; 2, Debi Hoare (1.6 Ford Fiesta XR2i), 9; no other starters. **Fastest lap:** Clark, 2m12.46s, 75.41mph.

CHAMPION OF OULTON FF1600 (9 LAPS) 1, Mike Bennett (Swift-Bold SC93), 16m53.91s, 88.67mph; 2, Colin Boal (Mondiale-Loynings M93S), 16m54.84s; 3, Steve Moore (Van Diemen-Minister RF91), 16m54.88s; 4, Alan Peat (Van Diemen-Bold RF88), 9 laps; 5, Jonathan Tandy (Swift-Bold AWR92), 9; 6, David Taylor (Van Diemen-EDA RF91), 9. **Fastest lap:** Andrew Murphy (Van Diemen-Bold RF91), 1m50.48s, 90.42mph.

MOTUL OILS SPORTS 1600 (10 LAPS) 1, Chris Hart (Mallock Mk16), 19m14.66s, 86.51mph; 2, Malcolm Jackson (Mallock Mk20B), 19m16.54s; 3, Peter Richings (Mallock Mk27SG), 19m23.09s; 4, Barry Webb (Mallock Mk23/91), 10 laps; 5, Tom Bellamy (Mallock Mk20/21), 10; 6, Mal Davidson (Mallock M18/20), 10. **Fastest lap:** Hart, 1m51.80s, 89.35mph.

LYNTON TRAILERS SPORTS SALOON CHALLENGE – SECOND RACE (10 LAPS) Overall: 1, Ward, 18m34.63s, 89.62mph; 2, Tony Burch (2.3 Skoda S110 Coupe), 18m53.63s; 3, Maries, 19m30.77s, 4, Brockhouse, 10 laps. **Class A:** 1, Maries, 85.32mph. **Fastest lap:** Maries, 1m54.67s, 87.11mph. **Class B:** 1, Ward. **Fastest lap:** Paterson, 1m47.72s, 92.74mph. **Class C:** 1, Brockhouse, 19m41.04s, 84.58mph. **Fastest lap:** Brockhouse, 1m54.36s, 87.35mph. **Class D:** 1, Andy Lloyd (2.0 Ford Sapphire), 20m09.03s, 82.62mph. **Fastest lap:** Lloyd, 1m55.76s, 86.29mph. **Class E:** 1, Pethybridge, 20m35.69s, 80.84mph. **Fastest lap:** Pethybridge, 2m00.29s, 83.04mph. **Aggregate Result (for championship points): Overall,** 1, Ward; 2, Maries; 3, Brockhouse; 4, Lloyd. **Class A:** Maries. **Class B:** Ward. **Class C:** Brockhouse. **Class D:** Lloyd. **Class E:** Pethybridge.





Chris Maries's UVA proved competitive against specialised competition. Photo: Ian Simpson

SILVERSTONE OCT 8

Advantage Clark in Vee title thriller

The season-long battle between Jeremy Clark and Trevor Welsh for the Volkspares Formula Vee Championship title will now go down to the wire. Clark won the penultimate round at Silverstone after the pair fought out another epic battle.

Coming into this 13th round of the championship, Welch and Clark had each scored five wins and the title battle was finely balanced. Clark got the jump from the front row and, before the end of lap one, they'd already lost the rest of the field.

Welch dived ahead into Brooklands, but Clark immediately retaliated and took the lead on the outside at Woodcote. Clark was never headed again, but he had to endure constant pressure from Welch. It was into Brooklands that Welch's bravery on the brakes gave him his best shot, but it was eventually to be his undoing.

A brake locking moment into Brooklands on lap eight cost Welch enough time for Clark's Predator to take a clear victory. Another fine battle raged for third place between Simon Hutchinson, Michael O'Brien and Andres Serrano. Hutchinson spun on the last lap and O'Brien took the place from Serrano.

Colin Stone is already Monoposto champion and he celebrated with his sixth win of the season. Francis Phillips snatched the lead with an opportunist move on the first lap at Luffield, but Stone was more than a match for the out-going champion.

Second place was hotly disputed, with Phillips dropping down the order as Robin Dawe, Jim Blockley and David Dudley elbowed him back. A jubilant Keith Pashley won the Mono Kent class to cement his inaugural title.

Colin Wells blitzed the BMW Car Club field to take another step towards a third consecutive championship title. Once more, John Willcocks proved to be the best of the rest.

A barn-storming performance from Denis Welch just failed to net another Austin Healey victory as his ailing car was caught on the penultimate lap by Chris Montague. Simon Page spun out of the battle for third and left the position to Peter May.

Bob Davis proved why he is Formula 4 champion yet again by dominating the penultimate round in his Davis T6. Nick Pearce was the best of the rest, some 14 seconds behind.

The Formula 750 race was a cracker as Alan Avery, Chris Gough, Mick Harris and Bob Simpson all had spells at the head of a race of changing fortune. Simpson tigered back to win after being delayed by a gravel-bound Avery at Copse.

Bob Light took another Newey Supersports win, but it could have been different if the wayward handling of Dave Fabian's Pulsar had not provoked a couple of spins and eventual retirement.

■ Paul Lawrence



Klaas Zwart was the Pro-Sport 3000 race winner at Mallory Park. Photo: Stephen White

MALLORY PARK OCT 9

Zwart scores first at Mallory's finale

Klaas Zwart was never headed in the Pro-Sport 3000 race, giving him his maiden victory in the series. William Hewland looked poised to snatch the lead in the early stages, but as his challenge was repelled by the leader, Peter Hardman closed in to make it a three-way fight for the lead from lap five. After snatching second place at Shaws on lap seven, Hardman tried for the lead at Shaws on lap 13. A wide exit not only failed to see the newly crowned champion pass Zwart, but allowed Hewland back into second. The trio continued to circulate in close formation but, on the run up to Shaws on lap 19, Hardman and Hewland tangled, bringing out the red flag. Nigel Greensall ran in a lonely fourth place, ahead of Matt Aitken.

Matt Slater's Ford Escort led a four-car breakaway group in the Vecta *Max Power* Challenge Class C race, to successfully fend off race long challenges from Paul Cawsey's Fiesta XR2 and Jeremy Walton's Escort.

John Hewitt's MGB took a comfortable win in the MG Cockshoot Cup race, after two of the first four cars went off at Gerards on the opening lap. John Fairclough's Midget led initially, but was lucky to take second as he coasted over the line with a dead engine. Simon Collins secured Class A with third place overall.

The final Everyman Star of Mallory FF1600 encounter was a processional affair, with series frontrunners Stuart Kestenbaum and Steve Shirley heading the pack throughout. Russell Dixon looked set for third place until he was touched by Lance Robson, ending his race in the tyre wall at the Esses on the final lap. Robson therefore inherited third, with David Ashton fractionally adrift in fourth.

Stuart Jackson's Sierra RS500 surged into the lead of the Vecta *Max Power* Class A & B race at the end of lap one, leaving Mark Baines' Sapphire and Lester Stacey's RS500 to duel for second. Stacey had just got ahead as the red flags came out, thus reverting positions to the previous lap and him back to third.

Only Alex Rogan was able to break the Rover domination in the Slick 50 Road Saloon Class A & C race. His Capri still had to settle for second behind newly crowned champion David Porter.

It was left to Julian Cutler to bring the curtain down on Mallory Park's 1994 season, with a dominant lights to flag victory in the Halfords Midget Challenge.

■ Peter Scherer

JWPDC PEUGEOT 306GTI RACE (10 LAPS) 1, Mark Reed, 13m51.41s, 71.09mph; 2, Mike Farley, 13m52.58s; 3, Richard Barnett, 10 laps; 4, Robert Moulding, 10; 5, David Wood, 10; 6, Mike Brown, 10. **Fastest lap:** Brown, 1m21.83s, 72.23mph.

MONOPOSTO/MONO-KENT CHAMPIONSHIPS (10 LAPS) Overall & Monoposto: 1, Colin Stone (Reynard SF86), 10m36.24s, 92.90mph; 2, Robin Dawe (Lotus), 10m41.29s; 3, Jim Blockley (Ralt RT3), 10 laps; 4, David Dudley (Anson SA4), 10. **Fastest lap:** Dudley, 1m02.16s, 95.09mph. **Monoposto Kent:** 1, Keith Pashley (Van Diemen RF85), 11m29.06s, 85.78mph; 2, Richard Ellison (Royale RP26), 11m34.97s; 3, Keith Linforth (Pacer FF81), 9 laps; 4, Robert Goodwin (Lola T644), 9. **Fastest lap:** Pashley, 1m07.29s, 87.84mph.

YOKOHAMA/EVOLUTION 2 BMW CAR CLUB CHAMPIONSHIP (7 LAPS) Overall: 1, Colin Wells (2.3 M3), 8m21.72s, 82.47mph; 2, John Willcocks (2.5 325i), 8m37.12s; 3, Robert Shiell (2.3 M3), 8 laps; 4, David Horne (2.3 M3), 8; 5, Daniel Goodwin (2.0 2002Ti), 8; 6, Peter Challis (3.5 M535), 8. **Class winners:** Wells. **Fastest lap:** Wells, 1m10.31s, 84.07mph. Willcocks, 80.01mph. **Fastest lap:** Willcocks, 1m12.50s, 81.53mph. Guy Spurr (2.5 325i), 7 laps, 76.60mph. **Fastest lap:** Spurr, 1m14.82s, 79.00mph. Ken Simpson (2.3 323i), 7 laps, 75.15mph. **Fastest lap:** Simpson, 1m16.25s, 77.52mph.

HARDY ENGINEERING AUSTIN HEALEY CLUB CHAMPIONSHIP (10 LAPS) Overall: 1, Chris Montague (1.4 Sprite), 12m13.52s, 80.58mph; 2, Denis Welch (3.0 3000), 12m20.95s; 3, Peter May (1.4 Sprite), 10 laps; 4, Roly Nix (3.0 3000), 10; 5, Robert Nettleton (1.3 Sprite), 10; 6, Simon Page (1.3 Sprite), 10. **Class winners:** Robert Mills (2.6 100M), 9 laps, 71.10mph. **Fastest lap:** Mills, 1m20.85s, 73.11mph. Welch, 79.77mph. **Fastest lap:** Welch, 1m11.89s, 82.22mph. Roger Tidmarsh (1.3 Sprite), 9 laps, 70.45mph. **Fastest lap:** Tidmarsh, 1m21.54s, 72.49mph. Montague. **Fastest lap:** Montague, 1m12.21s, 81.86mph. John Hopwood (1.0 Sprite), 9 laps, 69.25mph. **Fastest lap:** Roger Chamberlain (1.0 Sprite), 1m22.96s, 71.25mph.

JWPDC ZEUS ZR1 RACE (10 LAPS) 1, Claude Partridge, 12m26.10s, 79.22mph; 2, Marcus Patrick, 12m40.53s; 3, Shafiq Uddin, 10 laps; 4, Paul Fellows, 10; 5, Sean Winterbottom, 10; 6, Stuart Spencer, 10. **Fastest lap:** Partridge, 1m12.31s, 81.74mph.

VOLKSPARES FORMULA VEE CHAMPIONSHIP (10 LAPS) 1, Jeremy Clark (Predator), 11m41.86s, 84.22mph; 2, Trevor Welsh (Scarab), 11m44.72s; 3, Michael O'Brien (Spyder), 10 laps; 4, Andres Serrano (Predator), 10; 5, Martin Eyre (Scarab MK11), 10; 6, Lash McCall (Predator), 10. **Fastest lap:** Clark, 1m08.65s, 86.10mph.

YOKOHAMA FORMULA 4 CHAMPIONSHIP (10 LAPS) Overall: 1, Bob Davis (Davis T6), 10m50.90s, 90.81mph; 2, Nick Pearce (Van Diemen RF82), 11m05.15s; 3, Adrian Beswick (Van Diemen RF82), 10 laps; 4, Mike Whatley (Van Diemen RF82), 10. **F4:** 1, Davis; 2, Beswick; 3, John Moore (Ethyl Jay), 10. **Fastest lap:** Davis, 1m03.54s, 93.03mph. **FF2000:** 1, Pearce, 88.87mph; 2, Whatley; 3, Ken Thorogood (Van Diemen RF82), 10. **Fastest lap:** Pearce, 1m04.93s, 91.03mph.

NEWEY JEWELLERS SUPERSPORTS CHAMPIONSHIP (10 LAPS) Overall: 1, Bob Light (2.0 Noble 23), 11m05.18s, 88.86mph; 2, Reg Woodcock (4.0 Westfield 11), 11m09.81s; 3, Lyndon Griffin (1.6 Westfield SEi), 10 laps; 4, Roy Mara (1.6 Westfield SEi), 10. **Class A:** 1, Light; 2, Woodcock; 3, Steve Newey (2.0 Westfield SEi), 10. **Fastest lap:** Light, 1m04.37s, 91.83mph. **Class C:** 1, Griffin, 84.78mph; 2, Mara; 3, Dave Lloyd (1.6 Westfield 7SE), 10. **Fastest lap:** Mara, 1m07.95s, 86.99mph.

WESTRAY CASTINGS FORMULA 750 CHAMPIONSHIP (10 LAPS) 1, Bob Simpson (SS Reliant), 12m27.91s, 79.03mph; 2, Mick Harris (Darvi 877), 12m28.06s; 3, Peter Knipe (DNC), 10 laps; 4, Keith McPherson (Marrow), 10; 5, Damon Bland (SS Reliant), 10; 6, Bob Couchman (BRC), 10. **Fastest lap:** Simpson, 1m12.33s,

VECTA *MAX POWER* CHALLENGE, CLASS C (12 LAPS) 1, Matt Slater (1.6 Ford Escort RS), 10m59.74s, 88.39mph; 2, Paul Cawsey (1.6 Ford Fiesta XR2), 1m01.37s; 3, Jeremy Walton (1.6 Ford Escort), 12 laps; 4, Al Daly (1.6 Ford Fiesta XR2), 12; 5, Rob Stafford (1.6 Ford Fiesta XR2), 12; 6, Mark Best (1.6 Ford Fiesta), 12. **Fastest lap:** Slater, 53.97s, 90.05mph **(record)**.

MG COCKSHOOT CUP (12 LAPS) 1, John Hewitt (2.0 B), 11m20.60s, 85.68mph; 2, John Fairclough (1.4 Midget), 11m48.68s; 3, Simon Collins (1.4 Midget), 12 laps; 4, Peter Toes (1.3 Midget), 12; 5, Mike Morris (1.3 Midget), 11; 6, Jeff Culkin (1.4 Midget), 11. **Class A:** 1, Collins, 12m34.16s, 77.33mph; 2, Toes; 3, Morris. **Fastest lap:** Toes, 1m00.29s, 80.61 mph. **Class B:** 1, Hewitt; 2, Fairclough; 3, John Halton (2.0 B), 11 laps. **Fastest lap:** Hewitt, 55.51s, 87.55 mph.

PRO-SPORT 3000 TROPHY (21 LAPS) 1, Klaas Zwart, 15m44.38s, 108.07mph; 2, William Hewland, 15m44.72s; 3, Peter Hardman, 21 laps; 4, Nigel Greensall, 21 laps; 5, Matt Aitken, 21; 6, Mike Bletsoe-Brown, 21. **Fastest lap:** Hardman, 43.99s, 110.47mph.

EVERYMAN STAR OF MALLORY FF1600 CHAMPIONSHIP (15 LAPS) 1, Stuart Kestenbaum (Swift-Minister SC92), 12m25.65s, 97.76mph; 2, Steve Shirley (Van Diemen-Polestar RF89), 12m30.87s; 3, Lance Robson (Van Diemen RF90), 15 laps; 4, David Ashton (Van Diemen-Bold RF92), 15; 5, Jon Lowes (Van Diemen-Drum RF85), 15; 6, Oscar Dixon (Van Diemen-Scholar RF90), 15. **Fastest lap:** Kestenbaum, 48.97s, 99.24mph.

VECTA *MAX POWER* CHALLENGE – CLASSES A&B (6 LAPS) Overall & Class A: 1, Stuart Jackson (2.0t Ford Sierra RS500), 5m07.36s, 94.87mph; 2, Mark Baines (2.0t Ford Sapphire Cosworth), 5m12.98s; 3, Lester Stacey (2.0t Ford Sierra RS500), 6 laps; 4, Alistair McKever (2.0t Ford Escort Cosworth), 6. **Fastest lap:** Jackson, 49.75s, 97.68mph **(record)**. **Class B:** 1, Julian Arnold, 5m23.98s, 90.00mph; 2, Richard Hutchings, 6 laps; 3, Darren Dowling (2.0 Ford Escort RS2000), 6. **Fastest lap:** Dowling, 52m09s, 93.30mph **(record)**.

SLICK 50 ROAD SALOON CHAMPIONSHIP – CLASSES A & C (12 LAPS) Overall & Class A: 1, David Porter (4.0 Rover Vitesse), 11m50.98s, 82.02mph; 2, Alexander Rogan (3.0 Ford Capri), 11m52.53s; 3, Kevin Middleton (3.9 Rover Vitesse), 12 laps; 4, Al Fleming (3.9 Rover Vitesse), 12. **Fastest lap:** Porter, 57.69s, 84.24mph. **Class C:** 1, Malcolm Dunderdale, 12m00.97s, 80.89mph; 2, Desmond Smail (1.8 VW Golf GTi), 12 laps; 3, Kilian Konig (1.8 VW Golf GTi), 12. **Fastest lap:** Dunderdale, 58.40s, 83.21mph.

HALFORDS MG MIDGET CHALLENGE (12 LAPS) Overall & Class A: 1, Lawrence Cutler, 10m21.63s, 93.81mph; 2, Graeme Adams, 10m31.32s; 3, Keith Ashby, 12 laps; 4, David Brooker-Carey, 12. **Fastest lap:** Cutler, 50.83s, 95.61 mph. **Class B:** 1, Peter Tipper, 11m07.42s, 87.38mph; 2, Jon-Paul Ivey, 11 laps; 3, Philip Mayne, 11. **Fastest lap:** Tipper, 54.54s, 89.10mph.



Denis Welch's Healey 3000 had to give best to Chris Montague's Sprite. Photo: Mike Watling



Matt Slater takes to the kerbs to keep position ahead of Jeremy Walton. Photo: Steve Jones

SNETTERTON OCT 9

Surtees survives to give Whatley win

'That was hard work,' confessed Mike Whatley after winning the final round of the Historic Formula Racing Car Championship. 'Just keeping the Surtees in a straight line demands all your attention.'

Whatley dominated in the spectacular TS8 Formula 5000 car which, for the first time this season, completed a race without any significant problems.

Behind the rapid Whatley there was close racing in each of the classes. The Formula 2 division was won by 1993 champion Arnie Black, although it was Ross Hyett who starred. Competing in his first ever single-seater race, Hyett worked his Brabham past Martin Birrane's March and Bill Gowdy's Crossle and nearly caught Black's Crossle.

New Classic F3 titleholder David Proctor kept David Jackson at bay in the battle for Class D, allowing his son Sebastian to romp home the winner. This result gave the younger Proctor the runner-up position in the series.

Formula Ford honours went to Paul Sleeman, driving a Jamun, who endured a torrid scrap with the Lotus of Kevin Stanzl. When the latter eventually spun at Russell in the closing laps, Sleeman was left to record an easy victory.

In marked contrast, the final Historic Sports Racing round of the year was something of a disappointment. Jeff Wilson demonstrated the difficulty all the runners were experiencing getting some heat into their tyres, when, under no pressure at all, he lost the race after his Osella looped into a lazy spin at Russell while leading on the opening lap.

With John Burton soon in trouble, the race became a straight fight between Paul Ingram and Richard Evans. Many days of pre-race testing paid dividends for Ingram who, in a B23, led home a Chevron 1-2.

While celebrating victory, the David Methley team claimed: 'Roger Ealand has introduced more people into racing than Frank Williams.' After Ealand retired his Methley-owned Marcos from the lead in the 40 lap Endurance race, his proteges David Bennett/Phillip Nelson assumed his mantle at the front, in another Marcos.

The E-type Jaguar of Bruce and Ian Montgomery led initially, until being delayed by a lose wheelnut and had charged back to third by the flag. Even after a spin on the penultimate lap, the John Henderson/John Smirthwaite Lotus 7 was still able to claim second place.

■ Andy Leeder

ONE TO WATCH

RICHARD EVANS



A brace of recent wins in the prestigious RJB Mining Historic Sports Racing Car series has again catapulted Richard Evans into the spotlight. The 24-year-old Nissan development engineer has seen his career blighted by lack of funds and university studies. But anyone who witnessed his giant killing acts in a Historic Saloon Ford Anglia a few years ago will agree that here is a talent just waiting to be tapped. Father Jim, himself a highly successful club racer in the 1960s and '70s, prepares their ex-John Watson/Ian Scheckter Chevron B26 which, given the financial backing and right breaks, looks set to lead Richard and the team to further success.

■ Dud Candler

AIR HANSON TROPHY RACE (40 LAPS) Overall: 1, David Bennett/Phillip Nelson (Marcos GT), 1h01m42.05s, 75.92mph; 2, John Henderson/John Smirthwaite (Lotus 7S11), 1h02m51.15s; 3, Ian Montgomery/Bruce Montgomery (Jaguar E-type Coupe), 39 laps; 4, Howard Brearley/Colin Bates (MGB), 39. **Class A:** 1, Montgomery/Montgomery, 1h02m19.40s, 73.29mph; 2, Mike Grace/Adrian Johnson (Aston Martin DB4), 1h03m03.27s, 36 laps; 3, Tim Bryan/Mick Walsh (Shelby 350GT), 33 laps. **Fastest lap:** Montgomery/Montgomery, 1m25.53s, 82.16mph. **Class B:** 1, Saul Empson/John Wood (Triumph TR5), 37 laps, 69.92mph; 2, Robert Mills/Roger Chamberlain (Austin Healey), 37 laps; 3, John Leslie/Richard Wos (Reliant Sabre 6), 36 laps. **Fastest lap:** Empson/Wood, 1m34.72s, 74.18mph. **Class C:** 1, Bennett/Nelson; 2, Henderson/Smirthwaite; 3, Brearley/Bates. **Fastest lap:** David Methley/Roger Ealand (Marcos GT), 1m25.29s, 82.39mph. **Class D:** 1, Peter Bremner/Jeremy Mortimer (Marcos GT Gullwing), 35 laps, 66.77mph; 2, Oliver Couzens/Simon Tarbox (MG Midget), 35 laps. no other starters. **Fastest lap:** Couzens/Tarbox, 1m37.09s, 72.37mph. **Class E:** 1, Richard Hayhow/Paul Dobson (Lotus Elan), 39 laps, 72.24mph; 2, Sid Marler/Andrew Marler (Lotus Elan), 38 laps; 3, John Catt/Sarah Catt (TVR Tuscan SE), 36 laps. **Fastest lap:** Hayhow/Dobson, 1m33.43s, 75.21mph.

TRUPART HISTORIC FORMULA RACING CAR CHAMPIONSHIP (12 LAPS) Overall: 1, Mike Whatley (Surtees TS8), 14m39.77s, 93.85mph; 2, Arnie Black (Crossle 19F), 15m05.56s; 3, Ross Hyett (Brabham BT36), 12 laps; 4, Bill Gowdy (Crossle 18F), 12. **Class A:** 1, Whatley; 2, Nick Overall (Palliser F5000), 15m47.29s, no other finishers. **Fastest lap:** Whatley, 1m11.58s, 98.17mph. **Class B:** 1, Black, 93.12mph; 2, Hyett, 15m06.94s; 3, Gowdy. **Fastest lap:** Hyett, 1m12.52s, 96.90mph. **Class C:** 1, Paul Sleeman (Jamun T2), 11 laps, 82.86mph; 2, Derek Graham (Merlyn Mk20), 10 laps; 3, John Brown (Merlyn MK20), 10. **Fastest lap:** Sleeman, 1m21.95s, 85.74mph. **Class D:** 1, Sebastian Proctor (Brabham BT38), 11 laps, 86.98mph; 2, David Proctor (Brabham BT38), 11 laps; 3, David Jackson (Brabham BT41), 11. **Fastest lap:** S Proctor, 1m18.63s, 89.37mph.

RJB HISTORIC SPORTS RACING CAR CHAMPIONSHIP (12 LAPS) Overall & Class B: 1, Paul Ingram (Chevron B23), 14m25.59s, 97.42mph; 2, Richard Evans (Chevron B26), 14m41.59s; 3, Ian Barrowman (Martin BM8), 12 laps; 4, Ryan Hodges (Flintstone Ford), 11. **Fastest lap:** Ingram, 1m10.35s, 99.88mph. **Class A:** no finishers. **Fastest lap:** John Burton (Chevron B31/36), 1m15.24s, 93.39mph. **Class C:** 1, David Beckett (Costin Nathan GT), 15m36.13s, 32.57mph, 11 laps. no other finishers. **Fastest lap:** Beckett, 1m23.15s, 84.51mph. **Class D:** 1, Hodges, 11 laps, 83.31mph; 2, Don Cressy (Crossle C9s), 11; 3, George Douglas (Ginetta G12), 10. **Fastest lap:**





Above: Formula 100 B battlers Edgar, Brackenbury and Pead charge through the Rowrah quarry. Below: Daniel Barrett heads for Junior 100B final glory. Photos: Chris Dixon





Ross Hyett takes John Beasley's Brabham BT36 to third in the Historic Formula Car race. Photo: Richard Styles

ROWRAH OCT 9

Super Davies wins the big one

Matthew Davies won the biggest prize in British non-gearbox karting on Sunday, when he clinched the premier class in the Vauxhall/AUTOSPORT Super One series – Formula A.

All four Super One class titles were still up for grabs before Sunday's unusually sunny final meeting at Rowrah. Jamie Patten, Anthony Davidson and Darron Gibbs were the other victors.

Third place in the pre-final gave the 17-year-old Davies enough points to win blue riband Formula A crown. He elected not to contest the final proper, leaving the way open for Bobby Game to win comfortably from pole position. In doing so the experienced Game made sure of second place in the points table.

David O'Neil put in the star drive of the race, charging through from 13th on the grid to finish second on the road. He was later dropped a place in the results, as he'd been deemed to have taken a short-cut, while avoiding an incident. Justin Wilson was awarded the runner-up trophy after a fine run in his last race before he graduates to cars.

Anthony Davidson won his second Super One Junior championship of the season, by coming home sixth in the Junior 100 B final. Daniel Barrett has been the other star of the junior scene this year and stormed to another fine win in the final to finish third in the championship. Second-placed Trevor Flynn was quarter of a lap behind. James Wright was third and Robert Bell fourth ahead of Michael Parsons.

Justin Edgar battled up from third on the grid to win the Formula 100 B final. He was pressured all the way to the flag by Edward Pead and Martin Brackenbury, who were continually swapping places. Poleman Pead was eventually second. Darron Gibbs's lonely fourth place won him the championship. Jon Greensmith and David Clarke were both right up with the leaders in the early running, but dropped back to finish fifth and sixth respectively .

Jamie Patten was the only championship victor who also won his final. He led the Formula 100 A final all the way from pole position, leaving seasoned campaigner Neil Hann to trail home second in both race and championship.

■ Chris Dixon

VAUXHALL SUPER 1 KART SERIES with AUTOSPORT

FORMULA 100 A (28 LAPS) 1, Jamie Patten (Kali-TKM); 2, Neil Hann (Kali-Ital); 3, Christopher Green (Wright-Sirio); 4, Dillon Battistini (Topkart-Rotax); 5, Neil Moulton (Fullerton-Rotax); 6, Stuart Parker (Tonykart-Rotax). **Final championship positions:** 1, Patten, 584pts; 2, Hann, 540; 3, Green, 520; 4, Battistini, 520; 5, Pete Morton, 518; 6, Jay Frost, 517.

FORMULA 100 B (28 LAPS) 1, Justin Edgar (Wright-Sirio); 2, Edward Pead (Fullerton-Parilla); 3, Martin Brackenbury (Wright-Sirio); 4, Darron Gibbs (Topkart-Rotax); 5, Jon Greensmith (Wright-Sirio); 6, David Clarke (CRG-Sirio). **Final championship positions:** 1, Gibbs, 550; 2, Edgar, 536; 3, Robert Jenkinson, 519; 4, Brackenbury, 514; 5, Adrian McDade, 507; 6, Greensmith, 503.

JUNIOR 100 B (28 LAPS) 1, Daniel Barrett (Allkart-Parilla); 2, Trevor Flynn (CRG-Sirio); 3, James Wright (Wright-Parilla); 4, Robert Bell (Fullerton-Sirio); 5, Michael Parsons (Allkart-Parilla); Anthony Davidson (Gillard-DeBruyn). **Final championship positions:** 1, Davidson, 585pts; 2, Bell, 572; 3, Barrett, 567; 4, Jenson Button, 553; 5, Lee Cooke, 549; 6, Nelson Rowe, 482.

FORMULA A (20 LAPS) 1, Bobby Game (Tonykart-Rotax); 2, Justin Wilson (Fullerton-Rotax); 3, David O'Neil (Tonykart-Ital); 4, Greg Caton (Fullerton-Ital); 5, Kristian Kolby (CRG-Rotax); 6, Michael Simpson (Tonykart-Ital). **Final championship positions:** 1, Matthew Davies, 247pts; 2, Game, 243; 3, Simpson, 210; 4, O'Neil, 195; 5, Wilson, 195; 6, Caton, 184.

THRUXTON OCT 9

Evans above the Supersports

Mike Evans clinched the Quayle Munro Supersports Vauxhall title at the final round in the closest finish the category has ever seen. By withstanding constant pressure from title rivals Mike Swinnerton and Guy Woodward, he won the race and sealed the title.

Evans made a great start and led cleanly into Allard with Swinnerton and Woodward immediately behind. Any advantage that he was able to pull out was immediately closed at the chicane each lap, due to Swinnerton's bravery on the brakes. Woodward, meanwhile, was constantly challenging Swinnerton. Mid-race, Swinnerton drew level but Evans shut the door solidly and stayed in front to secure the title. 'I could see Mike and Guy fighting, but I was expecting a last lap charge from Swinny,' grinned Evans after the race. 'I bloody tried!' retorted Swinnerton.'It was a fabulous race to be in.'

The pair of Falken Tyres Modified Production Saloon Car races provided some excellent racing. John Hammersley won the race for Classes B and D, after battling past Andy Clarkin and Derek Wileman.

In the race for Classes A&C, a spin at Goodwood cost Gerry Cain his chance of beating Craig Davies, who duly secured the title with another victory. Scott Austin and Brian Cox led home a gaggle of cars squabbling for third.

The non-championship Formula Renault race saw David Henderson score his first victory in the class after fighting off a concerted attack from Adrian Wood.

Sami Lahokoski ran with them until gearbox failure late in the race. Class debutants David Cook and Jamie Campbell-Walter drove impressive races to take third and fourth places respectively.

Steve Nichols made the URS Pre-'83 FF2000 running until the penultimate lap. In a brave move around the outside into the chicane, Nick Pearce swept ahead.

Although overshadowed by the championship showdown, Anthony Brown won the Westfield race at a canter. A huge struggle between Chris Aspinall and Stephen Kimber was resolved, as was the title, narrowly in favour of Aspinall when Kimber's car suffered a misfire.

■ Paul Lawrence

WESTFIELD SE SPORTSCAR CHAMPIONSHIP (10 LAPS) Overall: 1, Anthony Brown (2.0 SE), 15m18.26s, 92.36mph; 2, Steven Sanford (2.0 SEi), 15m20.02s; 3, Julian Sage (2.0 SE), 10 laps; 4, Chris Aspinall (1.7 SE), 10. **Class A:** 1, Aspinall, 89.15mph; 2, Steven Kimber (1.7 SE), 10; 3, Simon Lindsey (1.7 SE), 10. **Fastest lap:** John Grosvenor (1.7 SE), 1m31.31s, 92.88mph **(record). Class B:** 1, Richard Hardy-Bishop (1.4 SEi), 16m41.20s, 84.71mph; 2, Julian West (2.0 SE), 10; no other finishers. **Fastest lap:** Hardy-Bishop, 1m37.11s, 87.34mph. **Class C:** 1, Brown; 2, Sanford; 3, Sage. **Fastest lap:** Sanford, 1m28.03s, 96.34mph **(record)**.

FALKEN TYRES MODIFIED PRODUCTION SALOON CAR CHAMPIONSHIP – CLASSES B & D (10 LAPS) Overall & Class B: 1, John Hammersley (2.0 Vauxhall Astra GTE), 15m51.72s, 89.11mph; 2, Andy Clarkin (2.2 Talbot Sunbeam Lotus), 15m53.33s; 3, Derek Wileman (2.0 Vauxhall Cavalier GSi), 10 laps; 4, Tony Nash (2.2 Talbot Sunbeam Lotus), 10. **Fastest lap:** Clarkin, 1m33.30s, 90.90mph. **Class D:** 1, Michael Helm (1.6 Ford Fiesta), 16m00.76s, 88.28mph; 2, John Irvine (1.6 VW Scirocco GTi), 16m01.43s; 3, Roger Ebdon (1.6 Ford Fiesta), 10 laps; 4, Tony Dolley (1.6 Vauxhall Nova GTE), 10. **Fastest lap:** Helm, 1m33.27s, 90.93mph **(record)**.

BARC FORMULA RENAULT 1700 RACE (10 LAPS) Overall: 1, David Henderson (Swift FR94), 13m37.49s, 103.75mph; 2, Adrian Wood (Swift FR94), 13m37.55s; 3, David Cook (Van Diemen FR94), 10 laps; 4, Jamie Campbell-Walter (Van Diemen FR93), 10. **Fastest lap:** Wood, 1m20.46s, 105.41mph. **Renault '91 class:** 1, Edward Horner (Orion FR91), 13m52.03s, 101.93mph; 2, Andy Thornton (Swift FR91), 14m09.03s; 3, Justin Cadman (Martini MK61), 10 laps; 4, Alistair Timms (Orion FR91), 9. **Fastest lap:** Horner, 1m22.11s, 103.29mph.

QUAYLE MUNRO SUPERSPORTS VAUXHALL CHAMPIONSHIP (12 LAPS) 1, Mike Evans (Mallock MK31), 15m28.32s, 109.63mph; 2, Mike Swinnerton (Mallock MK31), 15m28.79s; 3, Guy Woodward (Phantom P94), 12 laps; 4, John Istead (Mallock MK28B), 12; 5, Richard Andrew (Phantom P93), 12; 6, Keith Runnacles (Vision V94), 12. **Fastest lap:** Woodward, 1m16.09s, 111.46mph.

FALKEN TYRES MODIFIED PRODUCTION SALOON CAR CHAMPIONSHIP – CLASSES A & C (10 LAPS) Overall: 1, Craig Davies (2.1 Ford Sapphire), 15m31.85s, 91.01mph; 2, Gerry Cain (4.5 Rover SD1), 15m33.84s; 3, Scott Austin (2.0 Ford Escort), 10 laps; 4, Brian Cox (1.9 Peugeot 205GTi), 10. **Class A:** 1, Cain, 90.82mph; 2, Peter Barnes (3.1 Ford Capri), 15m48.84s; 3, John Warren (3.1 Ford Capri), 10 laps; 4, Kim Houghton (3.0 Ford Capri), 10. **Fastest lap:** Cain, 1m31.40s, 92.79mph **(record). Class C:** 1, Davies; 2, Austin; 3, Cox; 4, Graham Streeter (2.0 Lancia Beta Coupe), 10. **Fastest lap:** Davies, 1m31.74s, 92.45mph.

UNIVERSAL RACING SERVICES PRE-'83 FF2000 CHAMPIONSHIP (10 LAPS) Overall: 1, Nick Pearce (Van Diemen RF82), 13m37.79s, 103.71mph; 2, Steve Nichols (Van Diemen RF82), 13m37.92s; 3, Clive Wood (Van Diemen RF82), 1D laps; 4, Iain Rowley (Delta T79), 10. **Class A:** 1, Pearce; 2, Nichols; 3, Wood; 4, Nick Owen (Van Diemen RF82), 10. **Fastest lap:** Pearce, 1m19.99s, 106.03mph. **Class B:** 1, Rowley, 14m00.74s, 100.88mph; 2, Adrian Seal (Delta T80R), 14m00.94s; 3, Simon Loynes (Lola T580), 10 laps; 4, Graham Willcox (Delta T80), 10.



Champion, Mike Evans, sealed his title with a win. Photo: Bernie Coffin

CROFT OCT 9

Dermot's happy spin and win

Dermot Carnegie won the 1994 RAC British Rallycross Championship in a thoroughly bizarre final round.

The final outcome of the BRC was decided not by who made it into the Superfinal, but by who did not make the grade.

Fresh from the European Rallycross Championship and using the event to experiment with his set-ups, Will Gollop kept his Peugeot 306 at the head of the field all day. The man who presented Gollop with his greatest threat was young John Haffey who rose magnificently to the challenge with his often recalcitrant 6R4.

At the start of the A Final, Haffey chased after Gollop, leaving Dermot Carnegie, who had qualified between the two in the middle of the front row, to lead the rest of the pack. Dermot, though, was caught out on the freshly watered track and spun. The pack went every which way in avoidance and it was left to Rob Gibson and Denis Biggerstaff to pick up the chase.

Gibson spun harmlessly on the third lap and, with Biggerstaff treading carefully, was able to rejoin without losing a place. But, having found his way past Gibson a lap later, Biggerstaff was less than amused to come under attack from the yellow 6R4 which pushed him into a time-consuming spin.

Dropping from third to fifth place, Biggerstaff thought his championship hopes had been destroyed until he came upon Carnegie's terminally wounded Metro. Recovering from his first lap spin, Carnegie had been passing Nick Jones's Escort when the two cars touched, breaking the Metro's rear suspension and sending it into another spin.

Carnegie failed to complete the race, while Biggerstaff eventually came home in fourth place behind Gollop, Haffey and Turpin. Initially it seemed that Carnegie had missed out again, while Biggerstaff would get Superfinal points.

However, with the subsequent Showroom and Modified finals all running quickly and cleanly Turpin and Biggerstaff soon found themselves bumped out of the Superfinal. That meant that none of the top three would add to their overall totals, a situation that handed the advantage back to Carnegie who is first driver from outside the UK to take the title.

'I'm not too good here,' said Carnegie afterwards. 'I don't have the bottle for the first two corners that the others have, although today I was going better than before. We had some new Avons and they seemed very good at the top of the track. I thought it was all over after I spun in the A Final and then after the second spin, well I was saying a few nice words to myself!. I've been trying to win this for some time and now I've done it I suppose I could retire. But I think I'll probably be back next year.'

The Showroom class produced a qualifying battle between local stars Tony Bardy and Michael Shield but, come the final, there was nothing that Shield could do to hold off poleman Bardy, who stormed to a long overdue first BRC Showroom success with his Nissan Sunny GTi-R.

Cecil Haffey upheld the unbeaten record of his Suzuki Swift with a third straight Showroom 1400 win, while Kevin Sherry bagged second place from Ian Brooks to secure a second successive class title.

An ecstatic Kevin Pease won the Modified A Final to pip Mike Manning to the class title, while Richard Watts crowned his champion year with a similarly strong performance in the Modified 1600 class in which he defeated Mick Bird's Corsa.

The Superfinal grid had an unusual look to it. Gollop and Haffey were at the front, the only Supercars to make the cut, while class winners Bardy, Pease and Watts were all present. Haffey's interminable bad luck struck again as a wheel bearing failed while the car was being warmed up for the last race and thus Gollop had things easy as he ran at the head of the field from lights to flag.

Pease enjoyed a close battle with Bardy, while Watts charged through the field after a slow start and carved his way past Manning before hassling Brian Betteridge's Escort on the last lap.

■ Tim Whittington





Steve Palmer's Escort Cosworth rears up onto two wheels at Croft. Photo: Tim Whittington

RAC BRITISH RALLYCROSS CHAMPIONSHIP, ROUND 8 OF 8. Supercar final (5 laps): 1, Will Gollop (Peugeot 306 S16 4x4 Turbo), 3m40.70s; 2, John Haffey (MG Metro 6R4), 3m46.40s; 3, Mike Turpin (MG Metro 6R4), 4m02.19s; 4, Denis Biggerstaff (MG Metro 6R4), 4m02.89s; 5, John Moloney (MG Metro 6R4), 4m04.85s; 6, Terry Maynard (Ford Escort RS Cosworth), 4m22.75s. **Showroom Final (5 laps):** 1, Tony Bardy (Nissan Sunny GTi-R), 3m53.43s; 2, Michael Shield (Ford Sierra Cosworth 4x4), 3m57.41s; 3, Martyn Tinker (Vauxhall Calibra Turbo 4x4), 4m02.07s; 4, Bill Skermer (Subaru Legacy RS), 4m03.72s; 5, Rob Coates (Nissan Sunny GTi-R), 4m04.80s; 6, Lisa Gardner (Ford Escort RS Cosworth), 0 laps. **Showroom 1400 Final (5 laps):** 1, Cecil Haffey (Suzuki Swift 1300), 4m22.37s; 2, Kevin Sherry (Suzuki Swift 1300), 4m27.71s; 3, Ian Brooks (Citroen AX Sport), 4m28.30s; 4, Martin Farrar (Rover Metro GTi), 4m28.79s; 5, Mal Douthwaite (Suzuki Swift 1300), 4m35.84s. **Modified Final (5 laps):** 1, Kevin Pease (Renault R5), 3m50.02s; 2, Brian Betteridge (Ford Escort 3 rwd 16v), 3m53.36s; 3, Mike Manning (Ford Fiesta rwd 16v), 3m56.16s; 4, Richard Hill (Ford Escort 3 rwd 16v), 4m12.84s; 5, Dale Lambert (Ford Escort 2), 4m20.89s; 6, Dave Edgar (Citroen BX 16v), 3 laps. **Modified 1600 Final (5 laps):** 1, Richard Watts (Vauxhall Nova), 3m54.09s; 2, Mick Bird (Vauxhall Corsa GSi 16v), 3m59.72s; 3, Dave Ward (MG Metro), 4m04.45s; 4, Mike Howlin (Ford Fiesta), 4m09.22s; 5, Scott Wallace (Vauxhall Nova), 4m19.62s; 6, Darren Taylor (Vauxhall Nova), 4m19.87s. **Superfinal (5 laps):** 1, Gollop, 3m43.26s; 2, Pease, 3m50.50s; 3, Bardy, 3m51.19s; 4, Betteridge, 3m55.21s; 5, Watts, 3m57.36s; 6, Manning, 3m59.08s. **Final Championship positions, Overall:** 1, Carnegie, 90pts; 2, Biggerstaff, 89; 3, Turpin, 78. **Supercar:** 1, Biggerstaff, 116; 2, Turpin, 113; 3, Carnegie, 100. **Showroom:** 1, Jones, 114; 2, Skermer, 89; 3, Bardy, 78. **Showroom 1400:** 1, Sherry, 103; 2, Brooks, 100; 3, Nazar, 51. **Modified:** 1, Pease, 108; 2, Manning, 105; 3, Richardson, 97. **Modified 1600:** 1, Watts, 125; 2, Ward, 105; 3, Howlin, 70.

ONE TO WATCH

DANIEL HEDAUX



Seventeen-year-old Daniel Hedaux is the rallycross find of 1994.

A graduate of schoolboy motocross and the Ian Evans Rallycross School, Hedaux has been learning the ropes in a Vauxhall Nova and had designs on his first podium finish before disaster struck at Croft.

'I came out of Mad Hatters and went from second to first gear. Then it started misfiring. I had to pull off and it's damaged the valves. I know it's "if" and "maybe", but I got a perfect shot out of Mad Hatters and I was right on Dave Ward's tail. If I hadn't missed the gear, I'm sure I could have nipped past, but it didn't happen. That's racing.'

For 1995, Hedaux is planning a switch to a Peugeot 106 Rallye and the burgeoning Showroom 1400 class.

■ Tim Whittington



Left: Croft winner Will Gollop is chased by John Haffey and John Moloney. Photo: Tim Whittington. Right: Three Sisters BTD man Roger Kilty. Photo: Jerry Sturman



THREE SISTERS OCT 9

Kilty beats Hill and misfire to take BTD

Roger Kilty confirmed his 1994 number two ranking in the RAC British Sprint Championship with a fighting run to snatch BTD on the very last run of this year's series.

Shunning an elusive high-speed misfire, the Yorkshireman had qualified his four-cylinder Hart-powered Pilbeam fastest at the tight Wigan kart circuit.

Despite the absence of '94 title holder Patrick Wood, a fine run-off battle with the Lola-DFR V8s of Chris Hill and John Garnett – front-runners at Aintree's round two weeks ago – saw Kilty produce a memorable reply to outgoing champion Hill's first run lead.

But for a sideways moment in the tricky Esses, Garnett may well have joined the leaders in the 39s bracket. As it was, his third place was enough to deprive the fourth placed Tony Marsh of a top three place in this year's table.

Clive Harris pushed the former British hillclimb ace's Toleman V8 hard with his Ralt-Hart as David Render closed in to dispose of Glyn Sketchley's little 1-litre Megapin. Sketchley had qualified a superb seventh and then stole a place from Render's Pilbeam before the wily sprint veteran had the last word.

Ken Ayers' final outing netted eighth in the Pilbeam-DFL, though the ever improving John Payne brought the Lant-BDA home just 0.02s behind.

David Keer recovered well after son Andrew had nudged the tyre barrier with their F3 Magnum chassis, coming through to beat Pat Donnelly's OMS.

There was competitive class action and kit-car men Keith Beningfield and Keith Dunn were split by 0.15s in the closest battle of the day.

■ Jerry Sturman

RAC BRITISH SPRINT CHAMPIONSHIP, ROUND 11. RAC LEADERS SPRINT CHAMPIONSHIP, ROUND 10. BTD: Roger Kilty (2.8 Pilbeam-Hart MP40), 39.81s. **Top 12 Run-off:** 1, Kilty, 39.81s; 2, Chris Hill (3.5 Lola-DFR T90/50), 39.98s; 3, John Garnett (3.5 Lola-DFR T90/50), 40.21s; 4, Tony Marsh (4.0 Toleman-DFL/Merlin TG191), 41.42s; 5, Clive Harris (2.8 Ralt-Hart RT4), 41.81s; 6, David Render (2.8 Pilbeam-Hart MP43), 42.08s; 7, Glyn Sketchley (1.0 Megapin-Yamaha CFM9), 42.31s; 8, Ken Ayers (4.0 Pilbeam-DFL MP58), 43.62s; 9, John Payne (1.6 Lant-BDA), 43.64s; 10, David Keer (1.6 Magnum-VW 873), 44.04s; 11, Pat Donnelly (2.0 OMS-Ford), 44.40s; 12, Andrew Keer (1.6 Magnum-VW 873), 45.69s. **Class winners:** David Gould (1.6 Lotus Elan), 55.29s; Martin Domleo (2.0 Renault Clio Williams), 54.61s; David Wiggins (1.3 Peugeot 205 Rallye), 56.10s; David West (1.4 Austin Cooper S), 55.30s; Neil Anderson (5.0 TVR Griffith), 50.26s; Keith Beningfield (1.7 Sylva). 51.20s; Ian Walker (2.0 Westfield 7), 49.04s; Darren Soothill (2.0 Caterham-BDG Super 7), 44.02s; Chris Henderson (1.6 Mallock-Ford Mk16), 46.66s; Tony Mekwinski (1.7 Ford Escort). 49.78s; Arthur Bayley (2.7 Porsche 911), 49.31s; Simon Wilson (2.0 Porsche 924). 52.16s: Jamie Hylton (1.4 Cox GTM), 47.28s; Graham Oates (1.8 Lotus Europa TC). 46.73s; Peter Barden (2.0 VW Golf), 49.32s; Render, 42.47s; David Bancroft (0.5 OMS-Suzuki), 44.58s; Mark Lawrence (1.1 OMS-Kawasaki), 42.37s; Nick Reeve (1.6 Quest Terrapin-BDA), 42.44s: Jonathan Varley (2.0 March/Pilbeam-BDG R28/46), 42.72s; Hill, 40.65s. **British Sprint Championship final positions:** 1, Patrick Wood (3.5 Pilbeam-DFR MP58), 64pts; 2, Kilty, 62; 3, Garnett, 56; 4, Marsh, 54: 5, Hill, 50; 6, Ayers, 34; etc. **Leaders Sprint Championship final positions:** 1, Oates, 140.00pts; 2, Howard Corbally (1.3 Vauxhall Nova), 138.24; 3, Kilty, 136.06; 4, Wood, 135.92; 5, Payne, 135.65; 6, Les Edmunds (4.5 BRD-Rover TS001), 134.88; etc.



Above: At Croft, Dermot Carnegie won the British Rallycross Championship at last. Below: Showroom class champion Nick Jones and his Ford Escort. Photos: Tim Whittington



FINLAKE OCT 8/9

Fraser forces Metro to Finlake record

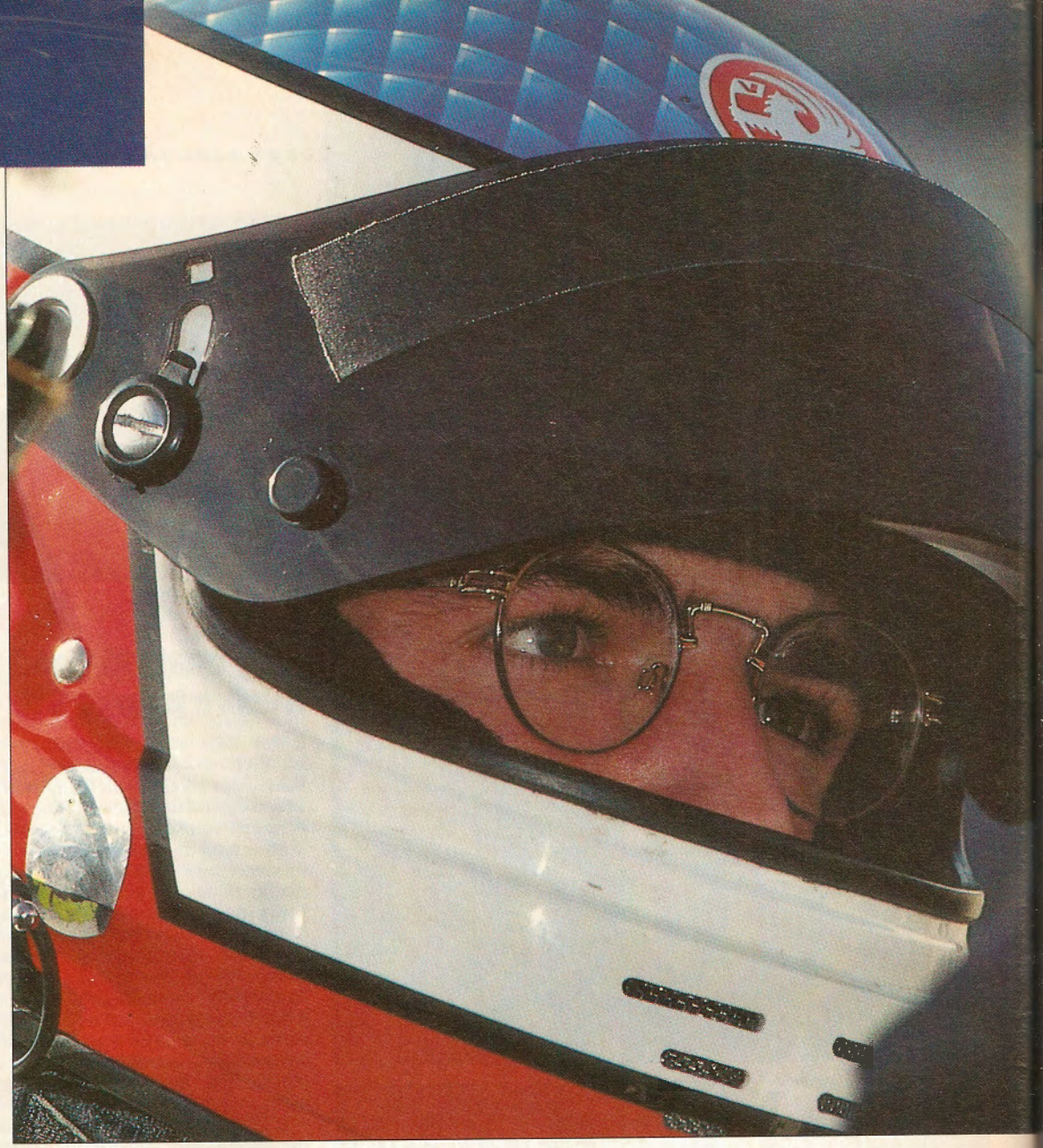
Andy Fraser produced the only sub-37s run of an interrupted day at Finlake Leisure Park, South Devon with his Metro 6R4 to take BTD and reset the outright hill record on the Torbay Motor Clubs' exciting new hill.

Although the meeting was reduced to just one timed run after a serious accident (see page 100), new standards were set in all the classes. Mark Shillaber proved once again the superb handling of his Fiesta Supersport by taking the up to 1500cc roadgoing section by a remarkable 1.5s, a feat matched by Shaun Hubbard (Escort) in the next division.

North Devon Astra pilot Trevor Norman somehow held off a challenge from the Cornishmen Ian Thomas, in his recently-built Imp, and Derek Kessell (Maguire Mini), to lower the 1500cc modified class record.

■ Pat Jennings

ASWMC HILLCLIMB BTD: Andy Fraser (3.0 MG Metro TPR4100/6R4), 36.59s **(outright hill record). Class winners:** Bryan Moorcroft (1.7 Lotus Cortina), 42.37s **(record)**; Mark Shillaber (1.4 Ford Fiesta Supersport), 38.53s **(record)**; Shaun Hubbard (2.0 Ford Escort), 38.87s **(record)**; Paul Hubbard (3.5 Morgan Plus 8), 40.48s **(record)**; Simon Biggin (1.8 Westfield-Ford SE), 39.40s **(record)**; Ian Chard (2.0 Westfield-Cosworth SE), 37.90s **(record)**; Trevor Norman (1.4 Vauxhall Astra), 38.76s **(record)**; Fraser, Larry Jecan-Croft (3.5 Triumph TR7/V8), 39.69s **(record)**.



The Irish cream

NEW GLASSES AND A CHANGE OF ADDRESS HELPED OWEN McAULEY TO THE FORMULA VAUXHALL TITLE, SAYS MATT FRANEY IN THE FIRST OF A NEW OF CLUB AUTOSPORT SERIES

It's been a strange year for Irish racing drivers. At the top of the racing ladder, Eddie Irvine has constantly been forced to dodge the flak following a series of contentious incidents during his first full year in Formula 1. At the bottom end of the chain, Ulsterman Jonny Kane has been stripped of his National Formula Ford Championship title because of engine irregularities - despite destroying the opposition on nearly every occasion.

But among all the post-race politics, another driver from the Emerald Isle has studiously avoided the glare of the media spotlight and, to the surprise of many, is the 1994 Formula Vauxhall champion.

In what was one of the closest fought battles in the formula's history, Owen McAuley won a three-way battle to take the title at the last round at Donington Park, something that at the halfway point in the season looked unachievable.

'Throughout the first half of the season I thought that if I got in the top three by the end I would be lucky. But after winning both races at Knockhill, I suddenly realised that I was as quick as they were. Up until that point, I really didn't have a hope in hell of winning the championship.'

> **McAULEY**
> **"I really didn't have a hope in hell of winning the championship"**

But win it he did, and with a degree of self-effacement that is still rare among racing drivers, he puts his success down to several factors - some understandable and some more quirky.

'I had been living in Milton Keynes, but moved up to Norfolk to live with my girlfriend, Kelly. I feel far more settled now. After the race at Snetterton at the beginning of May, I also got a pair of glasses, which had a "visible" affect on my driving. I'd worn glasses when I was karting, but had changed to contact lenses. Switching back to glasses made a huge difference. I had problems judging braking distances into the slow corners until I made the change.'

Whatever the reasons behind McAuley's reversal of fortune, 1994 has turned out to be a fine year for

THE FAMOUS FATHER

DES McAULEY HAS LONG BEEN A DRIVING FORCE IN ULSTER MOTORSPORT

A well-known race-school instructor, who had better remain nameless, once said that all circuits should be equipped with a cage at the main gate. At the start of every race meeting, drivers' fathers could be locked in there and only released at the end of the day's activities.

That way, he said, things would run much more smoothly. He may have had a point.Owen McAuley's father Des, however, is different.

In addition to being the father of Irish racers Owen and Andrew, he is the man who kept Kirkistown alive for almost 20 years, at a time when dwindling attendances and financial problems frequently threatened Northern Ireland's only circuit.

A former racer himself – Des raced MG Midgets and occasionally an MGC – he took over the reins of the 500 Motor Racing Club of Ireland when a Save Kirkistown campaign was required to keep things going in the early '70s. He quickly became 'Mr Motor Racing' in Northern Ireland.

Des's frequently strong, and occasionally noisy, leadership has been a feature of Kirkistown race meetings ever since. But as soon as his sons began racing, Des had to cut down on his appearances as clerk of the course.

The success of his sons remains an abiding interest, though he's happy to let then make their own decisions within the sport. 'You can't force them to become stars just to please you,' he says. 'They have to make their own way and their own decisions.'

Nowadays his main interest lies in karting. He chairs the 500 club's kart section and runs most of the meetings.

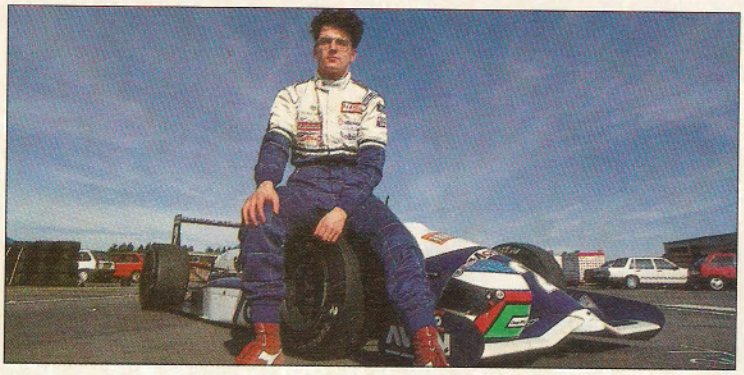
He's also contemplating building a cage at Kirkistown...

■ **Richard Young**



Owen has followed in his father's footsteps – but 'you can't force them to become stars', says Des

rises



Left: A new pair of glasses can't entirely explain McAuley's pace in the second half of the Formula Vauxhall season. Right: Formula 3 is the next challenge. Photos: Martyn Elford. Below: McAuley has left the green grass of home for Formula Vauxhall success in 1994. Photo: Jeff Bloxham

the 21-year-old. After a period of success as a karter in Ireland, Owen made the step up to Formula Ford in 1992. He continued racing on the other side of the Irish Sea, where he competed against an old drinking partner – Jonny Kane. The pair began racing each other in 1988.

'We don't see each other so much now. We have a friendly rivalry but haven't had the chance to race each other since 1992. I'll be looking forward to meeting Jonny on the track in a couple of years.'

Last season was a low point for Owen. 'My manager was keen for me to make the move to the mainland. We had envisaged doing Formula Ford or Vauxhall Junior, but Martin Donnelly made us an offer to do Formula Vauxhall that we couldn't refuse. In the end it was a very hard year for me. I had some huge shunts and only finished 14th overall. I had expected to be at the head of the field and was being too hard in the wrong places. After two big accidents it looked like I would just pack up and go back to Ireland. But my sponsor Village Homes had faith in me, thank God, and here I am now.'

To explain such a turn around in his relative performances over the two years, Owen also looks to his team, Paul Stewart Racing, and his team boss, Graham Taylor.

'Graham learned pretty quickly the way I like to get on with things on race days.' So is there a way to treat Owen McAuley that gets the best out of him? 'Yes. On race days the team just leave me alone. I'd rather sit in the back of the truck for a few hours and get my head straight. I'm not a wild driver and I have just kept on driving the way that the team told me to do it.'

Now the big leap comes at Donington on October 16. He will be driving for PSR in the International F3 Challenge and, in keeping with the Belfast driver's understated approach, is simply looking to do the best job he can. 'I don't go out at any race meeting to blow the rest away. I just try to learn and prove to PSR that I have the potential to be a champion. I won't try and do everything in one day.'

If he continues the impressive learning curve that 1994 has revealed, there is no reason why Ireland's Owen McAuley won't be proving himself a winner in the years to come. ■



Sat Oct 15: OULTON PARK, Club racing, BRSCC Pre-'90 Formula Ford 1600 Championship, GMS Tickets Modified Saloon Car Championship, Chris Knott Insurance Alfa Romeo Championship, BRSCC XR Challenge, BRSCC Honda CRX Challenge. Practice: 0845; Racing: 1330. Admission: £7; Children: £1. Nr Tarporley, Cheshire. Tel:0829 760301

Sat Oct 15: SILVERSTONE, Club racing, 750 MC Formula 1300 Championship, 750 Formula Championship, Moss Europe MGCC BCV8 Championship, Marshal Tyres/*Fast Car* Hot Hatch Championship, *MG Enthusiast* MG Metro Cup. Practice: 0900; Racing: 1330. Admission: free. Nr Towcester, Northamptonshire. Tel: 0327 857271

Sat Oct 15/Sun Oct 16: DONINGTON PARK, FIA Touring Car World Cup, Class 2 Touring Cars, International TOCA Shoot-Out, International Formula 3 Challenge, Formula Ford Euro Cup, TVR Tuscan Challenge, International sports prototype historic race. Touring car free practice: 1300 (Fri); All qualifying from: 0900 (Sat); All racing from: 1040 (Sun). Admission: Adult trackside pass: £7 (Sat); £17 (Sun). Support race paddock transfer: £5. Grandstand transfer: £10. Nr Castle Donington, Derbyshire. Tel: 0332 810048



Jonny Kane aims for Euro Cup glory

Sun Oct 16: INGLISTON, Club racing, Formula Libre, Goodyear Eagle Road Saloons, FF1600, Historic Racing Cars, Kit Car and Road Sports, Citroen 2CVs. Practice: 0930; Racing: 1330; Admission: £5; Grandstand: £3. Nr Edinburgh. Tel: 041 641 2553

Sun Oct 16: MONDELLO, Club racing, Peugeot 205s, Historics, Fiat Ritmos, Formula Vee, Fiat Unos, IWAX Metro Challenge, Formula Ford 1600. Practice: 0930; Racing: 1330. Admission: £6; Children: free; Students and OAPs: £2.50. Nr Dublin, Eire. Tel: (010) 353 45 60200

Sat Oct 15/Sun Oct 16: PEMBREY, Club racing, EUROCARs, racetrucks, National Trucks, Hot Rods. Practice: 0905; Racing: 1110 (Sat); 0935 (Sun). Admission: £6; Children: free. Nr Llanelli, Wales. Tel: 0554 891042



EUROCARs head for Wales on Saturday

Sun Oct 16: SNETTERTON, Club racing, British Formula 2, Pre-'85 Formula Ford 1600 Championship, Selenia Motor Oil Fiat Racing Championship. Practice: 0900; Racing: 1330. Admission: £7; Children: free. Nr Attleborough, Norfolk. Tel: 0953 887303



Formula 1 returns to Jerez for the European Grand Prix after a break of four years. Photo: Martyn Elford

WEEKEND SPORT

Sun Oct 16: JEREZ, (E), FIA Formula 1 World Championship, round 14 of 16. Without a doubt the most important race of the season so far. As Michael Schumacher returns from his two-race ban, he now leads Damon Hill by just one point. What's more, the European Grand Prix heralds the return of one Nigel Mansell. Who knows, his three-race contract with Williams might just be the deciding factor in this year's championship.

Sun Oct 16: FUJI (J), All-Japan F3000 Championship, round 8 of 10. Marco Apicella heads the points table with just three rounds to go, but with Briton Andrew Gilbert-Scott and winner of the last round Ross Cheever both in close contention, the series looks as if it will be going down to the wire.

Sat Oct 15/Sun Oct 16: DONINGTON, (GB), FIA Touring Car World Cup. The most exciting meeting in the Touring Car calendar, the World Cup comes to the East Midlands. Paul Radisich will be there to defend his title, but will be under no illusions about the stern challenge that faces him. Alfa Romeo's Gabriele Tarquini and BMW's 'Smokin' Jo Winkelhock both expect to come away with the honours. Also on the timetable are the International TOCA Shoot-Out, International Formula 3 Challenge, Formula Ford Euro Cup Final, TVR Tuscan Challenge and Sports Prototype races. Qualifying begins on Saturday at 0900. All racing is on Sunday from 1030. Admission for adults is £7 (Sat) and £17 (Sun).

■ **See over for full national and club event listing**

PICK OF THE BUNCH

■ TOURING CAR WORLD CUP

It's World Cup weekend. No, not football, the Touring Car World Cup at Donington. Forty two of the best saloon car racers from 13 countries will be taking part, including British champion Gabriele Tarquini, plus German 2-litre champion Johnny Cecotto. It's unashamedly the biggest touring car racing event in the world.

Practice starts at 3pm on Friday, and the World Cup race itself kicks-off at 2pm on Sunday, followed by the AUTOSPORT TOCA Shoot-Out at 4:30.

See page 40 for our exhaustive World Cup preview, which has everything you need to know about this great event.



Tim Harvey (Renault) pressurises Steve Soper (BMW) at Brands. Photo: Bloxham

WHAT'S ON THE BOX

THURSDAY OCTOBER 13
0830-0900 *Drag Racing, Santa Pod*, Sky Sports.
1400-1500 *Motors*, Eurosport.

FRIDAY OCTOBER 14
1300-1400 *Live Formula 1*, Eurosport.
1700-1800 *Rally Raid*, Eurosport.
1830-1930 *Formula 1*, Eurosport.
1830-1900 *British Rally Championship*, Sky Sports 2.
1930-2030 *Go!- Motorsport*, NBC Super Channel.
2000-2030 Wheels on Wire, Wire TV.
2000-2100 *Formula 1*, Eurosport.
2300-2330 *British Rally Championship*, Sky Sports 2.

SATURDAY OCTOBER 15
1300-1400 *Live Formula 1*, second qualifying from Jerez, Eurosport.
1400-1500 *Rally Raid*, highlights from the Rally of the Pharaohs, Eurosport.
1400-1458 *Go! International Motorsport*, NBC Super Channel.
1600-1700 *Wheel to Wheel Motorsport*, NBC Super Channel.
1830-1930 *Formula 1*, Eurosport.
2200-2300 *Formula 1*, Eurosport.

SUNDAY OCTOBER 16
0100-0200 *International Motorsports Report*, Eurosport.
0730-0930 *Motorsports Special*, Sky Sports.
0930-1000 *Live Formula 1*, Eurosport.
1345-1600 *European GP*, BBC2.
1330-1600 *Live Formula 1*, Eurosport.
1700-1800 *German Touring Car Championships*, NBC Super Channel.
1600-1700 *Touring Car*, Eurosport.
2000-2030 *Chequered Flag*, Wire TV.
2030-2100 *Nigel Mansell's IndyCar '94*, Wire TV.
2130-2210 *Formula 1 highlights*, BBC2.
2200-2300 *Formula 1*, Eurosport.

MONDAY OCTOBER 17
0815-0855 *Formula 1 highlights*, BBC2.
1200-1300 *Touring Car*, Eurosport.
1300-1400 *Formula 1*, Eurosport.
1430-1530 *Drag Racing*, Sky Sports.
1630-1730 *Nascar*, Eurosport.
2000-2100 *Speedworld*, weekly magazine for motorsport enthusiasts, Eurosport.
2100-2200 *Nascar*, Eurosport.

TUESDAY OCTOBER 18
0300-0330 *Indycar Review*, Carlton. Regions may vary.
1630-1730 *Speedworld*, weekly magazine for motorsport mechanics, Eurosport.
1900-1930 *Wheels on Wire*, Wire TV.

WEDNESDAY OCTOBER 19
1600-1630 *Drag Racing, Santa Pod*, Sky Sports.
1830-1930 *Formula 1*, Jerez, Spain, Eurosport.
1900-1930 *Chequered Flag*, Wire TV.
2200-2300 *Motors*, Eurosport.

How to contact us
Editorial, tel: 0181-943 5998, fax: 0181-943 5922, telex: 895 2440. **Classified ads,** tel: 0181-943 5858. **Display ads,** tel: 0181-943 5994. **Ad production,** tel: 0181-943 5909, fax: 0181-943 5850. **Autosport Photographic,** tel: 0181-943 5918. **Autosport incorporating Autoclassic** is published weekly by Haymarket Specialist Motoring Publications Ltd, 60 Waldegrave Road, Teddington, Middlesex, TW11 8LG. Reproduction in whole or in part of any text, photograph or illustration without written permission from the publisher is strictly prohibited. While due care is taken to ensure the contents of Autosport are accurate, the publishers and printers cannot accept liability for errors and omissions. Advertisements are accepted for publication in Autosport only upon Haymarket Publishing Services Limited's Standard Terms of Acceptance of Advertising, copies of which are available from the Advertising Sales Department of Autosport. **Editorial, Advertisement and Circulation:** 60 Waldegrave Road, Teddington, Middlesex, TW11 8LG. **Circulation trade enquiries:** Frontline Ltd, Park House, 117 Park Road, Peterborough, Cambs, PE1 2TS. Tel: 0733 555161. **Subscriptions:** (not US/Canada/Mexico) Autosport, PO Box 219, Woking, Surrey, GU21 1ZW, UK. Tel: 0483 733800, fax: 0483 776573. Rates: Premier, UK £90, Eire and Europe/overseas surface mail £97, Middle East/Africa/India £131, Rest of the world £169. Competitor, UK £120, Eire and Europe/overseas surface mail £127, Middle East/Africa/India £161, Rest of the world £199. US/Canada/Mexico: Autosport, PO Box 128, Pearl River, New York, 10965-0128. Call: 914-735-8083. Rates: Premier, USA $159, Canada/Mexico $196. Competitor, USA $199, Canada/Mexico $236. Second-class postage paid at Berkeley Heights and additional mailing offices. USPS 454230 Postmaster: send address corrections to: PO Box 188, Berkeley Heights, NJ 07922. Postage is free for all subscriptions. **Back numbers:** Haymarket Reprints, PO Box 200, Abingdon, Oxfordshire, OX14 3FG. Tel: 0235 534323. USA newsstand: Eastern News, 1130 Cleveland Road, Sandusky, Ohio 44870. **Printed in England by:** St Ives plc. **Cover and centre sections printed by:** BR Hubbard Ltd, Callywhite Lane, Dronfield, Sheffield. **Colour origination:** F1 Colour, Dover House, 141 Morden Road, Mitcham, Surrey, CR4 4XB, and Primary Colours Ltd, Clifton Works, 23 Grove Park Terrace, Chiswick, London, W4 3QE. Registered at the post office as a newspaper. © Autosport 1994.

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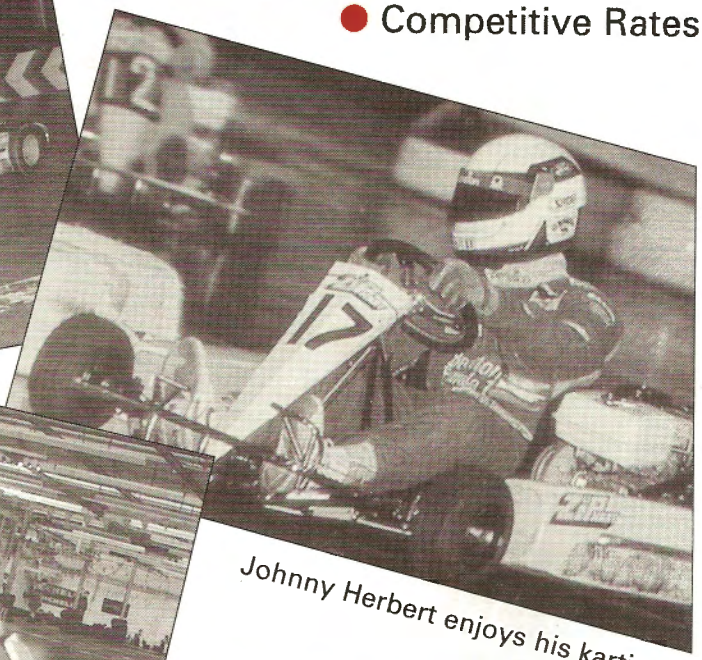
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Johnny Herbert enjoys his karting!

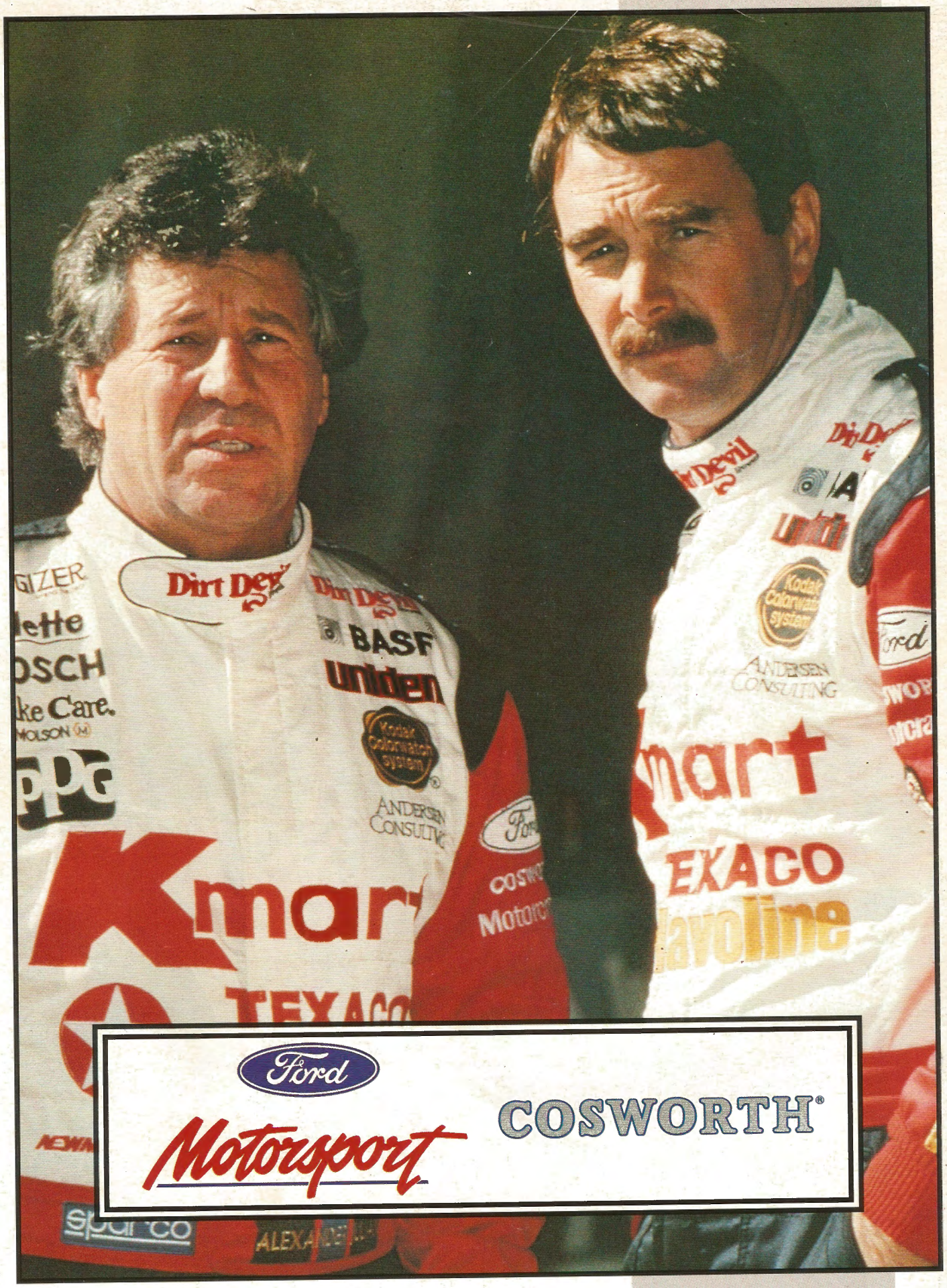
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