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McLaren wins the GT wars



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HOW TO CONTACT US Editorial 0181-943 5998 (fax: 943 5922; telex: 895 2440) Advertising 0181-943 5858
Ads production 0181-943 5909 (fax: 5850) Photographic 0181-943 5918.
Editorial, advertising and circulation: 38-42 Hampton Road, Teddington, Middlesex TW11 0JE. Subscriptions: (01483) 733800; Back numbers: (01235) 534323; Publishing, trade and further subscription details on page 94



MEMBER OF
THE AUDIT
BUREAU OF
CIRCULATIONS

Printed in England

AUTOSPORT incorporating **AutoClassic** is published weekly by Haymarket Specialist Motoring Publications Ltd, 38-42 Hampton Road, Teddington, Middx TW11 0JE; printed by St Ives (Peterborough) plc & BR Hubbard Printers Ltd, Sheffield
COPYRIGHT: Reproduction in whole or part of any text, photograph or illustration without the written permission of the publisher is strictly prohibited

ISSN 0269 ± 946X

COVER Schumacher & Alesi photos: Martyn Elford; McRae photo: Allison Hardwick; Contents main: Bernard Asset

New Williams boosts Hill's title charge

DAMON HILL LOOKS SET TO TAKE THE FIGHT BACK TO MICHAEL SCHUMACHER IN ESTORIL THIS WEEKEND AFTER RECORDING THE FASTEST LAP OF THE YEAR AT SILVERSTONE IN A REVISED WILLIAMS-RENAULT. BY TONY DODGINS

Damon Hill's Formula 1 title aspirations were given a boost last week when he set the fastest 1995 lap of the Silverstone Grand Prix circuit in the revised Williams FW17B which he will race for the first time at the Portuguese Grand Prix this weekend. Judging by his time, which lopped 0.5s off Hill's previous Silverstone record, the new FW17B – which boasts a new rear end with refined aerodynamics, a new gearbox and improved suspension (AUTOSPORT, September 7) – could be just what the Englishman needs to keep his chances of wresting the World Championship from Benetton's Michael Schumacher alive over the crucial next 10 days.

Estoril is the first of two races within a week, with the F1 teams going straight from Portugal to the European Grand Prix at the Nurburgring in Germany on October 1. Hill is 15 points behind Schumacher with five races to go, and if the cards were to fall in the German's favour in the next two races, he could sew up a second consecutive title on home ground.

Hill and Williams are determined to prevent that. After Hill stormed around Silverstone in 1m27.20s last week, Williams confirmed that a

pair of FW17Bs with the revised rear end will make their race debuts in Portugal.

Team mate David Coulthard was himself trying out the FW17B for the first time at Imola last week. 'It's new and it's improved,' he said, 'and while our test at Imola was a bit inconclusive, it obviously worked well for Damon. It tidies up the aerodynamics and hopefully will prove to be a step forward.'

After his collision with Schumacher at the Italian Grand Prix at Monza 10 days ago, Hill said he was sure he had the beating of Schumacher. But Benetton technical director Ross Brawn denied on Monday that the performance tide has turned in favour of Williams.

'In Monza, at the point Michael was pushed off, the race wasn't reflective of what was going to happen,' he said. 'The way we were approaching it, Michael wasn't going to be quick in the first part, but I think we would have won that race quite comfortably. Look at Johnny Herbert's times in the last part of the race, apply the Michael factor, and I'm not too concerned.'

Brawn also thinks that Williams is taking a gamble by running its revised chassis. 'I have seen the times from Silverstone and they are impressive,' he said. 'In a funny way Williams is in an easier position than

The intense rivalry between Hill and Schumacher resumes this weekend in Portugal. And they will each have much-revised cars at their disposal, with Hill looking to capitalise on his recent testing form in the new Williams FW17B

us. Reliability is important, but they are behind and have got to be more prepared to take a risk.

'It's a new transmission and they haven't done a race distance as far as I know. We have a policy of signing off parts subject to certain criteria and one of them has to be endurance running. I'm sure that's a factor in our reliability record.' Schumacher's retirement from last month's Hungarian GP with a broken fuel pump has been Benetton's only mechanical failure so far this year, while Williams has had problems in 33% of its race starts.

Off the track, both Benetton and Williams have been studying its

telemetry (see page 8) after the crash at Monza, and a clearer picture of events leading up to the accident has emerged.

Hill says that the accident was triggered when he realised that Arrows driver Taki Inoue, who had initially moved out of the way, had not seen him approaching.

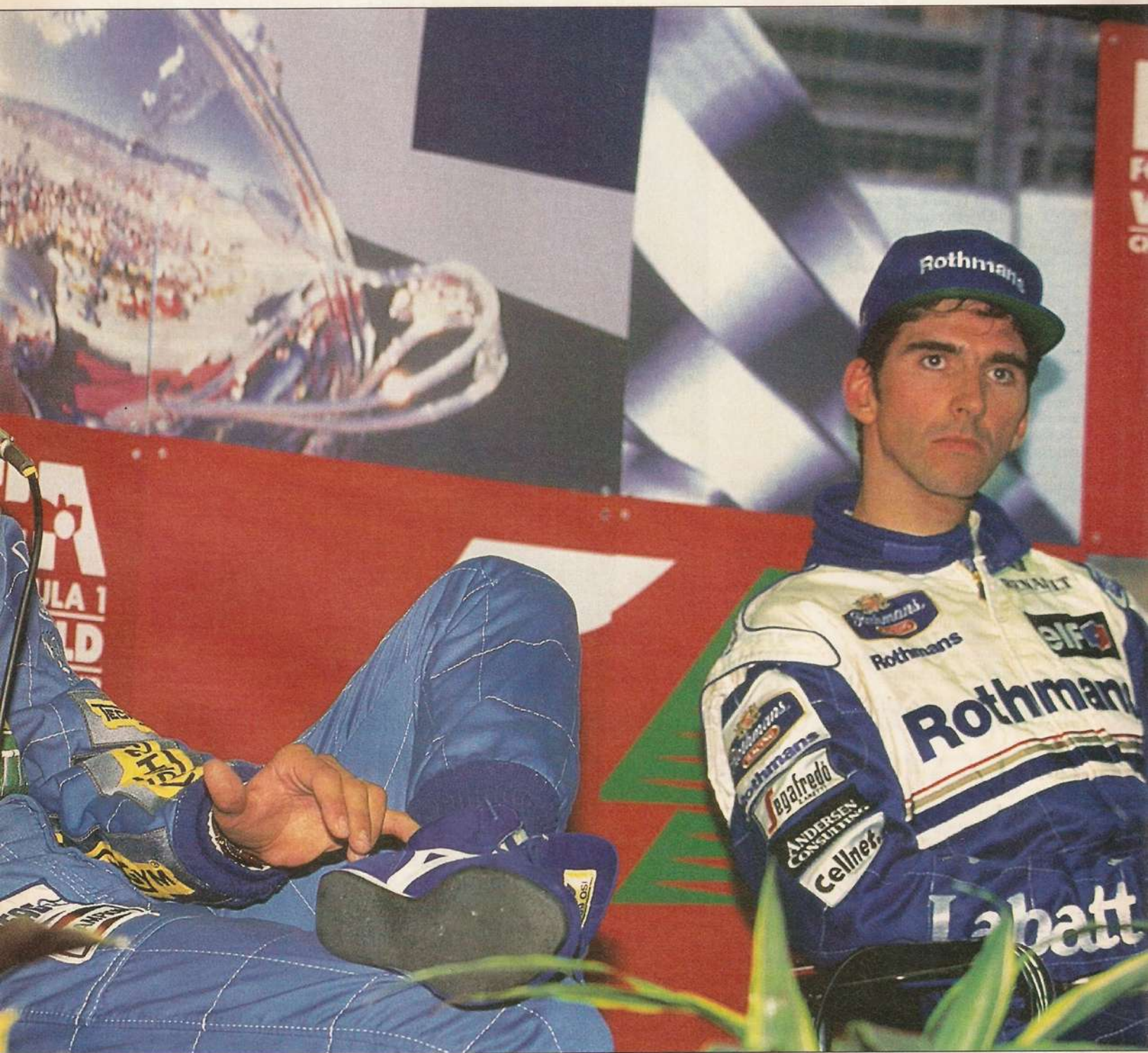
'I suddenly realised he didn't know I was there,' Hill said. 'I had a sudden attack of the horrors because I could see us having a big accident. I had started braking, but the telemetry shows that I came off the brakes in order to show him the nose of my car and let him see that I was there. That threw a spanner in



Martyn Elford



Sutton Photographic



the works, and in trying to avoid one accident, I ended up in another. Michael was the innocent victim.'

Schumacher said last week: 'I would have expected a driver who wants to become world champion to handle a situation like this. He just seems to lose control once he is in a situation which he doesn't like - which is behind me.'

With suspended bans hanging over both title rivals, a circumspect approach to any potential on-track dispute may be required in Portugal this weekend.

Estoril preview, page 32

BENETTON'S COUNTER-ATTACK

THE WORLD CHAMPIONSHIP LEADERS HAVEN'T BEEN RESTING ON THEIR LAURELS SINCE MONZA

With Damon Hill and Williams making exciting progress at Silverstone in the bid to usurp Michael Schumacher at the head of the World Championship, the German and the Benetton team were at Barcelona for a four-day test to try some substantial rear-end modifications of their own.

Technical director Ross Brawn was quietly confident about progress made at the test in time for this weekend's Portuguese Grand Prix at Estoril. 'We have

effected some fairly major suspension modifications to the dampers and geometry, which have been productive,' he said. 'The last time we had a good look at the geometry and suspension systems was a couple of years ago. With the new aerodynamics, it's probable that the suspension has to be different. I think we've found some things that should be quite useful in Estoril.'

'(Test driver) Jos Verstappen had an off

on the first day, but the conditions were treacherous. We were running by ourselves and the track conditions weren't perfect.

'Michael did a 1m22.4s, which is around one second slower than his qualifying time for the Spanish Grand Prix, but there had been a motorcycle race the previous weekend and there was oil down. We were significantly slower on a couple of corners than we had been in the race and I'm optimistic for Portugal.'

TV firm takes camera blame

FOCA TV, the company owned by Formula 1 promotions boss Bernie Ecclestone which installs on-board cameras, has taken responsibility for Gerhard Berger's retirement from the Italian Grand Prix when his car was hit by an errant camera.

Berger's retirement occurred when the camera mounted on the rear wing of Jean Alesi's sister Ferrari fell off and smashed into the left-hand front suspension of the Austrian's car following behind.

A suggestion that the mechanic changing the right-rear wheel hit the camera during Alesi's pitstop was refuted by the team, and the incident has been put down to vibrations from the track.

FOCA TV's Eddie Baker said: 'It is unclear if the camera was hit, but our feeling is that the mounting failure was caused by vibrations.'

'At Monza, Ferrari was not running the small winglets which stabilise the end-plate, and we experienced much greater vibrations than we had done before. I think it's fully understood that this was the case and we have promised that the mountings will be revised for Portugal.'

Baker denied that Ferrari was seeking financial recompense.

Prost contemplates his first 'performance' run in the McLaren last week — and, no doubt, the speed of Damon Hill and Williams
Photo: Jeff Bloxham



Mugen, Gitanes stay on board at Ligier

Ligier has extended its deals with engine supplier Mugen Honda and cigarette sponsor Gitanes for two more years, it has been confirmed.

The news comes in the wake of paddock speculation over the future of both the team's tobacco sponsorship and engine deals, with team boss Flavio Briatore and engineering director Tom Walkinshaw working hard in the face of potential poachers.

Jean-Dominique Comoli, boss of the Seita tobacco group which owns Gitanes, said: 'Before deciding to remain with Ligier, I closely studied a number of

alternative proposals I had received from other teams. Ligier's run of strong results and its exciting technical package have led me to continue our relationship with the team.' Ligier's association with Gitanes dates back to the team's F1 debut in 1976.

Mugen boss Hirotoshi Honda said: 'Our objective is to challenge for the world title in the near future.'

But Honda has not ruled out supplying engines to the Japanese Dome team, which intends to start building up to an as-yet-unconfirmed F1 debut with a test programme during next season.



Ligier will keep its Gitanes livery in '96, along with Mugen engines. Photo: Martyn Elford

Benetton-BMW test run denied

BMW has refuted a somewhat fanciful story that it has secretly tested a V10 Formula 1 engine in the back of a Benetton.

The item, which appeared in *The Daily Telegraph* on Monday, suggested that the German giant was poised to form its own Grand Prix team and enter F1 in 1997.

Mid-season rumours linked Williams to a BMW return (see *AUTOSPORT*, July 13), the Munich manufacturer not having had an official F1 presence since supporting Brabham with works engines in 1987.

BMW engine stalwart Paul Rosche is known to favour a return to F1 with a V10, and BMW Motorsport personnel have been sighted in F1 paddocks more than once in recent months.

A source close to BMW said: 'I know they are interested but I also know that it has not been ratified at board level. Whether it is, remains to be seen. I would doubt that they could race before 1998.'

BMW last considered an F1 return in 1989, with a 3.5-litre engine which actually ran on the test bed before green issues were among circumstances that caused the project to be shelved.

Tyrrell keeps Salo for '96 campaign

Finn Mika Salo will drive for Tyrrell again in 1996, as predicted in *AUTOSPORT* on August 10.

Team boss Ken Tyrrell said: 'The team has had a difficult year so far, and Mika has been experiencing most Grand Prix circuits for the very first time.'

'We have our first points this season after his fifth place in Monza, the first of many for Mika we are sure.'

The 27-year-old, whose name came into the picture as an outside bet for the seat alongside Michael Schumacher at Ferrari, added: 'I am happy to stay with Tyrrell. I'm convinced the team will be successful in 1996 and our hard work will be rewarded.'

'The Portuguese Grand Prix is a new start for me because I know all the remaining circuits this season.'

Team mate Ukyo Katayama's position has looked shaky recently. But Tyrrell said of the Japanese: 'We are hopeful of having Ukyo with us again next year. We intend to make an announcement before Suzuka (on October 29).'



Salo: staying put

NEWS IN BRIEF

Sauber and Forti joined Ferrari in a test at Mugello in Italy last week, with Heinz-Harald Frentzen getting the C14 around in 1m29.05s as against Gerhard Berger's Ferrari time of 1m27.99s. Pedro Diniz managed a 1m35.90s testing Forti's new semi-auto gearbox. Teething problems mean its race debut may be postponed.

Benetton technical director Ross Brawn says that while the team is puzzled at the respective scale of penalties meted out to Michael Schumacher and Damon Hill relative to Spa and Monza, he would not necessarily support a move towards permanent race stewards. 'There are pros and cons,' Brawn said. 'If a travelling set of stewards, for whatever reason, starts to have a bit more sympathy for some than others, you can find yourself on the wrong end of that. At the moment we have no past history to cloud their judgements.'

Nigel Mansell returned to racing last week as part of his Race The Ace promotion for Cadbury's. The 41-year-old finished fourth in a kart race in the rain at Brands Hatch. (Photo: Gary Hawkins)



Jordan star Eddie Irvine was at the Kirkcubbin club circuit in Northern Ireland on Sunday to see his old Crossle 32FF Formula Ford car compete in the Pre-'85 FF16000 race. The car's new owner, an Irvine family friend, took third place.

A profile of F1 promotions guru Bernie Ecclestone will be run on BBC Radio Five Live on (693/909 MW) on Sunday at 1335 as part of the station's build-up to the Portuguese Grand Prix.

The DAMS F1 car is likely to run for the first time in mid-October. The team, which is planning to graduate from Formula 3000 in 1996, was putting the finishing touches to the car's semi-automatic transmission this week.

Jean-Christophe Boullion joined Mark Blundell in getting married on Friday last week. The Sauber driver tied the knot with Alexandra at a ceremony which took place at Disneyland Paris.

The Doghouse Owners' Ball, run by the Womens' Motor Racing Associates Club, will be held on November 18 this year at the Hilton, in London's Park Lane. It will be in aid of Queen Mary's Hospital, Roehampton, a specialist in plastic surgery and the treatment of burns. Tickets are £60 each from June Copeland, Long Barn House, Ravenstone, Nr Olney, Bucks, MK46 5AS.

Prost languishes in Hill's testing wake

Damon Hill's sensational testing performance in the new Williams at Silverstone last week (see *Top Story*) may have damaged McLaren's chances of luring Alain Prost into Formula 1 next year.

Prost had his first 'performance related' rather than 'comfort' test in the McLaren MP4/10 at Silverstone last Tuesday and Wednesday, and lapped in 1m30.52s, half a second quicker than when he first drove the car on August 30-31. But a 1m27.20s lap from Hill in the much-revised Williams FW17B served to emphasise the gap that McLaren still has to make up.

Prost, however, is not renowned for blistering testing laps. Even Williams technical director Patrick Head admitted to a little concern at the beginning of 1993 — until Prost took the pole and waltzed away in his first race on his return to F1, to win the South African Grand Prix by over a minute.

Prost said: 'It has been interesting, even if my lap times have not been fantastic. I have not completely ruled out the possibility of racing again, but at

the moment there is no date set for a decision to be taken.'

There would appear to be some time pressure, however, with McLaren committed to announcing its driver line-up at the European GP on October 1. It may not be necessary to reveal a role for Prost in the team by that date, but David Coulthard is unlikely to settle for a car he may not get to race if the alternative is a Ferrari race seat.

Meanwhile, McLaren is aiming to race a heavily revised 'C' variant of the MP4/10 in Portugal. Mika Hakkinen was testing on Monday and Tuesday of this week in the car which features a new rear end.

The team has been working almost around the clock to make progress with the MP4/10, a team insider saying: 'There is only so much you can do in 25 hours a day. We have learned a huge amount about the car from Alain in two days, but it was hard not to be demoralised by the new Williams.'

'It wasn't good for anyone in the team. When you are working under the pressure we have been, it's hard when the goalposts are shifted entirely.'

Larini back in favour for Ferrari drive

Nicola Larini is this week's favourite to join Michael Schumacher at Ferrari in 1996.

An Italian source told AUTOSPORT on Monday: 'It's like the stock market, changing all the time. But as of this moment, Larini is up, David Coulthard is down, Rubens Barrichello is down and Gianni Morbidelli is stable!'

Larini, Ferrari's test driver since 1991, further staked his claim with an impressive test at Mugello last week. The 31-year-old Italian, who finished second to Schumacher in last year's San Marino Grand Prix when standing in for an injured

Jean Alesi, lapped in 1m28.00s without the latest-spec engine. Gerhard Berger turned 1m27.99s the next day during aero testing.

Larini said: 'I have spoken with Maranello, they know me, I have worked like hell for the past two or three years, and at this moment I feel confident.' But he added quietly: 'But not very confident.'

Alesi was at Ferrari last Friday, saying he will continue testing despite his Benetton contract.

Meanwhile, Ferrari president Luca di Montezemolo said 'For Alesi, the doors of Maranello are always open.'

Alesi says he chose to quit

Jean Alesi has denied he was forced out of Ferrari by Michael Schumacher and says his move to Benetton is a step up in his career.

In an interview with AUTOSPORT this week, Alesi says: 'Benetton has given me the best deal since I came into Formula 1, and now I want to stay with them for a long time. Ferrari gave me a concrete offer to return in 1998, but it makes no sense. They let you leave, then open the door for you to come back.'

The 31-year-old Frenchman added that his first contact with Benetton came as early as April this year: 'When they told me Michael had signed, I had already joined Benetton. In any case, I was leaving. Benetton knew Schumacher was talking to Ferrari, and they asked me not to sign any contract before talking to them. This was after Argentina, and then (Benetton boss) Flavio Briatore pushed harder.'

Alesi said his decision to leave Ferrari was strengthened by talking to good friend Alain Prost, who was his team mate in 1991. 'He looks at the situation, and guesses how it will be,' Alesi said.



McLaren-Mercedes driver Mark Blundell (left) tied the knot with long-time girlfriend Debbie at a ceremony in the village of Melbourn, near Cambridge, last Saturday. Close friend and former rival Perry McCarthy (right) performed best man duties. Photo: John Townsend

Alesi's big decision, page 26

Benetton: Schuey blameless in Monza

Michael Schumacher did not contribute in any way to the collision with Damon Hill at the Italian Grand Prix, according to data from the telemetry on the World Champion's Benetton.

Formula 1 impresario Bernie Ecclestone had been quoted in newspapers suggesting that Schumacher had 'brake-tested' Hill. And Hill himself suggested that Schumacher was 'not going particularly quickly' at the time.

But a statement from Benetton said: 'It was widely reported that Mr Ecclestone suggested, in response to a question, that it was possible that Schumacher "brake-tested" Hill and this may have contributed to their collision. He added, however, that it was not possible to confirm or deny this without having access to the team telemetry.

'Analysis has been concluded with reference to data from laps 22, 23 and 24 (the collision lap). The main findings are as follows: at the point of impact, Schumacher

was travelling slightly faster than he had done on the previous two laps; on lap 24, Schumacher braked eight metres later than on the previous two laps; Schumacher's rate of deceleration (braking) was the same as the previous two laps; we estimate from the velocity of impact that Damon's car was travelling at least nine mph faster than Michael's at the point of impact.'

There have been calls for team telemetry to be made available to race stewards, but there is also a fear that

data can easily be 'doctored'.

Benetton technical director Ross Brawn said: 'It's viable for the FIA (the sport's ruling power) to look at data, and with their means of interrogating the software systems these days, they could pretty easily see whether any factors had been put in to try to disguise facts.'

However, an engineer added: 'It's a sensitive area, particularly in the case of a serious accident. I think the teams, and even the FIA, are sensitive about making the data available because of misuse.'



Brawn: disguise

Tarquini gets the nod for '96 Class 1

Alfa Corse boss Giorgio Pianta says that Gabriele Tarquini's performances in two German Touring Car Championship (DTM) outings have secured him a full-time Class 1 drive next year.

Tarquini, the 1994 British Touring Car Champion with Alfa Corse, has concentrated on the company's Super Touring programmes since 1993.

However, fifth on the grid at Singen last week and a strong race performance showed how quickly the Italian had adapted to four-wheel drive, ABS braking and the extra power of a Class 1 car.

'I am very happy with Tarquini's speed,' said Pianta, 'but it's no surprise. Now he'll do the DTM and International Touring Car series.'

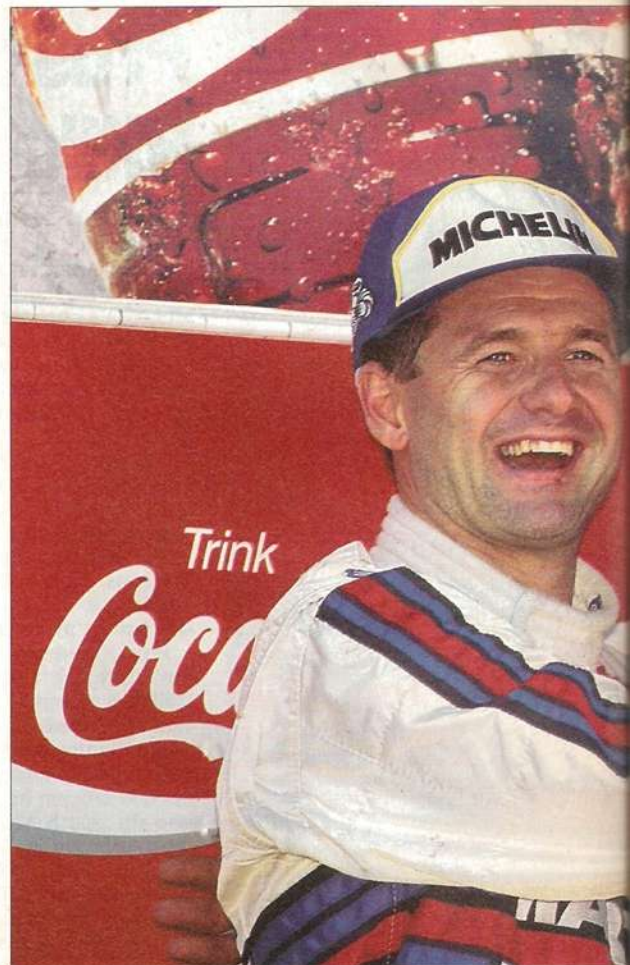
Alfa has re-signed Nicola Larini, Alessandro Nannini and Michael Bartels for next season, while Pianta confirmed that all eight of its Class 1 cars will be prepared by Alfa Corse in Milan and Turin. Existing Alfa teams Schubel and Euroteam are unlikely to be involved.

David Richards of Prodrive, which presently runs Alfa's BTCC programme, is still said to be optimistic that a role in Class 1 will be found for his team next year.



Fifth on the Singen grid and a strong race showing secured Tarquini's '96 spot. Photo: Bloxham

Newly-crowned German Touring Car (DTM) Champion Bernd Schneider (right) is congratulated by the last non-Mercedes driver to be crowned in the DTM, Alfa's Nicola Larini, the 1993 winner. Photo: Jeff Bloxham



Alfa could test karter Simpson

Alfa Romeo is looking to introduce a British driver into its International Touring Car series squad next year — and could be prepared to gamble in its search for young talent.

Alfa Corse boss Giorgio Pianta says he will test at least one British driver in November and that top of his list is 19-year-old karter Michael Simpson, who has yet to make the move from karts to cars.

'I really want to test Simpson,' said Pianta. 'Look at the way a driver like Jarno Trulli has adapted to (Italian) Formula 3 so quickly and you see it's not such a crazy idea. My son races against Simpson in karting and he says he is the fastest karter in the world at the moment.'

Alfa's wish to hire a British driver makes good marketing sense for the company. Class 1 racing has increased its profile in Britain, while Alfa's participation in next year's British Touring Car Championship remains in doubt.

As an alternative to a young driver, Pianta could also pursue his tried-and-tested route of importing ex-Formula 1 drivers.

'Nothing is fully-decided,' said Pianta, 'but in any case, we would always test a potential driver first.'

Opel: Ludwig stays, but Reuter looks at options

Klaus Ludwig has signed up for another season of Class 1 touring cars with Opel, but Manuel Reuter is yet to reach agreement for 1996.

Ludwig and Reuter have been the cornerstones of Opel's troubled attack on the high-tech German Touring Car Championship (DTM) and International Touring Car series this season. But Reuter has hinted of a switch to Super Touring should his demands not be met.

'I'd like to continue with Opel,' he said. 'But I'm up for anything and I wouldn't throw a decent Super Touring offer into the bin.'

Nissan pulls out of German 2-litre finale

Nissan has withdrawn its cars from this weekend's German Super Touring Cup finale at the Nurburgring out of respect to Kieth Odor, who died after a crash at Avus in Berlin a fortnight ago.

Odor's Nissan Primera was T-boned by Frank Biela's Audi after inexplicably leaving the track, hitting a barrier and bouncing back onto the circuit.

Biela leads the series, 10 points ahead of BMW's Jo Winkelhock, with Peter Kox (BMW) and Hans Stuck (Audi) also still able to win.



Schneider lifts the DTM crown

Mercedes star Bernd Schneider clinched the 1995 German Touring Car Championship (DTM) at Singen last weekend, completing the first leg of a potentially historic title double.

Schneider now needs just five points at the International Touring Car finale at Magny-Cours next month to wrap up both the high-tech Class 1 tin-top titles on offer.

The 31-year-old German ex-Formula 1 driver went into last weekend's Singen round 40 points ahead of fellow Mercedes driver Jorg van Ommen, with Alfa's Nicola Larini and Schneider's team

mate Dario Franchitti both mathematical long-shots.

A sixth and a third for Schneider, against a fifth and eighth for van Ommen, and retirements for Larini and Franchitti, was enough to settle the issue with two races at Hockenheim next month to go.

'The value of this title shouldn't be underestimated,' said Mercedes-Benz boss Jurgen Hubbert. 'With 45% of our cars sold in Germany, the DTM is our most important motorsport activity.'

DTM report, page 42

SCHNEIDER'S SEASON

BERND SCHNEIDER TOOK HIS FIRST DTM TITLE LAST WEEKEND

After five years of trying with Mercedes, how much does it mean?

'A lot. After Formula 1 and Indycars, this is the highest level of racing in the world, so I'm very happy and relieved I've got it. Now I'm looking to Magny-Cours and I hope I have the same luck I had today.'

Last year, you suffered some miserable luck. Did that affect your outlook on this season?

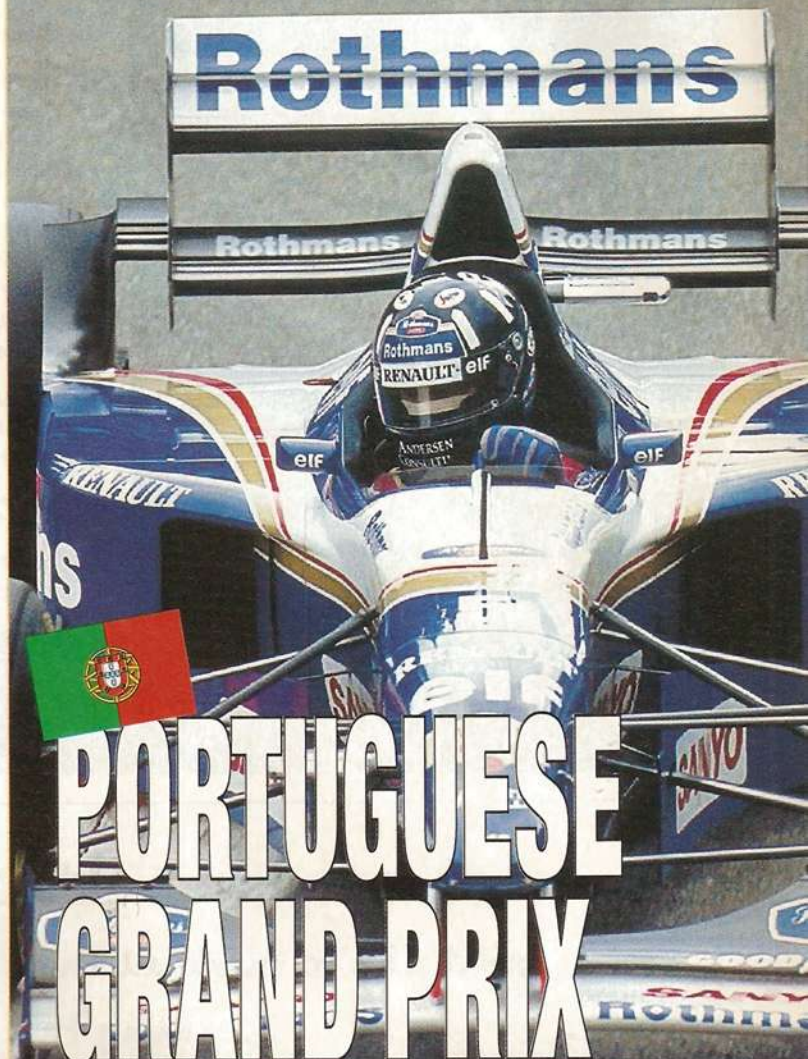
'I never lost faith and I'm sure most

drivers would think like me or they couldn't be in racing. Last year was the first for the Mercedes C-Class and I knew things would be better this year. Whenever I retired, I was always fast — that's better than retiring at the back.'

Who was your toughest opposition?

'I have to say Dario Franchitti, and not just because he's my team mate. He's a fast racer and a big, big motivator when he goes 0.5s faster than you in testing.'

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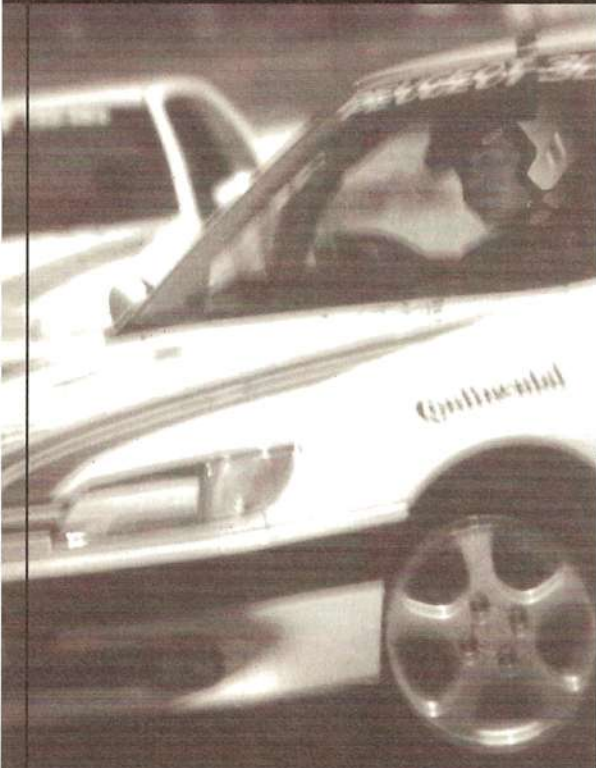
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All the team at Ray Mallock Ltd.,

particularly Phil Barker - my engineer, Paul and Justin - my mechanics,
Mobil Oils, Michelin Tyres, Swindon Race Engines
and all our other sponsors.

My wife and family and all those who cheered.

See you next year, from the old man who is still in a hurry!



VAUXHALL
Sport



No strings attached? Ford's works BTCC star Paul Radisich tried Matt Neal's privateer Total Cup-winning Team Dynamics Mondeo last week. Team Dynamics has bid for a 1996 works contract. Photo: Richard Styles

Radisich test fuels Ford reshuffle talk

Double world tin-top champion Paul Radisich tested Matt Neal's Total Cup-winning privateer Mondeo last week amid growing speculation that Ford will introduce major changes for its 1996 British Touring Car Championship programme.

Radisich, who races an Andy Rouse-built works Mondeo in the BTCC, denied that his 20-lap stint at Snetterton last Thursday had a hidden agenda, despite a terrible season for the works squad.

'Matt wanted my opinions on the set-up he's running before we go to the World Cup,' said the Kiwi. 'I wasn't asked to do it by Ford.'

However, Ford motorsport boss Peter Gillitzer is to make a decision on its 1996 BTCC plans next month, and Team Dynamics is among the teams bidding to replace Rouse.

Speculation says that Rouse will lose his contract and that Team Dynamics or Paul Stewart Racing are favourites to step in. But with up to 14 bids received and a need for closer links with Ford's German operation complicating the issue, nothing is decided yet.

Britain plugs the gap as Cup entry shrinks

The final entry for next month's Touring Car World Cup at Paul Ricard has been whittled down to just 40 drivers from 15 countries.

Britain's five-man national squad, however, remains at full-strength following a decision to replace Vauxhall's injured British Touring Car Championship rookie, James Thompson, with Ford privateer and Total Cup winner Matt Neal for the October 15 double-header race.

'I'm looking forward to pitching myself against the best in the world,' said Neal, 'and I think it's possible to put on a good show with the package I've got.'

Works Ford driver Kelvin Burt's participation in the British squad had been in some doubt. But a Ford spokesman confirmed on Monday that a car would be available for the 1993 British Formula 3 Champion.

'We want Kelvin to drive in the World Cup,' said the spokesman. 'We're very impressed with what Kelvin's done in the BTCC this year and we sincerely hope to see him

back with us next year too.'

Over 50 entries had originally been received when nominations closed for Super Touring's blue riband event. But notable absentees from the definitive list include Opel's Spanish Touring Car Championship leader, Jordi Gene, South African BMW star Shaun van der Linde and Aussie 2-litre series Audi team mates Brad Jones and Greg Murphy.

Gene has decided to concentrate on the final three Spanish rounds, while for Jones and Murphy, a decision by Audi in Germany not to supply A4s to non-works drivers has scuppered their plans.

The BTCC and the German Super Touring Cup will supply the bulk of the Paul Ricard grid. The BTCC fields 13 of its regulars, including double World Cup winner and defending champion Paul Radisich, while the German series boasts a further dozen.

BMW is the dominant make, with 12 cars including Johnny Cecotto and David Brabham from the BTCC.

WORLD CUP ENTRY

AUSTRALIA
David Brabham BMW

AUSTRIA
Hans-Joachim Stuck Audi

BELGIUM
Thierry Boutsen Ford
Eric van de Poel Nissan

CZECH REPUBLIC
Vaclav Bervid BMW
Milos Bychl BMW
Josef Kopecky Ford
Otakar Kramsky BMW
Josef Michl BMW

FRANCE
Alain Cudini Opel
Eric Helary Opel
Yvan Muller BMW

GERMANY
Roland Asch Ford
Frank Biela Audi
Armin Hahne Honda
Sascha Maassen Nissan
Klaus Niedzwiedz* Honda
Jo Winkelhock BMW

GREAT BRITAIN
Kelvin Burt Ford
John Cleland Vauxhall
Tim Harvey Volvo
Will Hoy* Renault
David Leslie* Honda
Matt Neal Ford
Anthony Reid Opel
Steve Soper BMW

ITALY
Rinaldo Capello Audi
Roberto Colciago Opel
Emanuele Naspetti BMW
Emanuele Pirro Audi
Roberto Ravaglia BMW
Gabriele Tarquini* Alfa Romeo

NETHERLANDS
Peter Kox BMW

NEW ZEALAND
Paul Radisich Ford

SOUTH AFRICA
Michael Briggs Opel

SPAIN
Luis Perez-Sala Nissan

SWEDEN
Rickard Rydell* Volvo

SWITZERLAND
Johnny Hauser Ford
Alain Menu Renault

VENEZUELA
Johnny Cecotto BMW
* denotes manufacturer entry

Odor fund to aid tin-top safety

The Kieth Odor Memorial Fund has been established to help improve safety in touring car racing, following Odor's death after an accident in a German Super Touring Cup round at Avus two weeks ago.

The fund will be chaired by newly-crowned British Touring Car Champion John Cleland and will work closely with the medical fund set-up by BTCC organiser TOCA.

'Kieth's death has put driver safety in the spotlight,' said Cleland, 'and I'm honoured that his family have chosen me to steer the direction the fund should take.'

Kieth's death will not be in vain if the fund can contribute towards the safety of other touring car drivers in the future.'

● Kieth Odor's funeral will take place in Salisbury Cathedral during the week commencing September 25, on a day still to be confirmed at press time. The family has requested no floral tributes, but contributions to the Kieth Odor Memorial Fund can be sent to Barclays Bank PLC, 2-6 High Street, Salisbury, SP1 2YH or Tony Loader, Janspeed Engineering, Castle Road, Salisbury, SP1 3SQ.



German Touring Car Championship driver Michael Bartels escaped with whiplash after crashing heavily in his Alfa Romeo 155 V6 TI during qualifying for last weekend's Singen streetrace. The track is to be removed from the DTM calendar next year. Photo: Jeff Bloxham

TOURING CARS IN BRIEF

Matt Neal, who clinched the British Touring Car Championship's Total Cup for privateers at Oulton Park a fortnight ago, will test drive a works Peugeot 405 at Silverstone on October 4 as part of his prize. Total is the title sponsor of Peugeot.

Vancouver's Indycar street race has been added to the North American Touring Car Championship's 1996 schedule, bringing the total to eight events, with up to two more to follow. Meanwhile, NATCC president Roger Elliott has apologised for putting Lime Rock on the calendar released last month, but says the event will tentatively stay on the schedule while talks continue with the circuit.

Alfa Corse boss Giorgio Pianta was incensed by the decision to red flag the second race of last weekend's German Touring Car Championship (DTM) round at Singen after Kurt Thim's Mercedes dropped oil and retired from the lead. A safety car for the final six laps, instead of reds, would have secured a podium for Christian Danner's Alfa Romeo.

Opel drivers Manuel Reuter and Yannick Dalmas narrowly avoided disqualification from the second DTM race at Singen after Dalmas push-started Reuter's stalled Calibra on the grid. Both then took up their original grid slots during the pace lap, which is expressly forbidden, before being radioed to get to the back by an anxious Team Joest crew.

A passive rev-limiter is set to be introduced in the DTM and the International Touring Car series next year. The limiter, being developed by Magneti-Marelli, will record transgressions of the 12,000rpm limit, but not physically cut the revs like the present version. A passive limiter should increase engine reliability.

Alan Jones, the 1980 Formula 1 world champion, is to form his own team to run Ford Falcons in the five-litre Australian Touring Car Championship. The 48-year-old Aussie will leave Glenn Seton's team at the end of the year, taking Philip Morris backing with him, and be partnered by privateer Holden driver Paul Romano. 'When the opportunity arose,' said Jones, 'it was a bird in the hand being worth two in the bush.'

The Peter Brock Classic, the richest race ever in Australian motorsport, will run under floodlights at Calder on November 25. The race honours Aussie tin-top legend Peter Brock's 50th birthday and will include a prize fund of A\$300,000 (£150,000) — more even than the Toohey's 1000 at Bathurst.

BTCC supremo Alan Gow and championship co-ordinator Jenny Birrell will race a pair of celebrity cars in this weekend's Ford Fiesta race supporting the BTCC finale at Silverstone. Both have 'previous' on the circuits.

PREVIEW

Champ Cleland bids for Tarquini's BTCC record

Newly-crowned British Touring Car Champion John Cleland goes into Silverstone's finale on Sunday hoping to clinch the manufacturers' title for Vauxhall and equal Gabriele Tarquini's record of eight wins in a single season.

In the victory stakes, Cleland has six to his name so far — just two away from Tarquini's 1994 haul — while Vauxhall leads Renault by just seven points in the manufacturers' battle. Volvo is a further 28 adrift, but with 48 to play for, none can be ruled out.

'No way will the manufacturers be won by finishing 10th,' says Cleland, 'so I don't have to decide tactics or balls-out, one or the other — I can just go for it.'

'This is probably also the first race for years when I've got nothing to lose,' he adds. 'I've got my title, I'm not fighting over the minor places' and I don't give a hoot. I'll go out there and give 110%.'

Despite the race for the drivers' title being settled already, the double-header on the National circuit could still be two of the closest-fought races of the season according to Cleland.

'Renault's going well and Alain Menu's keen to hang on to second in the points,' he says, 'while Volvo and Rickard Rydell have something to prove after not winning for a while. Added to that, Toyota and Honda reckon they're due a win, plus there're stacks of drivers with nothing firm for next year who want to go out on a high. It should be a humdinger.'

Perhaps Ford will figure too? Paul Radisich took a win on the BTCC's visit to the National circuit in May and would love to end a bad year with another.

'If Michelin can help us out with some pre-World Cup rubber, we could be there,' says the Kiwi. 'Otherwise, it's business as usual.'



Cleland: humdinger



Renault and Vauxhall will fight for BTCC manufacturers' honours. Photo: Jeff Bloxham

New German track boosts Indy plans

Indycars could be racing in Europe if plans to build a new oval track in eastern Germany come to fruition.

The developers of a proposed site combining a two-mile tri-oval and a 4.9-mile road course about halfway between Berlin and Dresden in the former East Germany are intending to start construction in spring next year. They hope to run their first Indycar race in the autumn of 1996.

IndyCar president Andrew Craig has made no secret of the World Series's plans to expand beyond the USA, as long as it races on

ovals. The IndyCar World Series has an agreement with motor racing's governing body, the FIA, that any new races outside Europe will take place on ovals. The street race at Surfers' Paradise in Australia is exempt from the agreement.

The new track, to be called the Lausitz Ring, would be a Godsend to German race organisers, including the German Touring Car Championship (DTM). With the Avus race in Berlin axed from the calendar for 1996 (see right), the DTM has lost considerable market exposure in the east of the country.

The Class 1 touring car that never was? Peugeot showed a design study of its new 406 with aerodynamics based on the Class 1 rules of the International Touring Car series. However, Peugeot Sport boss Jean-Pierre Jabouille has denied that Peugeot could become the ITC's fourth manufacturer. Photo: Willem Staät



Ganassi joins Honda in 1996

Top Indycar team Ganassi Racing has become the latest outfit to defect to Honda engines for 1996.

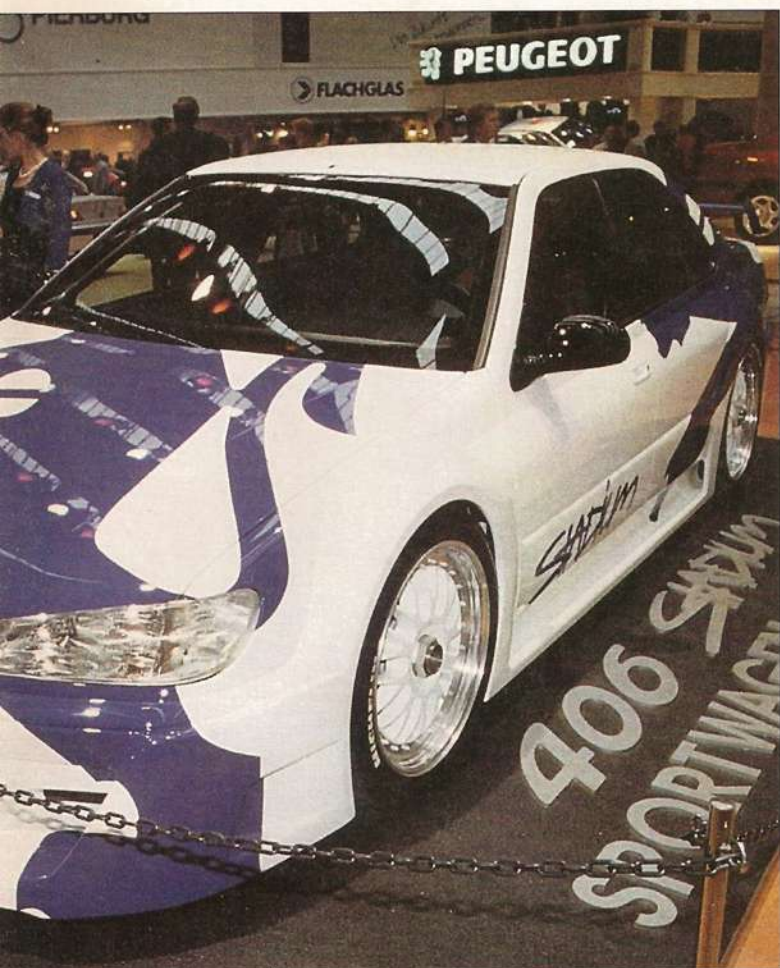
The Japanese company announced this week that Ganassi will use Honda engines in its Reynards, with Jimmy Vasser and Bryan Herta driving.

Ganassi — which has raced the Ford Cosworth XB for the last four years — joins Tasman Motorsports, Comptech and Hall Racing, which defected from Mercedes, in Honda's 1996 Indycar attack.

Ganassi said: 'Our goal is to win races and championships. The best way to win is to get the quickest drivers, pair them with the best equipment and crew, and then let everyone do their jobs. Honda has really established themselves this year and we plan to have a long and successful relationship.'

General manager of Honda Performance Development, Robert Clarke, said that with Ganassi's team bringing Honda's effort up to the required minimum of six cars, Honda should be able to contend next year for Indycar's manufacturer's championship.

Ganassi's team may also make the switch from Goodyear to Firestone tyres in 1996.



Mercedes brings in safer tin-tops

Mercedes has introduced improved side-impact safety measures into its Class 1 touring cars in the wake of Kieth Odor's fatal Super Touring crash at Avus.

Odor died from the injuries he received after his Nissan was T-boned at 120mph by the Audi of Frank Biela, causing both Super Touring and Class 1 racing to review their safety requirements.

Mercedes has introduced extra side-impact bars on its C-Class, plus carbon fibre/aluminium crumple zones designed to absorb and disperse side-impact forces.

Mercedes has also re-stated an offer to supply its racing airbag technology to other manufacturers.

'We'll supply it where it is needed - Super Touring or Class 1,' said Mercedes motorsport boss Norbert Haug. 'It's a sporting gesture and any driver is important.'

Beyond 1996, Class 1 may phase in changes that could see steel passenger compartments replaced by Formula 1-style carbon fibre tubs and silhouette bodywork.

'We want the highest standards possible,' said Haug, 'and you can probably guess what this means eventually. But for 1996, not everybody is ready for changes.'

Avus scrubbed from '96 DTM

The German Touring Car Championship, the DTM, has scrapped its visit to Avus next year after Kieth Odor's fatal crash in the German Super Touring Cup race on the Berlin street circuit a week ago.

'Crashes happen anywhere,' said Mercedes motorsport boss Norbert Haug. 'But we also had big accidents there this year, and if we went back, people would say we're crazy.'

The draft DTM calendar includes Spa in Belgium, but this remains provisional. Singen, dropped for '96 due to its lack of grandstand capacity, could replace it if required.

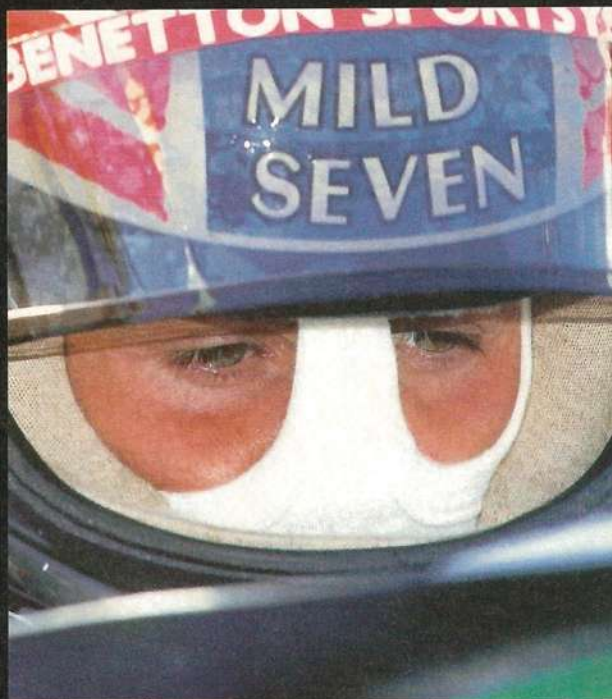
1996 DTM & ITC

Fuji (J) - tbc	March 10 *
Jerez/Barcelona (E) - tbc	April 7 *
Hockenheim (D)	April 28
Nurburgring (D)	May 12
Mugello (I)	May 26 *
Helsinki (SF)	June 9 *
Norring (D)	June 26
Donington Park (GB)	July 7 *
Spa-Francorchamps (B) - tbc	July 21
Diepholz (D)	August 18
Rio (BR) - tbc	September 9 *
Nurburgring (D)	September 15
Magny-Cours (F) - tbc	September 29 *
Hockenheim (D)	October 13 *

* International Touring Car series - others DTM

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Estoril!



Schuey closes on title

Will Michael close down Hill's challenge at Estoril?

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Sospiri: F3000 crown his for the taking in Portugal?

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PREVIEW

Sospiri ready to don the F3000 crown

Italian Vincenzo Sospiri should reap the rewards of four years of hard labour in Formula 3000 this weekend by tying up the FIA International Championship.

The 28-year-old has a 12-point lead over Super Nova team mate Ricardo Rosset — the only driver who can beat Sospiri to the title. But with a maximum of 18 points available at this weekend's race in Estoril and the season finale at Magny-Cours in France, a major

disaster would have to befall Sospiri if he was to lose out.

Brazilian Rosset is keen to win the title, but he could have his hands full fending off a pack of drivers wanting to overhaul him.

Third-placed Nordic Racing driver Marc Goossens, the lone Lola pilot among Reynards at the top of the table, has his eyes on Rosset's position, as do Paul Stewart Racing's Allan McNish and Madgwick's Kenny Brack.

Belgian Goossens said: 'Sospiri can win the title this weekend, and he has enough experience to do just that. But he still has a point to prove, and he is bound to be quick, so he could also win the race outright.'

'McNish and Brack haven't won a race yet, so they have a point to prove as well. It won't be too much of a problem for me to be at the front. My first priority is to get good results. Finishing second in the championship would be a bonus.'



Vincenzo Sospiri (left) looks set to tie-up the Formula 3000 title this weekend, while team mate Ricardo Rosset will want to move clear of his pursuers for the runner-up spot. Photo: Sutton Photographic

New GT limits in question

Proposals from leading sportscar manufacturers on the eligibility of GT racing cars could again be swept aside by the sport's governing body, the FIA, at its legislative World Council meeting in mid-October.

When the top manufacturers met last month, they proposed the reintroduction of the minimum production figure of 25 for the FIA's new GT1 class, while allowing in cars that don't meet this criterion if they comply to a much stricter set of rules.

But it is understood that FIA president Max Mosley favours no limit at all for GT1 and will instruct the World Council to reject the 25-car proposal as it did in June.

Mosley has, like leading GT players McLaren and Porsche, stressed his intention to prevent out-and-out racers from creeping into the GT ranks. As well as demanding full type approval, one option open to the Mosley is a 'catch-all' phrase giving the FIA the final veto on whether a car constitutes a road-going GT.

For the GT2 class for less powerful cars, the World Council looks set to re-adopt the 50-car minimum, which would hamper the ambitions of smaller marques.

Schafer blasts his German line-up

German Formula 3 team mates Oliver Tichy and Max Angelelli were lambasted by their team boss Bertram Schafer at Singen last weekend, after the duo collided for the second meeting running.

'They are two very quick drivers,' Schafer said, 'but I won't have both of them driving for me next year. The problem is keeping them apart on the track.'

The pair were lying in second and third places when Tichy ran wide after an apparent tap from behind by Angelelli. As they exited the corner, Tichy's car began to slide and crashed into his team

mate, ending both drivers' races.

'Max deliberately drove into me,' said Tichy. 'I was very angry, got on the gas early, and crashed.'

Marshals had to keep the pair apart as, like at the Nurburgring three weeks ago, they made their feelings about each other known.

'What can I say?' said Angelelli afterwards. 'I was quicker than Oliver, he braked early and it was very close. I may have touched him, but it couldn't have been very hard.'

'I'm sorry to say this about my team mate, but he doesn't think for the team. When he closes the visor he disconnects his head.'

Morelli may return to British F3

Dino Morelli returned to the wheel of a top-line single-seater last week for the first time since breaking his foot in a Formula 3000 accident in April — and then announced that he's ready to step back to Formula 3.

Morelli, 22, completed 10 laps of Snetterton for old F3 team boss Roly Vincini in Mark Shaw's regular British series Dallara last Thursday, ending up just 0.1s shy of the fastest F3 time of the day.

'I'm very happy to be on the case in 10 laps,' said Morelli. 'I've been having problems with my left foot, but that didn't affect me in the car.'

'The 1995 cars are much more forgiving than last year's, so F3 is something I'd like to do again.'

Morelli, whose F3000 season lasted just two races, plans to use the Macau F3 Grand Prix as a springboard into a 1996 drive.

One possibility is that Morelli will team up with Vincini for Macau, although the driver admits he is talking to other teams.

Warren Hughes, meanwhile, topped the times with a 1m07.2s lap in his Alan Docking Dallara, in preparation for this weekend's British series rounds at Pembrey.

F3000 NEWS IN BRIEF

The contract to supply engines to the new-for-'96 one-make F3000 series has been awarded to Zytex, a source said on Monday (see AUTOSPORT, July 6). He said the deal will not be announced until a manufacturer has been found to badge the company's Judd KV engine. However, Zytex boss Bill Gibson said: 'We do not have confirmation from the FIA (the sport's governing body), and as far as I am concerned, until I see a press release or a contract saying we've got the deal, we haven't got it.' Gibson added that Zytex was running out of time in which to build the required number of engines.

The dispute between Reynard and the sport's governing body, the FIA, over whether it is a restrictive practice — and therefore in breach of European law — to switch F3000 to a one-chassis formula next year (see AUTOSPORT, July 27), has been amicably resolved, say sources.

Swede Kenny Brack set the fastest time in a test at Snetterton early last week, lapping in 59.5s in his Madgwick Reynard-Zytex Judd KV 95D. Paul Stewart Racing's Didier Cottaz was next up, on 59.9s, with the Frenchman's PSR team mate Allan McNish third on 60.1s.

A Reynard 93D mated to a 4.5-litre TVR engine, which could form the basis of a revived Formula 2-style championship in Britain next year, ran for the first time last week, at a Ministry of Defence test facility. Organiser Paul Cherry wants to create an 'economically viable alternative to F2' which will be called Grand Prix Lights. He foresees a budget of £200,000 for the new championship, which will be launched in London on October 4.

The Magny-Cours circuit has revealed that it came close to cancelling the final round of the International Championship in the confusion earlier this month over whether it would take place on October 7, in tandem with the closing round of the International Touring Car series, or the 15th. The latter date was confirmed two weeks ago after the sport's ruling power, the FIA, refused to sanction a change.

Vortex will run just one car, for James Taylor, at Estoril this weekend.

Alexander Wurz, a front-runner in the German Formula 3 Championship, has been linked to Willy Weber's projected WTS F3000 team for 1996, but he says he is also scheduled to do a DTM (German Touring Car) test in October. He would not reveal whether it would be with Mercedes or Opel. He has strong links with both.

Touring car star Kelvin Burt missed out on his opportunity to shakedown Super Nova's Reynard-Cosworth AC 95Ds in preparation for this weekend's Estoril race because of bad weather at Snetterton.



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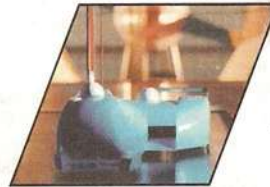
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Global GT series heads Stateside

The Global Endurance GT Series could be about to invade the United States, as the Laguna Seca circuit in California eyes a race for next year to take the place of its traditional American IMSA series fixture.

A Global four-hour race at the 2.21-mile circuit near Monterey has been pencilled in by the Global organiser for October 6, and it is one of a number of alternatives being pursued by Laguna.

Laguna general manager Scott Atherton said: 'We have a long tradition of hosting major

sportscar events, and in sportscar racing worldwide at the moment, there's nothing that compares with the Global series.

'A Global race looks a viable proposition, but it is by no means confirmed at the moment.'

Laguna disappeared from the IMSA calendar at the end of last year. One reason, according to Atherton, is that the '94 event failed to draw the expected crowd.

'The new World Sports Car class hasn't fulfilled its potential and it's not filling grandstands,' he said.

1996 CALENDAR

Interlagos (BR)	January 21
Paul Ricard (F)	March 3
Monza (I)	March 24
Jarama (E)	April 14
Silverstone (GB)	May 12
Nurburgring (D)	June 30
Anderstorp (S)	July 14
Suzuka (J)	August 25
Brands Hatch (GB)	September 8
tba	September 22
Laguna Seca (USA)	October 6
Zhuhai (PRC)	November 3
All dates provisional	



Nielsen and Bscher claimed the first of the two Global Endurance GT Series crowns in the wet at Silverstone last weekend—and they are on course for the double

Nielsen, Bscher claim European crown

McLaren F1 GT drivers John Nielsen and Dr Thomas Bscher have won the European section of the Global Endurance GT Series—and their nearest rivals in the overall points have all but given up hope of claiming that title.

Fifth place, and fourth in class, in round 10 of the Global series at Silverstone on Sunday was enough to put the West Competition duo out of reach of Gulf McLaren drivers Ray Bellm and Maurizio Sandro Sala, who could only finish 10th, with just one Euro race to go at Nogaro on October 8.

Bscher said: 'It's great. We are

European champions, and Ray Bellm is green with envy. Now we go for the overall championship.'

In the overall Global classification, which includes the results from last month's Suzuka 1000Km and the seasonal finale at Zhuhai in China on November 5, Nielsen and Bscher are 28 points clear. And with a maximum of 31 points available from each race, the West drivers are effectively champions already, should Bellm and his Gulf Racing team skip the Chinese race, as seems likely.

'It looks like our championship challenge is over,' said Bellm.

Giant stop-go thwarts Calderari

Swiss sportscar veteran Enzo Calderari lost hope of winning the Global Endurance GT Series when he and team mate Lillian Bryner incurred a six-minute stop-go penalty at Silverstone on Sunday.

Bryner was brought into the pits for the penalty after Calderari, who led the race in his Stadler Motorsport Porsche 911 GT2 when conditions were at their wettest, had exceeded the maximum driving shift of two hours and 10 minutes by six minutes.

'It is clear that we overdrove and they could have disqualified us,'

said Calderari, 43, who spent some time arguing with the stewards, 'but it's a heavy punishment as there was no advantage. I would have accepted three minutes. The windows were misted and I couldn't see out of the car.'

Jurgen Barth of the series organiser came out in support of the decision of the British stewards. 'It was better than disqualification,' he said. 'We shall look at putting this kind of penalty in the rules.'

Silverstone GT report, page 44

Drivers attack pit speed limit

The 40mph pitlane speed limit for Global Endurance GT Series races came under fire at Silverstone last weekend after a number of drivers were caught out during the Empire Trophy meeting.

The dozen or so drivers who fell foul of the limit were united in their criticism, with Ferrari driver Michel Ferte, who lost third place on the grid, most vociferous.

'This is a big injustice. I am a driver, not a computer,' claimed Ferte, who even threatened to withdraw from the race.

Agusta Racing team manager Keith Greene, whose lead driver Almo Coppelli lost his dry qualifying time, joined the attack. 'How can you have an 80mph limit for Formula 1 cars and half that for GT cars in the same pitlane?' he said. 'It's not properly thought out.'

But Jurgen Barth for the series organiser defended the limit. 'With all the refuelling equipment and mechanics in the pitlane it makes sense,' he said.

'It is the same at all the races, but we haven't had big problems. Here the pitlane is quite wide, which makes it tempting to speed. Also we have three speed traps here; normally we have only one.'

NEWS IN BRIEF

INDYCARS

Penske's appeal against Al Unser Jr's disqualification from first place in the Portland IndyCar race on June 28 was heard this week. The hearing began on Monday and was expected to run until at least Tuesday afternoon, after AUTOSPORT went to press. The appeal will not affect the final positions in the IndyCar World Series.

Emerson Fittipaldi is set to marry long-time partner Theresa on Tuesday. The IndyCar star and former World Champion is not scrimping on the venue—the wedding will take place in the Vatican.

SPORTSCARS

The Magnum marque is ready to return to the international ranks with its new SC206/95 World Sports Car. The first chassis, powered by a 4.2-litre Buick V6 engine, was testing at the MIRA proving ground this week before shipment to its Canadian owner ready for the Phoenix IMSA race in two weeks.

The Le Mans Coupes d'Automne GT races this weekend will take place, despite a tiny entry of just 14 cars. The two-hour races—one on Saturday night and one on Sunday afternoon—should turn into a three-way fight between a Ferrari Club Italia F40, a Larbre Competition Porsche 911 and a Venturi 600LM with Henri Pescarolo driving.

With Larbre's Porsche 911 GT2 Evolution not rebuilt in time after its Suzuka shunt, regular driver Bob Wollek moved over to the Konrad Motorsport Porsche team, sharing its GT3 class car with Supercup regular Andre Ahle.

FORMULA 3

Former British Championship front-runner Derek Higgins's celebrations of victory in the Mexican series after victory at Tangamanga 10 days ago proved premature. An appeal against his driving at the Monterey round in August is still outstanding. If he loses his result, then only his team mate, Rod McLeod, will be able to pip him to the title at Mexico City on November 12.

THISWEEKEND

SUNDAY SEPTEMBER 24

ESTORIL (P), Formula 1 World Championship; **Formula 3000 International**; **SILVERSTONE (GB)**, British Touring Car Championship; **PEMBREY (GB)**, British Formula 3 Championship; **MARTINSVILLE (USA)**, NASCAR Winston Cup; **SUZUKA (J)**, Japanese F3; **NURBURGRING (D)**, German Super Touring, ADAC GT Cup

World status for Indonesia in 1996

The Rally of Indonesia will be promoted to the World Rally Championship for 1996 if the FIA World Rally Council accepts the recommendations of its Rallies Commission following a meeting in Perth last Thursday.

The commission proposed that next year's series be increased to nine events with Indonesia slotting into the calendar in May.

The event had initially hoped to be included in both the World and 2-litre series, but readily agreed to drop any claim to the latter category as the event is too close to the Formula 2 Corsica round the same month.

The commission considered the candidature of 20 events in total, but Indonesia was the only one to be added to the current 13-event pool, leaving six still excluded. However the organisers of these rallies can still hope for elevation when the commission sits to determine the calendar for the new-look 1997 championship (see separate story).

The Perth meeting was the first held by the the commission outside Paris. To underline its importance every event organiser

was represented, with the lone exception of Monte Carlo, which seemed determined to press on with its 'go it alone' policy.

Following an earlier FIA meeting with the constructors, they too were invited to remain to hear the discussions.

The FIA World Council next meets on October 18, when it has the chance to accept or reject all of the proposals which were made at the Perth meeting.

1996 WRC CALENDAR

Jan 20-26	.....Monte Carlo Rally (F2)
Feb 8-12	.....Swedish Rally (WRC)
Mar 5-9	.....Portugal Rally (F2)
Apr 4-7	.....Safari Rally (WRC)
May 1-5	.....Corsica Rally (F2)
May 10-12	.....Rally of Indonesia (WRC)
Jun 1-5	.....Acropolis Rally (WRC)
Jul 3-8	.....Rally of Argentina (WRC/F2)
Jul 26-30	.....Rally of New Zealand (F2)
Aug 23-25	.....1000 Lakes Rally (WRC)
Sep 13-16	.....Rally Australia (WRC/F2)
Oct 12-16	.....San Remo Rally (WRC)
Nov 3-6	.....Catalunya Rally (WRC/F2)
Nov 24-27	.....Network Q RAC Rally (F2)



Alister McRae and co-driver David Senior celebrate their title triumph. Photo: Hardwick

McRae crowned on the Isle of Man

Alister McRae is the new Mobil 1/Top Gear British Rally Champion. Third place on the Manx International Rally clinched an eighth title for the McRae clan.

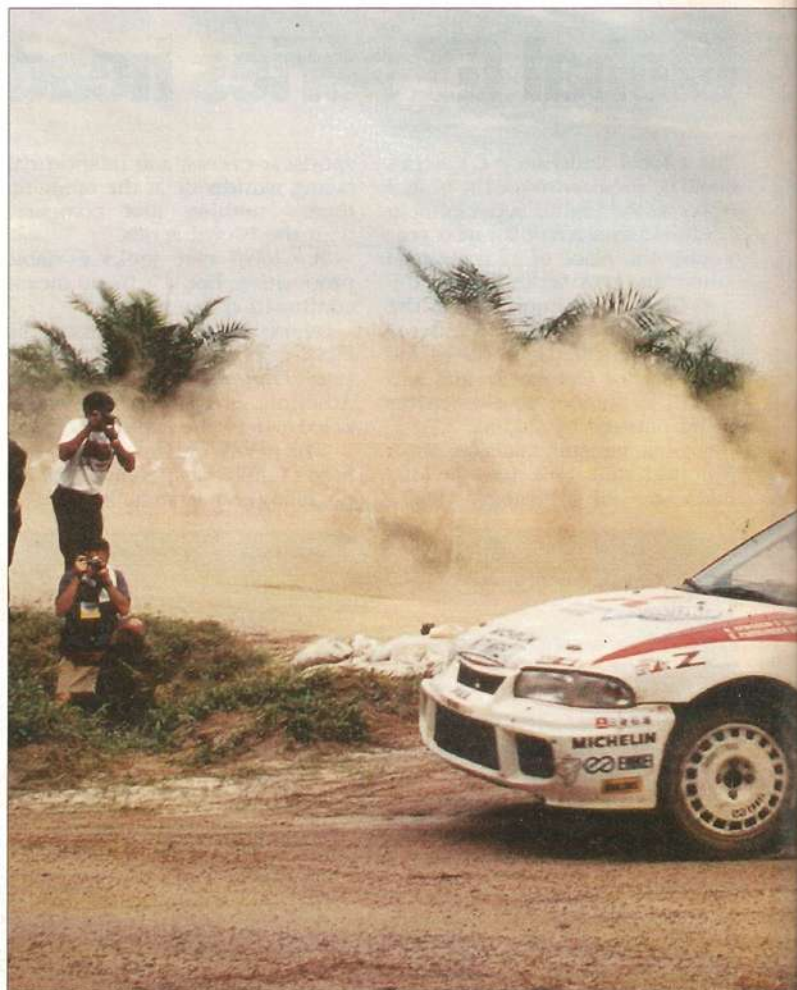
'It's not really sunk in yet,' said 24-year-old Alister, 'but I was very relieved to get to the end. I'm very pleased. Dad (father Jimmy) won it eight times and (brother) Colin twice, so that's not a bad record.'

McRae went into the final round of the British Championship needing to finish fourth in Formula 2 to guarantee the title. In the end only Gwyndaf Evans (on his way to

his first win of the season) of the F2 championship contenders beat him. McRae's efforts and those of his Belgian team mate Gregoire de Mevius - who was third in the points - also brought Nissan the manufacturers' title.

The Group N Production Cup went, in both rally and series, to Subaru Impreza driver Trevor Cathers, after he'd fought off a strong challenge from Escort Cosworth man Philip Young.

Manx International report, p 52



Drivers face court in tobacco rule clash

Three drivers are currently threatened with legal action in Australia for failing to display 'Smoking Kills' warnings under logos for Marlboro and 555.

Toyota's Juha Kankkunen and Didier Auriol, and Subaru's Possum Bourne could all face big fines - up to £10,000.

The alleged offences all took place prior to the rally start last Friday, but the Australian Medical Association seems unwilling to overlook the issue, though the event organisers are playing the matter down.

Eriksson lined up for Subaru in 1996

Rally Australia winner Kenneth Eriksson may leave Mitsubishi for Subaru next year to try to secure a World Championship campaign.

The Swede said after his win: 'I want to make the World Championship my priority. Nothing is decided at the moment about which team I will drive for.'

Subaru intends to run three top-line drivers in 1996 and Eriksson would fit the bill. Team boss David Richards would only suggest that there will be a surprise when the team is finally announced.

Makinen is confirmed for RAC Rally

Tommi Makinen will contest November's Network Q RAC Rally in a Mitsubishi Lancer Evolution 3.

The Finn let slip in Australia that he would be competing on both remaining rounds of the World Championship (Catalunya and then the RAC) and Mitsubishi Ralliart Europe boss Andrew Cowan later confirmed the news.

At present Makinen is the only one of the factory Mitsubishi drivers entered for the final two events, and the addition of Andrea Aghini or Kenneth Eriksson to the line-up will depend on extra funding. The three-car team will be made up by entries from Ralliart Germany, who will debut their Evolution 3 Group N versions in Spain.

Makinen's future may now remain with the Japanese team. He admitted before the event that he felt the car is good enough to win next year's series as the events, starting with the Swedish, favour the Lancer and its drivers. He has other options but seems ready to wait for the Rugby-based team to confirm its intention to contest the full 1996 series.



Rally Australia winner Kenneth Eriksson charges to second place on this year's Rally of Indonesia. Next year the event hits the world stage

Manx Rally regains top European status

The Manx Rally has been returned to European Championship coefficient 20 status for 1996. And the FIA has apologised for the clerical error that dropped the event to coefficient 10 this year.

The current ten coefficient 20 rounds have all maintained the required standard so there will be 11 such events for 1996 only.

The Scottish Rally now drops to coefficient 5 status and the Ulster Rally joins the Rally of Wales on coefficient 2 leaving the Pirelli as the only '96 British Championship round without European status.

Vauxhall's Manx rallying swansong

The works Vauxhall Sport team bowed out of rallying after last weekend's Manx International.

David Llewellyn was the team's only finisher after Finn Jarmo Kytolehto rolled his Astra out of the event on the last day.

Llewellyn commented: 'I've had a good three years with Vauxhall, which I've thoroughly enjoyed. It's a pity that it has come to an end, and it's a shame for me, the team and the sport of rallying, because Vauxhall has been one of its major supporters over the years.'



Colin McRae hurtles towards second overall on the Rally Australia. Photo: Reinhard Klein

Second gives Colin title hope boost

Second place for Colin McRae on the Rally Australia brought him to within seven points of World Rally Championship leader Juha Kankkunen and opened up the exciting possibility that the Scot might clinch the crown on the Network Q RAC Rally in November.

Subaru's McRae battled hard with rally winner Kenneth Eriksson in the Mitsubishi Lancer until accepting second place with just a couple of stages to go. The final margin was just 19 seconds.

Kankkunen was third and, with fellow title chasers Didier Auriol

WRC to double in size for '97

The 1997 World Rally Championship could be almost double the size of the current eight-rally series.

Last week's Rallies Commission proposals were that the new championship be for a maximum of 16 events, although there is no guarantee that all 16 will be used. More likely is that the pool of 16 events will be used to draw 12 events for 1997.

Commission president Guy Coutard insisted that he would be starting with a clean sheet of paper when choosing the 16 events, but it is hard to see some of the more well-known events being dropped, even though senior officials have expressed private doubts about the suitability of some long-established rallies such as the charismatic Monte Carlo event.

The current pool of events runs to 13 and, with Indonesia now accepted for 1996, there remain just two places left to fill.

The most likely candidate for one place is the Hong Kong-Beijing event. We understand that its organisers are aware that the current linear format would not fit the FIA's desired compact style and that they are planning a cloverleaf pattern for next year's rally.

Bruno Thiry's annus horribilis

continued in Australia, when his recce car was rammed from behind by the Subaru of Masao Kamioka. The car had been intended for later use by Jason Priestley, but the actor had to use Francois Delecour's instead.

The FIA has confirmed that A-priority seeding gained on rounds of the 2-litre championship will be awarded to overall positions and not just F2 placings.

Kit car draft technical regulations allowing four-wheel drive and turbos for new generation cars have been accepted by the FIA Rallies Commission. They will be known as World Rally Cars rather than Super Kits, as had been thought.

World Championship competitors on the 1996 Safari Rally will again be allowed to use Avgas instead of the usual FIA control fuel. It has also been agreed that cars on the Safari and Acropolis rallies will be permitted to carry two spare wheels.

Francois Delecour almost had to find a new co-driver four days before the start of the Telstra Rally Australia. Catherine Francois slipped in her bathroom and broke her wrist. She started the rally with her wrist in plaster.

Tony Jardine introduced his co-driver, Sun journalist Steve McKenlay, to the art of rallying crashing on the Manx. The BBC Grand Prix pitlane commentator's Escort blocked a stage and in the aftermath, Jardine was met by a camcorder-toting punter zooming in and asking 'Was it Schumacher's fault then Tony?'

Nissan's works Sunny GTis made their last British Rally Championship appearance on the Manx International. They will be replaced in next year's series by F2 versions of the new Almera, the road version of which will be launched in Amsterdam next month.

Kia made its world championship debut in Australia, and emerged with two class wins. Rob Herridge oversaw the operation and took a win, while Korean driver Jung-Yong Park claimed the other.

New teams entering the Asia-Pacific Championship will have to commit themselves to at least a quarter of the World Championship rounds in their first season, according to proposals from the Asia-Pacific working group to the FIA Rallies Commission (the new World Rally Cars should be made eligible to facilitate this crossover).

The 1996 Rally of New Zealand will introduce a superspecial stage. The event will be cut to a three-day format.

Toyota's George Donaldson beat Mitsubishi's Andrew Cowan in Sunday's race for World Rally Championship team managers over Perth's superspecial.

Rally Australia Report, page 36

It's showtime for rallying



BRUCE JONES

Alister McRae continued an incredible run of success for Britain's premier rallying family when the son of Jimmy and brother of Colin sewed up the 1995 Mobil 1/Top Gear British Rally Championship on the Isle of Man last weekend.

Alister's latest title makes it eight in all for the McRae clan, with Jimmy the owner of five and Colin two. But even with statistics like that, don't think that the British series is nothing more than a McRae family benefit. Far from it, in fact.

This year, championship manager John Horton has continued to build the series into one of the closest-fought and most professional series in the world, and that's largely thanks to the bold step of making it a championship for 2-litre Formula 2 cars.

The comparison with the British Touring Car Championship has been used before, but it's a valid one. Five manufacturers supported this year's series, and with SEAT waiting in the wings to fill the gap caused by Vauxhall's withdrawal, the momentum shows little sign of slowing.

But isn't there more that can be done to take the championship to a wider audience and on to its next level? TV exposure has taken the series into millions of living rooms, but unless the championship becomes more user-friendly, those viewers are hardly likely to swap their living rooms for the stages.

Shouldn't every round have at least one head-to-head superspecial per day to bring the raw thrill of rallying nearer to the population? And shouldn't the manufacturers involved be lobbying harder to make the series' presence felt even more on TV, just like the BTCC has achieved?

All the pieces are already in place. Now's the time to let a wider public know about it.

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Kieth Odor remembered

It is with immense sadness that everyone at Nissan learned of the tragic accident that claimed the life of Kieth Odor in the German Super Touring race at Avus. To have lost his life within hours of winning the first race against the best German teams is fate at its most cruel.

All of us remember Kieth's BTCC win at Silverstone in front of the Grand Prix crowd when he took pole position and then held Steve Soper at bay for lap after lap to record a great victory. While many drivers struggled to adapt to the challenges of front-wheel drive BTCC cars, Kieth stepped easily from his championship winning Nissan Skyline to the Nissan Primera and proved consistently swift against a number of experienced team mates.

We have all lost a determined and successful racing driver who valued integrity and a pleasant manner above the ego of a *prima donna*.

Our thoughts go to his wife Anita, parents and everybody at Janspeed.
Daniel Ward
Nissan Motor (GB) Limited

A personal tribute

As one who raced cars for the family team that was Janspeed and shared a Sierra Cosworth with Kieth Odor, may I record the regard of many for a modest but extremely talented racer.

Kieth made it from club rallyist to international touring car driver on his own merits. His father was naturally proud of his son, but anyone who knows Janos 'Jan' Odor will know that Kieth progressed on results, not on Patriarchal favour.

Driving and engineering talent took Kieth and the Janspeed Nissan team to a terrific one-two result in the Grand Prix supporting race of

1993, evidence enough of his determination and ability.

Kieth's parents are devastated by the Avus tragedy. May I presume to say on behalf of the many who worked and raced with, or against, Kieth that he was one of the warmest, most sincere of human beings to enter a racing paddock. His understated intelligence and sportsmanlike nature will be genuinely missed.

Jeremy Walton
Wargrave, Berkshire



Odor (L) celebrates victory at Silverstone

Collision analysis

After another coming together between Michael Schumacher and Damon Hill at Monza, I would like to see the stewards at a meeting having increased access to information to assist in their evaluation of an incident.

At present, they only use television footage and ask the drivers for their own version of what occurred. Damon accused Michael of travelling at 'nought miles an hour', while Michael on the other hand did not appreciate Damon's manoeuvre. If the race officials were able to review each driver's telemetry, they could find out a more clear cut reason for the incident instead of taking educated guesses.

Another possibility would be to adopt a braking light for the rear of



No more collisions please. With brake lights we could analyse F1 braking movements

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the cars. This would show up any instances where brake testing occurs. After all, Touring Cars use brake lights and they do not seem to hinder overtaking or have any other associated disadvantages.

Matt Benfield
West Wickham, Kent

Not Hill and Prost

Is the professor really becoming forgetful? Having vowed never to sit in an F1 car again, as a mark of respect following the death of the great Ayrton Senna, Prost has proceeded to test a McLaren MP4/10 and is now contemplating a full time comeback with the team which helped him win three driver's titles during the 1980s.

Has he also forgotten his 'alleged' reason for retiring from F1 at the end of the 1993 season?

He said that the politics governing the sport had spoiled his enjoyment, but he now claims that his reason for a possible return is purely for the enjoyment of racing in Formula 1!

With Damon Hill constantly

forgetting the use of his car's brake pedal, can F1 really afford another amnesia sufferer?

Nick Johnson
Treharris, Wales



The forgetful professor - Alain Prost

A call for spare cars

There are two points which the FIA might wish to consider before their next F1 Commission meeting takes place. If spare cars were allowed to be used throughout a Grand Prix weekend, then situations such as that at Benetton where the second drivers' car is set up to the same specification as the team leader's car, thus acting in effect as a spare car,

would become a thing of the past.

By limiting qualifying to just a one hour session on the Saturday, the F1 circus would be ignoring the many millions of TV viewers gripped to their seats on a Friday afternoon watching *Eurosport*! Far better to limit final qualifying to 50 minutes, award a point for pole, have a 10 minute break and then have the highlight of qualifying, a top 10 shoot-out conducted in reverse order to decide the grid.

Mr Nelson
London

Congratulations TVR

Having been involved with the TVR Cerbera GT over the weekend as a sponsor, ex-driver and a friend of the team owner, I thought that they did an amazing job!

Watching the first hour from Becketts and Chapel down to Stowe with the very changeable conditions when Mark Hales was battling away lap after lap with the F40's, McLarens and Porsche GT2 cars, it was amazing to be lying sixth overall after the first stint and

second in class - brilliant! Just wait till '96 (and a new battery!)

Clive Greenhalgh
Team Central TVR

Fuel for thought

The Italian Grand Prix at Monza once again lived up to its billing as one of the most exciting races of the season, but I have a suggestion for Bernie Ecclestone.

I am sure he noticed that after 13 laps - until Coulthard spun off - the top five cars were separated by a mere two or three seconds. The reason for the closeness of the competition was the fact that all five of these lead cars were on the same fuel stop strategy, namely one stop.

Therefore, it is time for Bernie to introduce a limit of one fuel/tyre stop per car per race, unless a car has a puncture.

The cars would then stop roughly at the same time; it would also mean that as the cars were all running at the same weight, they would be better able to pass each other.

Although this rule could not be enforced this year, as some cars, such as Pacific do not have the fuel tank capacity to run a single stop race, it could be made compulsory for next year.

Gareth Gavagan
Dublin, Ireland



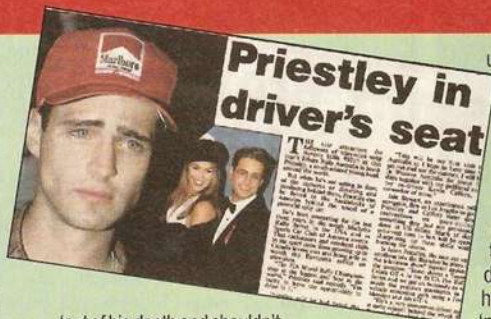
Should the FIA put a limit on pitstops?

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WHAT THE PAPERS SAY WITH KEITH OSWIN

Just for a change from *The Sun* and *The Telegraph* I reckoned you might care to know what the Australian press says about motorsport. Well, as I'm Down Under at the moment I figured it was a chance to give this column a different slant while the blood rushes to my head.

As my Singapore Airlines 747 touched down in Perth the big story in *The West Australian* was Bernie Ecclestone's theory that Hill and Schumacher would kill themselves if they carried on the way they were driving. 'Maybe the cars are too safe and they think they will not get hurt, or maybe the FIA will have to look harder at the punishments,' says Bernie. He is also quoted as having said that Taki Inoue was at fault in the Hill/Schumacher shunt and that he was



'out of his depth and shouldn't be racing at this level.'

'Finns find comfort in cold cars', said one of the papers' headlines that same day. I wondered why a country like Finland, with a small population, produces so many fast drivers. One

unnamed former driver who was in Perth last week (could it have been Simo Lampinen?) suggested the only things to do in a cold country like Finland was 'to drive fast and make love'...

Last weekend's edition of *The Sunday Times* got the scoop on the threat to fine three drivers for not displaying 'smoking kills' stickers (I hear that Aussies can buy them with 'non smokers die too' as the message) and snapped the frightening remains of Hideaki Miyoshi's Subaru.

Australian *Playboy* is popular this month because it has the much heralded nude pictures of Danni Minogue. Of course I bought the mag for the feature on rally

driver Ed Ordynski (who kept his clothes on). Driving a road-going Mitsubishi Magna, his journalist co-driver was so worried that 'he went as stiff as a plank'. An unfortunate turn of phrase for a mag like that.

My favourite piece came in the *West Australian's* preview to the final day of the rally. Kenneth Eriksson was described as the patron saint of Perth panel beaters and Juha Kankkunen's two minute deficit was likened to the 129/71 winning margin by which North Melbourne beat the West Coast Eagles in the Aussie Rules Football semi-final. But the gem was when the piece suggested that, should Ford suggest Francois Delecour is staying next year, 'expect the lie detector to jump from the WACA oval to Kings Park'...

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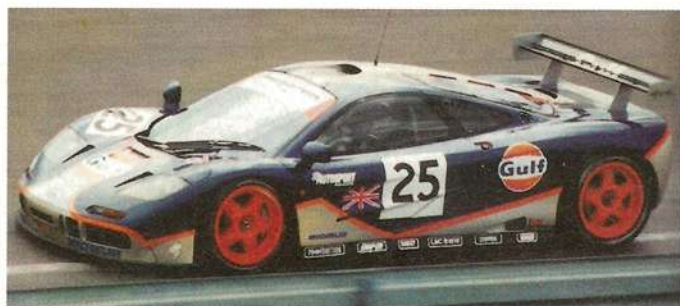
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The quiet American



NIGEL ROEBUCK

Taki Inoue may not be the most accomplished Formula 1 rookie I have ever seen (an assessment which I guess Damon Hill would find generous), but in one respect, at least, he is streets clear of all his colleagues. At every race Marlboro puts out a dossier, detailing each driver's date of birth, first victory (where applicable), and so on, and also listed are his tastes in food (pasta, in most cases) and drink (invariably a litany of mineral water, apple juice, and the like).

Get to Inoue's preferred tippie, however, and you find 'Romanee Conti,' the greatest red wine from Burgundy, and the most expensive from anywhere. It was Jabby Crombac who drew this to my attention: 'Nigel, we have a gentleman in our midst...'

Musical tastes are also revealed, with Phil Collins well to the fore, I am sorry to say. Thank God for D Hill (Otis Redding, Elvis) and G Berger (Beatles) was my aged conclusion, although I must admit to appreciating Collins's dirges on long-haul flights when sleep is otherwise difficult to induce.

When Phil Hill was a Grand Prix driver, they didn't have dossiers like this, but if they had, his musical preferences would have set him apart from his fellows. For several years, when Hill was the Ferrari team leader, many of his happiest times were spent at La Scala in Milan.

After winning for Chaparral the 1967 BOAC 500 at Brands Hatch, Hill went back to California, and never raced again. Typically, there was no formal announcement that he had retired; at 40, he had simply decided that enough was enough.

Unlike some, though, Phil has never lost his love of motor racing - indeed, one almost suspects he likes it more in retrospect than he did at the time. I doubt that a more intelligent man ever stepped into a racing car, nor one more aware of the risks in a sport inestimably more perilous than now. 'I would so love to get out of this unben't,' he once said, and the paradox is that he was always at his best at such as the 'old' Spa-

Francorchamps and the 'old' Nurburgring, where the dangers were most acute.

Safety, Phil says, was literally never discussed. 'It was something that you didn't really want to talk about, because then someone would start legislating, and then you wouldn't have your precious racing any more. Even inside the sport, we never talked about it. There was already enough of that - people on the outside posing these questions: "How can you do this? Your friends are dying, and yet still you go out and do this..." It was little different from wartime, where you just had to do it - and you wanted to do it.'

'There was something you had to have going for you in those days, which was a part of your brain sorting out where it was safe to mess around, and where it wasn't. I mean, Thillois, at Reims... I was the master of spinning at Thillois! But if there had been a wall there, it never would have been that kind of corner. And, of course, you didn't mess around at a place like Spa - although, for some reason, I was not intimidated by Spa, whereas some people were.'

Some of the driving tactics of today leave Hill frankly bemused. 'They feel they can get away with it, I guess. That's the only possible explanation. If guys drove like that in my time, they usually sorted themselves out pretty quickly. Some of the stuff that goes on today... I just don't know what to think. Back then, it was just unthinkable, really, to touch another car, because of the potential consequences. I know it sounds corny, but those were the facts. Over the long term, you just couldn't do it, and get away with it.'

Hill always comes to Monza, and, as he regaled us with wonderful stories over lunch on race day, it was 34 years - to the day - since he had become World Champion there, in circumstances which could not have been more tragic, more poignant. On 10 September 1961 he clinched the title by winning the Italian Grand Prix, but his championship rival, and Ferrari team mate, Wolfgang von Trips, was killed, together with 14 spectators, in an accident on the second lap.

'I didn't know he was dead, until I came

into the pits at the end. I drove right in, and I said, 'How's Trips?' I knew it was him, because we got an order board soon after the accident, and he was missing from it. I saw the way they responded to my question, and I knew that something wasn't right, that they were being evasive...'

Hill's own race had been a breeze, after two frustrating days of practice. 'We were using the combined circuit, incorporating the banking, so that you actually came by the pits twice on every full lap. And we always took the lap times in two pieces: once around the banking, then punch it, and again at the end of the lap. So when I was a second and a half slower than the other Ferraris around the banking - which was flat out - I knew it wasn't my fault.'

These days, of course, engines are changed as a matter of routine, but back then it was a little different. 'Ferraris, of course, suggested that the problem was maybe my foot, you know, but that was dumb. In the end, I told them I wouldn't run in the race if I didn't get a new engine, and finally they agreed. Early on race day, I came out, and drove it around the streets over there - in Arcore, or wherever it is...'

Imagine those wonderful anarchic times, and picture, if you will, that glorious 'sharknose' Ferrari being shaken down on public roads in the early morning.

I asked: 'Did you really do that?' 'Yeah!' Hill replied. 'I was tearing up and down, trying to get the throttle openings right, and everything. I mean, it was one thing to throw in a new engine, but back then none of the carburetors were in the same place, from one engine to another, you know...'

'Thing was, we'd been up to Monza mid-week, and tried my car, with a lot of the negative camber gone, because we were getting such incredible tyre temperatures on the banking. And when we straightened it up, we gained a chunk of speed down the straight - and got right into the break-the-valve-springs range...'

'I was sure that was what had happened to my engine, and why I was down on power, and it turned out that the other Ferraris, too, had all done in their inner valve springs, and in the race every damn one of them broke. And Ferrari, sitting there in Modena, said, "Abbiamo perduto" - "We've lost." Except that mine just kept going and going and going - because I started out with the high gear and a brand-new engine. There's a World Championship for you...'

A great driver, Phil Hill, and a lovely man. His delivery of laconic one-liners reminds me irresistibly of Bob Newhart, and he writes better of this sport than any driver who ever lived. Of working for Enzo Ferrari: 'When you come to see that the emperor has no clothes, you are more comfortable with your own nakedness...' ■



Phil Hill is constantly amazed by the driving standards of the modern Formula 1 driver

ARMCHAIR ENTHUSIAST



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The film is both informative and well produced, and despite virtually skipping the night section altogether, the flow of the race interprets well into home viewing. The battles between the Kokusai Kaihatso and Harrods F1 GTRs, as well as the Courage team's late charge, are all well documented. All in all an extremely good account of one of the best races at La Sarthe in years. For more information call 01272 457358.

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Sat Sep 23: 1300-1400 Karting; 1400-1515 International Formula 3000, the race live from Estoril; 1800-1900 Speedworld
Sun Sep 24: 0000-0100 International Motorsports Report
Mon Sep 25: 2000-2500 Speedworld, including the Global GT race from Suzuka
Tue Sep 26: 1300-1430 Speedworld; 1930-2100 Motors
Wed Sep 27: 1200-1300 Motors

SKY SPORTS

Fri Sep 22: 0000-0100 Pole Position, featuring highlights from the British Touring Car Championship rounds at Oulton Park; 1000-1100 Pole Position, repeat
Sun Sep 23: 0400-0500 Drag Racing; 0800-0900, Drag Racing
Tue Sep 26: 1500-1600 Drag Racing

CEEFAX

See page 360 for all the latest motorsport news as it breaks, plus reports and results from all the major races and rallies.

Grand Prix preview, page 32

Jeff Bloxham



Curtain call on my toughest

Silverstone this weekend will be the last two races in what's turned out to be a tough, tough first season for me and the BMW Motorsport Team in the British Touring Car Championship.

How tough? Well simply, there's no other series as tough as the BTCC anywhere else in the world, and BMW hasn't had a car that's been capable of winning races in it.

In Germany, Jo Winkelhock is leading the Super Touring Cup; in France, BMW are champions with Yvan Muller; in Italy, BMWs are winning races. But in the BTCC, we're really struggling, because the level's so much higher. I know it's not me and I know it's not the team - we're the reigning German Super Touring Cup holders don't forget and we know we can do the job with the right equipment. But it's still so frustrating for us.

At least I'm in fairly illustrious company... A certain reigning British Touring Car Champion called Gabriele Tarquini was winning races with Alfa Romeo in Italy, and beating the likes of Audi and BMW to do it. But now he's back in Britain and struggling - and mostly behind me. Like I say, this BTCC is one tough championship!



JOHNNY CECOTTO

Since the Knockhill races at the end of July, the rear-wheel drive BMW has been allowed to run with 25kg less than at the start of the season. That means we have to weigh at least 1000kg, while the front-wheel drive cars - that's everybody else in the BTCC - check in at 25kg less.

The reduction has made a difference, but it's not worked miracles. It's helped a little bit with acceleration, which was and still is

our major weak point. But there's plenty more we need to do with the car to make it competitive again. Making the weights equal would be nice for starters.

We've worked constantly at improving it. We've improved the suspension and the chassis, and the car's now better through the corners than it was. But for every tenth we find, the opposition is finding tenths too - and they're already ahead of us, so in a way we're just maintaining the gap.

Having said that, Knockhill and Brands Hatch two weeks later were two of the best races I've had, and the most competitive the car's been since the opening round at Donington Park in April.

At Knockhill, I finished fourth in the first race and was very strong in the last few laps, while my team mate David Brabham was also on good form there and finished fourth in the second race. At Brands, I was fifth in the first race and lapped in the lead group of cars. Then, at Snetterton, in the first race again, I started on wets, made a pitstop for slicks when the track began to dry, charged through to 10th and set the fastest lap of the race.

Unfortunately, something always seems to happen to me in the second race - and more often than not it involves somebody else



Johnny Cecotto leads Alain Menu and the rest of the pack around Druids at Brands Hatch earlier this year

season

starting it! In fact, apart from Derek Warwick, who's had 10 retirements so far this year, I'm the works guy with the next most non-finishes - nine of them.

I don't want to add to that at Silverstone. But I don't think I'll be in the running for a particularly spectacular finish to end the season with either. The problem with the National circuit is that it basically consists of slow corners and fast straights, which means you need a car with good acceleration. And as I've said, that's not one of our trump cards.

We know that we'll have to work extra hard to make the car competitive over the winter. But it will need a big, big effort, because

we don't just have to catch up to where the top guys are at the moment, we have to find extra time to be ready for what they'll all find over the winter too. Maybe the test team that BMW set up in Britain recently with Ralph Bellamy will be able to introduce some new developments soon.

But before all that, we have the World Cup to look forward to at Paul Ricard in France in October.

Ricard's a different sort of circuit to most of the ones we run on in Britain, but I still expect the cars that go from the BTCC - the Vauxhalls, the Renaults and the Volvos - to be the ones to beat.

It will be interesting for us as a comparison to be running on the same track, on the same day, as the other top BMW teams, like Schnitzer for instance. But the best comparison, of course, would have been to have a second BMW team doing the BTCC this season, and that wasn't possible in the end.

Looking ahead to 1996, I won't find out about BMW's motorsport plans probably until some time in October, so I've no idea what I'll be doing yet. But for sure, I'd like to come back to the BTCC with a competitive car and win some races. For me, it's a fantastic championship and it's also unfinished business.

And I certainly won't mind another year of travelling between my home in Italy and Britain for testing and racing if we are competitive. Ask any racing driver: it only gets to be a drag if you don't have a car that can win... ■

“There's no other series as tough as the BTCC anywhere else in the world”

■ 10 YEARS AGO

Alain Prost's McLaren had been the fastest car all weekend at the Belgian Grand Prix, but on race day it rained at the Spa-Francorchamps circuit and Ayrton Senna forged through to his second Grand Prix victory (AUTOSPORT, September 19, 1985).

It was Nigel Mansell however, in the Williams-Honda who provided the strongest challenge to the Lotus-Renault, taking second - his best result to that date. Prost finished third.



Senna took his victory tally to two at Spa

■ 20 YEARS AGO

Michel Leclerc won the two-part European Formula 2 race at Zolder with team mate Patrick Tambay making it a March-BMW one-two (AUTOSPORT, September 18, 1975). Leclerc dominated the first heat and benefited from the retirement of others to take the second as well. Maurizio Flammini was classified third in a year-old March, despite having had the better of Tambay for most of the weekend.



Michel Leclerc won his third F2 race of the season, at Zolder, in the March-BMW



Jackie Stewart leads the pack

■ 30 YEARS AGO

Jackie Stewart emerged from a classic slipstreamer to win the Italian Grand Prix at Monza in a BRM (AUTOSPORT, September 17, 1965). Stewart and team mate Graham Hill fought tooth and nail for the lead with Jim Clark and Mike Spence's Lotus Cooper-Climaxes, along with the Ferraris of John Surtees and Lorenzo Bandini, and also Dan Gurney's Brabham. The BRMs eventually took first and second after both of Colin Chapman's cars retired with electrical failures.

Dan Gurney's Brabham and Lorenzo Bandini's Ferrari took third and fourth places respectively. Surtees was forced to retire with gearbox maladies.

■ 40 YEARS AGO

The great Juan Manuel Fangio took his third world championship crown after winning the Italian Grand Prix at Monza in a Mercedes Benz (AUTOSPORT, September 16, 1955). The Argentinian led from the start but was chased hard by the Italian Piero Taruffi, who drove a wonderful race in the short-chassis open-wheel car. Stirling Moss retired with gearbox trouble and Eugenio Castellotti took third for Ferrari.

ANNIVERSARIES

Sep 21: Arie Luyendyk (born 1953), Kenneth McAlpine (b 1920)
Sep 22: Dick Simon (b 1933), Brian Bonner (b 1959), Eric Broadley (b 1928), Franco Forini (b 1958), Richard Roberts (b 1944), Rickard Rydell (b 1967), Russell Spink (b 1968)
Sep 23: Micky Allen (b 1943), Bernard Beguin (b 1947), Dale Whittington (b 1959)

Sep 24: Christophe Bouchut (b 1966), Jeff Krosnoff (b 1964), Michael Parkes (b 1931, died 1977)
Sep 25: Gary Ayles (b 1964), Henri Pescarolo (b 1942), Mika Salo (b 1967), Kazuaki Takamura (b 1966)
Sep 26: Gabriele Rafanelli (b 1940), Tim Schenken (b 1943)
Sep 27: Jorg van Ommen (b 1962), Steve Soper (b 1951)

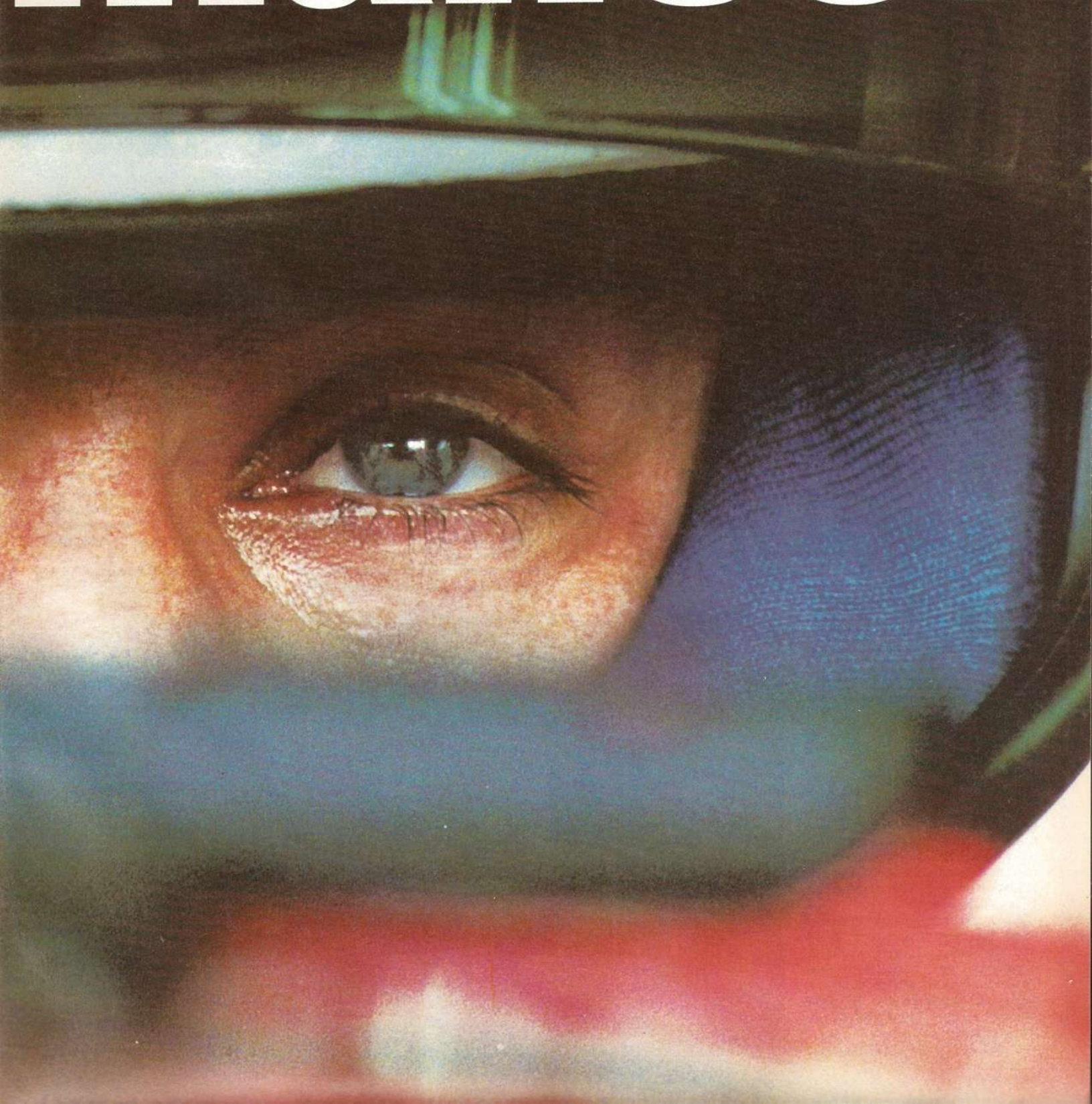
GRAND PRIX '95

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JEAN ALESİ AND SCUDERIA FERRARI – IT WAS A MATCH MADE IN HEAVEN. NOW, AFTER FIVE DIFFICULT YEARS OF MARRIAGE, IT'S OVER, BUT, AS THE FIERY FRENCHMAN TOLD PINO ALLIEVI, IT'S SEPARATION RATHER THAN DIVORCE

mance!





Head down, power on – Jean Alesi in the familiar pose that made him an instant hit at Ferrari



Jean Alesi won the heart of every Ferrari fan with one simple attribute – speed. He established a rapport with the crowd in the only way he knew how, and it worked. In a country where actions very often speak louder than words, Alesi was fluent from the moment he arrived. 'My fans are a danger for me,' admits the Frenchman. 'I can feel them. If I see someone cheering me on from the grandstand, I can end up crashing... with joy.'

Alesi has won just one Grand Prix for Ferrari in five long and eventful seasons with the Italian legend. Yet, in that time, the Frenchman has nurtured a relationship with the team and its passionate *tifosi* matched only by the extraordinary affiliation between Italy and the late Gilles Villeneuve.

Now, the fairy-tale has ended – Alesi has just five more races for Maranello before switching allegiance to Benetton. And Ferrari is about to join forces with a driver as diametrically opposed to Alesi as you could find – one Michael Schumacher.

In his short career, the German

has imposed on F1 a philosophy that leaves many cold, but it is as undeniably effective as Alesi's passion has been destructive. Yet it wasn't that long before Schumacher's impressive arrival in Grand Prix racing in 1991 that Alesi was laying claim to having the right stuff.

Phoenix 1990, and an audacious

young Tyrrell driver, in only the ninth Grand Prix of his career, outbraked Ayrton Senna's McLaren to retake the lead of an F1 race. The reigning World Champion was shocked and the rest of the world took notice. Frank Williams quickly offered Alesi a contract, and the 26-year-old eagerly signed. Rumour has it that Ligier was also successful

in securing the Alesi signature, but then from nowhere came an offer to drive for the Prancing Horse and, in typical fashion, Alesi bolted.

'I don't care about anything,' he told supporters. 'I'll risk going to jail for what I have signed. I will race a Ferrari next year.'

Now, with F1's most turbulent love affair coming to an end, Alesi



Alesi captured the imagination of the adoring *tifosi* in the way no other Ferrari driver had done since Villeneuve



Things changed when Berger arrived at Maranello, says Alesi



Professor and pupil – Alain Prost still offers advice to Alesi

still feels a great affection for Maranello, despite the criticisms that have surfaced since his decision to join Benetton.

'I always loved Ferrari and I shall go on being fond of it,' he reveals. 'Italian crowds gave me some unbelievable emotions, and Ferrari turned me, the son of a car repairer from Avignon, into a worldwide personality. Yet life must go on.'

This fatalistic approach to dealings with Ferrari throws some light on the lead up to Schumacher's record signing and Alesi's defection to Benetton. Here are the seeds of resentment, not with Maranello as a whole, but certainly with sporting director Jean Todt. After his sole GP victory, in Montreal this year, Alesi was confident that his seat was confirmed for 1996.

'Damn, I was happy,' he recalls. 'Two days after the win, I was invited to visit Luca di Montezemolo (Ferrari president) in Rome with my parents. But Montezemolo skated over re-signing. In the world of F1, you never get the whole picture...'

Close to his race engineers, mechanics and technicians, Alesi admits that the only person at Ferrari with whom he feels a close link is Montezemolo. Between Todt and himself lay a certain friction that

may well have influenced Ferrari's decision to release him. But Alesi denies that the news of Schumacher's arrival was a surprise, stating he was already sorting out his own drive for 1996.

'When they told me Michael had signed, I had already joined

"I always loved Ferrari. It turned me, the son of a car repairer from Avignon, into a worldwide personality"

Benetton. In any case, I was leaving. I made the move the week before the Hungarian Grand Prix – before Schumacher put it down in black and white with Ferrari. Benetton

knew Schumacher was talking to Ferrari, and they asked me not to sign any contract before talking to them. This was after the race in Argentina in April, and then Benetton boss Flavio Briatore pushed a bit harder.'

Alesi's life at Ferrari has been a continual series of ups and downs. Seemingly one race away from his maiden win, his luck constantly seemed to let him down in the most dramatic fashion. A year ago, at Monza, a certain win was snatched from his grasp when his gearbox failed during a pitstop. It's a memory ingrained on Alesi's mind as strong as the television image of him pounding at the wheel in despair.

'When I released the clutch, the cogs crumbled and I lost the gears. If someone had given me a gun, I would have shot myself. I wanted to die. I ran away to my boat in the Cote d'Azur. It was a terrible night, I lay awake, tossing and turning. The next day, Montezemolo and Fiat boss Gianni Agnelli called me to comfort me and tell me I did a good job. I felt reassured.'

Amazingly, Alesi doesn't cite that race as the lowest point in his time at Ferrari, rather the arrival of veteran Gerhard Berger in 1992. 'When Gerhard joined as number one driver, it was a shock,' Alesi ►

TODT'S RETORT

FERRARI F1 BOSS JEAN TODT SAYS IT WAS ALESI'S CHOICE

Ferrari sporting director Jean Todt is quick to deny Jean Alesi's accusation that he has been forced out of the team, even hinting that the door at Maranello has been left ajar for Alesi to return.

'Alesi said he would not have stayed in the same team as Michael Schumacher,' Todt asserts. 'Today, our commitment is to give Alesi a car that can help him to achieve his goals.'

'I will always maintain that Jean is one of the fastest drivers in Formula 1 today. One day he may chose to return to Ferrari, and it wouldn't be the first time a driver has come back to this team.'

For Todt, the future now lies with Schumacher. Fiat boss Gianni Agnelli, has been quoted as saying that, with the



Todt and Alesi – entente cordiale

German on board, future failure will be down to the team. That's another statement Todt rebuffs.

'At Ferrari we are always trying to improve, but there is already a 100% commitment from the team. Even if we don't achieve our goals in 1996, it would be very difficult to accuse us of shirking our responsibilities. Every year since I have been at Ferrari, we have promised an improvement. I think we have delivered that.'



Alesi retakes the lead of the US Grand Prix at Phoenix in 1990 – the move that made him a sought-after commodity on the F1 driver market

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Visa ☐

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Sutton Photographic

Alesi celebrates his maiden GP victory from atop Schumacher's Benetton in Canada

◀ now admits. 'I felt sidelined. Things settled down when it was clear that I was as fast as him, and Gerhard behaved like a gentleman, spontaneously giving up a position that gave him more torments than advantages.'

Since that shaky start, the pair have grown comfortable with each other. So comfortable, in fact, that when Berger opted to leave Ferrari, Benetton and Alesi seemed a natural move. The younger driver is happy with the evolution of their careers.

'We have a fantastic relationship. There were times when we agreed about things, and times when we did not – but always in a civil way. Both of us stated our own ideas. That was why I was hurt by Niki Lauda's statement, when he spoke of a relationship between stupid guys. It was never like that.'

While never enjoying such close ties to his other team mates, Alesi drew some advantage from his time as Alain Prost's partner at Ferrari. 'I was the pupil in front of the professor and I wanted to learn. Alain never explained anything to me, but at the same time he did

not hide anything. Only now, in retirement, does he give me advice. Like telling me to leave Ferrari.'

Some advice. So what did Prost base it on? Alesi answers somewhat cryptically: 'He looks at the situation

and guesses how it will be...'

Now Alesi has just a few short months to wait to see if Prost's suggestion was the right one. In the meantime, he has a chance to concentrate on the remainder of the season and look back on his better times with the Prancing Horse.

'The beginning of this year was probably my happiest time at Ferrari,' he says. 'I was fit and well, and as soon as I drove the new car I realised it was the best Ferrari I had ever driven. In nearly all the races we had chances to fight for good results.'

Indeed, in Buenos Aires, at the first Argentinian Grand Prix for 14 years, Alesi believes he drove in his greatest race. 'It was really exciting and had an amazing finish. It wasn't until the last two laps that anyone could predict the winner.'

Would he, after the extraordinarily vociferous support from the *tifosi*, ever contemplate a return to Ferrari in the years to come. 'Yes,' comes the answer, 'but it is unfair to speak now about a comeback. Benetton has given me the best deal since I came into F1, and now I want to stay with them for a long time. It is true that Ferrari gave me a concrete offer to return in 1998, but it makes no sense. They let you leave, then open the door for you to come back.'

Now Benetton awaits, and Alesi will have to come to terms with a team run along 'British guidelines'. Not that he thinks that will be much of a problem.

'I hold Flavio Briatore in the highest esteem. He actually helped me when I signed my Ferrari contract. He gave me a lot of advice, and we actually did that deal in his Benetton motorhome. Likewise my father has known everything from the start and is happy that I will be racing for a team that will give me a chance to win the title. Even my girlfriend, Kumiko, is glad I am going to a calmer team.'

'I am contractually bound to Ferrari until the end of the year. And

if the teams can't come to an agreement, then I will have a long holiday after the Australian Grand Prix. Whatever, I intend to spend a lot of time in the Benetton factory, getting to know all the technicians and mechanics.'

So it's goodbye Ferrari. But Alesi has no regrets. 'I never repent,' he says. 'It is a separation, not a

“Two papers held polls, and the ferraristi voted for me over Schumacher. I will always support Ferrari”

divorce. It has been a forced choice for Ferrari – they needed to sign a World Champion. Inside the team, I was no longer welcome in some people's eyes. But I feel comforted by the fans' affections. Two newspapers held polls in Italy, and the *ferraristi* voted for me over Schumacher. Benetton or not, I will always support Ferrari. I know that my fans will stay with Ferrari, but I will love them anyway.'

And does he ever worry that, sometime in the New Year, when he is leaving Avignon for his new team, that he might take the wrong turn and head for Italy, not England?

'Maybe. But I will always go back to Ferrari. Five years is a long time, and I have left many friends. I will win with Benetton in 1996, then I shall go and celebrate in the Ferrari awning. Is that okay?' ■

DPPI



The celebrations begin – Ferrari and Italian flags to the fore even on the other side of the world from Maranello

All the pressure is back on Hill

Estoril is a physical circuit, bumps and the two high G-force corners make the race one of the hardest on the calendar for the drivers. It is not a power circuit but one where driveability is very important. Finding a compromise between sufficient downforce for the mixture of slow, medium and high-speed corners and a lack of drag for straight-line speed is vital to a quick lap time.

Damon Hill needs to pull out all the stops this weekend if he is to re-establish his championship challenge to Michael Schumacher. The unfortunate ending to the Italian Grand Prix two weeks ago, when the duo collided, shifted the pressure onto Damon to get a decent result in Portugal. Both drivers will be competitive and the Williams chassis in particular will be quick over the bumps, but both have the Renault engine, which cannot be discounted on any circuit.

David Coulthard was very clean and impressive at Monza, although he blotted his copybook by spinning out on the warm-up lap. If the race hadn't been red-flagged, he would doubtless have left the circuit feeling very low. He is driving well and is capable of a good result.



MARK BLUNDELL

The drivers have nicknamed Johnny Herbert 'the golden boy' after his second win at Monza. We are all busy rubbing shoulders with him in the hope that his good fortune will rub off on us! He was in the right place at the right time in Italy and is capable of pulling something out of the bag here, but expect Schumacher to be the quicker of the two Benetton drivers.

The Ferraris will be strong. They still have one of the best chassis out there and, if they can re-discover their early season reliability, they are capable of winning. Gerhard Berger and Jean Alesi have both led at Estoril in the past and, after the disappointments of both retiring at Ferrari's home Grand Prix at Monza,

both will be pushing hard for victory here.

At McLaren we are not quite at the level of performance to start being regular race winners and, although Monza was a moral boosting result for the team when Mika (Hakkinen) finished second and I finished fourth, we did not perhaps show our full potential. The McLaren-Mercedes package has progressed well and is now reliable. Estoril suits the car better than Monza so expect us to be very serious challengers for a podium place, if not outright victory.

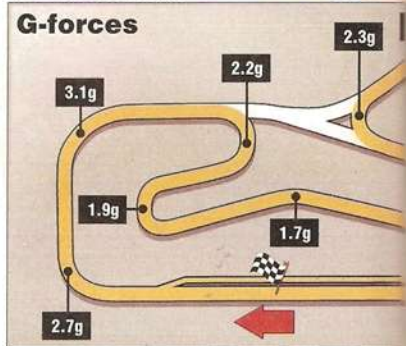
There is a sad state of affairs at Jordan because at the moment the team can't get its cars to the finish. Rubens Barrichello and Eddie Irvine are fast and evenly matched drivers. If the cars find reliability they will feature in the points.

However, the package on the move at the moment is Sauber-Ford. With each passing race it seems to get better, especially in the hands of Heinz-Harald Frentzen. He scored the team's first podium at Monza and should feature again here.

It is a race of high attrition, hard on both car and driver, and I think the podium will have a Benetton, Williams and McLaren driver on it, although which drivers will be there is difficult to predict. It'll be a very close race. ■



GRAPHIC: STEVE VILLIERS



Friday, September 22

1200 First qualifying session for the Portuguese Grand Prix, live.

1730 Pole Position Magazine (repeated at 2130).

Saturday, September 23

1200 Second qualifying session for the Portuguese Grand Prix, live.

1730 Pole Position Magazine (repeated at 2100).

Sunday, September 24

0930 Portuguese Grand Prix warm-up, live

1330 Portuguese Grand Prix, live (repeated at 2200).

Monday, September 25

1300 Portuguese Grand Prix, repeat.

RADIO FIVE LIVE (693/909 MW)

Saturday, September 23

Qualifying updates throughout the day on Sport on Five.

Sunday, September 24

1400 Portuguese GP, live commentary with Simon Taylor.

BBC 2

Sunday, September 24

1335 Portuguese Grand Prix, live.

1930 Grand Prix, highlights programme.

MARK BLUNDELL'S LAP OF ESTORIL

Bumpy Estoril calls for compromise

Estoril is a demanding track for the drivers because of its bumps, and there's usually a nice atmosphere with the European season coming to a close.

The mix of corners and straights makes set-up vital and finding a compromise between downforce and straight-line speed is all important.

Turn 1 is extremely quick. Taken in fifth gear, we pull about 2.5g through there. The entrance is very bumpy, causing slightly blurred vision. Turn 2 is an extension of Turn 1, taken flat out.

What comes after is the first slow corner on the track, a third-gear hairpin



Mix of corners and straights makes set-up essential

followed after a short straight by another second gear hairpin.

A double apex left-hander (Turn 6) follows, which is easy to get wrong. The car

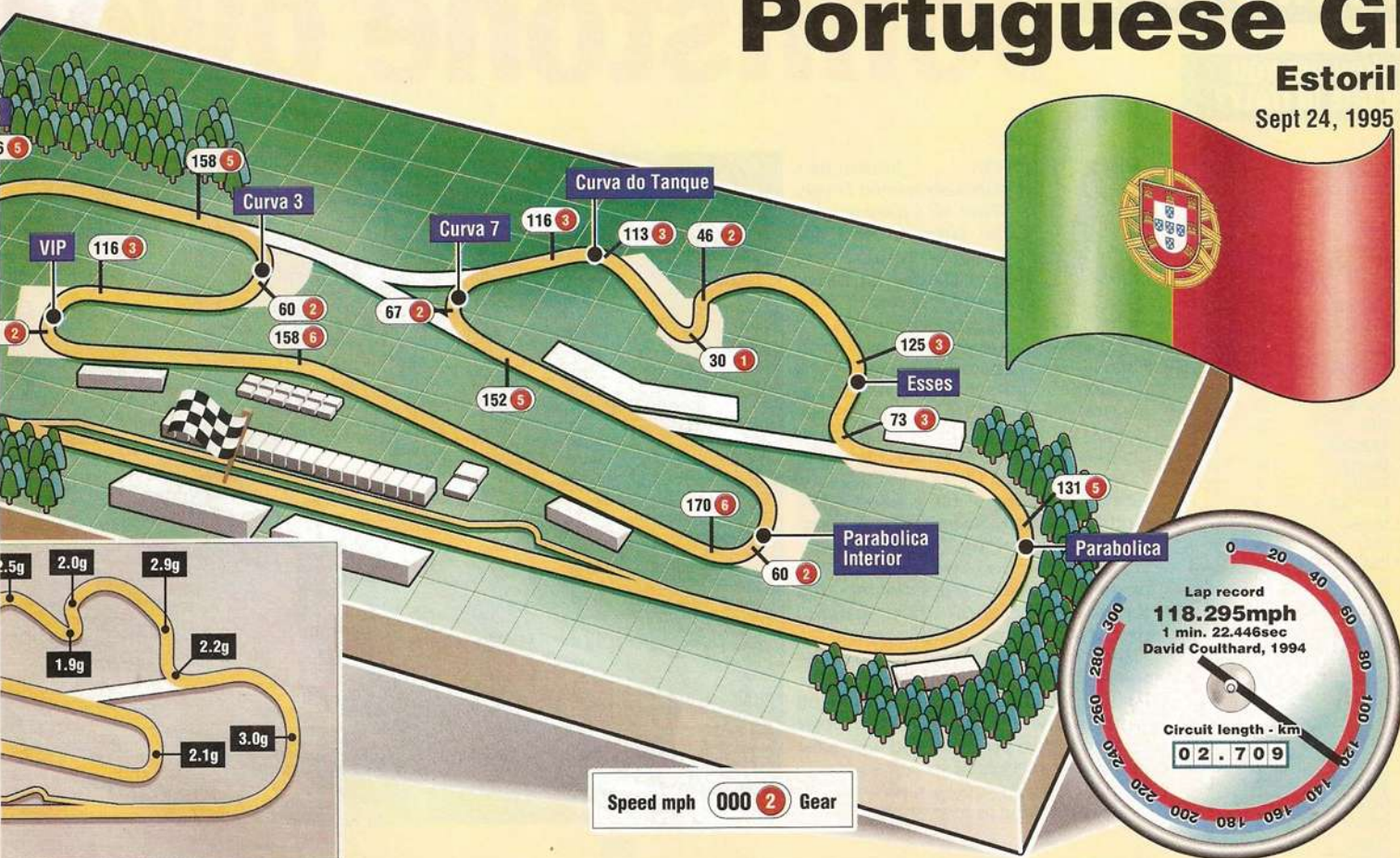
understeers and oversteers and finding a balance is tricky.

The next section of the track is very Mickey-Mouse and not at all suitable for Formula 1 cars. A first-gear left hander – with no overtaking opportunities – is not the best solution to slowing the cars down. On the exit you get heaps of wheelspin as you accelerate up the hill.

After a third-gear left comes a demanding 180-degree right, leading back onto the start-finish straight. It's very hard work, lasting eight seconds, and we progressively accelerate through it, reaching fifth gear by the exit.

Portuguese GP

Estoril
Sept 24, 1995



Circuit data supplied by: Nokia Tyrrell Yamaha

World Championship betting

Pos	Driver	Odds
1	Michael Schumacher	4-5
2	Damon Hill	2-1
3	David Coulthard	6-1
4=	Jean Alesi	14-1
	Gerhard Berger	14-1
6=	Johnny Herbert	33-1
	Mika Hakkinen	33-1
8	Rubens Barrichello	50-1
9	Eddie Irvine	66-1

Pos	Driver	Odds
1	Michael Schumacher	1-8
2	Damon Hill	9-2
3=	Johnny Herbert	100-1
	David Coulthard	100-1
	Jean Alesi	100-1

A Ferrari victory would pay nicely...
Odds supplied by Ladbrokes, September 15, 1995

WHAT HAPPENED LAST YEAR

Damon Hill and David Coulthard gave Williams-Renault its only one-two of the season, putting Damon within one point of the absent Michael Schumacher.

Gerhard Berger's Ferrari led away from pole but retired with gearbox failure on lap seven, handing the lead of the race to Coulthard, who was overtaken by team mate Hill on lap 28 when he got trapped behind the Larrousse of Yannick Dalmas.

Jean Alesi retired from third place when he tangled with David Brabham's Simtek at Turn 3, handing the place to the McLaren-Peugeot of Mika Hakkinen, where he was to finish.

JJ Lehto who was having his last race for Benetton, was disappointing and crashed nine laps from the flag.



Hill (centre) and Coulthard (left) celebrate 1-2 win

LAST YEAR'S TOP SIX

Pos	Driver	Fastest lap
1	Hill	1:22.997
2	Coulthard	1:22.446
3	Hakkinen	1:23.819
4	Barrichello	1:23.806
5	Verstappen	1:23.702
6	Brundle	1:24.325

EXPERT OPINION



Alan Henry
Autocar

It is always difficult to predict the outcome of races on medium speed tracks. Estoril has traditionally produced a closer race than

elsewhere on the calendar. Williams, McLaren, Benetton and Ferrari all relatively closely matched last year.

The race will be a fight between Schumacher and Hill, although expect the Williams to be very fast over the bumps. Whichever of these two gets ahead at the start will hold the advantage because it is very difficult to overtake.

It is only a matter of time before David Coulthard wins his first Grand Prix. I doubt that there will be any team orders at this stage of the season, so if he continues in the vein of Spa and Monza he could finish on the top step. Williams might regret not having him in one of its cars next year...

The Ferraris will go well, its chassis still one of the strongest, although a lot will depend on whether they use the latest evolution engine.

The result at Monza flattered McLaren and Sauber. Both teams are making progress but if I was to select a wild card for this race it would be Ligier.

CURRENT POINTS

After 12 of 16 rounds

DRIVERS

1	Schumacher	66
2	Hill	51
3	Herbert	38
4	Alesi	32
5	Coulthard	29
6	Berger	25

CONSTRUCTORS

1	Benetton-Renault	94
2	Williams-Renault	74
3	Ferrari	57
4	McLaren-Mercedes	21
5	Sauber-Ford	17
6	Ligier-Mugen Honda	16



Can 'Golden Boy' Herbert do it again?



Johnstone owes

HOW DID YOU SCORE IN ITALY?

Drivers

No	Selection	Pts	Total
1	Schumacher	3	80
2	Hill	2	57
3	Alesi	6	13
4	Berger	4	39
5	Coulthard	3	41
6	Herbert	32	68
7	Hakkinen	22	23
8	Frentzen	21	58
9	Panis	-1	16
10	Barrichello	0	27
11	Irvine	0	1
12	Brundle	-3	21
13	Salo	23	22
14	Katayama	7	17
15	Blundell	18	31
16	Suzuki	0	23
17	Morbidelli	0	0
18	Martini	0	0
19	Diniz	14	22
20	Badoer	0	4
21	Boulion	19	52
22	Moreno	0	5
23	Gachot	0	0
24	Montermini	0	23
25	Inoue	12	15
26	Verstappen	0	0
27	Noda	0	0
28	Schiattarella	0	0
29	Belmondo	0	0
30	Larini	0	0
31	Wendlinger	0	0
32	Collard	0	0
33	Dalmas	0	0
34	Papis	6	0
35	McNish	0	0
36	Gounon	0	0
37	Lagorce	0	0
38	Burt	0	0
39	Villeneuve	0	0
40	Tarquini	0	0
41	Magnussen	0	0
42	Aiello	0	0
43	De Ferran	0	0
44	Lehto	0	0
45	Martini	0	0
46	Krosnoff	0	0
47	Franchitti	0	0
48	Fontana	0	0
49	Lamy	-5	8
50	Sospiri	0	0

Chassis

51	Benetton	19	73
52	Williams	-2	44
53	Ferrari	0	25
54	McLaren	16	18
55	Sauber	14	53
56	Jordan	0	22
57	Ligier	-3	35
58	Tyrrell	13	20
59	Arrows	12	4
60	Minardi	-5	-6
61	Forti	11	6
62	Pacific	-4	-10

Engines

63	Renault	20	80
64	Ferrari	0	32
65	Mercedes	16	29
66	Ford Zetec	14	56
67	Peugeot	0	24
68	Yamaha	13	36
69	Mugen	0	42
70	Hart	12	12
71	Ford ED	11	33

Nick Johnstone's curiously named *Lovely Wine Mr Carey* team is the latest to win our Fantasy competition, after topping the Italian Grand Prix results, with a score of 81 points.

Explaining his reasons for the strange name, he said 'I named my team after a drunken friend who kept remarking about what good taste in wine he had.'

Nick's win earns him a magnum of champagne from Moët et Chandon, Scalextric's latest F1 set - including its new F1 car range - and a selection of clothing from the Savane range, packed in a Savane travel bag.

Johnny Herbert was obviously a major contributor to Nick's victory, and indeed the Benetton driver featured regularly in this week's top scorers.

Stuart Moody has now moved to the top of the table with his Polymorphic Racing 15 squad. And in case you wondered who has the worst Fantasy team, we have provided you with a list of the least successful scorers so far.

● If you have any queries, please write to Jacqui Weston at AUTOSPORT.



TOP 10 WORST SCORES

POS	TEAM NAME	TEAM OWNER	SCORE
1	Kellykabs	R Kelly	2
	Dan Long Racing	B Simons	2
	Beautiful Losers	I Franlin	2
	107 Down	G Allen	2
	Worse Than Forti	B Messham	2
6	The Flower Pot Men	J Adams	7
	Kartorse Racing 1	R Kelly	7
8	All Fired Up	G Hinett	15
9	Cobbler's Lass	T Bach	19
10	La Vitesse	M Cornwell	19



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CELEBRITY FANTASY LEAGUE

CELEBRITY LEAGUE STANDINGS

POS	TEAM NAME	OWNER	SCORE
1	Forsythe Racing	Robin Herd	158
2	OB1	Oliver Gavin	146
3	Jensen's Drivetime	David Jensen	128
4	Gen Tec	Robin Herd	126
5	RNR Rocketeers	Harry Nuttall	115
6	Fortune Racing	Gualter Salles	105
7	S.M.A.R.T.	Stirling Moss	102
8	Team Catch It	Will Hoy	97
9	Silverbird Racing	Leo Sayer	86

Oliver Gavin OB1

Salo, Boulion, Lamy Ligier, Mercedes Oliver's weekend couldn't have gone better. Having taken victory in the Formula 3 race at Snetterton, his Fantasy team leapt up to second place in the celebrity table.



Patrick Watts EAT GRAVEL

Verstappen, Belmondo, Wendlinger Williams, Peugeot Peugeot's works British Touring Car ace Patrick Watts is having a miserable time in the celebrity league. He currently lies in last place with the unenviable score of 68.



Fantasy Grand Prix Ho

win to Herbert

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Johnny Herbert's
fantastic victory at
Monza was a very
useful result for
Nick Johnstone's
Lovely Wine Mr
Carey team



Martyn Efford

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RACE RESULT	FANTASY POINTS
----------------	-------------------

1	20
2	16
3	14
4	13
5	12
6	11

HOW DID YOU DO?

Here are the top 100 Fantasy GP scorers

POS	TEAM NAME	TEAM OWNER	SCORE	POS	TEAM NAME	TEAM OWNER	SCORE
1	Polymorphic Racing 15	S Moody	204		JCB Motorsport	J O'Grady	175
2	I am looking good	I Murdoch	196		Push	H Barf	175
	ASA Racing Team	D Alcock	196		Lambert's Lot	E Lambert	175
	Dead Royal Sour	S Heathcote	196		I will beat the husband	S Stewart	175
	JJ's my only hope	A Gatto	196		Traction Control	A Loren	175
6	Team Four	B White	191		Sparky Spoilers	S Clark	175
7	Polymorphic Racing 7	S Moody	186		Zorrows Racing	M Taylor	175
8	First Corner Casualties	M Smith	183		Hill's Schwake	A Green	175
	The Stallions	E Gamman	183		Snodgen's Scorers	L Ogden	175
	Philips F1	R Philips	183		Mike and the Mechanics	Martyn Price	175
	Formula Grantham	M Ransom	183		Dweeb Racing	I Stone	175
12	STB3	S Blenheim	182		Mostly Frenz	D Hill	175
13	Any Flame	T Hansen	181		Kar Racing	K Riley	175
	Heath Racing	R Heath	181		French Connection	P Wheal	175
	Here Comes The Palaton	J Vedy	181		Spanner Racing	P Spanner	175
	JBF Team Smul	JB Broertjes	181		Zimbabwe Zombies 3	S Gregor	175
	CBC Racing	C Collett	181		Parkman's Pickings	M Park	175
	JD Racing	K Dryden	181		Milhouse Racing	M Farmer	175
19	Polymorphic Racing 2	S Moody	180		Westies Wonders	A West	175
	Henry's	J Fearn	180		Dr Smul Spread and Go	JB Broertjes	175
	Sunday Drive	R Higgins	180		The Spin Driver	P Cullen	175
	It's Pedro	E Tee	180		Neurotics Anonymous	A Donegani	175
	Hicks Racing	R Hicks	180		Drew's Dream Team	A Donegani	175
	Blue Loo	J Morgan	180		Film This Sport	D Zone	175
	Kyalami Krazies 3	G Smailes	180		Geordie Racing	C Bennett	175
26	Dryden GP	K Dryden	178		Pink Pigs Racing	P Layton	175
	USA Nashua Motorsports	J Graves	178	77	Knocked off one	Sallowin	174
	USA Nashua F1	J Graves	178		I don't believe it	J Allen	174
	Dave's imaginative GP	D Young	178		Migol Racing	M O'Loughlin	174
	Ellie Jane Racing	J Magee	178		Chequered Dons	D Ben-George	174
31	Willy Weber's Wunderking	M Price	175		Team Instant Soup	JB Broertjes	174
	Superslicks	C Houllon	175		Richard's Racing	R Warbey	174
	Fast Beans	N Weall	175		Polymorphic Racing 26	S Moody	174
	Firefly F1	G Livesy	175		Kindred Spirit	C Mellor	174
	F1 Mix Boullion	R Shipley	175	85	Eddie's Team	G Edwards	173
	CJ Racing	C Staners	175		Lovely Wine Mr Carey	N Johnstone	173
	Team Anorak	J Kyprianidis	175		Herbert's Hot Rod	M Price	173
	The Engine Champs	A Collack	175		Death or Glory or Else	M Woollatt	173
	Shus No One Racing	M Crowley	175		Herbie Goes F1	D Martin	173
	Richies Racers	R Wickham	175		Hurby Rides Again	P Armestead	173
	Full Of Hope F1	D Martin	175		Lushious Lisa's Racers	I Collins	173
	Team Scallamuch	J Hayden	175		Sweet Sue Racing	J Graves	173
	Split Second Racing	K MacWilliam	175		Mary's Maniacs	M Bennett	173
	The Three Stoppers	G Dent	175		Herbert's Heroes	P Chub	173
	Project 27	R Hungerford	175		Team Holt Racing	Mr Holt	173
	Hammer's Heroes	E Hammer	175		Team Jumbo	M Donnelly	173
	Ace Twelve	S Mason	175		Gary Glitter Fan Club	A Staling	173
	Hardy's Heroes	A Hardy	175		Team Strike It Lucky 2	R Whitely	173
	Ligier in a timewarp	M Gough	175		Sweet Sue F1	J Graves	173
	Great Expectation GP	R Leggett	175	100	Williams are Winners	M Barnett	172

OTLINE 0891 321324

KENNETH ERIKSSON'S AUSTRALIAN RALLY WIN WAS JUST WHAT MITSUBISHI WANTED IN ITS BID FOR THE ASIA-PACIFIC TITLE. BUT, AS KEITH OSWIN EXPLAINS, IT ALSO MOVED COLIN McRAE CLOSER TO THE WORLD TITLE.

Andrew Cowan was delighted and Kenneth Eriksson was in tears at the finish of Telstra Rally Australia on Monday. 'We needed this result,' said the Scotsman who runs the Ralliart Europe operation. 'We needed it, we got it and we won it well.'

Eriksson did that all right, coping with enormous pressure to go clear of Colin McRae on the final morning and resist a late charge to win by 19s.

But McRae's second place has taken him to within seven points of new championship leader Juha Kankkunen and with the Catalunya and RAC Rallies still to run, the young Scot has a tantalising chance to clinch the coveted crown on the final round...

Perth was all fired up for the Friday night start, with cars reverse seeded for the first of three visits to the spectacular Langley Park Superspecial. Drivers slung on their overalls, nipped down to the stage to entertain some 20,000 fans and were then back at the hotel for dinner, with Toyota holding a 1-2-3 formation, after Didier Auriol equalled Juha Kankkunen's previous record for the stage to lead the event into day two, where the real work began.

Few believed that the one mile head-to-head stage would be a pointer to form, although it quickly emerged that Ford's performance gap was going to be typical for Francois Delecour and Bruno Thiry. 'I have never even found the rev-limiter on my car on this event,' said Thiry. 'It was probably right to use the six-speed gearbox for its extra torque, but I am not using top gear at all and sometimes not even fifth!'

Delecour was similarly affected and the duo revealed that their cars were geared for a top speed of around 140mph, not a great deal of use unless there was a stage on a motorway.

The duo was, at least, still participating, which is more than could be said for some after the first three stages. Hideaki Miyoshi posted the most spectacular retirement on the third stage when his Subaru launched itself into a frightening roll that saw the full impact against a tree taken by the underside of the car. The crew emerged from the virtually V-shaped metal puzzle with co-driver Mike Corner suffering crushed vertebrae and set for a couple of weeks in hospital.

Mohammed Bin Sulayem smashed a wheel of his Toyota on a rock and was out on the same stage, as was Jason Priestley (see page 41) and Possum Bourne, who rattled his Subaru against a tree and spun it in such a manner as to wreck two corners of the suspension. 'When you're having a bad year, you have a *bad* one,' he said when he realised his bid to retain the Asia-Pacific title for a third successive year was now over.

We might have lost McRae as well when a faulty intercom caused him to mis-hear a pace note from co-driver Derek Ringer. The back of the car was pretty well clobbered but happily there was no lasting mechanical problem. 'I didn't think we'd hit the bank that hard,' said Ringer. 'But it does look a bit of a mess...'

The opening stages had been slippery but Western Australia was basking in a spring heatwave

"The crowd went ballistic as McRae and Kankkunen went head-to-head in the run of the night"

last weekend and the cloudless sky soon dried the roads. Kankkunen professed to being delighted with the new suspension kit on his Toyota which he described as being more progressive and smooth than the old. However, Auriol had decided to stick to the devil he knew and was equally happy.

A great deal of attention was focused on Carlos Sainz, not just because he is at the centre of the driver/team negotiations for 1996. It was his first event since tearing the tendons on his right shoulder in a mountain bike accident in June. It was also his first event since May's Corsica and his first gravel rally since Portugal in March. 'It is taking a little time to get used to the speed again,' he admitted.

But neither Sainz nor Auriol would increase their World Championship points in ►



Eriksson an Aus



All photos: Bernhard Klein

Coming from a land down under... Kenneth Eriksson survived the tough Australian conditions to post an impressive win for Mitsubishi Ralliart

on survives sie dust up

◀ Australia, Auriol having led Sainz by one point at the start.

Sainz went first when he was unable to avoid a tree branch in the road on the long Wellington Dam stage. Part of the branch punctured the radiator and, by the time he had completed the distance to the next full service at Collie, the Subaru had done almost 20 miles without water. The mechanics got the car back on the road with the minimum of fuss but the temperature gauges went off the clock en route to the next stage, the oil took on the consistency of old chip fat and Sainz was on his way back to Perth. Doubtless he was ruing the fact that Eriksson had run over the same log but had only dented his radiator.

Nevertheless, the Spaniard had driven consistently well and his shoulder seemed to pass muster. A sticky gearchange had forced him to work a bit harder and he admitted that he had begun to feel his first twinges of discomfort, but there is no doubt that this great sportsman has made a remarkable recovery.

Auriol's demise came after rolling his Toyota on the final forest stage of the opening day. 'It was not a big accident, just fast,' he reflected. 'But the alternator belt broke in it and, as I had to run with the lights on back to Perth, the electrics just died and that was that.'

Suddenly we found ourselves contemplating Kankkunen and McRae fighting for the World Championship on the RAC Rally...

For now, however, we had to contemplate Kankkunen leading McRae into the second day, another trip south but this time to the Bunnings Forestry complex (the scene of Sainz's spectacular retirement a few years ago) where huge crowds of fans gathered to see the stars.

Kankkunen had led from stage four to the end of the opening full day, but he came under fire from the start of the second. Running first on the road was a worry and the suspension could not compensate on the ball-bearing surface that is a feature of this event. 'We're losing time hand over

fist,' admitted co-driver Nicky Grist. 'It's not for the want of trying though,' he added.

McRae, Eriksson, and Mäkinen took time out of the leading Toyota and by the second stage Kankkunen had lost the lead and never looked like regaining it. He fell to fourth place at a stroke when he half spun the car and that's where he stayed for the rest of a frustrating day.

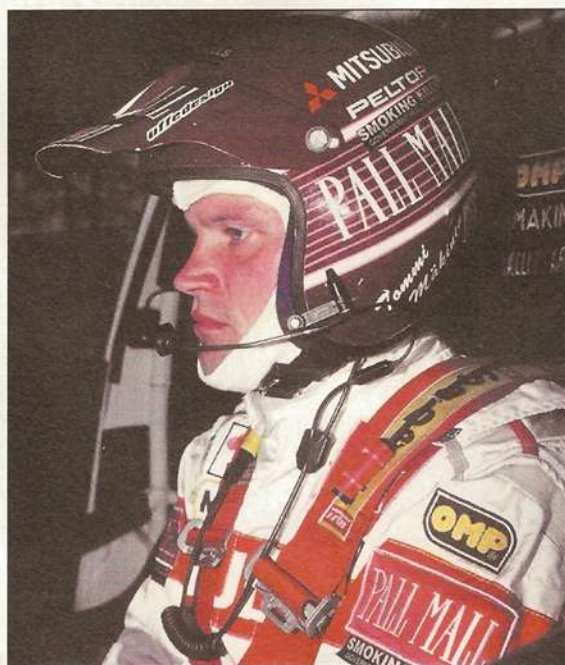
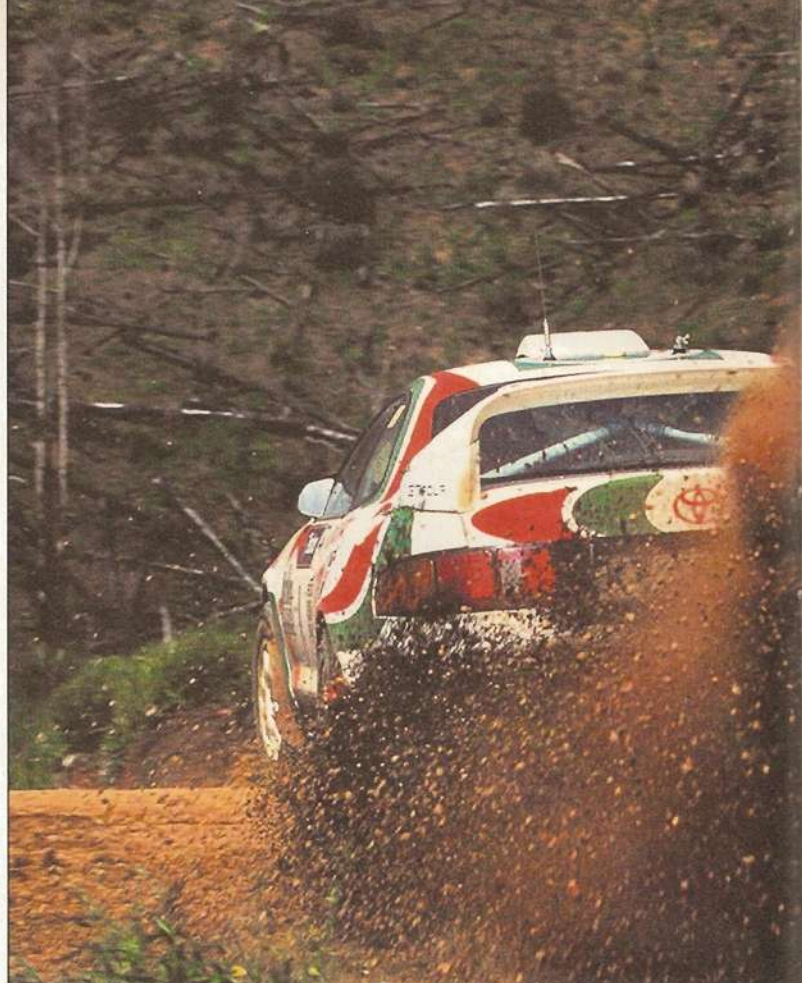
Up at the front it was Eriksson who took pole position with McRae tracking him. They shared the lead after 16 stages before the Mitsubishi eased clear again, only to have McRae regain a share of the lead with one stage to go.

That stage was the Superspecial, run for the third and final time in reverse order. The crowd thrilled to the dice between Eriksson and Mäkinen and went ballistic as McRae went head to head with Kankkunen in the most spectacular run of the night. Fireworks exploded overhead and drowned out the news that McRae's time had equalled that of Eriksson's earlier run so the pair still shared the lead. Eriksson would head the field into the final day by virtue only of having been quicker than McRae on the first stage of the rally.

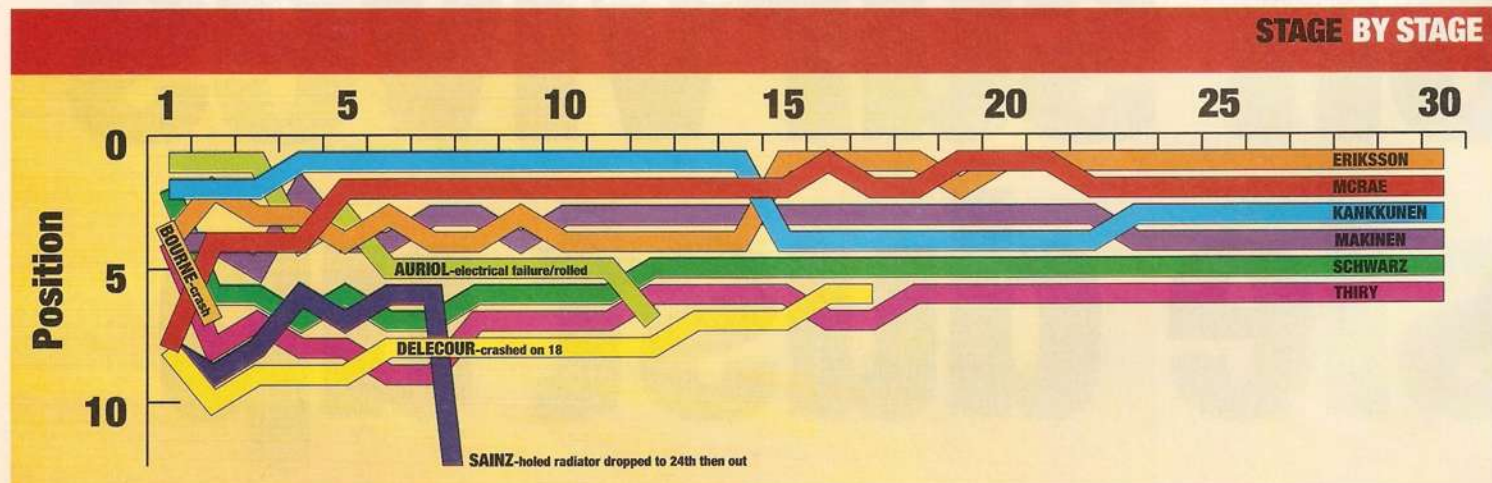
Sunday had been harsh for Ford. Thiry had bent the steering rack after a big jump and then lost six minutes when the sump guard wouldn't relocate after the repair job had been completed.

Then Delecour joined the retirements list, smacking the Escort into a tree just a few hundred yards short of 'Sainz Corner'. 'It was a stupid mistake. We were sliding for a long way and the tree was getting closer to my side of the car,' he explained. 'I thought it was better to hit the tree with the front of the car...' The BBC in-car camera was pointing at the Frenchman's face at the moment of impact. Can anyone lip read?

McRae insisted that he couldn't drive any harder and the lurid slides into which he was getting the Subaru bore out his claims. 'I'm



Above: World title contender Didier Auriol saw his hopes slip when he rolled out of the event in his Toyota Celica. Left: Tommi Mäkinen's fourth place made it an event to remember for Mitsubishi



THE TITLE CHASERS



TOYOTA CASTROL TEAM

With Didier Auriol leading the World Championship from Juha Kankkunen and Subaru's Carlos Sainz, Toyota looked to be in a strong position for at least one crown. But Auriol was out at the end of the first day when he rolled and went little further after the alternator belt came off. Kankkunen had dominated initially but problems with the new suspension cost him dear on the second day and he inherited third only when Tommi Makinen hit trouble on the final morning. Armin Schwarz was again off the pace, albeit hampered by similar suspension troubles as had afflicted Kankkunen, while a fourth Castrol Toyota netted a solid seventh in the hands of Yoshio Fujimoto. Neal Bates probably did enough to clinch his third Australian Championship with ninth.



555 SUBARU WORLD RALLY TEAM

Subaru went to Australia with the double intention of getting back in touch with the World Championship and lining up a third successive Asia-Pacific title. Carlos Sainz returned after injury to try to hang on to his second slot in the World Championship points table but was sidelined on the opening day after running over a branch and puncturing the radiator. The Asia-Pacific bid suffered a major setback when Possum Bourne crashed on only the third stage. The Kiwi can no longer retain the drivers' title for a third season. Colin McRae drove a superbly mature event, sharing the lead going into the final day but losing out to Kenneth Eriksson by just 19 seconds. However, he now looks a strong candidate for the World Championship.



RAS FORD

Australia was always going to be difficult for Ford as none of its drivers had much experience of this event. Francois Delecour's co-driver, Catherine Francois, broke her wrist a few days before the start and battled gamely on, but the Frenchman was out on the second day when he stuffed the Escort into a tree. Bruno Thiry produced a solid performance to take sixth on his debut but neither driver was happy with the over-high gearing of the cars and Thiry was especially frustrated at having to struggle with Delecour's 'individual' and uncompetitive tyre choice. Ford scored the PR coup of the event, however, by lining up Beverly Hills 90210 star Jason Priestley in a Group N car. However the actor's column inches stretched further than his event, as he crashed the Escort on the third stage.



MITSUBISHI RALLIART EUROPE

Kenneth Eriksson and Tommi Makinen had similar aims to Subaru in that Eriksson was chasing the Asia-Pacific title and Makinen aiming for world points. Eriksson always had the edge last weekend and seemed rejuvenated as he battled with McRae for the lead. He was uncatchable on the final morning and may have done enough to claim the crown by the time he reaches Beijing next month. Makinen ran a strong third until he hit a rock on the last morning, while Ed Ordynski took his sixth Group N win here and gained enough points to keep Mitsubishi in touch for two makes titles this season.

sure Kenneth will be trying just as hard tomorrow,' he said. 'This rally will be won by the driver who doesn't make a mistake.'

Group N was pretty much the domain of Ed Ordynski who was well on course for his sixth category win on this event and holding a three minute lead. As one of the Mitsubishi team's nominated drivers, he was also on course to bring a sack full of points for the team's World Championship bid should either Eriksson or Makinen slip up.

Rui Madeira's Mitsubishi had

been sidelined in Bunnings with a broken fuel pump, so his Ralliart Germany team mate Jorge Recalde was second, with Michael Lieu third and Subaru's Masao Kamioka fourth, finding it hard to stay with the more powerful Lancers.

Eriksson threw down the gauntlet from the start of the final day and took a five second lead on the opening test. He and McRae shared the next stage and McRae got the third, but from then on it was Mitsubishi all the way. McRae only grabbing another fastest time on the final stage.

It was effectively all over and McRae knew that unless he could overhaul the Swede before the final pair of stages, he would be best advised to settle for second. 'It would be stupid to risk everything now,' he added.

It was the kind of mature drive that we are coming to expect of the once wild man of rallying and his boss David Richards agreed. 'Colin has driven superbly considering the pressure he

It's celebration time for Kenneth Eriksson (right) and his co-driver Stefan Parmander



STAGE WINNERS

No Name/length (km) Stage winners
First leg

SS1	Langley Super 1 (2.20).....	Auriol 1m35s
SS2	Myara (10.81).....	Auriol 6m04s
SS3	Marrinup (10.51).....	Kankkunen 5m39s
SS4	Murray Pines (18.57).....	Makinen 11m28s
SS5	Stirling West (15.89).....	McRae/Kankkunen 9m54s
SS6	Stirling East (27.48).....	Kankkunen 16m00s
SS7	Brunswick 1 (16.63).....	Kankkunen 9m36s
SS8	Wellington Dam (45.00).....	Eriksson 26m31s
SS9	Dongara Ridge (12.19).....	Eriksson 8m04s
SS10	Brunswick 2 (16.63).....	Auriol 9m30s
SS11	Harvey Weir (8.19).....	Kankkunen 4m56s
SS12	Murray River (20.35).....	McRae 12m38s
SS13	Langley 2 (2.20)	Kankkunen/Makinen 1m37s

Second leg

SS14	Flynns (31.29).....	Eriksson 18m30s
SS15	Beraking (28.59).....	Eriksson 16m18s
SS16	Bunnings South (30.65).....	McRae 18m26s
SS17	Bunnings North (29.27).....	Eriksson 15m14s
SS18	Bunnings West (31.40).....	McRae 17m20s
SS19	Bunnings East (15.03).....	Schwarz 3m45s
SS20	TOS (10.56).....	Eriksson/Makinen 5m58s
SS21	Langley Super 3	Kankkunen/Schwarz 1m36s

Third leg

SS22	Keys (7.67).....	Eriksson 4m12s
SS23	Helena 1 (30.05).....	McRae/Eriksson 17m07s
SS24	Atkins (4.42).....	McRae 3m09s
SS25	Wellbucket (15.44).....	Eriksson 9m21s
SS26	York Railway (5.30).....	Makinen 2m45s
SS27	Muresk 1 (6.81).....	Eriksson 3m34s
SS28	Muresk 2 (6.81).....	Eriksson 3m32s
SS29	Mount Observation (11.69).....	Makinen 6m22s
SS30	Helena 2 (30.05).....	McRae 16m58s

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A mature and sensible drive to second place from Colin McRae has placed him in second place in the World Championship with two rounds to run

◀has been under. We were unlucky to lose Carlos and I was disappointed that Possum couldn't be around to cruise home and give us good points. Colin's had to do it on his own.'

But Eriksson had also impressed, proving that he does still have what it takes to win a real blood and thunder event with no quarter asked or given. He deserves a full World Championship programme next year to really get his confidence back.

Mitsubishi's delight was tempered with disappointment that Makinen couldn't hang on to the day's second stage and that dropped him behind Kankkunen.

The Toyotas had both now suffered suspension problems, with the latest design having a tendency to seize. Schwarz described it as 'having all my teeth

shaken out.' Kankkunen simply added: 'The team has got some homework to do.'

Ford has also. Thiry found his form when he finally got his hands on a set of the ubiquitous Michelin FB73 tyres after both he and Delecour had run solely on FB71s. 'Francois did the tyre choice for this event,' he explained ruefully. 'These are much better but we only have four and I have used that set now...' What can you say?

Ordynski rattled off his sixth Group N win with ease but was denied his intended 5m victory margin over Jorge Recalde by just 12s, hardly a close run thing.

Several drivers can still win the world title this year, but it is shaping up now between Kankkunen, McRae, Auriol and Sainz. How it turns out is anyone's guess. ■

TELSTRA RALLY AUSTRALIA (AUS)

September 15-18, World Rally Championship, round six

Pos	No	Driver/co-driver	Car	Result
1	10	Kenneth Eriksson/Stefan Parmander	Mitsubishi Lancer Evo 3	4h53m59s
2	4	Colin McRae/Derek Ringer	Subaru Impreza 555	4h54m18s
3	2	Juha Kankkunen/Nicky Grist	Toyota Celica GT-Four	4h55m54s
4	11	Tommi Makinen/Seppo Harjanne	Mitsubishi Lancer Evo 3	4h57m26s
5	3	Armin Schwarz/Klaus Wicha	Toyota Celica GT-Four	4h58m10s
6	8	Bruno Thiry/Stephane Prevot	Ford Escort Cosworth	5h10m51s
7	14	Yoshio Fujimoto/Arne Hertz	Toyota Celica GT-Four	5h16m36s
8	12	Ed Ordynski/Mark Stacey	Mitsubishi Lancer Evo 3 (N)	5h21m05s
9	16	Neal Bates/Coral Taylor	Toyota Celica GT-Four	5h24m41s
10	15	Jorge Recalde/Martin Christie	Mitsubishi Lancer 2 (N)	5h25m53s
R	7	Francois Delecour/Catherine Francois	Ford Escort Cosworth	accident, SS18
R	17	Rui Madeira/Nuno Silva	Mitsubishi Lancer Evo 2 (N)	fuel pump, SS17
R	5	Didier Auriol/Denis Giraudet	Toyota Celica GT-Four	alternator, SS12
R	1	Carlos Sainz/Luis Moya	Subaru Impreza 555	radiator, SS9
R	6	Possum Bourne/Tony Sircombe	Subaru Impreza 555	accident, SS3

Group A overall and Over 2000cc: Eriksson/Parmander; **1600cc-2000cc:** Wayne Bell/Iain Stewart (Hyundai Lantra), 6h13m41s; **1300cc-1600cc:** Bob Nicoli/Brian Harwood (Daihatsu Charade GTi), 5h49m14s; **Up to 1300cc:** Nobuhiro Tajima/Ross Runnalls (Suzuki Swift GTi), 5h48m03s.

Group N overall and Over 2000cc: Ordynski/Stacey; **1600cc-2000cc:** Rob Herridge/Dale Hynes (Kia Sephia 1.8), 6h09m37s; **1300cc-1600cc:** Jung-Yong Park/Duncan Jordan (Kia Sephia 1.6), 6h37m25s; **Up to 1300cc:** Mike Welsh/Paul Flintoft (Daihatsu Charade 1.3i), 6h43m28s.

Rally leaders: SS1-3, Auriol; SS4-14, Kankkunen; SS15, Eriksson; SS16, McRae & Eriksson; SS17-18, Eriksson; SS19, McRae; SS20-21, McRae & Eriksson; SS22-30, Eriksson.

Starters/finishers: 94/49.

World Rally Championship - Drivers (after 6 of 8 rounds): 1, Kankkunen, 62; 2, McRae, 55; 3, Auriol, 51; 4, Sainz, 50; 5, Eriksson, 48; 6, Makinen, 38; 7, Delecour, 36; 8, Schwarz, 30; 9, Thiry, 26; 10, Agnini, 18; etc.

Manufacturers: 1, Toyota, 260; 2, Mitsubishi, 255; 3, Subaru, 222; 4, Ford, 184.

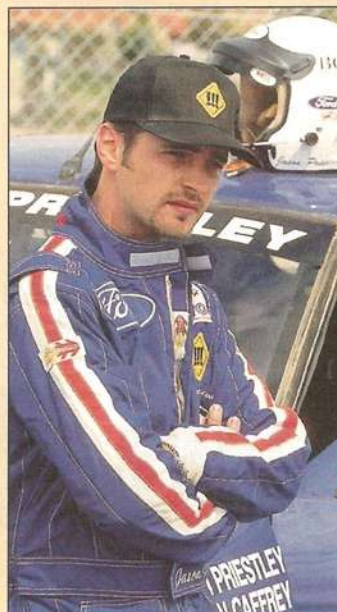
Asia-Pacific Championship - Drivers (after 4 of 6 rounds): 1, Eriksson, 63; 2, McRae, 55; 3, Makinen, 37; 4, Kankkunen, 24; 5, Schwarz, 18; etc.

Manufacturers: 1, Mitsubishi, 117; 2, Subaru, 106; 3, Toyota, 54; 4, Ford, 41.

Next events: 555 Hong Kong-Beijing (A-P), October 14-20; Catalunya Rally, October 23-25 (WRC).

POSTCARD FROM AUSTRALIA

Teen pin-up Jason Priestley didn't last long in the rally, but still drew the fans



package which keeps the adrenalin pumping from start to finish.

But this year the event had something extra. It had Jason Priestley, the 26-year-old Hollywood pin-up who plays Brandon Walsh in *Beverly Hills 90210*. I've never been to a Take That concert but I can imagine what it must be like. 'Where's Jason?' was the oft heard cry from pre-pubescent Aussie girls, some virtually in tears when they learned their hero had crashed out of the event on the third stage and autographs were no longer a possibility.

He's a nice guy, too. He handled all the hype with good grace and even beat Colin McRae on the Sega Rally Championship simulator in rally HQ. He is no stranger to rallying either, the Canadian a regular competitor on America's SCCA series.

Armed with sponsorship from KFC, Boss and Qantas, he borrowed Francois Delecour's recce car and set about his first World Championship rally. He was 40th on the Superspecial, dropped 12 places on the first real stage and then clobbered a tree stump on the third and limped into retirement.

But pace notes are now no longer a mystery and he had huge fun. 'This is a huge and awesome event,' he said. 'It's a long time if you are planning a full out attack and the trees seem to be in the middle of the road to make things interesting. The drivers are all nice guys but they won't give me any tips!'

He had hoped to get through to the finish and so such an early retirement was a bitter blow. But he probably had more column inches written about himself - and even got the event coverage on British radio in the sports

and entertainment slots - than any other competitor. He wants to do a European event next, so what price the RAC Rally?

KEITH OSWIN CAN SCREAM WITH THE BEST OF THEM AT A HOLLYWOOD STAR

G'day from WA, as they say down here in Perth, Western Australia. I didn't come last year as this was a Formula 2 event but, mate, did I miss it? There are two events I enjoy most of all, San Remo simply because it takes place in Italy where motorsport is a passion, and Australia because it reminds me that broad-minded organisers can put together a slick event which balances the traditional rally format with the growing need to 'put on a show'.

Telstra Rally Australia's 'show' is the Superspecial at Langley Park, the best head-to-head racing you'll ever see and all built into a weekend



WHILE KURT THIIM DID THE WINNING, BERND SCHNEIDER PLAYED THE PERCENTAGES IN SINGEN TO SET UP AN HISTORIC TOURING CAR DOUBLE. BY LAURENCE FOSTER

Mission accomplished, part one. AMG Mercedes team leader Bernd Schneider is finally the German Touring Car Champion after five seasons of trying – every one of them spent with the three-pointed star.

Schneider clinched the title with a sixth and a third on the streets of Singen, and now goes into the Magny-Cours International Touring Car series finale on October 8 with a unique title double within his grasp.

'I'm already thinking ahead to Magny-Cours,' said Schneider, who still carried a maximum 50kg of ballast after five DTM wins already this season. 'It would be great to get both titles, but this one's fantastic for starters.'

here,' said Schneider, who basically stayed out of trouble and picked up places as lighter, more-fancied runners ahead of him wilted. 'I thought Singen was about picking up points to take to Hockenheim, not about taking the championship.'

As it was, Mercedes shook off its theoretical traction disadvantage and took a double victory through Zakspeed's Kurt Thiim, plus a second pole position of the season for Schneider's young team mate, Dario Franchitti, who also finished second in race one.

'The pole lap wasn't perfect through the first couple of corners,' said Franchitti, 'but with only one lap to do it and the pressure on you, it was nice to put in a complete qualifying lap without any big mistakes.'

Thiim took the lead from Franchitti in the drag away from the lights in race one and was



Schneider's trophy lines up the double

The final destination of the DTM crown hadn't really been in any great doubt from the moment Schneider stamped his dominance on the opening rounds at Hockenheim in April. Slightly more surprising, however, was that the final act came at Singen, a most unlikely track for the rear-wheel-drive Mercedes to shine on.

The south German street circuit, with its interminable right-hand bends and tight hairpin, should have been Alfa Romeo territory and a chance for title long-shot Nicola Larini to at least put off the inevitable until the Hockenheim finale in October.

'For sure, it's come as a surprise

never headed, despite constant pressure from the Scot right behind him. In race two, starting from pole, the Dane again got the drop on Franchitti and again looked to have things under control through the opening laps.

'In the first race,' said Franchitti, 'he was using the guardrail a lot, and I was hoping he'd maybe use it once too often. But he drove the correct line and there was no way I'd have got by cleanly, so I didn't risk anything.'

When Franchitti was forced to pit with a punctured tyre after 24 laps of race two – 'I think it was from hitting the chicane,' he said – Thiim appeared to have things wrapped

up again. Then, with just eight laps from 36 to go, his C-Class's engine let go, handing the lead to fellow Dane Jan Magnussen's AMG Merc.

The good news for Thiim was that his blow-up had spread oil over half the racing line, bringing out the reds. As a result, positions were declared as they had been on the lap before, and Thiim was the winner for the third time in an otherwise mostly disastrous season for him.

'I've experienced a lot of things in my time,' said an elated Thiim, 'but to retire from a race, cause it to be stopped and win it at the same time is certainly a curious thing. Maybe it's something for *The Guinness Book of Records*'.

Magnussen, like Schneider, had adopted a wait-and-see approach. It paid dividends with fourth in race one and that second which so nearly became first in race two.

'It's so hard to pass here,' said Magnussen, 'and if you muck it up, you're in the wall, so it's better to wait until you get the chance.'

Going into Singen, Magnussen's team mate, Jorg van Ommen, had been Schneider's nearest rival for the title, 40 points in arrears with a

maximum of 80 up for grabs. But a disastrous qualifying performance that saw him start 22nd – 'and it didn't even feel quick enough for that' – meant he was playing catch-up and could only finish eighth and fifth, nowhere near high enough, in the races themselves.

Alfa's last chance to salvage

TOP-15 QUALIFYING

DARIO FRANCHITTI (MERCEDES)	1:14.84
KURT THIIM (MERCEDES)	1:14.87
ALESSANDRO NANNINI (ALFA ROMEO)	1:15.00
NICOLA LARINI (ALFA ROMEO)	1:15.16
GABRIELE TARQUINI (ALFA ROMEO)	1:15.19
KLAUS LUDWIG (OPEL)	1:15.32
JAN MAGNUSSEN (MERCEDES)	1:15.57
ELLEN LOHR (MERCEDES)	1:15.64
MANUEL REUTER (OPEL)	1:15.73
STEFANO MODENA (ALFA ROMEO)	1:15.79
GIANCARLO FISICHELLA (ALFA ROMEO)	1:15.96
CHRISTIAN DANNER (ALFA ROMEO)	1:16.11
SANDY GRAU (MERCEDES)	1:16.34
BERND SCHNEIDER (MERCEDES)	1:16.77
MICHAEL BARTELS (ALFA ROMEO)*	no time

*RELEGATED



Thiim had Franchitti right on his tail for the whole of the first race – and most of the second



Schneider qualified a lowly 14th, but he still did enough in the races to sew up that elusive first DTM crown

was quietly fuming. Not only had bringing out the red flags in race two, instead of a pace car, deprived Christian Danner of a podium finish, but reliability among the works cars had been lamentable. 'It's a black day for Alfa,' muttered Pianta, 'but I'd rather not go into details now.'

Both Alessandro Nannini and Gabriele Tarquini, who had qualified a strong fifth in his second DTM appearance, also looked in line for strong top-five finishes before both succumbed to engine-related problems.

Opel, as usual, was being Opel. At times through the weekend it promised much, like when Klaus Ludwig finished fastest in the untimed sessions, or when Manuel Reuter posted the quickest time in the warm-up. But a fifth in race one for Reuter and a sixth in race two for Yannick Dalmas was the best they could offer.

'The promise is there,' said motorsport boss Walter Treser, 'but we still need to find the reliability and results, which isn't easy when you're playing catch-up.'

Speaking of reliability and results, Bernd Schneider has retired just once from all the DTM and ITC races so far this year put together. Looking at his present form, don't expect that statistic to change for the worst at Magny-Cours. Do, however, expect him to add the ITC title and complete the double. ■

SINGEN A SWANSONG

THE DTM SAID ADIOS TO THE STREETS OF SOUTH GERMANY

The lack of permanent circuits in Germany means the DTM gets to race at a few rather off-beat locations during the season. As well as the Nurburgring and Hockenheim, there are visits to the airfield at Diepholz and the streets of Berlin and Nuremberg. And then there's Singen.

The town of Singen is nothing memorable in itself: it's next to the Swiss border; it's got a bit of a castle on a hill; and there's an industrial estate on the outskirts – which is where they've put up the circuit for the past five years.

As layouts go, it's spectacularly unimaginative – a consequence of the estate's grid layout – with four 90-degree right-handers, two 90-degree left-handers, the world's tightest hairpin and a chicane made out of iron plate.

Aesthetically, even the extensive range of gnomes and potted ferns in the garden centre by the hairpin can't counter the main backdrop of factory units, building sites and puddle-pocked wasteland.

It's interesting in a post-apocalyptic sort of way, but it's still a shock for the first time driver. 'The track's like a multi-storey car park,' noted Mercedes junior Dario Franchitti, 'only it's all on the one level. I don't like it much.'

For Gabriele Tarquini, the sheer novelty value scored highly: 'It's very nice for me,' he smiled, 'because I haven't driven a street circuit since I left Formula 1 four years ago – and it's an Alfa track.'

Despite the physical limitations, Singen always supplies plenty of excitement and controversy on the track, plus the best single practice session of the season. That's when the cars go out on Friday evening for their second untimed session and spend the last 20 minutes or so thrashing around in the fading dusk, with lights on, brake discs glowing and sparks from the undertrays flying. Alfa Romeo even fitted luminous wheel rims to add to the spectacle.

Sadly, or happily, depending on your point of view, the DTM will not venture back to Singen next year, having outgrown the grandstand space. It was, erm, interesting while it lasted.



something from a difficult season, the never-say-die Larini, began the day 61 points behind Schneider and third in the overall standings. He ended it fifth overall after taking third in the first race and retiring from the second with engine problems.

Larini was resigned to his fate, but Alfa Corse team boss Giorgio Pianta

Left: Thiim celebrates his double victory after a dreadful year. Right: As darkness falls on Friday evening, Singen's night qualifying has an atmosphere all of its own



SINGEN (D)

September 17, German Touring Car Championship, rounds 11 & 12, 1 x 36, 1 x 36 laps – 62.64 & 48.72 miles

RACE 1

Pos	Driver (Nat)	Team/Car	Laps	Time/Reason
1	Kurt Thiim (DK)	Zakspeed/Mercedes C-Class	36	46:40.61
2	Dario Franchitti (GB)	AMG/Mercedes C-Class	36	46:41.12
3	Nicola Larini (I)	Alfa Corse/Alfa Romeo 155 V6 TI	36	46:54.28
4	Jan Magnussen (DK)	AMG/Mercedes C-Class	36	46:58.24
5	Manuel Reuter (D)	Joest/Opel Calibra V6	36	47:05.00
6	Bernd Schneider (D)	AMG/Mercedes C-Class	36	47:07.72
7	Christian Danner (D)	Schubel/Alfa Romeo 155 V6 TI	36	47:20.99
8	Jorg van Ommen (D)	AMG/Mercedes C-Class	36	47:34.10
9	Yannick Dalmas (F)	Joest/Opel Calibra V6	36	47:37.86
10	Keke Rosberg (SF)	Rosberg/Opel Calibra V6	36	47:39.89
11	Alessandro Nannini (I)	Alfa Corse/Alfa Romeo 155 V6 TI	36	47:41.86
R	Gabriele Tarquini (I)	Schubel/Alfa Romeo 155 V6 TI	20	engine
R	Stefano Modena (I)	Euroteam/Alfa Romeo 155 V6 TI	12	engine
R	Klaus Ludwig (D)	Rosberg/Opel Calibra V6	9	gearbox
R	Michael Bartels (D)	Euroteam/Alfa Romeo 155 V6 TI	6	gearbox

RACE 2

Pos	Driver (Nat)	Team/Car	Laps	Time/Reason
1	Kurt Thiim (DK)	Zakspeed/Mercedes C-Class	28	36:14.12
2	Jan Magnussen (DK)	AMG/Mercedes C-Class	28	36:15.51
3	Bernd Schneider (D)	AMG/Mercedes C-Class	28	36:21.23
4	Christian Danner (D)	Schubel/Alfa Romeo 155 V6 TI	28	36:28.07
5	Jorg van Ommen (D)	AMG/Mercedes C-Class	28	36:31.05
6	Yannick Dalmas (F)	Joest/Opel Calibra V6	28	36:34.69
7	Ellen Lohr (D)	Zakspeed/Mercedes C-Class	28	37:00.18
8	JJ Lehto (SF)	Joest/Opel Calibra V6	28	37:00.75
9	Uwe Alzen (D)	Persson/Mercedes C-Class	28	37:05.50
10	Dario Franchitti (GB)	AMG/Mercedes C-Class	28	37:13.78
R	Manuel Reuter (D)	Joest/Opel Calibra V6	14	gearbox
R	Keke Rosberg (SF)	Rosberg/Opel Calibra V6	10	electronics
R	Nicola Larini (I)	Alfa Corse/Alfa Romeo 155 V6 TI	10	engine
R	Sandy Grau (D)	Zakspeed/Mercedes C-Class	4	accident
R	Alessandro Nannini (I)	Alfa Corse/Alfa Romeo 155 V6 TI	0	electronics

Average speed: Race 1 – 80.51mph; Race 2 – 80.67mph. **Fastest laps:** Race 1 – Thiim, 1:15.49, 82.97mph; Race 2 – Franchitti, 1:14.53, 84.04mph. **Starters/finishers:** Race 1 – 26/15; Race 2 – 21/12 **Championship positions after 12 of 14 rounds – Drivers:** 1, Schneider 138pts; 2, van Ommen, 91; 3, Thiim, 78; 4, Franchitti, 74; 5, Larini, 71; 6, Grau, 56; 7, Danner, 48; 8, Bartels, Magnussen, 47; 10, Ludwig, 40; etc. **Manufacturers:** 1, Mercedes, 197; 2, Alfa Romeo, 141; 3, Opel, 67. **Scoring system:** 20-15-12-10-8-6-4-3-2-1. **Final rounds:** Hockenheim (D), October 15; ITC – Magny-Cours (F), October 8



Harrods delivers t

ANDY WALLACE AND OLIVIER GROUILLARD ENDED HARRODS' WIN DROUGHT IN THE SILVERSTONE RAIN. BY GARY WATKINS

Just for a moment it looked as though it might be Le Mans all over again: the drivers of the Harrods McLaren F1 GTR had mastered horrendous conditions to lead for most of the race, and now in the final exchanges of battle, victory appeared to be slipping from their grasp. At Le Mans back in June, mechanical failure thwarted a Harrods triumph, but in Silverstone's Empire Trophy last weekend it was the vagaries of the

blackflag that provided the threat.

The skill of Andy Wallace and Olivier Grouillard and the tactical superiority of David Price Racing meant that the latter had enough in hand to cement victory after coming into the pits not once but twice to receive a 30s stop-go penalty for speeding in the pitlane. And a maiden win for Harrods went some way to making up for the Le Mans disappointment.

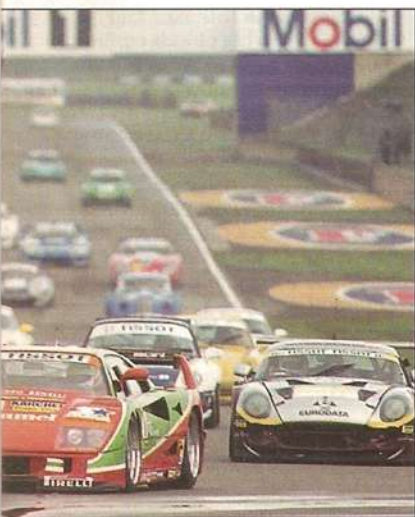
Well deserved it was too - Wallace, Grouillard and DPR had the measure of everything the opposition and the elements threw





Wallace and Grouillard hardly put a foot wrong in some of the worst conditions anyone could remember at Silverstone to notch up a first win for the Harrods McLaren. Below: Nielsen in the West McLaren (left) and the TVR Cerbera (right) make rapid progress on the opening lap

he goods



at them during the 10th round of the Global Endurance GT Series. With rain clouds gathering at the start of second qualifying, Wallace was straight into the groove, and as his name flashed to the top of the timing screen, the rain started to fall - to no one's great surprise. Except, perhaps, to pole favourites the Ferrari Club Italia. Its lead Ferrari F40GTE was in the hands of gentleman racer Luciano Della Noce for the only dry portion of qualifying, leaving Anders Olofsson, like the rest of the field, no chance of deposing Wallace at the head of the grid.

The situation wasn't so clear cut come the start of the four-hour race. Again the clouds were gathering, but this time the track was wet. Wets, drys, or intermediates?

All photos: Sutton Photographic

There was no choice, according to Wallace. 'It was too wet for slicks, too dry for wets,' he pointed out. So Goodyear intermediates it was.

Faced with this dilemma, the rest appeared to reach for the self-destruct button. Gulf Racing's Maurizio Sandro Sala, who had qualified second, went for wets on his McLaren, failed to beat a sideways-starting Wallace to the first corner, and was losing ground thereafter. After six laps, the Brazilian came in for slicks, and after only a handful more it was raining, forcing him back to the pits. 'We had the wrong tyres at the start and that put us out of contention,' said Sandro Sala's Gulf team mate, Ray Bellm.

Any benefit Pierre-Henri Raphanel gained by opting for slicks on the second Gulf car was nullified when he was forced to start from the pitlane after trying to squeeze in an extra warm-up lap



during the grid procedure.

The expected challenge from the fourth McLaren in the race, the DPR-run car of Global points leaders John Nielsen and Thomas Bscher, also went AWOL in the opening laps. 'I gave the race away,' said Nielsen, who put his West-sponsored car in the Club gravel after nine laps, losing more than two laps. It was his second indiscretion of the weekend, a collision with a slower car in qualifying forcing him to sit out the crucial second session.

Still, 27th place on the grid didn't seem much of a handicap - he charged into second place in the space of just five laps. 'I was by far the fastest car out there,' explained the Dane. 'I was on intermediates, and I'd gone on to some standing water to cool them, but I just got on to the grass and couldn't avoid the gravel.'

Also charging from a long way down was the French Pilot Ferrari F40. Michel Ferte had to start from 31st place after losing his dry time for speeding in the pitlane, but Michelin 'inters' meant a place in the top-six in five laps.

UNDERDOG DAY

THE MINNOWS CAME OUT TO PLAY IN THE POURING RAIN

Enzo Calderari and Alessandro Zanardi may have looked capable of humbling the GT1 runners, but they weren't the only ones giving the more fancied crews a run for their money in the inclement weather, the greatest leveller of them all. Throughout the race, there were heroics



Slick tyres worked for TVR at the start

of differing magnitude to be observed, especially from, in true bulldog style, the British teams.

At the start, it was the factory-blessed TVR Cerbera spiritedly driven by Mark Hales that was making waves. From an encouraging 17th on the grid, Hales shot up the leaderboard, overtaking McLarens, Ferraris or whatever else on the way to fifth place after just five laps. 'To be honest,' said Hales, 'I didn't know where I was. If I saw a car in front of me I thought that I'd better overtake it.'

The charge effectively ended at the car's first pitstop when four laps were lost when the starter motor failed to kick the 4.5-litre AJP8 V8 engine into life. 'It was getting too hot and cost us at every stop,' explained Hales. The car may have been the last classified finisher, but TVR had made its mark on its return to the international sportscar racing arena.

John Morrison and John Greasley compete against Hales in domestic GT events in Britain in their G-Force Porsche 911s. At the Donington Park Global round in May, they finished ninth in their factory GT2. This time they went two better and might have made it into the top six but for an unscheduled stop to replace a rear tyre when Morrison suspected a puncture. The team had no secrets, they said. 'Just a question of not dropping it,' reckoned Morrison.

And then there was Swede Ornullf Wirdheim, who on his first visit to Silverstone pushed his old-style Porsche 911, built and run by the Obermaier team, briefly into the top three. What's more, when the conditions were at their wettest, the Swede was outpacing Calderari, Zanardi, them all, and not by a second here, a couple of tenths there, but by four or five or more full seconds.

'I was seven seconds a lap faster than the leading McLaren,' said Ornullf matter of factly. His secret? 'Oh, it is normal. I've done the Nurburgring 24 Hours many times, and Spa-Francorchamps too.'

Anti-lock brakes helped when it was wet, he said, but in the second half of the race the ABS became sporadic in its application, and he and the only slightly-less rapid Koit Veerte dropped to ninth.



◀ The two Ferrari Club Italia F40GT-Es, meanwhile, opted for slicks, and after slithering about down the order for a couple of laps, both Olofsson and Gary Ayles, who was starting the second car, moved up as the track began to dry. But by then, of course, Wallace was long gone, and after the rain started to come down hard, prompting the first refuelling stops, Wallace was nearly 90s ahead of a late-pitting Olofsson.

But the rain came harder and harder until it was deemed necessary to send the safety car out. Wallace's lead naturally came down, but rather less natural was the sight a Porsche 911 and a TVR passing the yellow McLaren when the pace car pulled in. The man on the move, though, was Enzo Calderari in his Porsche 911 GT2. The Swiss, who with team mate Lillian Bryner has been the class act in the secondary class in the Global series, had started on hand-cut slicks, moving quickly into third and briefly took the lead during the first round of pitstops. On the 40th lap, Calderari was back in front after overtaking Wallace at Woodcote.

All the GT1 contenders were struggling, their wider tyres failing to cope with copious amounts of standing water out on the circuit. McLaren's and Ferraris seemed to be spinning every which way, Ayles ending up in the Stowe gravel, Sandro Sala spinning on the straight and thumping the Abbey chicane tyre barrier. Even Wallace

Above: The West McLaren lost two laps in the gravel but came fifth. Right: Only an incorrect tyre choice deprived Lotus of a podium

had a quick spin.

In contrast to their big brothers, the narrow-tyred GT2 cars were able to scythe through the sea. 'They had to lift, but we could go through flat,' said Calderari, who had no trouble pulling away from the erstwhile leader.

As the rain eased, however, Calderari's advantage disappeared and Wallace was able to move back to within seconds of the leader, but that became nearly two full minutes when he handed over to Grouillard exactly on the two-hour mark. And whereas the McLaren would have to stop again, the more fuel-efficient GT3 car would be able to complete the race on another tank of gas.

Soon though, the Stadler team



Bryner had a long wait for Calderari to pit



“That was our mistake. With big clouds coming we decided to go for wets, but in four laps the circuit was dry”

ALESSANDRO ZANARDI

knew it had lost its chance of a major upset. Calderari was about to exceed the maximum driving shift of two hours and 10 minutes, and despite Bryner's gesticulations over the pitwall and a board giving him the 'in', Calderari stayed out six minutes too far.

'The windows were misted and I could not see out of the car,' said Calderari, who didn't have the benefit of a pits-to-car radio. The result was a six-minute penalty to correspond with the amount of time he had gone over his limit. His

protestations that the penalty was too severe were to no avail, and the crew fell to 11th place. 'If the rain had continued we could have won,' mused the Swiss, 'but with the track drying we would still have been third.'

Victory was now firmly in Grouillard's grasp. The stop-go for speeding loosened that grip only marginally, even though the Frenchman missed the penalty box first time around. What's more, the new second-placed car, the Pilot-Aldix Ferrari now driven by Olivier Thevenin, was not in a position to capitalise because it was still on wet tyres, the very set Ferte had changed on to in the first hour.

As Thevenin struggled to the finish, he was almost caught by a flying slick-shod Olofsson, who had retaken the wheel of the lead FCI F40 from Della Noce down in ninth place. He stormed through the field setting fastest lap after fastest lap, claiming a place on the podium from Alessandro Zanardi's Lotus Esprit Sport 300 across the finish line for the penultimate time.

That was cruel luck for the Lotus team, which had its heart set on a top-three result. Zanardi had, like Calderari, been outstanding in the wet, but unlike his GT3 class rival, the Italian and the factory Lotus team hadn't made such an inspired tyre choice at the start.

'That was our mistake,' said Zanardi. 'With big clouds coming we decided to go to wets, but after four laps the circuit was almost dry and after another five laps my tyres were destroyed. It started raining 10 laps too late for us.'

After an impressive shift from team mate Alex Portman, Zanardi took to the track on grooved slicks. The right choice at the time, it meant he was unable to fend off Olofsson at the end.

Behind a recovering Nielsen, who wrapped up the European section of the Global series for himself and Bscher, Soames Langton brought the wet-shod Lanzante Motorsport Porsche 911 GT2 he was sharing with Wido Roessler and Paul Burdell home in sixth place. ■

SILVERSTONE (GB)

September 17, **Karcher Global Endurance GT Series**, Round 10, 100 laps – 4 hours

No	Driver (Nat)	Team	Car	Result	Qual	Pos
1	Andy Wallace (GB)/Olivier Grouillard (F)	Mach One Racing	McLaren F1 GTR	4-00:50.88	1:52.748	1
2	Michel Ferte (F)/Olivier Thevenin (F)	Pilot Aldix Racing	Ferrari F40 LM	4-02:21.40	2:25.912	31
3	Anders Olofsson (S)/Luciano Della Noce (I)	Ferrari Club Italia	Ferrari F40 GTE	4-02:23.09	2:02.751	16
4	Alessandro Zanardi (I)/Alex Portman (GB)	Lotus GT Team	Lotus Esprit S300	4-02:32.94	1:59.494	9
5	John Nielsen (DK)/Thomas Bscher (D)	West Competition	McLaren F1 GTR	4-02:49.76	2:14.857	27
6	Wido Roessler (D)/Paul Burdell (USA)/Soames Langton (GB)	Lanzante Motorsport	Porsche 911 GT2	99 laps	2:01.341	15
7	John Morrison (GB)/John Greasley (GB)	G-Force Motorsport	Porsche 911 GT2	98 laps	1:58.373	7
8	Pierre-Henri Raphanel (F)/Lindsay Owen-Jones (GB)	Gulf Racing/GTC	McLaren F1 GTR	98 laps	1:54.283	4
9	Ornulf Wirdheim (S)/Koit Veerte (B)	Obermaier Racing	Porsche 911 Turbo	98 laps	1:59.969	11
10	Maurizio Sandro Sala (BR)/Raymond Bellm (GB)	Gulf Racing/GTC	McLaren F1 GTR	97 laps	1:53.142	2
11	Lillian Bryner (CH)/Enzo Calderari (I)	Stadler Motorsport	Porsche 911 GT2	97 laps	1:57.637	5
12	Franz Konrad (AUT)/Andrea Larasende (BR)/Toni Seiler (CH)	Konrad Motorsport	Porsche 911 GT2	96 laps	2:00.625	13
17	Gary Ayles (GB)/Fabio Mancini (I)/Massimo Monti (I)	Ferrari Club Italia	Ferrari F40 GTE	93 laps	1:53.994	3
27	Mark Hales (GB)/John Kent (GB)/Nick Whale (GB)	Techspeed TVR	TVR Cerbera	86 laps	2:03.338	17
R	Thomas Erdos (BR)/Chris Hodgetts (GB)	Team Marcos	Marcos LM600	71 laps - engine	2:11.909	11
R	Charles Morgan (GB)/Bill Wykeham (GB)	Morgan Motor Company	Morgan Plus 8 GTR	15 laps - steering	2:13.141	26
R	Peter Hardman (GB)/Nick Adams (GB)	Lesac/Jaguar (Chamberlain)	Jaguar XJ220	12 laps - engine	2:00.551	12

Class winners – GT1: Wallace/Grouillard, 78.27mph; **GT3:** Zanardi/Portman, 77.72mph; **GT4:** Philippe de Craene (B)/Didier de Puysselle (B) (Bernt Racing Porsche Carrera Cup), 89 laps, 69.37mph; **Fastest laps – GT1:** Monti, 1:55.06, 98.30mph; **GT3:** Calderari, 2:00.99, 93.48mph; **GT4:** Hermann Bilz (Porsche Cup), 2:14.91, 83.84mph. **Global championship (overall) positions after 10 of 12 rounds:** 1, Nielsen/Bscher, 201pts; 2, Bellm/Sandro Sala, 173; 3, Calderari/Bryner, 161; 4, Jarier/Wollek, 110; 5, Konrad, 95; etc. **Scoring system:** 15-12-10-9-8-7-6-5-4-3-2-1 for scratch and class positions, 1 point for pole and fastest lap. **Next round:** Nogaro, October 8

congratulations



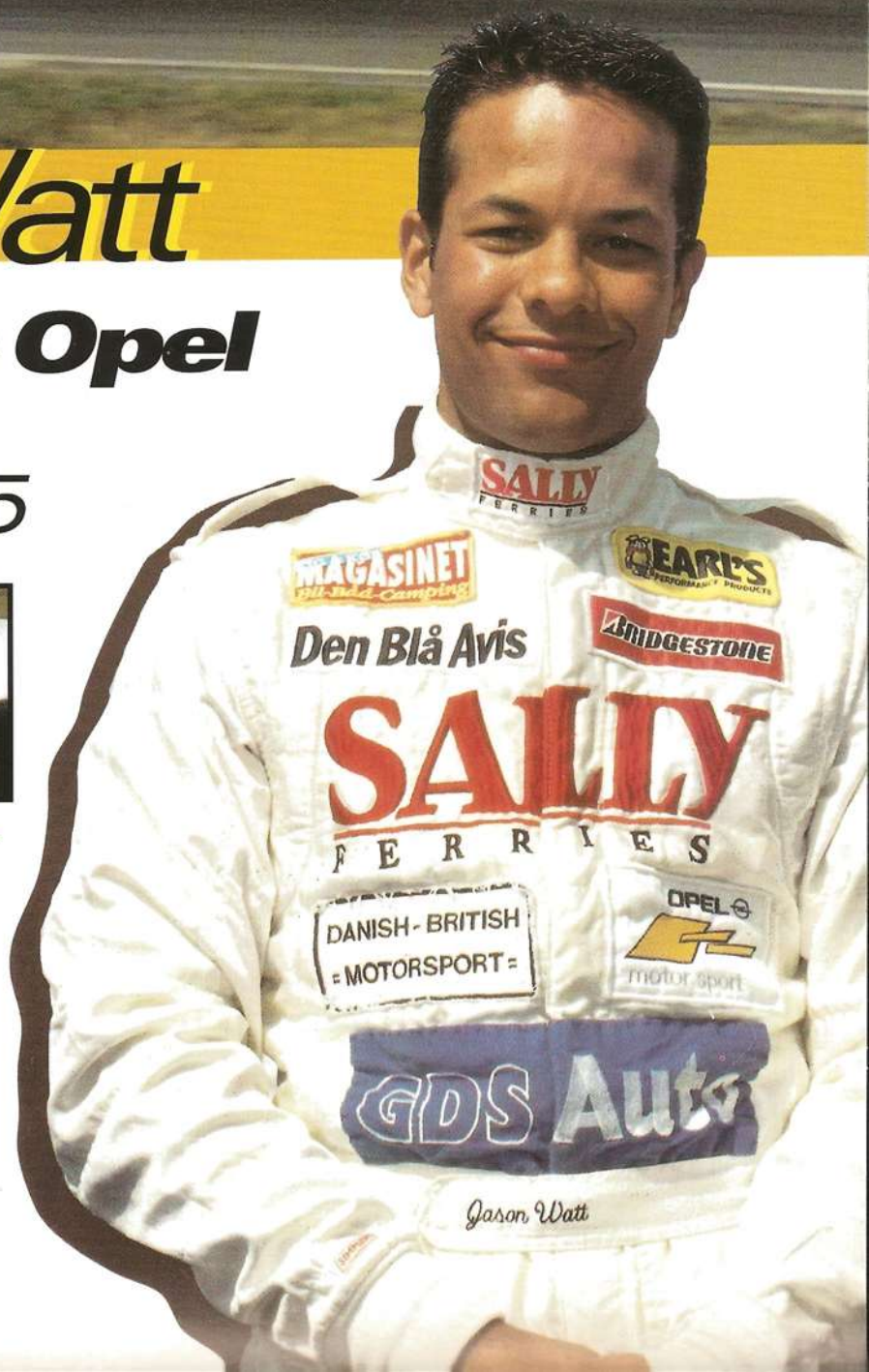
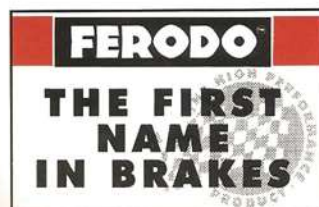
Jason Watt

**Bridgestone Opel
Euroseries
Champion 1995**



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Bentley's heavyweight contender



ANDREW FRANKEL

Road Test Editor
Autocar

Fire up the huge 6.75-litre V8, and see how much body roll you can induce just by blipping the throttle

What do you think of a car costing £187,354? You could take the view that such a sum would not only buy you a new Ferrari and a new Jaguar, but also a decent flat in town and at least a season's competitive motor racing. On the other hand, you might decide that such a car, a Bentley Continental R in this case, offers an experience that none of the others can match individually or combined, and that the fact it costs so much more is only to be expected thanks to the law of diminishing marginal returns.

If you are in the latter category, you are most likely rather richer than I can even imagine. Yet, having spent four days cocooned in a Continental recently, that is the camp I find myself falling into.

What's most extraordinary is that the Continental contains just about every feature I dislike in a performance car. It is big – colossal in fact – and so heavy that I wouldn't be surprised if it needs a tachograph when fully laden. Where today's great performance engines boast multi-valve cylinder heads and overhead camshafts, this one, designed not long after the last war, has just two valves per cylinder and pushrods. And it's turbocharged.

Yet all this pales into insignificance once on board. As you settle into the driving seat, eyes on the small forest that clothes the dashboard, bare feet toe-twiddling the woollen jungle that passes for a carpet, you suddenly become aware that you are sitting in, without doubt, the classiest mobile surroundings this side of the Coronation coach.

Fire up the huge 6.75-litre V8, and see how much body roll you can induce just from the torque reaction of blipping the throttle. That is a great game. For this engine has more torque than any other car in production. It has 553lb ft of the stuff, making even the outputs of cars like the McLaren F1 and Chrysler Viper seem puny by comparison. And you'll never know the

true meaning of effortless progress until you have gently tapped the accelerator at 30mph and experienced the way this drawing room on wheels takes you to 70mph and beyond. There's scarcely any noise, just a suggestion of a bum-down, prow-up stance and an unfeasible gathering of momentum.

In cold, paper terms, its performance is near on identical to a Porsche 968 Club Sport, matching it to 60mph and 100mph, and beating its 150mph top speed. In reality it feels much faster.

This is because, however hard you try, it is impossible to climb into any car in the world without preconceptions. Hop into a Porsche and you expect it to go very fast. Hop into a Rolls-Royce, even one with a Bentley badge, and you don't. But the truth is that a Continental R in full flight comes as every bit as big a surprise as discovering your Porsche was having trouble keeping up with an XR2i.

And the Continental handles well too. Not in the beautifully balanced, pin-sharp way a 968 handles perhaps, but given the sheer bulk of the Bentley and its suspension's ability to keep it all under considerable control even on seriously tricky roads, I think the British engineers have done at least as much with their raw materials as their counterparts in Stuttgart.

Yet what surprised most about the Continental was that the novelty never wore off. I'd fully expected that, once I was used to its surreal performance, I'd still eventually conclude that it was still much too big, heavy and cumbersome ever to take seriously. But it didn't happen like that. In fact I started to like it more and more. After a while I didn't even feel self-conscious in it, I never got bored of its performance or the way it looked.

In fact, I started to realise that the simple business of driving down a motorway, which accounts for 40,000 of the 50,000 miles I drive each year, would never feel so good again once I had taken the Continental back to Crewe.

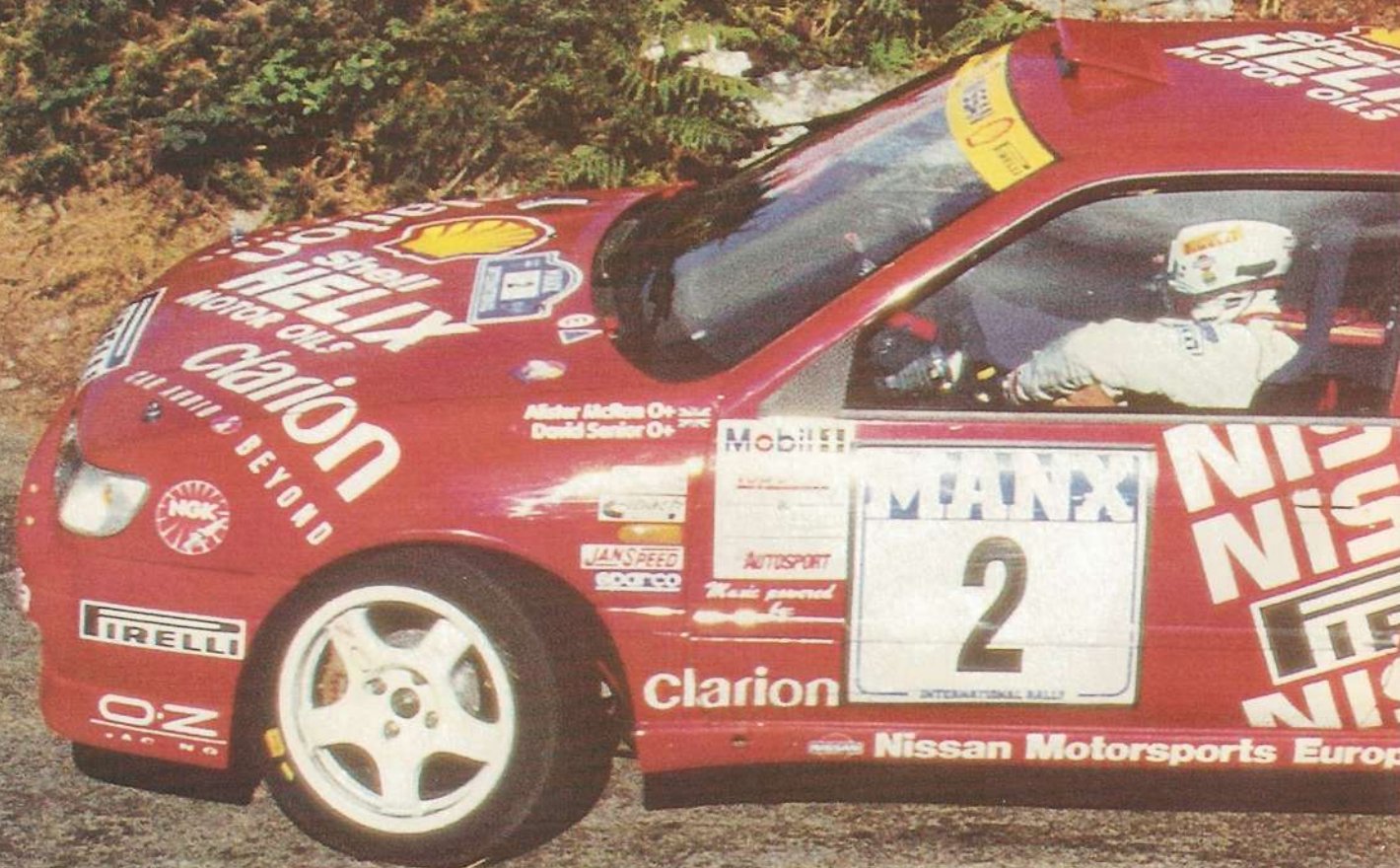
In this job, you tend to forget about cars quickly. With about 150 to drive and evaluate each year, you simply have to clear your brain of past car detritus to make space for the next one. Yet my memories of the Continental remain clear despite having driven perhaps 40 different cars since. Is it worth £187,354? I'd say so. ■



The handling prowess of the Continental R defies the car's sheer bulk

BRITISH RALLY

McRae fat



He follows in his father's footsteps

A GAGGLE OF DRIVERS WENT TO THE ISLE OF MAN BIDDING FOR THE BRITISH RALLY CHAMPIONSHIP. BUT IN THE END NO ONE COULD OUTFOX ALISTER McRAE. BY NICK PHILLIPS



Alister McRae is the new Mobil 1/Top Gear British Rally Champion after a fast and calculated drive to third place on the Manx International Rally, behind overall winner Frank Meagher and Formula 2 victor Gwyndal Evans.

McRae needed fewer points than most of his many title rivals, and the young Scot put in a supremely relaxed and confident drive to achieve far more than he needed to grasp the title and etch the McRae name on the British Championship for the eighth time - father Jimmy won five times and brother Colin twice.

Berrie Fisher had stormed away from the field over the early stages and led by 3m20s at the end of stage 12, but he was left coasting gearless through stage 13 (Cringle 2). He immediately lost almost nine minutes, and despite struggling back to the service halt and making a desperate attempt to change the Subaru Impreza's gearbox and central diff, he didn't make it to T1. That left Evans at the front, but

not for long. Meagher had had a clutch of problems over the early stages, but soon his Ford Escort RS Cosworth, the only other serious four-wheel-drive turbocar apart from Fisher's, lit the front and stayed there to the end, despite occasionally missing out to the quickest of the F2 boys on fastest stage times.

McRae's closest title rivals, Gwyndal Evans, Gregoire de Mevius and Alain Oreille, all made it to the finish, so the pressure never really eased on the Nissan Sunny driver. Evans was in sparkling form and, apart from looking like the only F2 man who could match McRae for speed, enjoyed a trouble-free run to bring the Escort RS2000 home first in F2 and leapfrog up to second place in the final championship standings.

McRae faltered just once, losing a minute in stage 12 after a broken rocker arm put him on to three cylinders. That dropped him back almost into the clutches of Renault's hope Oreille, but he soon pulled away again.

A roll on the second stage dropped de Mevius down the order, but fifth overall was enough. ▶

Fantasy Island... Alister McRae kept a sense of reality on the Isle of Man to clinch the British Rally Championship with a steady third place overall

BRITISH RALLY



Gwyndaf Evans won the Formula 2 class for Ford after doing enough to keep clear of McRae. It was his first F2 win this year

to make him the second Nissan man in the championship top three.

The Group N Production Cup in both the rally and championship went to Subaru pilot Trevor Cathers after an event-long struggle with Philip Young, whose Escort was less than a minute behind at the end.

DAY ONE

Fisher made his intentions clear from the start, blitzing through the short opening Crogga stage four seconds ahead of the pack and then increasing his lead throughout the first leg. Oreille and McRae led the

rest and looked evenly matched over the first five tests.

Meagher's poor first day started with a puncture, brought on by a brush with the kerb early on Crogga. 'I was far too exuberant on cold tyres,' admitted Frank. He was playing catch-up from then, hindered by turbo problems.

Evans was the other quick F2 boy, playing with different tyre compounds and starting to feel happier towards the end of the evening, overhauling Oreille as the Frenchman lost time on stage 7.

At the end of the short seven-stage leg Fisher was well clear, but the top eight F2 men, led by McRae, were covered by less than a minute, while the down-on-power Meagher was up to sixth and climbing.

DAY TWO

Friday's second leg held the meat of the rally in 15 of its 29 stages. By the end of the day Fisher, who had been quickest on every stage, was out, Meagher was in front and Evans had moved to the top of the F2 pile.

In F2, McRae reckoned he would increase the Thursday pace he'd described as 'safe'. He eased his one second overnight advantage over Evans out to 10, until he dropped almost a minute in stage 12 with a misfire.

Fisher's demise on 13 gave Evans a brief spell in the overall lead, before Meagher moved ahead on stage 14. McRae at first started to reel Evans back in again, at the same time making sure that Oreille stayed firmly behind.

Before the night stages Evans said he'd 'play it by ear', and attack only if the car felt right. It obviously did, because by the time the cars returned to Douglas for the overnight halt, he'd consolidated his advantage, which was now 1m08s. McRae was safe in the knowledge that second behind Evans was more than good enough to take the title,

and he could even afford to drop a few more places. Oreille was still fighting hard, just 17s behind the Nissan at the end of the day.

Fightback men de Mevius and Kytölehto were in close company in fourth and fifth F2 slots, while Llewellyn and Head were similarly close to each other, another minute back.

Mark Higgins was, as ever, sparkling in the 1600cc Civic, separating the 2-litre F2 men from the Group N battle, which Cathers was narrowly leading from Young.

Nissan's Gregoire de Mevius recovered from a dramatic second stage roll to finish fifth overall



STAGE WINNERS

First leg

1 Crogga (3.89 miles)	Fisher, 3m16s
2 Mount Murray (9.21 miles)	Fisher, 7m35s
3 Castletown (1.26 miles)	Fisher, 1m21s
4 Castletown (1.26 miles)	Fisher, 1m21s
5 Cringle 1 (13.83 miles)	Fisher, 11m33s
6 Twynwald Mills (3.75 miles)	Fisher, 3m21s
7 Sartfell (10.10 miles)	Fisher, 8m20s

Second leg

8 Douglas (1.34 miles)	Fisher, 1m24s
9 Colden 1 (11.16 miles)	Fisher, 9m48s
10 Curragh 1 (11.06 miles)	Fisher, 9m42s
11 Barregarrow 1 (8.79 miles)	Fisher, 7m55s
12 Eair 1 (17.45 miles)	Fisher, 14m10s
13 Cringle 2 (13.83 miles)	Meagher, 11m37s
14 Colden 2 (11.16 miles)	Meagher, 9m46s
15 B'garrow 2 (8.79 miles)	Meagher & McRae, 6m10s
16 Eair 2 (17.46 miles)	cancelled
17 Cringle 3 (13.83 miles)	Meagher, 11m36s
18 Keppel (3.94 miles)	McRae, 3m55s
19 Brandywell (4.84 miles)	Evans, 4m20s
20 Clannagh 1 (9.49 miles)	Meagher, 8m13s
21 Jurby East (10.12 miles)	Meagher & Evans, 8m54s
22 Hibernia (7.68 miles)	Meagher, 7m35s

Third leg

23 Algaré (11.06 miles)	McRae, 9m53s
24 Clannagh 2 (9.49 miles)	Meagher, 8m04s
25 Jurby East 2 (10.12 miles)	de Mevius, 8m44s
26 Maughold (3.28 miles)	Meagher, 3m08s
27 Baldoon (4.48 miles)	Head, 4m16s
28 Shenvally (9.68 miles)	Meagher, 8m31s
29 Ronague (9.67 miles)	Meagher, 8m09s

Mobil 1 Top Gear



BRITISH RALLY CHAMPIONSHIP

MANX INTERNATIONAL RALLY

Sept 14-16, **Mobil 1/Top Gear British Rally Championship**, round five

Pos	No	Driver/co-driver	Car	Result
1	11	Frank Meagher/Michael Maher	Ford Escort RS Cosworth	3:27.12
2	1	Gwyndaf Evans/Howard Davies	Ford Escort RS2000	3:27.49
3	2	Alister McRae/David Senior	Nissan Sunny GTI	3:28.56
4	12	Alain Oreille/Jack Boyere	Renault Clio Williams	3:29.47
5	3	Gregoire de Mevius/Jean-Marc Fortin	Nissan Sunny	3:31.42
6	6	Robbie Head/Terry Harriman	Renault Clio Williams	3:33.25
7	7	David Llewellyn/Ian Grindrod	Vauxhall Astra Sport	3:34.00
8	16	Mark Higgins/Cliff Simmons	Honda Civic VTI	3:39.27
9	17	Trevor Cathers/Gordon Noble	Subaru Impreza WRX	3:40.01
10	20	Philip Young/Stephen McAuley	Ford Escort RS Cosworth	3:40.53
R	10	Bertie Fisher/Rory Kennedy	Subaru Impreza 555	SS13 - gearbox
R	9	Jarmo Kytölehto/Arto Kapanen	Vauxhall Astra Sport	SS25 - accident
R	8	Martin Rowe/Chris Wood	Peugeot 306 S16	SS12 - engine
R	15	Dom Buckley/Nicky Beech	VW Golf GTI	SS5 - suspension

Group A overall Meagher/Maher; **1600-2000cc** Evans/Davies; **1300-1600cc** Higgins/Simmons; **Under 1300cc** Richard Worts/Andy Wynn (Opel Corsa) **Group N overall** Cathers/Noble; **1600-2000cc** Andrew Dave/Ian Oakey (Nissan Sunny GTI); **1300-1600cc** Scott Bradshaw/Peter Foy (Honda Civic VTI); **Under 1300cc** Harry Cathcart/Kenneth Weir (Suzuki Swift GTI). **Starters/finishers** 76/44. **Final championship positions - Drivers** 1, McRae, 124pts; 2, Evans, 109; 3, de Mevius, 100; 4, Oreille, 98; 5, Llewellyn, 86; 6, Lawn, 65; etc. **Manufacturers** 1, Nissan, 80pts; 2, Ford, 65; 3, General Motors, 58; 4, Renault, 52; 5, Peugeot, Volkswagen, 27. **Organising club** Manx International Rally Ltd



The Renault Clio Williams of Alain Oreille finished third in Formula 2 after the French marque enjoyed its most competitive performance of the season

DAY THREE

Over the final stages on Saturday, Meagher cruised to victory by 37s. The driver acknowledged useful set-up advice from outgoing champion Malcolm Wilson as he celebrated his first international victory, saying: 'The car has never handled so well. I am absolutely delighted with this win. Our morale was down at the end of the first leg, but once Bertie was out, everything just came together. We pushed hard from the word go.'

Evans, McRae and Oreille held station over the final stages to come home second, third and fourth overall, and take the top three championship points-scoring F2 slots. The second Nissan of de Mevius was too far behind to catch Oreille, but he did come under threat from Kytölehto. That was until stage 25, where de Mevius was fastest and the Finn crashed out. 'I

championship. On stage 26, the relatively short Maughold, seven F2 cars were covered by four seconds and even on the penultimate, 9.68-mile Shenvalley the top five were within four seconds. It's seriously competitive out there.

Cathers held on to his slender advantage over Young in the Production Cup, to win both the rally spoils and the championship – he also wins his section in the Dunlop Tarmac Championship. 'The double win is the icing on the cake,' he said later.

However the happiest man of all had to be the new champion. He looked like a man with something in reserve throughout, and is a worthy champion. Although Alister doesn't feel that it's all sunk in yet, he did reckon that he'd need a holiday to do the celebrations justice. After that, his mind will be set on the world stage and the RAC Rally in November. ■



Overall winner Frank Meagher's Ford Escort Cosworth survived to beat the Formula 2 men

wanted a bigger gap between myself and Jarmo,' said Gregoire. 'I suppose he didn't and he had the accident.'

The main battle of the last morning was between David Llewellyn and Robbie Head. Having at last shaken off the series of niggling problems he'd suffered over Thursday and Friday, Head was on a charge, joining McRae, Evans and de Mevius in the elite group of F2 drivers who'd set an overall fastest stage time when he beat the field through Baldhoon. Over the morning, Head overhauled Llewellyn, and when the out-going F2 champion stopped to help team mate Kytölehto, Head's move up to sixth overall was guaranteed.

Although it appeared that little was changing over the final morning, the stage times underlined the competitiveness of this year's



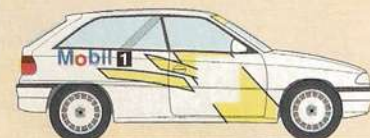
Robbie Head's Auto Meca Renault crew carry out an emergency gearbox change

THE TITLE CHASERS



NISSAN

An excellent weekend for the boys from Nissan Motorsport Europe. Alister McRae was on the pace all rally and finished third overall, second in F2, to secure the championship title. A broken rocker-arm cost a minute on stage 12, but otherwise a smooth run. Gregoire de Mevius rolled on stage two, lost 50s at the time, and more peering into the dark through the cracked screen, but hauled back up to fourth in F2 and so third in the championship. Nissan also won the manufacturers title.



VAUXHALL

Sad final rally for the marque. David Llewellyn at least finished – sixth in F2 – but the Astra couldn't match the pace set by the frontrunners. Jarmo Kytölehto had a wheel come off (possibly due to a faulty torque wrench) and lost over a minute near the end of stage 12. He rolled out of the rally on the final morning while lying fifth in F2.



FORD

Gwynndaf Evans had a superb run to win Formula 2. No real problems and flat out all the way. Kenny McKinstry (eligible for manufacturers but not drivers points) produced a competitive showing, sitting in a handy fourth place – best of the rest behind McRae, Oreille and Evans – until a track-control arm failure in stage 16 lost him too much time to make it worth continuing.



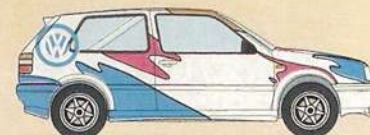
RENAULT

Alain Oreille had no major problems, but lost time with a loose front subframe bolt on Thursday evening and picked up 20s of road penalties after trundling behind a police car, but he set several fastest F2 times and finished fourth overall and third in F2. Neither driver was happy with the way the Clio handled the quick jumps. Robbie Head had a 90mph spin after a jump in the Druidale section of stage nine. After a gearbox change on Friday, a late charge on Saturday saw him overhaul Llewellyn to finish fifth in F2.



PEUGEOT

Martin Rowe's nightmare continued. A series of little problems – a bent rear beam after clipping a kerb, a broken clutch pedal – hampered progress and then he went out when the engine succumbed to a management system problem in stage 12, while he was lying ninth in F2. Richard Burns ran a 1996 spec 306 to 11th overall, eighth in F2.



VOLKSWAGEN

Dom Buckley hardly got going at all. His Volkswagen Golf suffered a front suspension failure on stage 5 and lost a wheel. He managed to bring it to a halt without any further damage, but that was the end of his rally. He had been lying sixth in Formula 2 at the time.



Fontana records two more wins

NORBERTO FONTANA TOOK A STEP CLOSER TO THE GERMAN F3 TITLE AND A POSSIBLE F1 DRIVE WITH TWO MORE IMPRESSIVE WINS AT SINGEN. ANDY HALLBERY REPORTS FROM THE TIGHT STREET CIRCUIT

Norberto Fontana edged closer to the German Formula 3 Championship title with a superb double victory around the tight and twisty streets of Singen in

south Germany.

A pair of third places for Ralf Schumacher has kept the World Champion's younger brother in with a chance of the title, albeit

only a slim one, with four races still to run.

Fontana led virtually every lap of both races, showing the speed and consistency which has made the Sauber test driver the star of the 1995 series.

The tiny Argentine has finished 11 of the 12 rounds on the podium — eight times on the top step — and his remaining result is a fourth place. In addition he's won the Marlboro Masters at Zandvoort.

At Singen he was untouchable, nursing his lead in both races from Pedro Couceiro's resurgent Dallara-Fiat. The Portuguese driver has had a poor run of form recently, but was happy to be back up front.

He spent much of his time defending his position, especially in Saturday's race when a train of cars, led by Schumacher's Dallara-Opel, sat firmly on his tail waiting for a mistake.

The action in the first race centred on BS Racing team mates Oliver Tichy and Max Angelelli.

Tichy led the opening two laps until he was passed by Fontana, and then on lap five he crashed out with his team mate — for the second time in two races!

Neither driver was terribly happy about the incident, nor indeed was Opel boss Walter Treser and team owner Bertram Schafer (see *Pit & Paddock*).

One of the budding stars of the series is Italian sensation Jarno Trulli. Having jumped straight out of karts mid-season, he qualified a disappointing 12th, Fontana's team mate stayed out of trouble and made some passes — something few of the others managed. He was happy with the result and planned more of the same the next day.

The second race was red-flagged after a nasty-looking incident at the start, when Rui Aguas stalled and was rammed from behind by the unsighted Ralf Kalaschek.

Aguas stayed in his car for a while having suffered whiplash. Fortunately it was not too bad, and



Ralf Schumacher took a pair of third places at Singen to keep his title hopes alive



Norberto Fontana heads Pedro Couceiro at Singen. The pair finished first and second in both races. Photos: Jeff Bloxham

ITALIAN TOURING CARS

Pirro's second title

Emanuele Pirro clinched his second successive Italian Touring Car crown with a win and a second place at Varano.

As expected, the Audi Quattro dominated both races on the tight and twisty circuit, and the German marque added the manufacturers' title to Pirro's success in the driver's championship.

Rinaldo Capello got the better start in the first race, while team mate Pirro held off a challenge from BMW's Emanuele Naspetti. It

ended when Naspetti spun off under pressure from Fabrizio Giovanardi, who duly took the position. Pirro finished just 0.5s behind Capello, for a useful helping of points.

Peugeot privateer Mauro Trione was a surprise fourth, ahead of Yolanda Surrer's BMW and Massimo Pigoli's Peugeot.

Many of the big names hit trouble. Four cars clashed on lap one, including Gianni Morbidelli and Antonio Tamburini. The latter's Alfa remained stuck in the gravel for the duration, while Morbidelli eventually finished a lap down in 10th place.

Tamara Vidali returned from the

German series for an outing in the third Audi, but retired after damaging a wheel when she made an over-optimistic move on Roberto Colciago. The latter was not able to start the second heat, having suffered gearbox trouble.

Capello led again at the start of the second race, but Pirro got in front when the former's tyres went off on lap 10. Giovanardi also got past, and chased Pirro to the flag — he was just 1s adrift at the finish.

Capello held on to third place, while further back Morbidelli and Naspetti had a lonely race to take fourth and fifth in their BMWs.

Tamburini started the second race from the back, but rose up to a good sixth place, ahead of Vidali and Oscar Larrauri. Trione finished 10th, and now holds the lead in the privateers cup.

Julian Thomas



Emanuele Pirro captured his second straight title at Varano. Photo: Sutton.

ITALIAN FORMULA 3

Kanaan's sureshot success at Imola

Brazilian Tony Kanaan scored an emotional debut F3 victory in the second of the two races at Imola, after Thomas Biagi had won the first clash.

Argentina's Esteban Tuero took a surprise pole in his RC Dallara, as the Opel-engined cars filled the front of the grid.

Biagi blasted past team mate Tuero at the start, and led Kanaan all the way to the flag. Gianluca Paglicci took third, while championship leaders Luca Rangoni and Andrea Boldrini clashed controversially while battling for fourth. Rangoni recovered to seventh, but was excluded for his conduct by the

event's officials.

In the second race Biagi again led away, but this time Kanaan stormed into the lead at Villeneuve and held on in front. The tearful Tony dedicated his win to Ayrton Senna, having become the first Brazilian to win at the track since his hero's death.

Biagi had to fight hard to hold on to second from Gianantonio Pacchioni and Tuero. Rangoni took seventh, while Boldrini was out of the pits after picking up a puncture.

Rangoni and Boldrini are 11 points apart with two races left.

Julian Thomas



Thomas Biagi won in style at Imola

GERMAN FORMULA 3 CHAMPIONSHIP, ROUNDS 11 & 12, SINGEN (D) 2 x 29 LAPS, 2 x 50.45 MILES, SEP 16 1. Norberto Fontana (Dallara-Opel F395), 37m18.71s, 81.14mph; 2. Pedro Couceiro (Dallara-Fiat F395), 37m23.13s; 3. Ralf Schumacher (Dallara-Opel F395), 37m23.77s; 4. Rui Aguas (Dallara-Opel F395), 37m25.02s; 5. Christian Abt (Dallara-Opel F395), 37m25.37s; 6. Klaus Graf (Dallara-Opel F395), 37m27.57s; 7. Phillip Peter (Dallara-Fiat F395), 37m29.44s; 8. Jarno Trulli (Dallara-Opel F395), 37m31.06s; 9. Arnd Meier (Dallara-Fiat F395), 37m31.59s; 10. Frank Kramer (Dallara-Opel F394), 37m46.75s; etc. **Fastest lap:** Fontana, 1m14.50s, 84.07mph. **Race 2:** 1. Fontana, 35m40.33s, 79.27mph; 2. Couceiro, 35m41.90s; 3. Schumacher, 35m43.49s; 4. Trulli, 35m44.38s; 5. Abt, 35m47.35s; 6. Peter, 35m51.59s; 7. Alex Wurz (Dallara-Opel F395), 35m56.49s; 8. Tim Bergmeister (Dallara-Opel F393), 36m12.75s; 9. Max Angelelli (Dallara-Opel F395), 36m19.92s; 10. Jakob Sund (Dallara-Opel F394), 36m22.85s; etc. **Fastest lap:** Angelelli, 1m13.73s, 84.96mph. **Championship positions:** 1. Fontana, 206pts; 2. Schumacher, 170; 3. Angelelli, 103; 4. Couceiro, 79; 5. Meier, 53; 6. Tom Coronel (Dallara-Opel F395), 48; etc. **Next round:** Magny-Cours, Oct 8.

ITALIAN F3 CHAMPIONSHIP, ROUNDS 17 AND 18, IMOLA (I), 1 x 17 LAPS, 52.0 MILES, 1 x 15 LAPS, 45.89 MILES, SEP 17 1. Thomas Biagi (Dallara-Opel F395), 31m19.03s, 99.64mph; 2. Tony Kanaan (Dallara-Fiat F395), 31m19.31s; 3. Gianluca Paglicci (Dallara-Fiat F395), 31m35.39s; 4. Luca Riccitelli (Dallara-Fiat F395), 31m37.53s; 5. Esteban Tuero (Dallara-Opel F395), 31m37.53s; 6. Gianantonio Pacchioni (Dallara-Fiat F395), 31m46.98s; 7. Oliviero Saleri (Dallara-Fiat F395), 31m48.67s; 8. Oliver Martini (Dallara-Fiat F395), 31m51.00s; 9. Paolo Ruberti (Dallara-Fiat F395), 31m51.53s; 10. Omar Bettin (Dallara-Fiat F395), 31m51.81s. **Fastest lap:** Tuero, 1m49.06s, 100.97mph. **Race 2:** 1. Kanaan, 27m49.27s, 98.97mph; 2. Biagi, 27m55.05s; 3. Tuero, 27m55.75s; 4. Pacchioni, 27m56.13s; 5. Riccitelli, 27m56.64s; 6. Ruberti, 27m59.41s; 7. Luca Rangoni (Dallara-Fiat F395), 28m00.19s; 8. Danilo Tomassini (Dallara-Fiat F395), 28m04.57s; 9. Maurizio Mediani (Dallara-Fiat F395), 28m06.91s; 10. Gaston Mezzacane (Dallara-Fiat F395), 28m14.16s. **Fastest lap:** Andrea Boldrini (Dallara-Fiat F395), 1m49.89s, 100.22mph. **Championship positions:** 1. Rangoni, 204pts; 2. Boldrini, 193; 3. Pacchioni, 173; 4. Paglicci, 131; 5. Biagi, 130; Kanaan, 119; etc. **Next round:** Misano, Oct 8.

WORLD KARTS

BRAZIL'S NEW HERO

Brazilian Gastao Fraguas achieved what Ayrton Senna never managed by winning the Formula A World Karting Championship at Valence in France on Sunday, although a young Briton nearly caused a sensation.

Coached by Roberto Moreno, European runner-up Fraguas pipped 15-year-old Jenson Button after the latter had won the pre-final, when favourite Giorgio Pantano suffered an engine failure. Jenson led the final, but eventually had to settle for second, ahead of Kimmo Liimatainen of Finland.

In the Super A final Massimiliano Orsini repeated his European success, finishing ahead of fellow Italian David Forde and Swede Johnny Misiijevic. Brit Bobby Game was a good fifth.

Mark Burgess



Winner Fraguas. Photo: Burgess



Jeff Gordon is proving to be very hard to stop as the youngster races towards his first Winston Cup crown. Photo: Paul Webb

Gordon extends lead

JEFF GORDON SCORED ANOTHER WIN AT DOVER

Jeff Gordon sustained his NASCAR championship challenge with a dominant victory in the MBNA 500 at Dover Downs.

Gordon led 400 of the 500 laps on the way to his seventh win of the year on the high-banked oval.

Bobby Hamilton caused a surprise by taking second place in Richard Petty's Pontiac after pressuring Gordon in the second half of the race. It was the best result for the STP machine since the owner stepped down, and

Hamilton's best finish in a long career in the big league.

Rusty Wallace finished third after starting from the back in his spare car following a practice crash, while Joe Nemechek took fourth, ahead of Dale Earnhardt. The champion lost a further 30 points to Gordon in the title race. Sterling Marlin and Mark Martin kept their hopes alive with sixth and eighth places respectively.

Dale Jarrett was taken for chest x-rays after a heavy shunt in the

Texaco/Yates car. He suffered a puncture and collected Mike Wallace, putting both of them hard into the wall.

The race was delayed for nearly two hours by rain, but fortunately it didn't return.

■ Jonathan Ingram

NASCAR WINSTON CUP, ROUND 25, DOVER DOWNS (USA), 500 LAPS - 500 MILES, SEP 17 1, Jeff Gordon (Chevrolet Monte Carlo), 4h00.34.50s, 124.70mph; 2, Bobby Hamilton (Pontiac Grand Prix), 500 laps; 3, Rusty Wallace (Ford Thunderbird), 500; 4, Joe Nemechek (Chevrolet Monte Carlo), 500; 5, Dale Earnhardt (Chevrolet Monte Carlo), 500; 6, Sterling Marlin (Chevrolet Monte Carlo), 500; 7, Derrike Cope (Ford Thunderbird), 499; 8, Mark Martin (Ford Thunderbird), 499; 9, Bobby Labonte (Chevrolet Monte Carlo), 498; 10, Ricky Rudd (Ford Thunderbird), 498. etc. **Championship positions:** 1, Gordon, 3880pts; 2, Earnhardt, 3571; 3, Marlin, 3473; 4, Martin, 3404; 5, Ted Musgrave, 3330; 6, R Wallace, 3257; 7, T Labonte, 3233; 8, B Labonte, 3094; 9, M Waltrip, 3032; 10, Morgan Shepherd, 2940. **Next round:** Martinsville, Sep 24.

SUDAM FORMULA 3

ZONTA DOMINATES AT

PARANA, ARGENTINA

Ricardo Zonta scored a dominant win in the Sudam Formula 3 race at Parana in Argentina.

The 19-year-old took pole, broke the lap record and overcame all opposition to score his sixth win of the year.

Behind Zonta, Argentinians Gabriel Furlan and Juan Manuel Silva scrambled over runner-up spot, after Tom Stefani received a stop and go for jumping the start and tumbled to an eventual seventh.

Furlan beat Silva to second, while Fabian Malta took fourth, ahead of Marcelo Ventre.

With four rounds left, Zonta seems to have the title sewn up, especially as rival Max Wilson destroyed his car at the previous round.

■ Antonio Watson

SUDAM F3 CHAMPIONSHIP, ROUND 9, PARANA (RA), 40 LAPS - 64.49 MILES, SEP 17 1, Ricardo Zonta (Dallara-Mugen F394), 41m21.65s, 93.58mph; 2, Gabriel Furlan (Dallara-Fiat F394), 41m27.35s; 3, Juan Manuel Silva (TOM'S-Toyota 032F), 41m38.05s; 4, Fabian Malta (Dallara-Mugen F394), 41m39.07s; 5, Marcelo Ventre (Dallara-Fiat F394), 41m45.06s; 6, Ricardo Risatti (Dallara-Fiat F394), 41m48.26s. etc. **Fastest lap:** Zonta, 1m01.37s, 94.60mph. **Championship positions:** 1, Zonta, 62pts; 2, Max Wilson, 31.5; 3, Furlan, 25.5; 4, Stefani, 23.5; 5, Risatti, 17.6; 6, RFontes, 16. etc.

JAPANESE F3000

Takagi takes his second success

Toranasuke Takagi scored his second F3000 win of the year at a rain-hit Tokachi circuit on the island of Hokkaido, proving that his earlier success at Sugo was not a fluke.

Satoru Nakajima's protege qualified his PIAA Reynard on pole, alongside reigning champion Marco Apicella.

The Italian was not hopeful for wet weather success with his Yokohamas, and when it rained he was an early casualty, along with Mauro Martini and Jeff Krosnoff. The American driver had a big accident with Hidetoshi Mitsusada at the end of the straight, which caused the race to be red-flagged on lap seven.

Takagi took the lead again at the restart, chased by Kazuyoshi Hoshino and series leader Tom Kristensen. However, Hoshino coasted to a halt when his engine suddenly cut.

Kristensen was on fine form, and soon took the lead from Takagi and pulled away. However the Japanese youngster held a 12s advantage from the first half of the race, and when conditions got

better he was able to reel Kristensen back in. At one stage the gap was 30s, but at the flag he was just 2s behind, and won on aggregate by 10s.

Kristensen was then given an extra minute's penalty as the team had added water to his radiator during the *parc ferme* conditions between races. He still hung on to second place!

Masami Kageyama took third, ahead of Katsutomo Kaneishi, Shinji Nakano and Toshio Suzuki. Michael Krumm was the next best

of the Europeans in seventh, ahead of Andrew Gilbert-Scott.

■ Jiro Takahashi

JAPANESE F3000 CHAMPIONSHIP, ROUND 7, TOKACHI (J), 37 LAPS - 117.25 MILES, SEP 17 1, Toranasuke Takagi (Reynard-Mugen 94D), 1h19m57.37s, 88.15mph; 2, Tom Kristensen (Lola-Mugen T94/50), 1h21m07.64s; 3, Masami Kageyama (Lola-Mugen T94/50), 1h22m05.65s; 4, Katsutomo Kaneishi (Lola-Mugen T94/50), 1h22m09.70s; 5, Shinji Nakano (Dome-Mugen F104), 1h22m18.49s; 6, Toshio Suzuki (Lola-Mugen T94/50), 1h22m29.56s; 7, Michael Krumm (Lola-Mugen T93/50), 1h22m57.85s; 8, Andrew Gilbert-Scott (Lola-Mugen T93/50), 36 laps; 9, Masahiko Kondo (Reynard-Mugen 94D), 36; 10, Naoki Hattori (Reynard-Mugen 95D), 33. etc. **Fastest lap:** Not given. **Championship points:** 1, Kristensen, 27pts; 2, Toshio Suzuki, 22; 3, Takagi, 20; etc. **Next round:** Fuji, Oct 15.



Tom Kristensen finished second and extended his championship lead over Toshio Suzuki

REPORTS IN BRIEF

Brian Saunders and Nicholas Jonsson won the ninth and 10th rounds of the Formula Asia International Series at Shah Alam in Malaysia. Saunders led the first race from start to finish in wet conditions, ahead of Narain Karthikeyan. The Brit was eliminated in a three-car collision early in the second race, and Jonsson, having finished in a strong fourth place in the first event, fought past Karthikeyan to win.

Fredrik Larsen won the Barber Dodge race at Texas World Speedway, ahead of fellow Swede Mattias Andersson and Norwegian Thomas Schie. None of the three figures in the overall title fight, which Barry Waddell leads by just one point from Geoff Boss with just the New Orleans finale to come on October 8. Jaki Scheckter is also in the hunt on 139 points.

Portugal's Joao Barbosa won the Formula Europe Boxer encounter at Imola, ahead of Alessandro Rossetti. Giovanni Anapoli fell off and handed his championship lead to Barbosa. Cathy Muller and Miki Biasion drove guest cars in the Ferrari F355 event, in which Gianluca Giraudi clinched the title.

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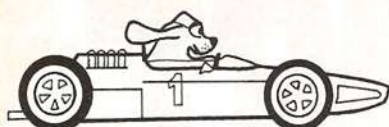
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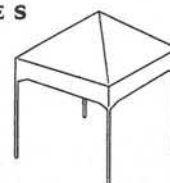
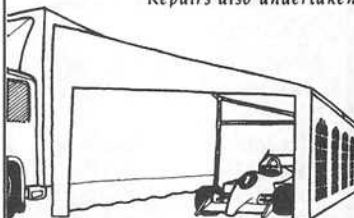


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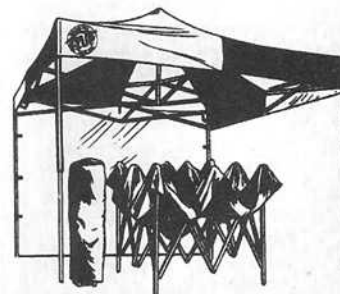


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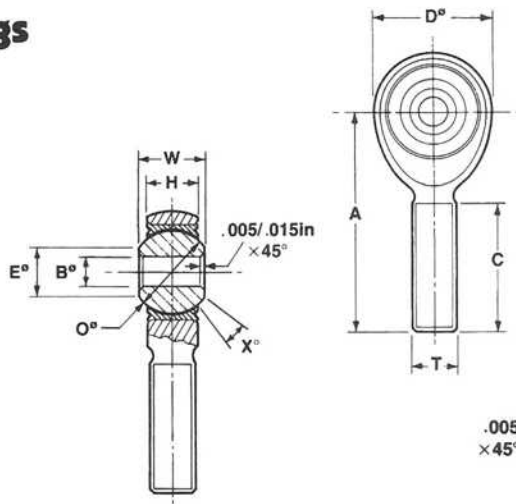
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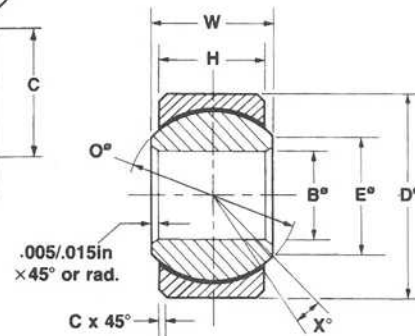
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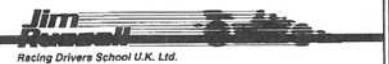


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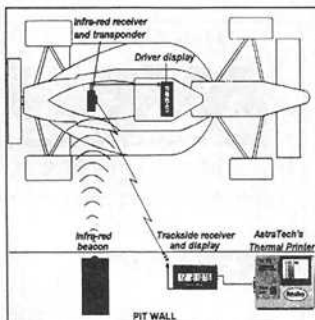
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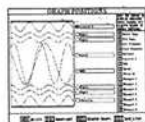
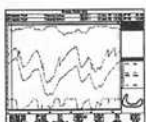
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ALFA ROMEO SPRINT GT. 1965. Rolling shell with new Safety Devices FIA cage. V5, correct period engine and box plus 1300GT Junior for spares. Ideal FIA Historic Touring Car. Lack of time forces sale. £2,500. Details: 01705 484378. (17161)

ALFA ROMEO 2000 GTV BERTONE. 1972. Red. 3 owners from new. Fully restored 3 years ago. 1 full service history. 65,000 miles. £4,950. Tel: Nottingham 0115 9241535. Private sale. (17222)

Alvis TD 21 drophead coupe
1960, auto, grey/navy, completely restored 3 years ago (Body & Mechanics). Current MoT. Private Sale.

£16,000

Tel: 0181-642-1920

Fax: 0181-643-4625

ALFA ROMEO NEWS FLASH: beginning November 1995, original upholstery materials will be available for Alfa models. We need to hear from individuals, dealers, restoration shops. What have you been looking for? These products haven't been available for way too long. All are from original factory supplier to Alfa, snake-bite headliner, correct basket weave for 105 cars. Call me. Fax: 001-713-807-1946. Matt, Re-Originals. 001-713-807-1945. Dealer enquiries welcome. (17349)

1937 ALVIS SILVER EAGLE 16/95 4-door, Cross and Ellis Tourer. Very good useable car. BRG with Red interior. Photo available. £23,000. 01702 258038 evening, 01702 548044 day; Fax: 01702 541463. (16965)

ASTON MARELIN V8, 1977. Metallic blue/magnolia. Vantage, air dam, s/s exhaust. History inc PDI record. Absolute bargain. £16,000. Tel: 01427 880598. (17162)

ASTON MARTIN 1938 2 LITRE 15/98 by Abbey Coachworks. Red with black/beige trim. Excellent condition throughout. Hardly used since extensive work carried out by Ecurie Bertelli. £37,500. Contact David Taylor for further details and photos on tel: 01494 784653 or Fax: 01494 792519. (17107)

ASTON MARTIN DB2. 1952. All mechanics rebuilt, original interior, bodywork good. Complete with all chrome. Consider swap part/ex 4 seater Aston. £28,000 ono. Tel: 01264 772582. (17097)

AUSTIN MINI COOPER 2 1963. 1071cc, fully restored and in first class condition. Fiery yellow and white. £9,500 no offers. Tel: 01872 560147 days or 01872 560508 eves. (17338)

1927 AUSTIN HEALEY 12/4 CLIFTON. Maroon and black. Good original condition. Rebuilt engine, new radiator core. Good hood and side curtains. Taxed and MoT. £16,750. Tel: 0181 891 0588 London, UK. (17276)

AUSTIN HEALEY 3000 MKIIA. Colorado red, black leather interior, 2,500 miles since documented restoration, w/w, overdrive. Insured for £25K. £18,500 ono. Tel: 01625 424075/423436. (17337)

B

BENTLEY 1935 31/2. Black/grey. Thrupp & Maberley, good condition, sunshine roof, present owner 53 years. £20,000. Phone: 01732 867125 eve. (17288)

BMW 1979 633 CSI AUTO. 115,000 miles. 7 months MoT. New cylinder head and shocks. Many new parts. Bodywork in good condition. Car is immaculate in every way. £2,600 ono. Tel: 01872 76844. (17191)

ALPINA B3 SWITZTRONIC Registered 1994. Black with red leather, many extras inc air cond. FSH at Sytner. 57,000 miles. Hence only £28,950. Tel: UK 01636 626151. Private sale. (17282)

BRISTOLS, BRISTOLS, BRISTOLS: the epitome of craft, skill, design. Lively, durable, elegant and very usable. Most of these beautiful Bristols in stock. List available. Also spares and repairs. Brian May. Tel/Fax: 0121 430 3767. (17275)

C

CATERHAM 7. 1700 Oselli Crossflow. Dry sump. Set-up by Haydon Cars. Rosejointed with double wish-bone front. Immaculate with less than 10,000 miles. £9,950. Tel: 01489 798777 eves/weekends. (17179)

CATERHAM SPORT 1600. Aluminium/green fibreglass. M/reg. 4,000 miles. As new. £12,000 ono. Tel: 0181-452 0300. (17188)

WE ARE A CATERHAM LOTUS 7 SPECIALIST with new and secondhand 7's for sale. Stock always changing. Tel: Woodcote Sportscars 01737 645213 or 0831 240733 (Mobile). (17061)

1986 CLAN. Full grey leather interior, high spec 998 just rebuilt, no expense spared. One owner. £4,995. Tel: 01648 33108 for further details. Private sale. (17050)

D

DAIMLER 2.5 V8

'67 Gold with red leather interior, low mileage, rebuilt engine, s/s exhaust, very rarely used, good condition, must be seen to be appreciated.

£7,500

0181 566 3333

Private Sale

DE TOMASO PANTERA GTS 1972, LHD, Red, 59,000 miles, 10" rears, spares, good condition. £13,800. Tel: 0181-886 6604. (16931)

DAIMLER DOUBLE SIX CONVERTIBLE. Avon Convertible 1978. Rare, fast and elegant. 1 of a handful of Daimler V12 Coupes. Modified when new to full convertible spec. Bodywork restored to show standard. £19,950. See Colour Gallery, Classic & Sportscar, Nov issue. Tel: Chris Mann 01442 876686 office, 01296 668548 home. (17030)

F

308 GTS 1984

Four cylinder, all original condition, black leather interior, climatisation, full Ferrari service history, excellent condition.

290,000FF

TEL: (33) 90 97 20 55

308 GTB. 32,000 miles. Excellent condition. FSH. £25,000. Tel: 01252 313517. (053286)
F40 CAT. 1990 (H). Red. UK car. 1 owner. 5,000 miles. Recent service/belts. As new. £179,995. Possible P/X. Tel: 0181-506 1122 (O), 0836 622234 (eves/weekends). (T). (17323)

A Unique Opportunity

— Extremely low mileage —

FERRARI MONDIAL 8 1982

36,000 km, accident free and only driven in summer, complete service history. Faultless condition.

Tel: Switzerland (41) 1-940-5536 (office) or (41) 1-940-7786 (Home)

COLLECTION FOR SALE

Ferrari Dino 246, red/black, perfect restoration, 12,000km, totally original. £40,000 ono

Fiat Dino 2400 Spyder, original, red/black, 52,000km, perfect condition. £21,500

Tel: 0039 861 713247 or 0039 336 660509 (ITALY)

FERRARI MONDIAL 8, 1982. Rosso, magnolia. New TRX tyres. Year's MoT. CD Vector, valuable plate, recent clutch, cam belts, fuse box, discs, steering rack, alternator, etc. 63K. History. Lovely car (private sale). £14,250. Tel: 01962 736003. (16406)

F512 M. LHD, new delivery miles, Rosso/cream. £95,000 (no VAT Export)

348 Spyder '94. LHD, Rosso/Nero, NDM. £60,000 (No VAT).

348 Spyder '93. LHD, Rosso/Nero, NDM. £56,000 (No VAT)

SL600 11/93. LHD, blue, black/black, 22,000km. £60,000 (inc VAT)

5500 11/94. LHD, white/grey cloth climate, 6,000km. £45,000 (inc VAT)

F355 Berlinetta 12/94. Rosso, 4,000km. £70,000 (inc VAT)

Tel: 0171 486 1310

0836 774403

FERRARI MEMORABILIA WANTED! Sales brochures, owners and parts manual, warranty books, poaches, yearbooks, toolkits, 1930s Scuderia Ferrari literature, European race posters (Le Mans etc). Will purchase or trade/sell extra from vast collection. Need anything? Fred Repass, 3215 Gables Drive, Atlanta, GA, USA. Tel: 404-261 5645; Fax: 404-261 0464.
FERRARI 400 AUTO 1979, very rare. Rosso Red/Cherry Red with Magnolia hide, optional rear air-con, e/windows, e/mirrors, r/alarm and c/locking, MoT and tax. 56,000 miles. £11,995 ono. Tel: 01734 461243. 01734 461543 eves. (16940)

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CLUTCHES FROM £325 FITTED; MAJOR SERVICING FROM £200; ALARMS AND IMMOBILISERS; VALUATIONS/ WAXOYLING TREATMENT; VEHICLE INSPECTION ARRANGED AT REALISTIC PRICES
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FORD ESCORT 1968 TWIN CAM. Fully restored. All original and in first class condition. £10,000 no offers. Tel: 01872 560147 (days) or 01872 560508 (eves). (17320)

FORD ESCORT RS1600 SPORT. Reg GPN 411V. Original condition. One owner (recently deceased gentleman). 33 miles from new and garaged. Well maintained. Silver paint finish, blue logos. Good interior and body. Obvious rust for age. Very much a useable car. £3,950. View in Sussex. Tel: 01903 883210. Private sale on behalf of widow. (17348)

J

E-TYPE 3.8 ROADSTER 1963

Series 1, carmen red, built as totally new car 1991 to personal specification no expense spared, original insurance valuation £72k, 3,500 dry miles, breathtaking condition, £35,000.

Telephone: 01268 726474

JAGUAR 1967 XKE ROADSTER. Series 1. Opalescent silver blue, with flawless navy original interior. 81,000 documented miles, 2nd owner since 1979. Records, original California, no rust, black plate (original license plate), records, tools, wire wheels, 4 speed, all synchro. \$27,000 ono. Tel: 909-659-5858 CA, USA. (17205)

Jaguar XK150 fhc

1959, red, ex works car, with red hide, sports equipment. Ideal for continental touring, sports events etc. Been in the family for 30 years, used daily, tax/MoT, full history, rust free, original reg no 'XDU 150'

Priced to sell £14,000

Tel: 0121-722 3587 0121-706 0261

JAGUAR 1977 XJ COUPE V12. Black leather interior, Old English White. Stood for 5 years. Needs restoration. Offers @ £2,500. Tel: 01773 590225 after 8pm or 01298 77254 (D). (17224)

JAGUAR

1969 XKE Roadster
4.2, 4 speed, recent restoration, signal red with black interior.

\$32,500 Dollars US

Tel: 619-747-1532/

619-544-2898 Sant, U.S.A.

JAGUAR 340 1968. Automatic, full service history from new. Midnight blue, 4 private owners. One of the best available. Original car - not rebuild. Tel: 0181 660 2649. (17014)

JAGUAR MK X

RHD, 1962, pear-grey with red leather interior. Only 26,000 miles, very well cared for and in absolutely original condition. 2nd hand.

Tel: Switzerland (41) 1-715-1222 or (41) 1-745-5316 (Private)

1968 E-TYPE ROADSTER SERIES 11/2. Old English White, black interior. 2,000 miles since sympathetic major restoration. Superb condition, drives as new. Factory hardtop, chrome wire wheels. Must be seen to appreciate. £28,000. Tel: 01233 630669. (17300)

1967 JAGUAR OTS

SERIES I E-TYPE

A 100 point concours undriven E-type Black with saddle interior. Dunlop tyres, Lucas battery, every detail, sticker, tag, etc. A potential National Champion that after the 1994 season had substantial money and time invested to bring the car from 99.92 to 100 points. Firm price of \$85,000. No tyre kickers, pictures or excuses.

MICHAEL A. ZAPPA

(412) 741-6000 Days, (412) 761-1718 Eves, PA

JAGUAR E-TYPE 1972, V12. Fixed head, manual, white, 62,000 miles, comprehensive history. Magnificent condition. Please phone for full details. £12,995. P/X possible. Tel: 01474 879452. (17271)

JAGUAR E-TYPE SERIES 1, 3.8 FHC. LHD. Built January 1964. Primrose, black interior, believed genuine 69,000 miles. Very original, unrestored, good condition. Some 1726history. Matching numbers. £17,000 ono. Tel: 0121 557 3433 day, 01746 789637 eves. (17230)

E-TYPE 1969 CONVERTIBLE. White, full history, excellent condition. £19,950. Tel: 0181-591 4700. Home: 0181-989 8612. Private sale. (17280)
E-TYPE 4.2 FHC SERIES 11/2, 1968. LHD. CA car shipped March 1968, returned to UK 1994. Carmen red, matching numbers. Original panels, 60K miles, no rust, excellent shut gaps, strong mechanics. £12,950. Tel: 018903 823443. (17299)



Jaguar XK120 Roadster 1954

White exterior, black leather interior, total rebuild, new tyres, professional valuation, 300,000FF equivalent, MoT, normal papers, remarkable, concours condition.

300,000FF

Tel: (33) 73 30 3724 Day (33) 73 36 24 90 Eve or write to M. Crespo, Rue Caillebotte, 63400, Chamalières, France. 1712/38

JAGUAR E-TYPE ROADSTER, 1974. Stunning original UK car. Only 39,000 miles. Ultimate spec. Red/black with piped red interior, chrome wire wheels. Magnificent investment. £29,950. P/X considered. Tel: 01274 605151. Yorks. T. (17324)
JAGUAR E-TYPE 1966, FHC 4.2 SERIES 1. RHD. Metallic gold, red interior, superb condition. Tax and MoT. £19,000. Tel: 01535 645410 (after 6pm). (17121)



1975 Jensen Interceptor III Convertible

Dark blue/tan Connolly leather top interior, w/w, 440 cu in Chrysler Hemi V8 34,000 original miles, 2nd owner, asking \$25,000. Tel: 941-514-1712, Fax: 941-514-1713. Florida, USA. 17240/38/39/40

JAGUAR E-TYPE SERIES I FHC 1964. Totally restored with photographic record. RHD with Jaguar authentication. British racing green, light green interior. £19,500. Tel: 0131 666 0640. Fax: 0131 658 1267. (17328)

JAGUAR MK IX AUTO 1960. Power steering, 3.8 engine. Restored in 1983. Two-tone burgundy, good condition, used for weddings. Owned for 12 years. MoTs from Dec '83. Taxed with long MoT. Reducing my collection owing to my age. £10,500 ono. Tel: 01568 612176. (17204)

JAGUAR MKII 3.4. Overdrive. Dark blue with cream leather. Wire wheels, fully restored and in lovely condition. Taxed and MoT'd. Offers in region of £9,000. Tel: 0161-427 1821. (17238)



LIBRARY PHOTO

1972 E-Type Series III Roadster

22,000 original miles, car is as new, new tyres, new brakes, new hoses, belts, fans, anything that brakes on a Jag has been replaced, too much to list.

\$60,000 ONO

4-speed, air condition, Anthrout Grey, black interior, may trade 88 Aston Lagonda, LHD.

Tel: Gary Overbee (206) 848 2364 Fax: (206) 840 1254 17215/38

JAGUAR XJ6 COUPE 1977 with only 18,000 miles from new. Complete with FSH and all past MoTs. All original, unrestored concours condition. Dark blue with beige leather interior. If you want the best this is it. £13,500. Tel: 01622 672723. (17305)
JAGUAR XK140 SHC. Grey, very original example, new stainless steel exhaust, recent major service etc, etc. 12 months MoT. £16,750 ono. Tel: (UK) 01242 513342 (E). (16407)
JAGUAR XK150 DHC. LHD. White with red interior. Professional restoration in 1991. Jaguar Heritage certificate. S/S exhaust, wire wheels, over carpets, hood kept. Vehicle in condition A. Insurance valuation £30,000. £27,000 ono. Tel: 01582 872728. (17304)

JAGUAR XKE, 1963. Opalescent green with biscuit interior, fully restored, has all tools and manuals. Full service history, 22,000 miles, never damaged, never rusted. A supreme example of the E-Type. \$50,000. Tel: 515 981 9148 Skip. USA. (17108)

Road/Race Lola T492 Racing Car

Sports 2000 Class in racing trim. Road legal and indeed very practical on the road. Tax/MoT. Only one of its kind. Dry sump. Fire extinguisher. Straight cut Hewland gearbox etc. Extensive race winning history.

£10,000
R.R. Motors
0831 179093 or 01395 265837

ONE OF A KIND CAR! The world's only NEW Kaiser Manhattan 1953. Only 4 point 2 miles! Dressed with very rare factory accessories. Amazing, super, first class in every inch. White glove inspection for under-carriage and frame. Will not sell for driving. Only for museum or shows. USS\$36,000. Mano Forsman Langv, 68 S-89143 Övik Sweden. Ph. 46-660-42991 Monday evenings 6-9 at Swedish time. (17189)

LAMBORGHINI ISLERO S, 1969. Private collection. Concours condition. Very rare. Magnificent. 65,000kms. 300,000FF. Tel: (1) 45 04 03 58 (Paris). (17015)



LOTUS ELAN S3

1976, FHC, RHD, British Racing Green, professional body-off restoration. 5,000 miles since new. All Newl Vegher engine. \$39,000 ono Tel/Fax (310) 375-0383 CA, USA. Private sale

LAMBORGHINI SILHOUETTE 1977. (LHD). 1 of 52. Red/black. 24,000 kms. Recent extensive engine overhaul. £27,995. Genuine enquiries please. Tel/Fax: 0171 370 5020. Private sale. (17085)

LOTUS: 1960 SERIES II. Beautifully restored, runs and drives like new. White with red leather. \$33,000. Ph: 607-257-5939 NY. (17073)

LOTUS ELAN SE TURBO, 1992. Silk red, leather trim, remote alarm, full history, one owner, garaged. Absolutely immaculate, 14,500 miles. £17,500. Tel: 01534 42427 or 0850 272204. Private sale. (17292)

LOMAX 3232 KIT CAR. Taxed, MoT'd, motorcycle taxation class. 350 miles recorded since completion. Many new parts. £2,600 ono or consider swap for equivalent motorcycle. Tel: Daytime 0141 641 4111 or eves/weekends 013552 36123. Private sale. (17143)

ELAN S4 SE CONVERTIBLE. 1969. Knock-on wheels, replacement Lotus chassis. Engine rebuilt, just MoT'd. Ideal usable car, very good condition. £9,950 ono. Tel: 01531 640425 (anytime). (17072)

LOTUS 7 + MG TF REPLICAS. Both gorgeous period pieces - professionally built. Guaranteed to excite. Both long MoT. £4,500 and £4,950. Part exchange considered for full spec. Jelly moulds are boring. Tel: 01592 741943. (17195)



Lotus Carlton

No. 0035 F.S.H. 27,000 miles. Warranty until Feb 1996. Immaculate throughout, all the luxuries with performance.

£28,500. Tel 01467 624995

LOTUS ELAN SERIES 2 DROPHEAD or a Series 1 model wanted. I am looking for a nice condition example, a small amount of work is not objected to. Please, please help me in my desperate search. Tel: 01695 421405. (171156)

LOTUS ELAN TURBO. 1990 (H). Red. Immaculate, full hide, CD player, FLH, remote alarm, 77,000 miles. £13,000 ono. Tel: 01793 618255 (days) or 01793 693257 (evenings). Private sale. (17296)

LOTUS ESPRIT S2. 1980. Essex blue, half leather trim, 64,000 miles 10 months MoT, vgc. £6,000. Tel: 01494 438879. Private sale. (17212)

LOTUS EXCEL 2.2 SE. K reg. 1992. Bright red, full tan leather, air conditioning, walnut trimmings, alloy wheels. Rear spoiler, only one owner. Lotus FSH. Only 20,000 miles. Immaculate car. £14,995. Anniesland Trade Centre, 15 Temple Road (off Bearsden Road), Glasgow. Tel: 0141-954 5650, 0374 161797 T. (17235)

LOTUS 7 REPLICA 1600. Xflow engine. Green and yellow. Owner builder. Full MoT, taxed. Summer use only. Full weather gear. Best in the area - trophy winner. £3,495 ono. Tel: 0191 526 4471. (17194)
LOTUS ELAN 2+2 1968. Excellent allround condition. Taxed and tested. Lotus yellow. £5,750. Tel: 01905 755243 eves and weekends. Private sale. (17214)
LOTUS ELAN S2, 1966. Lotus engineer owned last 6 years. Excellent example. £9,995. Tel: 01903 745393. (17325)
LOTUS ELAN S4 DROPHEAD. Yellow. Galvanised Lotus chassis, excellent condition. History since 1980. £9,950. Tel: 01327-830725. (17135)
LOTUS ELAN SE TURBO 1991. White. 32,000 miles, one owner, dealer maintained, remote alarm. Excellent condition. £15,950. Tel: 01903 741777.



LOTUS ELAN +2S 130

Produced 1974, rebuilt 1989-1991
 Galvanised chassis, Aerogrip brake and clutch lines, 3.35 axle ratio. Big Valve engine, built by Tony Ingram, fully balanced to Race tolerances, exceptionally smooth, 128 BHP at the flywheel. Micro-Dynamics Electronic ignition, high pressure oil pump, 10,000 miles only since rebuild. Body de-crazed re-gelcoated and refinished in two-pack acrylic, taking over 6 months to eliminate sinking, finished in red with silver roof as original factory colours. Tinted glass opening sunroof, tinted screen, heated rear window. Interior retrimmed, all instruments and electrics in full working order. Alarm and battery cutout fitted discreetly. Restoration costs amounted to over £20,000, the car has covered only 20,000 miles since the rebuild and is in excellent useable condition. Priced at £7,750 with 12 months MoT the car represents excellent value for money and an astute investment. Call or Fax +44 (0) 1621 860748 for viewing. 16990/38



1956 MERCEDES BENZ 300 SLR

Factory-built reproduction with 3 tops - hardtop (like Gullwing) Harts cloth soft top and parade top with pontoons, as shown, factory air, power windows, steering and brakes, sensational interior, space age frame with 4 positions coil springs, elaborate engine compartment with 350 V8 power, beautiful detailed trunk, gorgeous wheels and tyres. Too much to list. A true one of a kind beauty, only 900 miles and titled as a 1956 Mercedes original. Cost \$68,000 will sacrifice for \$40,000. Must be seen and driven. For man who wants very best. Call Mr Friedman at (409) 895 0961 NEW JERSEY USA. 17117/38

1963 MGB ROADSTER Private registration (920 GGO). Old English White. Chrome bumpers, chromed wire wheels, red leather interior, fully restored. Must be seen. £6,500 ono. Tel: 01664 823163 or 0850 978612. Private Sale. (16977)

RARE CLASSIC, RX2 MAZDA, 1972. 12 months MoT, taxed April 96. Excellent condition, drives well. New engine and gearbox and many extra new parts. Low mileage. £1,700 ono. Tel: Cheltenham 01242 226421. Private sale. (17049)

MERCEDES 300 SL. 1987. Classic White. H/S tops. 47K miles. FSH. Two owners, Concours condition. £19,950. 01793 750751. (16974)



CENTRAL LONDON MORGANS

1992 Morgan 4/4, connaught green, 17,000 miles, walnut dash/steering wheel £17,750
 1992K Morgan 4/4, rosso red, 15,000 miles, wire wheels £16,500
 1990 Morgan 4/4, 2 seater, crimson red, matching hood and tonneau, 11,000 miles £15,995
 1989 Morgan 4/4, 2 seater, red, bucket seats, w/w £12,500
 1952 Morgan 4+4, flat rad, red POA

Rent a Morgan!
 Our fleet is equipped with latest model 4/4 1800's and 48's
WYKEHAMS LTD
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MONICA SPORTS SALOON, 1968. The actual No1 built by Chris Lawrence with Martin V8 racing engine. Available now partly restored with or without new 3.5 litre Martin racing engine. Tel: 01202 700200 (Dorset). (17252)

MORGAN 4/4. 1975. 4-seater. Red, black interior. 46,000 miles. Many extras, w/w, luggage rack, roll bar, rear seat belts, etc... ideal family picnic/sprint/hillclimb car. £10,750. Tel: 0113 259 0294 (D), 0113 269 1939 (E). (17102)

MORGAN 4/4 1600cc/4. 1982. 2 seater, wings off respray in metallic BRG. Rebuild 2 years ago. Insurance value £15,500. Taxed, MoT'd. No canvassers. £12,500 ono. Tel: 01606 350690 (Cheshire).

Mercedes

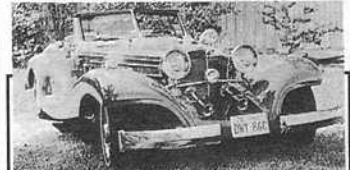
1962, 300d touring car, blue with cream leather interior, low miles, all manuals and records, stunning inside and out.

\$45,000
 price includes shipping

WAYNE 813 748 1527 FL
 (SHIP OVERSEAS)

MERCEDES 450SLC, 1974. Thistle green, green leather, air cond, elec windows/sunroof. Radio/cassette, alloys. Excellent condition. £5,750. Tel: 0152 7852678 anytime. Private sale. (17171)

1974 MGB ROADSTER. Full photographic bare metal respray, concours British Racing Green, full new interior, new hood, chrome and rubbers. New suspension, shocks, clutch and brakes throughout. Too many new parts to list. Never damaged or welded, good as new. Cost over £9,000 to restore. OIRO £7,500. Part ex welcome. Tel: 01246 418030 for details. Private sale. (17047)



1934 Mercedes-Benz Replica

This gorgeous convertible is just as much a pleasure to drive as it is to look at. Don't be fooled by its glamorous exterior because under the hood there is a turbo 350 V8 with an automatic transmission, 600 Hollycar, and 370 rear end. Of course, no masterpiece would be complete without locks, brakes, steering and windows all powered operated, a full Tan leather interior and air conditioning. With only 1,200 miles, this car is practically brand new. Do not miss the unique opportunity to treat yourself to one of life's greatest pleasures for only \$42,000. (713) 599-5190. Houston Texas. 17085/38

MG TB 1939. A chance to acquire one of these rare cars. Finished in apple green, with green leather upholstery. Recently fully restored. An excellent original car. Taxed and MoT. £14,500. Tel: 01590 627556. Private sale (Hants). (17319)

MGR V8 AUTO. 1993 L. Nightfire red/cream hide. 1,000 miles only. As new. £22,995. Also MGR V8 Manual. 1993 L. BRG/cream hide, 13K miles, as new. £20,500. Tel: 0181-506 1122 (O); 0836 622234 (eves/weekends). (17339)

MGA TWIN CAM ROADSTER. LHD. Body restored/mechanics, finished in primer, £12,500. MGA 1500/1600 LHD, unrestored for £3,500. Sprite (Frogeye) RHD, fully restored, photos, £7,750. MG specialists (25 years exp). Tel/Fax: 01691 718476. (17182)

FOR SALE! FOR SALE! FOR SALE!

Selection of quality MGB Roadsters, Midgets & MGB GTs. Prices from £1,000 - £9,000. 20+ cars in stock.

Any MG also wanted.

Tel: 01707 876089 or 0831 556666

(Hertfordshire)

MORGAN +8. October 1987. 14,500 miles. Red with blue leather interior, blue mohair hood and tonneau, luggage rack, Konif s/s exhaust. Motolita steering wheel, radio cassette, walnut dash, roll bar. Excellent condition. £19,995. Tel: 01952 597572. (17190)

QMORGAN +4. December 1985. Four seater. Brunswick green resprayed Jan 94. New s/s exhaust, black leather interior, w/w. 47,800 miles. £13,500. Tel: 0121-777 1341. (17283)

MORRIS 10, 1938. Good condition. Recent MoT. Low mileage. OIRO £4,000. Tel: 0131 556 9623 daytime. Private sale. (17157)



Porsche Carrera RSR 3L 1974

Original factory racing car, chassis nr 9114609095. Mint condition, original parts, will consider best offer.

Tel: Portugal 351 2 9416217. Robert.

Fax: 351 2 9488552.

1973 Porsche Carrera RS - Touring

Serial No 911 360 1262. White/black/red wheels/graphics. Fully restored by Gunar. Full documentation, 34,000km. 69,000 US

FRED BRUBAKER
TEL: 001 610 434 8778 or
610 797 9298

1708/28

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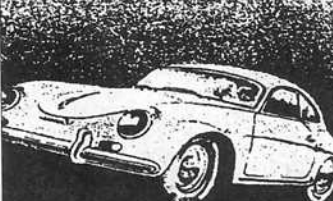
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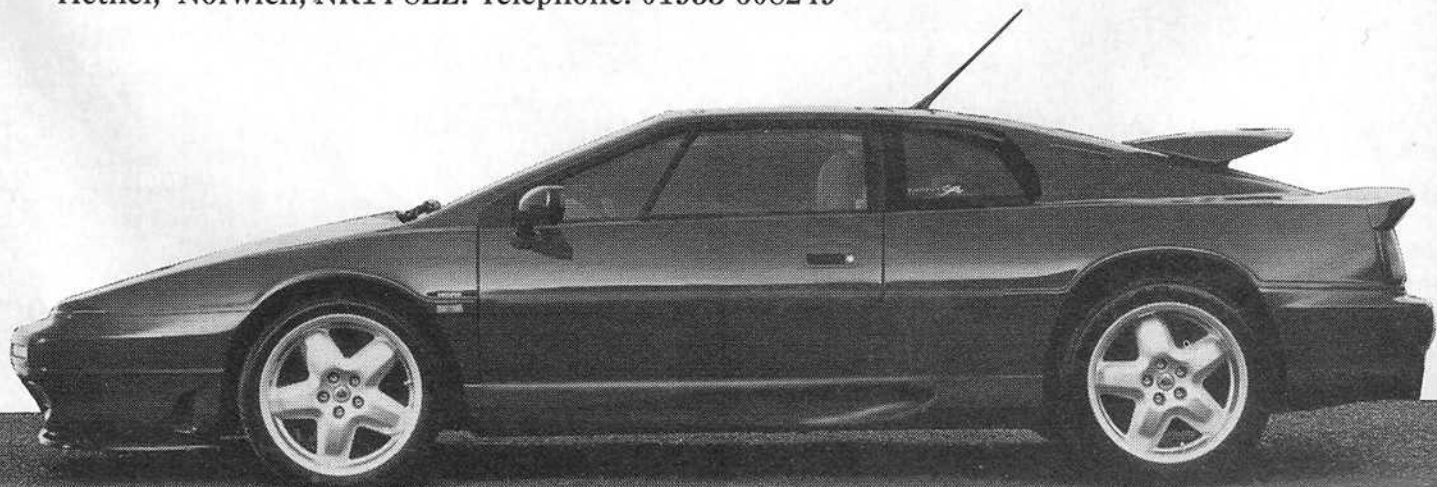
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EDITOR **MARCUS PYE** ASSISTANT EDITORS, **TOM CLARKSON**, **KEITH OSWIN**, **SIMON STRANG**



Briton Jenson Button (left) and Finn Kimmo Liimatainen flank Brazil's new World Champion Gastao Fraguas at Valence. Photo: Vincent Caro

Button runner-up in the Worlds

Driving the race of his life, 15-year-old Jenson Button came within two laps of winning the FIA Formula A World Karting Championship at Valence, near Lyon, in France, on Sunday.

Competing in only his second event in the super-competitive class, the Somerset lad started his Tecno-Rotax from pole position having won the Pre-Final, but was forced wide by Brazilian Gastao Fraguas after 24 gruelling laps.

Fraguas, protege of Formula 1 racer Roberto Moreno, held on to win on his TonyKart-ItaSistem. Finn

Limmo Liimatainen (who is run by ex-FRenault racer Kalle Jokinen) also overtook Button briefly, but Jenson fought back to reclaim the runner-up position on the final lap.

'It's a mixture of disappointment and happiness,' said Button. 'I pulled out a lead, but they closed it down and I was under pressure.'

The only other Britons to qualify for the final, Greg Caton (Fullerton-Rotax) and Daniel Wheldon (TonyKart-Rotax) finished 10th and 11th, Dan having won the repechage after problems in the heats.

European champion Giorgio

Pantano fought his way from the back of the grid to eighth place, the Rotax engine on his works GRG having seized in the Pre-Final.

His Italian compatriot — and fellow Euro titlist — Massimiliano Orsini won the Formula Super A crown on a Swiss Hutless-ItaSistem after favourite Alessandro Manetti was flicked into a spin by Davide Fore, who went on to finish second.

Sweden's Johnny Misljevic joined them on the podium. Bobby Game (TonyKart) finished a fighting fifth, ahead of Dutch girl Charlotte Hellberg. David O'Neill was 16th.

Van Diemen's first World Car

The Toyota-powered chassis with which Van Diemen will introduce single-seater racing to the Philippines in 1996 (see Club AUTOSPORT, July 20), is the first built to its new 'World Car' design.

'The concept was to create an off the peg universal chassis which could be tailored around any four-cylinder engine, anywhere in the world,' said marque founder Ralph Firman, the world's largest volume producer of single-seater racers.

Externally, the World Car's tub looks similar to VD's successful Formula Vauxhall Junior, but it is crafted of aluminium honeycomb panels rather than sheet metal.

Rather than use the FVJ's rockers, design chief David Baldwin has drawn a pushrod front suspension set-up. A matching system at the rear is taken from the RF95 FFord.

'By building it very strong, and simple to maintain out in the field, our World Car will be perfect for race schools and make inexpensive Junior formulae accessible in new markets,' adds Firman.

Willhire 24 Hours back with £60,000 prize fund

The BRSCC has confirmed that the Willhire 24 Hours will return to the British calendar in 1996, at Snetterton, with an unprecedented prize fund of around £60,000 from a portfolio of prestige sponsors.

Set to take place from May 31-June 2, the meeting's feature race will be for Touring Cars, Porsches, and GpN machines. Bigazzi's BMWs and Honda's BTCC Accords are already down to run.

'I've so many entries I don't know what to do with them,' says co-ordinator James Tucker. Info packs from him on 01252 834377.

One-make race series for new Lotus Elise

Lotus intends to announce a racing championship to promote the stunning Elise sportscar which it launched to great acclaim at this month's Geneva Motor Show.

Racing versions of the 1800cc mid-engined machine — which features a bonded aluminium chassis — will be even lower than the stunning roadster, and have venturis under the engine bay.

Full details of the series, set to take on Renault's inaugural Spider Cup in 1996, are expected to be released in December.



The sensational Lotus Elise earned a rapturous reception in Geneva. Photo: Autocar

Smith spins away karting glory

For this year's British Formula Renault Sport champion Guy Smith, the World karting Championships in Valence proved 'a nightmare'.

The 1991 runner-up failed to make the final after spinning in one of his heats and then being involved in an accident in his 'last chance heat'.

'My kart lacked dry weather testing,' said Guy of his Gillard machine, 'so we struggled as a result. I would like to return next year with an Italian team.'

HUMBLE PYE

BUTTON STARS BUT CONTROL TYRES WOULD IMPROVE THE WORLD KART CHAMPIONSHIP



MARCUS PYE

Great Britain is not short of talented young drivers, as 15-year-old Jenson Button proved by finishing a superb second in Sunday's FIA/CIK Karting World Championship at Valencia.

Bobby Game's fifth place in the Super A class and the performances of Greg Caton and the luckless Daniel Wheldon (10th and 11th in Formula A) were also highly meritorious given the quality of the opposition and relative budgets.

Coming in the wake of Wheldon's World Cup victory, the second and third places of Gary Paffett and Tom Sisley in the European Juniors, and Michael Simpson's victories in European Super A rounds, the results mark a bumper year for British karting internationally.

What I fail to comprehend, however, is why the sport's governing body does still not insist that its championships are run on control tyres, so that everybody starts on a level playing field and we really do know who is the world's finest.

As far as I can see, tyre wars serve no purpose other than to jack up the cost of competing to the point where only the super rich or those lucky enough to be heavily sponsored can take part. The same drivers would probably win if they were scrabbling round on cylindrical lumps of concrete, but that way a lot more people could have a go. It's just a ruse to raise the ante, the mystique and the profit. After all, the 'poor' who pay for product still subsidise the freebies.

Button was eventually considered good enough to be allowed 'special' tyres for the Pre-Final (which he dominated) and Final at the weekend. Even on guessed chassis settings they were worth half a second a lap, and his times started to embarrass the Formula Super A brigade. The message was clear: no soft rubber no result.

I understand that control tyres have been talked about for some while — the FIA/CIK could appease manufacturers by offering them a different class each year — but talking is no good. Get a grip and improve the depth of the show.

I salute Jenson and his team, but wonder whether he or anybody else could have won had they been favoured with the pukka tyres from the start.

PREVIEW

The final countdown

Four of the seven titles on TOCA's British Touring Car Championship-supporting programme will be decided in a highly-charged finale at Silverstone this weekend.

The Slick 50 Formula Ford and Formula Vauxhall Junior single-seater series have been terrific all year, but both are now two-horse races.

And the same applies to the Elf Renault Clio UK Cup and the Ford Credit Fiesta Championship, which have enjoyed typically frenetic seasons.

The Formula Ford protagonists are Kevin McGarrity and Bas Leinders of the works Van Diemen and Swift teams respectively. Ulsterman McGarrity holds a tenuous six point lead over the Belgian, but Leinders will snatch the crown if he wins with his rival placed lower than seventh. Keep an keen eye open for interesting team strategies...

Dutchman Michael Vergers (AWR Swift) can claim second place if he wins the race and Leinders does not score.

Six points also separate Marc

Hynes (Martin Donnelly Racing) and Darren Malkin (John Village Automotive) in the FVJ race, which will be resolved by another gripping double-header. Unlike

Hynes, who can count every point he scores, Malkin must drop two. As long as Darren does not start either race from pole, Hynes can play safe by following him home.

Long-time points leader Ben Collins's poor result at Oulton Park leaves him with long-shot chance, but he has to discard five.

John Bintliffe heads Rob Hall by four points in the Fiesta race, thus needs to finish fourth or higher to supplement last year's Clio title. Should Hall win and Bintliffe finish fourth, the verdict — and the BTCC Mondeo

test — will go to Bintliffe on a tie-breaker, six wins to two.

Lee Brookes has built a new Clio after the Oulton Park debacle in his bid to beat David Shaw to the title — and the BTCC Laguna test.

FVJ protagonists Darren Malkin and Marc Hynes at Donington. Photo: Mick Walker



Kevin McGarrity



Lee Brookes

Priaulx completes his 100% record at Doune

Victory at Doune on Sunday was the 10th of the season for British Hillclimb champion Andy Priaulx, who thus became the first man since Roy Lane in 1975 to achieve the maximum score of 100 points.

'Andy's been brilliant this year,' said Lane, 'exceptional to do the times he's done. He's changed the face of British hillclimbing, and that's great for the sport. His father Graham has amazed me too!'

David Boshier-Jones scored a maximum in 1959, winning all nine events he contested. Seven results from 10 counted then.

Elliott wins Slick 50 with unbeaten run!

Grant Elliott clinched the Slick 50 Road Saloon title at Castle Combe with two more dominant wins in his Honda Civic V-Tec.

The 24-year-old former CRX racer has won every race this year, humbling more powerful cars.

After taking a year off racing to finish his degree, Elliott has had a very cheap season and is now keen to race Renault Spiders in 1996.

He has already tested a BTCC Accord at Pembrey thanks to his father Trevor's position as head of Honda Europe Motorsport...



Neil Riddiford was encouraged by the Ray's maiden run at Pembrey. Photo: Ian Hayward

Renault Sport Ray for Silverstone

Neil Riddiford will debut Ray Formula Cars's first Formula Renault Sport car in this weekend's Ultrafilter Championship finale at Silverstone, following an excellent shakedown at Pembrey last Friday.

'It was a very productive and encouraging day,' said Riddiford. 'We achieved a good chassis balance, dialled out some initial understeer and experimented with ride heights and cambers. It's very responsive, and looks super.'

Based on Bert Ray's successful FF2000 design for North America, the pullrod-suspended car set

respectable lap times with the ratios which came in the Hewland LD200 box. 'We had no baseline,' said Ray, 'but went simply to put as many miles as possible on it.'

'The car is very straightforward,' says Riddiford, 'nowhere near as complex as the Ronta I drove the previous week (Club AUTOSPORT, Sep 13), and it worked well straight out of the box.'

'I'm excited about prospects for Silverstone — my home circuit — and would like to think that we are capable of a top 10 finish. A place in the first six would be a bonus.'



NEWS IN BRIEF



Radical new TV format threatens rallycrossers

The 1996 British Rallycross Championship will consist of 11 events over seven weekends at six circuits in a controversial 'made for TV' format which could drive existing competitors away.

Lydden, Pembrey and Croft will stage 'double-headers,' but Ty Croes and Valkenswaard are axed.

The BRSCC's Tony Nisbett also announced at Croft on Sunday, that entry and registration fees would be going up, while the prize fund would be 'diverted' to pay for television production costs.

Many drivers were further aggrieved by the subsequent statement that Group B cars are now banned from the Supercar class and that a 'stock block' rule will apply to the Modified divisions.

Denis Biggerstaff and Norman Kittle now see their future in hillclimbing with their 6R4s, while immediate reaction from Modified stalwarts Roger Newbould and Kevin Pease was that it was the end of their motorsport participation.

Plenty agree with Nisbett's assertion that the sport needs change and TV in order to progress but doubted that many could sustain increased costs and loss of prize money. 'It needs to move ahead but I'm not sure the money is in the sport for this,' said Toyota GB-backed Showroom racer Tony Bell.

Storm wreaks havoc in Super Coupe Cup race

Jeff Wyatt's VW Polo G40 flipped over the barriers at Castle Combe's Folly Corner during a six-car shunt in Sunday's Super Coupe Cup race.

Following a cloudburst, the leaders, on slicks, hit standing water and skated off. Their opinion was that the race should have been stopped before the incident.

Series leader David Davies estimated a 100mph impact at the 'flat in fourth' corner. Wyatt was launched over his crippled car. Dennis Bunning, Willie Moore, Paul Wilkes and Richard Butler and were also involved. None was hurt.

Cremin's Carrera wrecked at Oulton

Pirelli Porsche Classic frontrunner Nick Cremin escaped serious injury when his 2.7 Carrera RS failed to slow for Oulton Park's Shell hairpin during qualifying on Saturday.

'I'm lucky to be around,' said the London commodity broker on Monday. I hit the tyre wall at around 80mph and crashed through the Avon hoarding. The car is completely obliterated.'

Cremin, who lies second in the series after a great season in the Eurotech machine, is eager to hire another to protect his position...

Carnegie retains BRC title at Croft

Dermot Carnegie retained his British Rallycross Championship at Croft on Sunday, thus becoming the first to win back-to-back titles since Mark Rennison in 1987-'88.

The Irishman was the first to admit he that had been fortunate: 'Denis (Biggerstaff) was quicker today but I got lucky. I've had my share of bad luck too though.'

Biggerstaff's consolation was the Supercar class title. The others fell to Richard Watts (Showroom), Cecil Haffey (Showroom 1400), Mike Mantel (Modified) and Dave Ward (Modified 1600).

Hollamby makes a winning comeback

Shaun Hollamby made a return to racing at Thruxton on Sunday, claiming pole position and then winning an exciting round of the VW Beetle Cup series which his Big Boys Toys concern backs.

Former Multisports champion Shaun is looking to make a return to full time racing next year, possibly in the Pirelli Production Porsche series. In the meantime he has lined up a one off drive in a Porsche one-hour race, and will be part of a team of Beetles in the 750MC's Birkett Six Hour Relay.

Indonesian tobacco giants Gudang Garam and Bentoel have each bought four Formula Asia cars to take on rival Djarum in the series. Thirty five of the super Argo chassis have now been sold.

Ford Malaysia is discussing an involvement with FAsia, which would see the current 2-litre DOHC engines uprated from 160bhp to 175 for next season.

Van Diemen's RF96 FF2000 for the US market will be a refined version of this year's all-conquering machine.

TOCA generals Alan Gow and Jenny Birrell are racing in this weekend's final round of the Ford Credit Fiesta Challenge at Silverstone. Gow has extensive saloon experience, but last competed in a Citroen 2CV at Mondello Park. Birrell won Britain's first FVee race in 1967, and was a rally champion in '84.

Anglo European Motorsport will have a cosmopolitan look to it at Silverstone's FRenault Sport round this weekend, when it fields Englishman Jamie Hunter, Dane Mads Gisselbaek and Scot Nigel Feeney in Ronta, Swift and Van Diemen respectively. Don't fancy being the spares man!

Triple Formula 1300 champion Chris Emery will make his FVauxhall debut in next month's Winterseries, with his ex-Martin Donnelly Racing chassis.

Paddock rumour suggests that Swift Racing Car Constructors is looking into the possibility of building a sports racer...

The Irish Formula Ford Festival has been pruned back to one day for the first time in its 21-year history. Teenage sensation Tim Mullen, Chris Paul, George McAlpin and Shaun Magill start among the favourites for the £1000 purse in Sunday's event at Mondello Park. Derek Daly won the inaugural event in a Crossle 25F.

Jason Pollock and Donal Loughrey continue their fight for the Irish F0pel title at Mondello on Sunday, with Peter Duke and Sam Thompson waiting to pick up the pieces if they clash on the Naas track.

Castle Combe's HEAT FF1600 title will be resolved at the final round on October 7, between defending four-time champion Gavin Wills and Kevin Mills. Wills's healthy points advantage disappeared on Sunday when he tangled with a backmarker. Mills's victory leaves him one behind.

Superkart racer Andy Bundy was taken to Salisbury's Odstock Hospital with back injuries following an accident at Village on the opening lap of the RACMSA 250 ICE final at Thruxton on Sunday.

Novice Bill Nickless makes his race debut at Pembrey this weekend, in the Supersports Vauxhall round. Bill, brother of FVee racer Andy, has bought the ex-Strewe Jenkins 'pink pig' Mallock MK30.

Caterham K Series champion Simon Harris — who has finished every race in the points this season — plans to contest the Renault Spider series in 1996. The London stock market trader's car has been run by Chas Berger Motorsport.

Honda CRX stalwart Dennis Bunning has committed to contest the BTCC-supporting Renault Spider series next season.

David Jones overcame a 70kg weight penalty, imposed by series organiser PCGB, to win Sunday's Pirelli Porsche Cup race at Silverstone. David and his identical twin brother Godfrey have notched up 13 wins from 15 starts in their mighty Team Eurotech-prepared 928S. Had they not shared the drive, one of them would have been champion, for their points tally easily exceeds that of champion-elect John Bussell in his Class 3 contending 924.

'Trev the Rev' returned to Caterham-Vauxhall racing at Combe on Saturday, but ended his first race as a married man in the medical centre after a race-stopping shunt at Tower. He, unlike his Arrowstar car, was unharmed.

Rory Fordyce is building a Ferrari Testa Rossa for use in 1996 Maranello Challenge and National GT events. The 600bhp car will replace the 328GTB he has been racing this season. Karl Jones is to help develop it, and may race it on occasions.

Mark Ticehurst maintained his bid for the Chris Knott Insurance Alfa Romeo title by winning both races at Castle Combe. Having wrecked his 33 two weeks earlier at Cadwell, Ticehurst was only able to race thanks to the efforts of Bridge Motorsport in building a replacement.

Dennis Powers's bid for the Slick 50 Road Saloon Class B title looked to have faltered when his Peugeot 205 GTI's gearbox failed at Combe on Saturday. But he bought a replacement locally, for £50, and fitted it in time to win the first race!

Two points split Dunlop Rover GTi title protagonists Vince Martin and Spencer Baker going into this weekend's crucial double-header at Pembrey. Each counts only his better score from the two races.

Monoposto championship leader Robin Dawe's 100% finishing record came to an abrupt end with a major engine failure at Pembrey on Sunday. Colin Stone narrowed his deficit in the race.

Mono Kent stalwart Jock Gardner kept points leader Peter Cocks's title hopes alive by loaning him a car for Sunday's round at Pembrey. Cocks finished fourth and set joint fastest lap. His own car caught fire during testing on Friday.

Stuart Cooling clinched the Marshall Tyres/Fast Car Hot Hatch title with second place at Pembrey on Saturday.

NEWS IN BRIEF

Three months after his leg-breaking shunt at Doune, Simon Durling was back at the venue, walking unaided, watching Sunday's RAC Hillclimb finale. He plans 'a gentle outing' in Roy Lane's Pilbeam-Judd MP58 at Curborough's Sprint on Sunday. Lane is rebuilding Durling's DFL-powered version, which he will share with fellow trials graduate Tim Barrington next season. The Lothian Car Club has protected the tree which Simon hit with barriers, incidentally.

David Grace's mentor Jim Robinson is to co-drive his Pilbeam-Hart DFR MP58 at Curborough on Sunday. Grace will then share Robbo's retubbed MP43C sportscar at Gurston Down's season-closing hillclimb on October 1.

Rather than see class rival Mark Goodyear's trip to Doune wasted following a gearbox breakage in practice, fellow Vision driver Graeme Wight Jr lent him his spare. Wight went on to break David Grace's Clubmans record, which had survived for nine years.

Darren Soothill, scourge of the 2-litre ModProd class on the hills last year, is now enjoying considerable success in motorcycle racing. 'Ginger Ninja' has already won at Aintree and Mallory Park, and has vowed to race his bike on the Isle of Man next year. He may also fit a few hills in, on four wheels.

Speed eventer Paul Shipp has sold his successful OMS-Suzuki to Keith Minster and former British Sporting Trials champion Ian 'Sherpa' Wright. Shipp and Angela Hewitt have a new spaceframe OMS on order, to be powered by a larger 1400cc Suzuki bike engine.

Roger Kilty is favourite to lift the FTD section of the BARC Yorkshire Centre's Harewood Hillclimb Championship on Sunday, although the Pilbeam-Hart driver can be piped by Nick Reeve (Quest), Alan Aucote (Terrapin-Kawasaki) and Alan Newton (March-DFR 772P).

Chris Hill can wrap up his third RAC British Sprint Championship at Aintree on Saturday. The Lola-DFR driver heads a 100-strong entry on the club circuit. Admission is £4. The event is backed by Blakes, Liverpool's oldest Ford dealer.

Gurston Down is set to stage two rounds of the 1996 RAC British hillclimb Championship. The additional fixture, to be confirmed for the August Bank Holiday weekend, is likely to replace Craigantlet on the 16-round calendar.

The International Rallycross and Rallysprint scheduled to take place at Brands Hatch on December 9/10, has been cancelled in favour of a Racing Ahead winter series circuit event.

Congratulations to hillclimber Phil Price and his wife Jane on the arrival of a new member of the Connaught Competition Engines team, son Ross Ian.

PREVIEW



750 Motor Club Formula Vee Championship leader Andres Serrano of Ecuador (Predator) leads Simon Hutchinson (Scarab) and American Michael O'Brien (Spyder) at Mallory Park. Battle resumes at Brands Hatch on Sunday. Photo: Mike Watling

See Britain's best grassroots racing for just £1

Almost 300 entries drawn from a cross section of Britain's most competitive grassroots racing classes promise frenetic capacity-grid action on Brands Hatch's fabulous Grand Prix circuit in Sunday's AUTOSPORT Pound Day.

The 750 Motor Club — the master of low-cost motorsport — are in charge of the spectacular Racing Ahead format event, which features double-headers for five classes.

The opportunity to race on one of Britain's best drivers' circuits has attracted a record Goldsmith &

Young Thoroughbred Sports field, in which Brands favourite Gerry Marshall (Aston Martin DB4) takes on John Goldsmith's awesome DB6.

A tremendous Radical Tan Roadsports entry features the title race between Jon Millicevic's Caterham and Kevin Ginger's Triumph Spitfire. Watch too for Kiwi Ian Jones (Lotus Elan).

Toyo Tyres Super Road Saloons and Marshall Hot Hatches should provide furious bumper-to-bumper combat, with Neil Hasler (Talbot Sunbeam Lotus) and Stuart Cooling

(Ford Escort XR3i) the men to beat.

The Formula Vee and Yokohama F4 single-seater series always drum up great racing. Ecuador-born Andres Serrano (Predator Bowles) and Bob Davis (Davis) are defending their championship leads against determined onslaughts in what are expected to be classic slipstreamers.

If pure racing gets your adrenalin pumping, this is a top value fun day out for all the family. Admission is only £1 (accompanied children free, programme £2). Full catering facilities are available.

Hansen must win to avoid ERC Czechmate

Kenneth Hansen must both remaining rounds of the European Rallycross Championship if he is to retain his title. The Swede goes into this weekend's Czech event eight points behind Martin Schanche who, with five wins to his three, holds by far the stronger hand.

But even if Hansen wins at Sosnova and in Germany, two second places for Schanche would give the Norwegian his sixth ERC crown on a tie-break.

Eivind Opland needs to finish fifth or better on Sunday to lift the Showroom title for Mitsubishi.

Autocross builds Euro 2000 Fiesta

John Cross's Autocross concern last week started work on its first Euro 2000 class Rallycross car.

A new Ford Fiesta shell is being modified to accept rear-wheel drive and will probably be powered by a BDA or BDG engine.

'We're keeping the first one as simple as possible,' said Cross. 'We will use a Mountune RS2000 engine later, but this will be a baseline off-the-shelf car.'

Cross hopes to debut it before the end of the year and has already had serious enquiries for replicas.



Tim Coventry snaked his way to BTD and a new hill record at Finlake. Photo: James Bearne

Coventry piles on the coals at Finlake

Falmouth's Tim Coventry drove his mighty 4.2-litre Rover V8-engined Westfield SEight brilliantly to stave off Ian Chard's 2-litre Cosworth-powered version in a thrilling battle for BTD at Sunday's Finlake Hillclimb in South Devon.

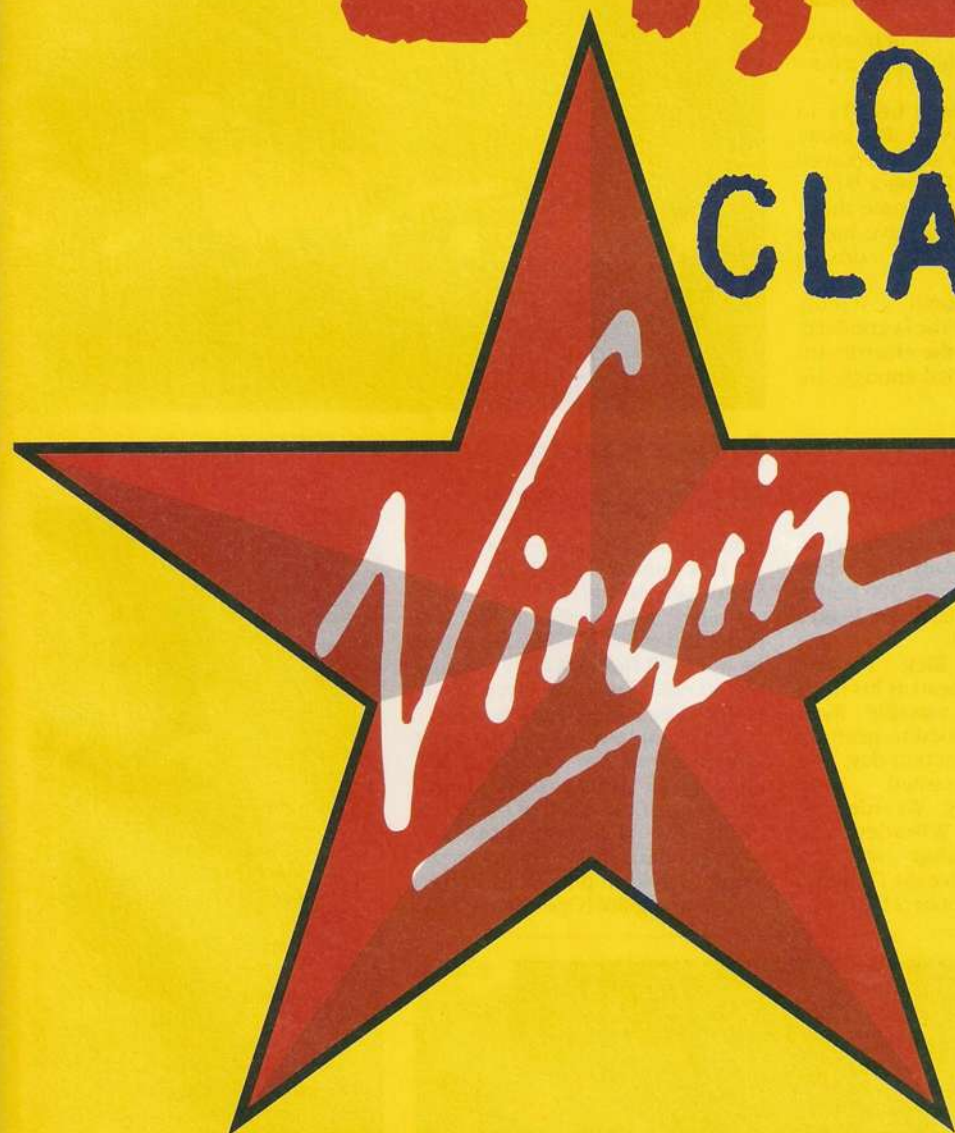
The pair were in a class of their own, for not even the growling four-wheel-drive Tipadel MG Metro 6R4 of Tim Painter and Andrew Fraser could get close on the 1000-yard course. In toppling the more experienced Chard by a tad over 0.1s, Coventry's final run reset the outright record at 34.80s.

Chris Perry's Ford Escort RS2000 had set the early pace, but there were some tremendous class tussles. MG midget drivers Steve Snell and Philip Isaac were separated by 0.02s in the 1400cc Modified Sports and Saloon section, and the same margin split John Meredith (Escort Cosworth) and Andrew Short (Escort).

Trevor Norman maintained his ASWMC Hillclimb Championship lead with another class win in his Vauxhall Astra. Two rounds remain, at Longleat this weekend and Oddicombe on October 8.

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CLASSIC TRACKS AND TODAY'S BEST MUSIC

NEWS IN BRIEF

John Surtees MBE unveiled a plaque to commemorate the 90th anniversary of the first Tourist Trophy race for cars in the Isle of Man last Thursday. The Island's governor, Sir Laurence Jones, presented Surtees with a replica of the Manx sword in recognition of his car and motorcycle World Championships, and six bike TT victories on the island.

Richard Eyre plans to debut his newly-acquired ex-Michele Alboreto Tyrrell 011 in the FIA Thoroughbred Grand Prix Car race at Brno, in the Czech Republic, in a fortnight's time.

Former BMC competitions manager Peter Browning has joined the Classic Rally Association as rally manager. Philip Young's team — which is organising the Paris-Peking Motor Challenge in 1997 — has moved to Ashbrook Mews, Westbrook Street, Blewbury, Oxford OX11 9QA. Contact CRA on 01235 851291.

World Rally Subaru star Richard Burns returned to his roots on the Manx International to drive a Peugeot 306 prepared to the proposed 1996 Challenge specification. Burns, a former Peugeot Challenge winner, was impressed with the car, which he brought home 11th, 12m04s ahead of the first Challenge runner proper.

Stephen Murphy notched up an unprecedented fifth successive win on the Talbot Hotel Wexford Rally. Second home, and first of the EARS/Motoring News National Tarmac Series contenders, was Eamonn Boland.

Micra man Dave Pattison only has to start this weekend's Trackrod Forest Stages to clinch the inaugural Nissan Micra Challenge. AUTOSPORT's Keith Oswin will co-drive the works Micra, driven by Julian Porter, who won his chance to compete in a competition.

Mark Taylor and his Nissan Micra co-driver Bob Batty will be raising cash for the Leukaemia Research Fund on the Trackrod Forest Stages.

Mike Brown clinched the Colway Rally Championship with a victory on the Wexford Rally. The promising 23-year-old has also been selected for the shortlist of the Shell Scholarship.

Robbie McGurk will fly in from mechanicing on Rally Australia to join a host of top drivers on Omagh MC's Bushwacker Rally this Saturday. The event counts for the Maxol Northern Ireland and All-Ireland Championships.

Mark Lawn has won the Mobil 1/Top Gear British Rally Championship Privateer's Trophy. Although Vauxhall Astra driver Lawn failed to finish — for the first time this year — on the Isle of Man, the title was his when Nissan's Jock Armstrong rolled out.

Fenning looks for Dijon double in F1 Williams

Last year's winner John Fenning heads the entry for Sunday's Historic Formula 1 race within the ASAVE's Grand Prix de Bourgogne meeting at Dijon-Prenois in his ex-Alan Jones Williams FW07.

But the Stockbridge Racing boss will have to go some to stave off the on-form Bob Berridge (RAM), John Wilson (Williams FW08C) and Alain Filhol (Hesketh 308E).

The event marks the Historic debut of Urs Eberhardt's Lotus 91, to be run by Classic Team Lotus. The Swiss's Williams will be driven by Spaniard Joaquin Folch-Rusinol.

Porsche dominates Manx Historic clash

Porsche stamped its credentials on the Manx Historic Rally with a one-two-three victory.

Sean Campbell took his 911 to victory on the event. He came home 59s ahead of second-placed John Coyne, also driving a 911.

John Keatley came home third, which was enough to give him a 20-point lead in the drivers championship.

AUTOSPORT's own Jeremy Vaughan retired on the second day of the event when the electrics on his Mini Cooper cried enough. He was lying 15th.

Wearden closes on Peugeot Junior title

Neil Wearden took a step closer to the British Junior Rally title when he was the first Peugeot 306 Junior driver home on last weekend's Manx International.

Partnered by Rick Forster, Wearden kept his head as his main rivals fell by the wayside. Ryan Champion succumbed to gearbox problems on the second day, and Mark Blair crashed soon afterwards, leaving Wearden to win from Andrew Wheatley.

The championship will be decided on the Rallye du Touquet, in France, on October 21-22.



Cullen boosts Mullingar entry

James Cullen is a surprise late entry for this Sunday's Mullingar Single Stage Rally in Ireland.

Cullen, who made a stunning debut in his Ford Escort Cosworth on the Shell Donegal Rally, is using the 10-mile stage, run three times, to test some new Dunlop tyres.

The event, now one of the most popular on the calendar, has attracted a strong field. Those following in the wake of the flying Cullen should include local man Connie Smith in his Escort, rapid Sierra Cosworth pilot Tom Holton and Niall Maguire (Opel Manta 400).



Five times Le Mans winner Derek Bell won Sunday's International Sports Prototype race at Silverstone in David Piper's Gulf-liveried Porsche 917K. Bell, who last raced a 917 at the circuit (Victor Norman's silver version) more than a decade ago, took on a quality field. David Franklin finished second, in the first of a gaggle of Lola T70 Mk3Bs. Photo: Sutton

ONE TO WATCH

CORSA PILOT SETS PACE

Steve Green's immaculate Vauxhall Corsa hogged the limelight on the Perth Scottish Rally — for all the wrong reasons.



Steve Green

Green, 40, got it horribly wrong over a yump on the final gravel stage. The car rolled end-over-end and out of contention. He was holding a commanding class lead at the time.

Green, who began rallying in 1979 in a Mk2 Ford Escort, has quietly dominated the Mobil 1/Top Gear British Rally Championship's A6 class for front-wheel-drive cars up to 1600cc.

'I won the class on the Rally of Wales and finished 13th overall,' he grins. 'I did the same on the Pirelli International, despite clipping a log pile.'

After rolling out of the Scottish he finished second in class on the Ulster International, and came home second again on the Manx International.

And he intends to complete the 1994 season in style: 'I'm competing on the RAC thanks to a deal with the Civil Service Motoring Association,' Green explains with a smile.



Groveair Three Hours attracts heavy metal

A Maserati T61 and a Cooper Monaco are likely to be among the 1950s sportscars which will take on David Pennell's Jaguar D and Lister-Jaguar in the second HSCC Groveair-AUTOSPORT Three Hour race at Snetterton on October 7.

But the lightweight Jaguar Es of Nigel Corner/Barrie Williams, John Young/Roger Mac, and Colin Percy are expected to set the pace in the enduro for Pre-1965 cars, with the Lotus Elan 26Rs of Bob Tabor/Simon Hadfield and Tony Thompson/Robin Longdon.

Denis and Jeremy Welch will be a potent force in their big Healey, while Historic Formula 1 racers Michael Schryver and Ian Giles are to share George Hadfield's Elite.

Earlier sports racers put forward for the invitation event include Jeremy Agace's Lotus 10, John Gray's 11, and a Cooper Bobtail.

Despite an AC Cobra victory in last year's thriller, none have been put forward to date. Prospective competitors should call Steve Lydon on 01249 758175.

David Pennell's Jaguar D (right) will be out in the HSCC's Snetterton race. Photo: Sutton



The spectacular Skoda Trophy returns to British forests on the Trackrod. Photo: Steve Iles

Mintex series heads to Yorkshire

Championship leader David Gillanders heads the contenders for this weekend's Trackrod Forest Stages Rally, the penultimate round of the Mintex National Series.

The regular Mintex contenders are joined by the Skoda Trophy — fresh from a late summer break — and the Nissan Micra Challenge.

Gillanders holds a two-point lead over fellow Ford Escort Cosworth driver Chris Mellors — exactly as he did prior to last year's event.

This time, there's one more rally to go and both drivers are aiming to

be the first since Malcolm Wilson to win the national title twice.

They are not the only drivers still in the title chase, though. With two scores to drop, Granite City and Morgannwg winner Murray Grierson is still in the hunt in his Subaru Legacy, as is Kerridge victor Steve Hill (Mitsubishi Galant).

One man making a welcome return is David 'Piggy' Thompson. The 1990 Trackrod winner, father of Vauxhall British Touring Car Championship star James, has a new Group A Escort Cosworth.



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CASTLE COMBE SEP 16/17

Dean Straight at Castle Combe

RICHARD DEAN WON AGAIN AT COMBE. PAUL LAWRENCE WAS THERE AND SAW NON-STOP ACTION

It was a weekend for superlatives at Castle Combe as marvellous racing packed the Racing Ahead programme.

From a pair of thrilling Rover Turbo races, Richard Dean won twice, each time by less than 0.2s as Jeremy Cotterill and Piers Johnson made sure of two classic encounters.

In the first race, Dean and Cotterill were locked together and then Johnson worked up into contention. After a tyre flat-spotted in a moment at Quarry as Dean re-took the lead, Cotterill struggled marginally. Into the final corner, Cotterill attacked on the outside but Dean had it covered.

The second race began with a damp and greasy track and the whole pack on slicks. Cotterill soon discovered the limit at Camp with a huge spin that came close to taking out half of the field!

Dean again led, this time with Johnson mounting a serious challenge. Mid-race, Johnson squeezed ahead but Dean forged back to the front after a brush at Quarry. Stephen Day tigered up to third while Alastair Lyall claimed fourth to keep his hopes of beating Dave Loudoun to the title alive.

With Michael Millard limping around afflicted by a chronic misfire and George Christopher parking with a dropped valve, David Barker inherited victory in the first Maranello Ferrari Challenge.

Tom Waring starred by forging his European Challenge-spec 355 from a 10s delayed start to grab second from the ailing Millard.

In race two, with all 12 cylinders

firing, Millard blitzed the field. An oil leak had kept Rory Fordyce from starting the first race but from the back of the grid he worked through to second after a lengthy tussle with Barker and Waring.

The first Caterham K Series race was, as usual, a stunning affair as young Dan Eaves netted another victory by the tiniest of margins. Mike Neumann had his best result to date when he and Warren Gilbert ran abreast with Eaves into the final corner.

The second race was every bit as good and Eaves again managed to outfumble Neumann and Humphrey to win by a coat of paint.

Though an increasing oil leak was to prevent him starting the first Ferrari Challenge race which immediately followed, Rory Fordyce won the first Italian Inter-Marque race in his Ferrari 328GTB. On Sunday, he repeated that win by crushing his opposition.

While David Davies' title hopes took a knock with a couple of moments, Willie Moore claimed the opening Whichford International Super Coupe Cup spoils. But first he had to shake off the attentions of Ian Churchill, John Evans and Paul Wilkes.

Sunday's race ended in disaster when a rain storm swept across the circuit. The pack arrived at Folly to find it awash and car after car plunged off the road at unabated speed. Moore and Davies both crashed out and Jeff Wyatt's Polo was launched over the barriers after collecting Davies' car. The race was abandoned with six cars off the track.

Mark Ticehurst saw off Mark



James and Dave Ashford in the first Chris Knott Alfa Romeo race for the Class F cars. It ended badly for Ashford when he spun at Quarry into the previously parked cars of Ian Brookfield and Andrew Wright.

Ticehurst, an 18-year-old former karter, was again peerless in the second race, winning at a canter and re-writing the lap record book in the process.

In the races for the other classes, Graham Presley and Chris Snowdon took a win each. In the dry, Presley had the upper hand but on a damp track on Sunday Snowdon used the conditions and backmarkers to take his best win of the year.

Grant Elliott clinched the Slick 50 Road Saloon title when he again dominated both races in his Honda Civic. Increasingly damp conditions on Saturday didn't help the Rovers and Alan Broad and David Davies made it an all 2-litre top three in both races.

The first Class B race was a cracker as Dennis Powers beat Paul Rose by a fraction after a memorable battle. When an accident (Powers) and overheating (Rose) claimed them on Sunday, a jubilant Samantha Wicks took her second win of the year.

The Handygas Saloon races both went to Ilsa Cox but two slow starts made it tough for her. David Lewis had the Calibra going superbly and came very close to

holding Ilsa off during a titanic battle in race two as Keith McCaskill kept a watching brief.

Gavin Wills didn't win the HEAT FF1600 race after another great battle with Kevin Mills ended when Wills tangled with a backmarker at Quarry. Mills took over to win and leave the championship points table finely balanced going into the final round.

Bob Light powered his Ultima to GT spoils on a very wet track. Only Chris Gilbert kept the leader in sight. Andy Middlehurst was also a double winner in the Saloon 2000 races. Michael Woodcock again led the chase but ended race two against the tyre wall at Quarry when chasing the wet-tyred Nissan on a drying track.

ITALIAN INTERMARQUE CHAMPIONSHIP, RACE ONE (8 LAPS) 1, Rory Fordyce (3.2 Ferrari 328GTB), 9m06.95s, 96.88mph; 2, David Barker (3.2 Ferrari 328GTB), 9m08.76s; 3, Tom Waring (3.5 Ferrari 355), 8 laps; 4, Mark Skeggs (3.2 Ferrari Dino), 8; 5, Nick Humphrey (1.6 Alfa Romeo 33), 8; 6, Dave Walker (1.7 Alfa Romeo 33), 8. **Class winners** Fordyce, **Fastest lap** Fordyce, 1m06.69s, 99.32mph; Humphrey, **Fastest lap** Walker, 1m13.54s, 90.07mph; Peter Smart (2.0 Alfa Romeo GTV), **Fastest lap** Smart, 1m23.54s, 79.29mph; Jane Cheffings (2.9 Alfa Romeo 164), **Fastest lap** Cheffings, 1m14.43s, 88.99mph; Peter Healey (1.5 Alfa Romeo 33), **Fastest lap** Healey 1m20.00s, 82.80mph; Andy Giles (1.3 Fiat 127GT), **Fastest lap** Giles, 1m22.09s, 80.69mph.

RACE TWO (8 LAPS) 1, Fordyce, 9m27.81s, 93.32mph; 2, Humphrey, 9m40.25s; 3, Skeggs, 8 laps; 4, Walker, 8; 5, Julian Yelling (2.9 Alfa Corse), 8; 6, Cheffings, 8. **Class winners** Fordyce, **Fastest lap** Fordyce, 1m08.26s, 97.04mph; Humphrey, **Fastest lap** Humphrey, 1m11.46s, 92.69mph; Smart, **Fastest lap** Smart, 1m22.33s, 80.45mph; Cheffings, **Fastest lap** Cheffings, 1m13.76s, 89.80mph; Colm Flanagan (1.5 Alfa Romeo Sud), **Fastest lap** Healey, 1m19.40s, 83.42mph; Giles, **Fastest lap** Giles, 1m20.30s, 82.49mph.

MARANELLO FERRARI CHALLENGE, RACE ONE (10 LAPS) 1,



Millard's flat 12 Ferrari dominated the second Maranello Challenge race. Photo: Steve Jones



Richard Dean leads a train of Rover Turbos through Tower towards one of his two impressive wins at the Combe last weekend.
Photo: Barry Ambrose

David Barker (3.2 328GTB), 11m46.68s, 93.73mph; 2, Tom Waring (3.5 355), 11m51.38s; 3, Michael Millard (5.0 Boxer), 10 laps; 4, Bruno Cappucini (2.9 308GT4), 10; 5, Alan Cosby (2.9 308GTB), 10; 6, Stuart Bowler (3.2 328), 10; **Class winners** Barker, **Fastest lap** Waring, 1m07.94s, 97.49mph; Bowler, **Fastest lap** Bowler, 1m12.65s, 91.17mph.

RACE TWO (10 LAPS) 1, Millard, 11m03.78s, 99.79mph; 2, Rory Fordyce (3.2 328GTB), 11m29.45s; 3, Barker, 10 laps; 4, Waring, 10; 5, Cappucini, 10; 6, Bowler, 10; **Class winners** Millard, **Fastest lap** Millard, 1m04.69s, 102.39mph **record**; Bowler, **Fastest lap** Bowler, 1m12.59s, 91.25mph.

SLICK 50 ROAD SALOON CAR CHAMPIONSHIP CLASSES A & C, RACE ONE (8 LAPS) 1, Grant Elliott (1.6 Honda Civic), 10m50.86s, 81.41mph; 2, Alan Broad (2.0 VW Golf GTi), 10m58.31s; 3, David Davies (2.0 Vauxhall Astra GTE), 8 laps; 4, Richard Simpkins (2.0 Renault Clio); 8; 5, Al Fleming (3.9 Rover Vitesse); 8; 6, David Porter (4.0 Rover Vitesse); 8. **Class winners** Elliott, **Fastest lap** Elliott, 1m15.24s, 88.03mph; Fleming, **Fastest lap** Fleming, 1m16.47s, 86.62mph.

RACE TWO (8 LAPS) 1, Elliott, 10m07.86s, 87.17mph; 2, Broad, 10m17.78s; 3, Davies, 8 laps; 4, Fleming, 8; 5, Simpkins, 8; 6, Tony Brass (3.1 Ford Capri), 8. **Class winners** Elliott, **Fastest lap** Elliott, 1m14.48s, 88.93mph **record**; Fleming, **Fastest lap** Fleming, 1m16.19s, 86.94mph.

SLICK 50 ROAD SALOON CAR CHAMPIONSHIP CLASS B, RACE ONE (8 LAPS) 1, Dennis Powers (1.8 Peugeot 205GTi), 10m08.78s, 87.04mph; 2, Paul Rose (1.8 VW Golf GTi), 10m08.93s; 3, Spencer Shirley (1.8 Peugeot 205GTi), 8 laps; 4, Andy Thompson (1.8 VW Golf GTi), 8; 5, Henry Rice (1.8 VW Golf GTi), 8; 6, Andy Bracegirdle (1.8 VW Golf GTi), 8. **Fastest lap** Powers, 1m14.70s, 88.67mph **record**.

RACE TWO (8 LAPS) 1, Samantha Wicks (1.8 VW Golf GTi), 10m22.45s, 85.13mph; 2, Thompson, 10m24.92s; 3, Carlo Lanza (1.8 VW Golf GTi), 8 laps; 4, Jonathan House (1.8 VW Golf GTi), 8; 5, Rice, 8; 6, Bracegirdle, 8. **Fastest lap** Wicks, 1m15.74s, 87.45mph.

CHRIS KNOTT INSURANCE ALFA ROMEO CHAMPIONSHIP CLASS F, RACE ONE (8 LAPS) 1, Mark Ticehurst (1.5 33), 10m38.51s, 82.99mph; 2, Mark James (1.5 33), 10m41.76s; 3, Peter Healey (1.5 33), 8 laps; 4, Colin Flanagan (1.5 Sud), 8; 5, Graham Heels (1.5 Sud), 8; 6, Stephen James (1.5 33), 8. **Fastest lap** Ticehurst, 1m17.23s, 85.76mph **record**.

RACE TWO (8 LAPS) 1, Ticehurst, 10m24.59s, 84.84mph; 2, Mark James, 10m29.14s; 3, Stephen James, 8 laps; 4, Heels, 8; 5, Healey, 8; 6, Mark Frisby (1.5 Sud), 8. **Fastest lap** Ticehurst, 1m16.37s, 86.73mph **record**.

CHRIS KNOTT INSURANCE ALFA ROMEO CHAMPIONSHIP CLASSES A-E, RACE ONE (8 LAPS) 1, Graham Presley (1.8i 75), 9m07.51s, 96.78mph; 2, Chris Snowdon (3.3 GTV6), 9m08.09s; 3, Nick Humphrey (1.6 33), 8 laps; 4, Martin Parsons (2.9 164), 8; 5, Jane Cheffings (2.9 164), 8; 6, Bryan Shrub (1.6 Sud), 8. **Class**

CASTLE COMBE

winners Presley, **Fastest lap** Presley, 1m06.68s, 99.34mph **record**; Humphrey, **Fastest lap** Humphrey, 1m11.69s, 92.39mph; Shrub, **Fastest lap** Shrub, 1m15.06s, 88.24mph **record**; Parsons, **Fastest lap** Parsons, 1m13.72s, 89.85mph **record**; Martin Clarke (2.0 75), **Fastest lap** Clive Hodgkin (2.0 75), 1m18.04s, 84.87mph **record**.

RACE TWO (8 LAPS) 1, Snowdon, 9m17.57s, 95.04mph; 2, Presley, 9m18.39s; 3, Humphrey, 8 laps; 4, Richard Sikes (1.7 33), 8; 5, Chris Gladwin (2.5 GTV6), 8; 6, Cheffings, 8. **Class winners** Snowdon, **Fastest lap** Presley, 1m07.18s, 98.60mph; Humphrey, **Fastest lap** Humphrey, 1m14.09s, 89.40mph; Sikes, **Fastest lap** Sikes, 1m13.80s, 89.75mph **record**; Gladwin, **Fastest lap** Gladwin, 1m13.74s, 89.82mph; Hodgkin, **Fastest lap** Paul Buckley (2.0 75), 1m18.32s, 84.57mph.

HEAT CASTLE COMBE FF1600 CHAMPIONSHIP, RACE ONE (4 LAPS) 1, Gavin Wills (Swift-Drum SC92F), 4m28.97s, 98.50mph; 2, Kevin Mills (Swift-Auriga SC92F), 4m30.91s; 3, Bob Higgins (Van Diemen-Drum RF94), 4 laps; 4, Alan Cooper (Swift-Drum SC92F), 4; 5, Alan Yule (Swift-Scholar SC93F), 4; 6, Dave Williams (Van Diemen-Scholar RF94), 4. **Fastest lap** Wills, 1m05.26s, 101.50mph.

RACE TWO (8 LAPS) 1, Wills, 8m50.91s, 99.81mph; 2, Williams, 8m54.39s; 3, Cooper, 8; 4, Yule, 8; 5, Robin Parsons (Van Diemen-Scholar RF90), 8; 6, Higgins, 8. **Fastest lap** Wills, 1m04.75s, 102.30mph.

CATERHAM K SERIES CHALLENGE, RACE ONE (8 LAPS) 1, Dan Eaves, 9m57.85s, 88.63mph; 2, Mike Neumann, 9m58.01s; 3, Warren Gilbert, 8 laps; 4, Simon Harris, 8; 5, Mark Humphrey, 8; 6, Rod Robson, 8. **Fastest lap** Neumann, 1m12.14s, 91.82mph.

RACE TWO (8 LAPS) 1, Eaves, 9m55.27s, 89.02mph; 2, Neumann, 9m55.61s; 3, Humphrey, 8; 4, Harris, 8; 5, Gilbert, 8; 6, Robson, 8. **Fastest lap** Eaves, 1m11.85s, 92.19mph.

CATERHAM VAUXHALL CHALLENGE, RACE ONE (4 LAPS) 1, Keith Farrance, 5m01.35s, 87.92mph; 2, David Walton, 5m01.78s; 3, Magnus Laird, 4 laps; 4, Patrick Watts, 4; 5, Shaun Balfe, 4; 6, Howard Walker, 4. **Fastest lap** Clive Richards, 1m11.94s, 92.07mph.

RACE TWO (8 LAPS) 1, Farrance, 8m47.34s, 100.48mph; 2, Walton, 8m47.75s; 3, Guy Parry, 8 laps; 4, Simon Jackson, 8; 5, Balfe, 8; 6, Watts, 8. **Fastest lap** Richards, 1m04.14s, 103.27mph.

HANDYGAS CASTLE COMBE SALOON CAR CUP, RACE ONE (8 LAPS) 1, Ilsa Cox (1.9 Peugeot 205GTi), 9m51.90s, 89.52mph; 2, David Lewis (2.0 Vauxhall Calibra), 9m53.52s; 3, Keith McCaskill (1.6 Vauxhall Nova), 8 laps; 4, Paul Berman (1.6 Peugeot 205GTi), 8; 5, Richard Barrs (2.0 Vauxhall Astra GTE), 8; 6, Dave Williams (2.7 Rover 827 Vitesse), 8. **Class winners** Cox, **Fastest lap** Cox, 1m11.75s, 92.32mph **record**; McCaskill, **Fastest lap** McCaskill, 1m12.22s, 91.71mph **record**; Andy Busby (1.4 Citroen AX GT), **Fastest lap** Busby, 1m17.34s, 85.64mph **record**.

RACE TWO (8 LAPS) 1, Cox, 9m50.21s, 89.78mph; 2, Lewis

9m51.45s; 3, McCaskill, 8 laps; 4, Barrs, 8; 5, Ian Connell (2.0 Saab 9000), 8; 6, Williams, 8. **Class winners** Cox, **Fastest lap** Connell, 1m12.26s, 91.66mph; McCaskill, **Fastest lap** McCaskill, 1m12.21s, 91.73mph **record**; Busby, **Fastest lap** John Moon (1.4 Vauxhall Nova), 1m17.11s, 85.90mph **record**.

WHICHFORD INTERNATIONAL SUPER COUPE CUP (8 LAPS) 1, Willie Moore (1.3s VW Polo G40), 9m50.97s, 89.66mph; 2, Ian Churchill (1.3s VW Polo G40), 9m51.94s; 3, John Evans (1.6 Honda CRX), 8 laps; 4, Paul Wilkes (1.6 Honda CRX), 8; 5, Dennis Bunning (1.6 Honda CRX), 8; 6, Jeff Wyatt (1.3s VW Polo G40), 8. **Class winners** Moore, **Fastest lap** Churchill, 1m11.94s, 92.07mph; Evans, **Fastest lap** Evans, 1m11.48s, 92.66mph.

MOBILE WINDSCREENS CASTLE COMBE SPECIAL GT CHAMPIONSHIP, RACE ONE (8 LAPS) 1, Bob Light (5.8 Ultima Sports), 8m08.98s, 108.37mph; 2, Chris Gilbert (2.0 Lola T87/90), 8m12.18s; 3, Melvyn Coon (2.1 Mallock MK24B), 8 laps; 4, John Robinson (2.0 Mallock MK28), 8; 5, Brian Fisher (1.5 Shrike P16S), 8; 6, Keith Messer (1.5 Lola T492), 8. **Class winners** Light, **Fastest lap** Light, 59.48s, 111.39mph; Gilbert, **Fastest lap** Gilbert, 59.74s, 110.88mph; Fisher, **Fastest lap** Fisher, 1m01.46s, 107.77mph.

RACE TWO (8 LAPS) 1, Light, 9m24.36s, 93.89mph; 2, Gilbert, 9m26.55s; 3, Robinson, 8 laps; 4, Fisher, 8; 5, Guy Parry (2.0 Caterham Vauxhall), 8; 6, Jeremy Irwin (2.0 Mallock MK28/29), 8. **Class winners** Light, **Fastest lap** Light, 1m08.61s, 96.54mph; Gilbert, **Fastest lap** Gilbert, 1m08.82s, 96.25mph; Fisher, **Fastest lap** Fisher, 1m12.24s, 91.69mph.

SALOON 2000 CHAMPIONSHIP, RACE ONE (10 LAPS) 1, Andy Middlehurst (2.0 Nissan Skyline GTR), 11m12.88s, 98.44mph; 2, Michael Woodcock (2.0 Ford Escort Cosworth), 11m15.04s; 3, Lionel Abbott (2.0 Saab 900), 10 laps; 4, Geoff Kimber-Smith (2.0 Ford Sapphire Cosworth), 10; 5, Del Delaronde (3.0 BMW M3), 10; 6, Robin Rex (2.0 Ford Escort Cosworth), 10. **Class winners** Middlehurst, **Fastest lap** Middlehurst, 1m06.27s, 99.95mph **record**; David Pitcher (2.0 Vauxhall Astra GTE), **Fastest lap** Pitcher, 1m09.24s, 95.66mph **record**.

RACE TWO (10 LAPS) 1, Middlehurst, 12m06.16s, 91.21mph; 2, Abbott, 12m08.62s; 3, Graham Coomes (2.0 Ford Escort Cosworth), 10 laps; 4, Rex, 10; 5, Kimber-Smith, 10; 6, Pitcher, 10. **Class winners** Middlehurst, **Fastest lap** Woodcock, 1m10.65s, 93.75mph; Pitcher, **Fastest lap** Bill Stillwell (1.6 Honda Civic V-Tec), 1m16.73s, 86.32mph.

DUNLOP ROVER TURBO CUP, RACE ONE (12 LAPS) 1, Richard Dean, 13m53.19s, 95.40mph; 2, Jeremy Cottrell, 12m53.37s; 3, Piers Johnson, 12 laps; 4, Richard Hann, 12; 5, Stephen Warburton, 12; 6, Dave Loudoun, 12. **Fastest lap** Hann, 1m08.28s, 97.01mph **record**.

RACE TWO (12 LAPS) 1, Dean, 14m01.56s, 94.45mph; 2, Johnson, 14m01.73s; 3, Stephen Day, 12 laps; 4, Alastair Lyall, 12; 5, Loudoun, 12; 6, Alvin Heaton, 12. **Fastest lap** Malcolm Bell, 1m08.58s, 96.58mph.

CATERHAM VAUXHALLS



Dave Walton leads eventual winner Keith Farrance, Magnus Laird and the pack through Quarry during Sunday's epic race.
Photo: Ambrose

Farrance's double delight

The first Caterham Vauxhall race lasted a mere four laps but a remarkable amount of action was crammed into just five minutes of racing. A rain shower before the race had left the Quarry end of the circuit very wet as the slickshod field fired off into the race.

David Walton burst through into the lead with Verney Wood, Keith Farrance and guest drivers Magnus Laird and Patrick Watts towing along.

Through Folly on lap two, Wood was touched into a spin and collected Nicky

Hart as the pack teetered through on the edge of adhesion. Laird stormed ahead at Quarry but ran wide at Old Paddock on the fourth lap, handing Farrance the lead.

Walton, meanwhile, was stuck in fourth gear but drove brilliantly to stay in contention and scythed inside Farrance into Camp on lap five.

Watts, Laird and John Barker were in the thick of the battle but it was over all too quickly when 'Trev the Rev' speared off at Tower. Cruelly for Walton,

the result was taken back to lap four and Farrance was a surprised victor.

In the second race Farrance did it again but only after a brave last lap move on Walton at Tower.

'I gave him a millimetre and he got through it,' said Walton after another breathtakingly close race. Up to 14 cars formed the leading pack, with Walton and Farrance making most of the running.

The last lap move by Farrance settled the result as Laird spun while mounting his own bid and Guy Parry fought through to third at his favourite track.

■ Paul Lawrence

SILVERSTONE SEP 16/17

Bell shows his class

An excellent, if wet, support package to the Global Endurance GT series brought the best from very different eras. Without doubt the most nostalgic was Derek Bell, back in a Gulf liveried Porsche 917 and winning just as he had two dozen years earlier.

When you've won five times at Le Mans and countless 1000km races, 12 laps around Silverstone should be straightforward. But Bell didn't make it easy for himself, his David Piper-owned 917 bogging down badly at the rolling start of the International Sports Prototype Race, losing places as a result.

We were then treated to a vintage Bell performance as he took the 917 by the scruff of its fearsome neck and wrung the utmost out of it. First he pegged back the charging David Franklin (in Chris O'Neill's Lola T70) and then opened a gap to the similar car of Chris Strakosch before making the mandatory 90 seconds pit stop (to change drivers as appropriate).

Bell and Strakosch pitted on lap seven, separated by 30.22s, with attention turning once more to Franklin, who had made his stop on lap four. Bell emerged just 0.84s ahead of Franklin on lap eight, the crowd gripped by the situation. Bell stretched that gap to 3.59s next time round and Franklin was always playing second best thereafter.

Bernd Becker ran as high as third, the German Porsche 910 driver distorting things somewhat, as he didn't pit until lap nine. The place actually went to a distant Strakosch with three more Lolas filling the top six places. Jonathan Baker (co-driver Ross Hyett) went past the Spyder version of Colin Parry Williams on the last lap with

Nigel Hulme finishing a further 0.6s away.

David Jones maintained the fantastic run which he and his twin brother Godfrey have enjoyed in the Pirelli Porsche Cup series. A race-long tussle between the yellow 928GTS and Mark Hales (in the ex-Stephen Radcliffe Carrera 2) provided the perfect opening to Sunday's programme.

Peter Chambers was third until pitting with a misfire, although he rejoined to finish ninth. Graeme Langford and Hugh Price then took up the cudgels, Langford always just holding the upper hand on his rival. Paul Edwards's title hopes took a knock for the worst as he was only third in Class 2, but series leader John Bussell could only manage second place in a poorly supported Class 3.

The curtain closing Louis Vuitton 50s Sports Car race drew a very healthy entry but, it was all about two men, with the others the better part of a minute adrift. Gary Pearson needed all his skill and his Lister's six cylinder Jaguar powerplant to keep Matthew Martin at bay.

The tenacious Aussie ducked and dived, his Ferrari Dino 196S just lacking the necessary grunt to get through, although he came mighty close to it under braking on a number of occasions. John Harper (in John Beasley's Cooper Monaco) was third with Robert Brooks in fourth, a little way clear of a recovering Barrie Williams who prompted phenomenal avoidances when he spun the Dick Skipworth owned Tojeiro-Jaguar at Brooklands on the opening lap. A rough sounding Peter Hardman-driven Aston Martin DBR1 finished in sixth place.

■ Dud Candler



The ex-Henri Pescarolo Matra driven by Mike Knight was one of the many attractions



PHILIPPE CHARRIOL SUPERSPORTS TROPHY



Ferdinand De Lesseps was a force all weekend. He won the first Supersport Trophy race

De Lesseps and Neugarten win

Ferdinand De Lesseps and Michel Neugarten took the spoils in the two-part Philippe Charriol Supersport Trophy.

Although other cars are eligible, the 17-strong entry was made up entirely of Venturi 400s. De Lesseps was never headed in Saturday's race. Onofrio Russo held second until lap four but then slipped to fourth behind Pierre Dethoisy and Neugarten. Xavier Camp looked set for fifth place until a few minutes from the end when series

sponsor Charriol demoted him.

Sunday's race was held in almost identical conditions - on a wet but drying out track - and featured more incidents. Neugarten staked his claim to the top spot into Becketts on lap one, the Belgian staying ahead thereafter.

Once more it was the Russo car in pursuit, although Paolo Mondini was at the wheel. De Lesseps and Dethoisy both went past him after half distance.

■ Dud Candler

Heynes is denied the double

David Heynes was first past the post twice at the Aston Martin Owner's Club annual visit to Cheshire, but the start line judges ensured that only his closest fought victory would count.

Evenly matched in their DB4s, Heynes and Pete Foster were determined to spread their duel over the full length of the Thoroughbred Sports Cars race. Approaching Lodge side-by-side on the opening lap, Heynes had the advantage of the inside line and from then on, no matter what Foster tried, he could not induce the race leader into a mistake.

Ronnie Farmer tagged on in third, the nimble TVR Griffith conceding a little top speed to the rumbling Astons at the front. A potential challenge from Howard Brearley in the other Griffith faded early on as his TVR ground to a halt.

The front running trio were shaping up for a last lap climax when their arrival at Knickerbrook coincided with the hauling-in of a bunch of back markers. Farmer was delayed the most, but Heynes gained valuable fractions of a second, and victory was assured.

Returning to racing after a three year absence, Malcolm Hamilton celebrated with a win for Jaguar in the ERF Intermarque Championship. The big cats triumphed again in the Brooks Historic race, as Robert Brooks' D-Type kept the similar car of Ian Donaldson at bay.

Simon Draper in his DB3S took overall honours in the class A Thoroughbred race, with Tyrone Pountney top of the pre-war category in his Riley Special.

A late challenge by Darren Litten in the Porsche Classic race could not prevent Chris Heeley from taking a lights to flag victory, while Chris Montague's Sprite was never headed in the Healey Club contest.

Heynes' eager start denied him victory in the Grantchester Aston race, the penalty demoting the first on the road man to fourth, behind a keenly fought battle to find the winner, taken by John Freeman.

Nigel Barrett's Porsche lit up the gloom when winning the allcomers race with a turbo over-run of Olympic flame proportions.

Paul Weighill Pickup



Heynes was dominant. Photo: Mark Stone

Fastest lap White, 2m15.7s, 73.64mph. **record Class B2 1**, Bruce Montgomery (3.0 Austin Healey 3000), 17m25.2s, 76.49mph. **Fastest lap** Montgomery, 2m09.0s, 77.47mph. **record Class 1 1**, John Turner (500 Cooper MkX), 18m30.7s, 71.98mph. **Fastest lap** Turner, 2m15.8s, 73.59mph.

PRE-WAR SPORTS CARS, FELTHAM ASTON MARTINS AND GOLDSMITH & YOUNG THOROUGHbred SPORTS CLASS A (8 LAPS) Overall 1, Simon Draper (3.0 Aston Martin DB3S), 17m38.7s, 75.52mph; 2, Ian Mason (2.9 Aston Martin DB3S), 17m53.3s; 3, Paul Whight (4.0 Aston Martin DB4), 8 laps. **Class A 1**, Whight, 18m00.9s, 73.97mph. **Fastest lap** Whight, 2m12.5s, 75.42s. **Class B** John Gross (2.9 Aston Martin MkII), 18m56.1s, 70.37mph (no other starters). **Fastest lap** Gross, 2m19.4s, 71.69mph. **Class C 1**, Andy Hodge (3.2 Aston Martin DB MkII), 19m48.5s, 67.27mph. **Fastest lap** Hodge, 2m24.2s, 69.30mph. **Class D 1**, Draper. **Fastest lap** Draper, 2m08.8s, 77.59mph. **Class P1** Tony Luddington (1.5 Aston Martin Le Mans), 6, (no other starters). **Fastest lap** Luddington, 2m52.7s, 57.87mph. **Class P2 1**, David Taylor (1.5 Aston Martin Le Mans), 7. **Fastest lap** Taylor, 2m29.9s, 66.67mph. **Class P4 1**, Tyrone Pountney (1.5 Riley Special), 19m29.0s, 68.39mph. **Fastest lap** Pountney, 2m23.2s, 69.79mph.

PIRELLI PORSCHE CLASSIC (12 LAPS) Overall & Class 1 1, Chris Heeley (2.7 911 Carrera RS), 24m09.1s, 82.76mph; 2, Darrel Litten (2.7 Carrera RS), 24m11.1s; 3, Hans-Eric Andersson (2.7 911RS), 12 laps; 4, Malcolm Sargent (2.7 Carrera RS), 12. **Fastest lap** Heeley, 1m59.3s, 83.77s. **Class 2 1**, John Williams (2.3 911E), 24m46.9s, 80.65mph. **Fastest lap** Williams & Mike Clapham (2.3 911E), 2m01.6s, 82.18mph. **Class 3 1**, Bob Mason (2.4 911T), 11, 75.14mph. **Fastest lap** Mason, 2m10.7s, 76.46mph.

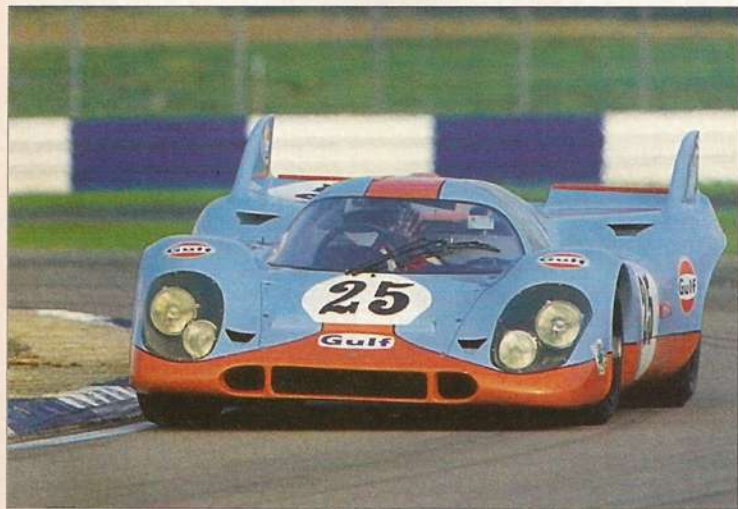
GOLDSMITH & YOUNG THOROUGHbred SPORTS CLASSES B, C & D (8 LAPS) Overall & Class D 1, David Heynes (4.5 Aston Martin DB4), 15m40.2s, 85.03mph; 2, Pete Foster (4.2 Aston Martin DB4), 15m41.8s; 3, Ronnie Farmer (4.7 TVR Griffith), 8 laps. **Fastest lap** Foster, 1m56.0s, 86.15mph. **record Class B 1**, Roy McCarthy (2.0 MGB), 16m56.0s, 78.69mph. **Fastest lap** McCarthy & Brian Lambert (2.0 MGB), 2m05.1s, 79.88mph. **record Class C** Harvey Cooke (3.8 Jaguar E Type), 16m37.2s, 80.17mph. **Fastest lap** Ian Montgomery (3.8 Jaguar E-Type), 2m02.3s, 81.71mph.

HARDY ENGINEERING AUSTIN HEALEY CHAMPIONSHIP (8 LAPS) Overall & Class D 1, Chris Montague (1.3 Sprite), 16m17.4s, 81.80mph; 2, Robert Nettleton (1.3 Sprite), 16m22.5s; 3, Keith Ashby (1.3 Sprite), 8 laps. **Fastest lap** Montague, 2m00.3s, 83.07mph. **Class A 1**, Robert Mills (2.6 100), 18m30.9s, 71.97mph. **Fastest lap** Sandy Glen (3.0 3000), 2m14.6s, 74.25mph. **Class B 1**, Steve Bicknell (2.9 100/6), 17m16.5s, 77.13mph. **Fastest lap** Bruce Montgomery (2.9 3000), 2m06.4s, 79.05mph. **Class C 1**, Jim Mitchell (1.3 Sprite), 18m00.2s, 74.01mph. **Fastest lap** Mitchell, 2m12.9s, 75.20mph. **record**.

GRANTCHESTER POST-WAR ASTON MARTIN (8 LAPS) Overall 1, John Freeman (5.3 DBS V8), 15m41.0s, 84.96mph; 2, Alan Dunstan (4.0 DB5), 15m42.2s, 84.85mph; 3, Peter Foster (4.2 DB4), 8 laps. **Class A 1**, Brian Cowan (5.3 V8), 17m23.5s, 76.62mph. **Fastest lap** Cowan, 2m06.9s, 78.75mph. **Class B** Freeman (no other starters). **Fastest lap** Freeman, 1m55.8s, 86.30mph. **Class C 1**, Dunstan, 84.85mph. **Fastest lap** Heynes, 1m55.9s, 86.23mph. **Class E 1**, Simon Draper (4.5 DB4), 16m08.5s, 82.55mph. **Fastest lap** Draper, 1m58.8s, 84.12mph.

ALLCOMERS RACE (8 LAPS) 1, Nigel Barrett (3.8 Porsche 911RS), 15m34.8s, 85.53mph; 2, Dave Botting (4.0 Jaguar XJS), 15m55.8s; 3, Howard Brearley (4.7 TVR Griffith), 8 laps. **Class B 1**, Brearley, 16m08.4s, 82.56mph. **Fastest lap** Brearley, 1m57.9s, 84.76mph. **Class C 1**, Botting, 83.66mph. **Fastest lap** Botting, 1m57.9s, 84.76mph. **Class D** Barrett. **Fastest lap** Barrett, 1m53.4s, 88.13mph.

John Harper leads the field in John Beasley's Cooper Monaco towards Stowe at the start of the Louis Vuitton 50s Sports car race. All photos: Sutton



It's this easy... Derek Bell presses on to victory in the International Sports Prototype race

PHILIPPE CHARRIOL SUPERSPORT TROPHY, RACE ONE (30 MINS DURATION) 1, Ferdinand De Lesseps (3.0 Venturi 400 Trophy), 30m11.08s, 81.19mph; 2, Pierre Dethoisy (3.0 Venturi 400 Trophy), 30m16.56s; 3, Michel Neugarten (3.0 Venturi 400 Trophy), 13 laps; 4, Onofrio Russo (3.0 Venturi 400 Trophy), 13; 5, Philippe Charriol (3.0 Venturi 400 Trophy), 13; 6, Xavier Camp (3.0 Venturi 400 Trophy), 13. **Fastest lap** Dethoisy, 2m16.79s, 82.69mph. **establishes record**.

RACE TWO (30 MINS DURATION) 1, Neugarten, 30m03.67s, 81.53mph; 2, De Lessops, 30m06.28s; 3, Paolo Mondini (3.0 Venturi 400 Trophy), 13 laps; 4, Eric Graham (3.0 Venturi 400 Trophy), 13; 5, Fernando Molier (3.0 Venturi 400 Trophy), 13; 6, Bruno Sotty (3.0 Alpine 400 Trophy), 13. **Fastest lap** Neugarten, 2m16.50s, 82.86mph. **record**.

PIRELLI PORSCHE CUP RACE (10 LAPS) Overall & Class 1 1, David Jones (5.4 928GTS), 24m46.10s, 76.11mph; 2, Mark Hales (3.6 911 Carrera 2), 24m50.73s; 3, Graeme Langford (3.2 911), 10 laps; 4, Hugh Price (3.2 Carrera), 10. **Fastest lap** Jones, 2m25.13s, 77.93mph. **Class 2 1**, Peter Owen (3.0 944S2), 26m29.41s, 71.16mph. **Fastest lap** Owen, 2m33.30s, 73.78mph. **Class 3 1**, Steve Kevlin (2.5 924S), 27m00.49s,

69.80mph. **Fastest lap** Kevlin, 2m38.08s, 71.55mph. **establish records**.

INTERNATIONAL SPORTS PROTOTYPE RACE (12 LAPS) Overall & Class C 1, Derek Bell (4.5 Porsche 917K), 26m09.03s, 86.50mph; 2, David Franklin (5.0 Lola T70 Mk3B), 26m15.35s; 3, Chris Strakosch (5.0 Lola T70 Mk3B), 12 laps; 4, Jonathan Baker/Ross Hyett (5.0 Lola T70 Mk3B), 12. **Fastest lap** Bell, 1m58.26s, 95.64mph. **Class A 1**, Bill Shepherd (4.7 AC Cobra Mk2), 11 laps, 75.91mph. **Fastest lap** Shepherd, 2m14.86s, 83.87mph. **Class B 1**, Chris Rea (3.3 Ferrari 275LM), 10 laps, 71.82mph. **Fastest lap** Andrew Fletcher (4.0 Ferrari 330 P2), 2m18.48s, 81.68mph. **establish records**.

LOUIS VUITTON '50s SPORTS CAR RACE IN ASSOCIATION WITH COYS OF KENSINGTON (10 LAPS) Overall 1, Gary Pearson (3.8 Lister Jaguar Costin), 23m19.86s, 80.80mph; 2, Matthew Martin (3.0 Ferrari Dino 196S), 23m20.24s; 3, John Harper (2.0 Cooper Monaco), 10 laps; 4, Robert Brooks (2.0 Lotus 15), 10. **Class 1 1**, Pearson. **Fastest lap** Pearson, 2m18.08s, 81.91mph. **Class 2 1**, Harper, 24m13.81s, 77.80mph. **Fastest lap** Harper, 2m21.81s, 79.76mph. **record**.

ERF INTERMARQUE CHAMPIONSHIP RACE (12 LAPS)

Overall 1, Malcolm Hamilton (7.2 Jaguar E-Type), 22m10.5s, 90.13s; 2, Bob Watson (3.5 Porsche 911 RSR), 22m19.3s; 3, John Poxon (3.3 Porsche 930), 12 laps. **Class A 1**, Michael Rigg (2.7 Porsche Carrera RS), 11. **Fastest lap** John Lock (3.2 Porsche Carrera), 2m02.0s, 81.91mph. **Class B 1**, Poxon, 22m23.9s, 89.24mph. **Fastest lap** Poxon, 1m50.3s, 90.60mph. **Class C 1**, Hamilton. **Fastest lap** Hamilton, 1m47.6s, 92.89mph.

BROOKS HISTORIC CHAMPIONSHIP (8 LAPS)

Overall & Class A3 1, Robert Brooks (3.8 Jaguar D-Type), 16m48.0s, 79.31mph; 2, Ian Donaldson (3.8 Jaguar D-Type), 16m50.0s; 3, Simon Draper (2.5 Aston Martin DBR1/4), 8 laps. **Fastest lap** Brooks, 2m03.5s, 80.92mph. **record Class A1 1**, Kevin New (1.1 Rejo MkIV), 17m26.8s, 76.37mph. **Fastest lap** New, 2m08.8s, 77.29s. **record Class A2 1**, Marshall Bailey (1.5 Cooper T39 Bobtail), 17m37.6s, 75.59mph. **Fastest lap** Roger Biss (1.5 Lotus Xi), 2m06.2s, 79.19mph. **record Class B1 1**, Malcolm White (1.8 RGS MG), 18m29.4s, 72.06mph.

CADWELL PARK SEP 16



Allen Lloyd (3) was a superb triple winner at Cadwell on Saturday. Photo: Chris Walker

Lloyd roars to a Jag hat-trick

Allen Lloyd scored a hat-trick of wins in a variety of Jaguars at Cadwell on Saturday — and but for mechanical problems in his fourth event would surely have gone one better.

Lloyd started off the afternoon's racing as he meant to go on, winning the Classic Saloon Car race from pole in a Jaguar Mk1. Some 20s behind, Class E runners Peter St Barbe (Austin A35) and Gary Stratford (Morris Minor) finished less than a second apart.

In his next event Lloyd appeared to have a tougher task, starting from third on the grid in a Jaguar Mk2. But with pole man Steve Updell slow off the line in his Lotus-Cortina and jostling with fast-starting Laurence Bailey (Jaguar Mk1), Lloyd roared up the inside to take a lead he never lost.

The Post Historic Touring Car race saw Allen Lloyd win again, this time in his XJ12. Despite engine problems, he stayed ahead of the Dolomite Sprint of Nigel Garrett, who had earlier been in a battle with Edward Bourn's Escort RS2000 and Colin Potter's Capri Mk1.

Sadly, the XJ12's ills meant Lloyd finished last in his fourth race. David Thomas's Capri and Steve Hirst's Escort vied for the lead in the wet-but-drying conditions, which put the nimble Escort on a par with the 3-litre Capri. Hirst finally scraped in 0.24s ahead.

The Classic Formula 3 event was hardly a race. Of the seven starters, four cars finished about 15s apart — Peter Harrington winning. Two were lapped and David Jackson retired on the last lap.

However, the Classic Formula Ford race was excellent. Bernard Baxter (Crossle) just held off Phillip Woolley (PRS) for top place, and Stephen Hare just kept Peter Chippindale out of third.

The URS Pre-'83 FF2000 action was even more enthralling. First and fifth were separated by 5.50s, with Gareth Burnett just ahead of David Hutchinson, Nicholas Pearce, Steve Nichols and Nicholas Owen, all in Van Diemens.

■ David Malsher

CLASSIC SALOON CAR CHAMPIONSHIP (10 LAPS) Overall

1, Allen Lloyd (Jaguar Mk1 2.4), 20m14.45s, 64.32mph; 2, Peter St Barbe (Austin A35 1.0), 20m35.05s; 3, Gary Stratford (Morris Minor), 10 laps; 4, Adam Gittings (Ford Zephyr MkII), 10. **Class B 1**, Chris Logue (Austin A50), 21m48.78s, 59.63mph. **Fastest lap** Logue, 2m06.14s, 61.93mph. **Class C 1**, Andrew Cross (Morris Minor 1.0), 21m47.56s, 59.74mph. **Fastest lap** Cross, 2m08.29s, 60.89mph. **Class D 1**, Lloyd. **Fastest lap** Lloyd, 1m58.33, 66.01mph. **Class E 1**, St Barbe. **Fastest lap** St Barbe, 2m01.35s, 64.37mph.

CLASSIC FORMULA FORD (9 LAPS) Overall

1, Bernard Baxter (Crossle 25F), 15m12.51s, 77.04mph; 2, Phillip Woolley (PRS RH01), 15m12.67s; 3, Stephen Hare (Van Diemen RF81), 9 laps; 4, Peter Chippindale (Royale RP26). **Class A 1**, Mick Morant (Hawke DL11), 15m23.70s, 76.11mph. **Fastest lap** Dave Lowe (Lotus 61), 1m40.06s, 78.07mph. **Class B 1**, Baxter. **Fastest lap** Woolley 1m39.30s, 78.67mph.

HISTORIC TOURING CAR CHAMPIONSHIP (10 LAPS)

Overall 1, Allen Lloyd (Jaguar Mk2 3.8), 19m03.21s, 68.33mph; 2, Laurence Bailey (Jaguar Mk1 3.8), 19m14.46s; 3, Leo Voyatzides (Jaguar Mk2 3.8), 10 laps; 4, Steve Updell (Lotus Cortina 1.6), 10. **Class A 1**, Lloyd. **Fastest lap** Lloyd, 1m51.33s, 70.16mph. **Class B 1**, Roddy Pratt (Triumph 2000 Mk1), 20m17.10s, 64.18mph. **Fastest lap** Pratt, 1m57.42s, 66.53mph. **Class E 1**, Mike Dowsett (Hillman Imp), 20m27.99s, 63.61mph. **Fastest lap** Dowsett, 2m00.95s, 64.58mph. **Class F 1**, Updell. **Fastest lap** Updell, 1m51.27s, 70.20mph.

URS PRE-'83 FF2000 (10 LAPS) Overall

1, Gareth Burnett (Van Diemen RF82), 15m50.74s, 82.16mph; 2, David Hutchinson (Van Diemen RF82), 15m51.04s; 3, Nicholas Pearce (Van Diemen RF82), 10 laps; 4, Steve Nichols (Van Diemen RF82), 10. **Class A 1**, Burnett. **Fastest lap** Hutchinson, 1m32.17s, 84.75mph. **Class B 1**, Simon Loynes (Lola T580), 17m08.69s, 75.94mph. **Fastest lap** Loynes 1m35.30s, 81.97mph.

POST HISTORIC TOURING CAR CHAMPIONSHIP (10 LAPS)

Overall 1, Allen Lloyd (Jaguar XJ12 5.3), 18m45.89s, 69.38mph; 2, Nigel Garrett (Triumph Dolomite Sprint 2.0), 18m48.53s; 3, Edward Bourn (Ford Escort RS2000 2.0), 10 laps; 4, Colin Potter (Ford Capri Mk1 3.0), 10. **Class A 1**, Lloyd. **Fastest lap** Lloyd, 1m49.68s, 71.22mph. **Class B 1**, Potter. **Fastest lap** Colin Stubbs (Ford Capri GT 3.1), 1m50.39s, 70.76mph. **Class C 1**, Garrett. **Fastest lap** Garrett, 1m50.27s, 70.84mph. **Class D 1**, David Nixon (Hillman Avenger GT 1.6), 19m14.74s, 67.65mph. **Fastest lap** Nixon, 1m52.75s, 69.28mph. **Class E 1**, Clive Tonge (Mini Clubman 1.4), 20m11.56s, 64.47mph. **Fastest lap** Tonge, 1m59.42s, 65.41mph.

CLASSIC FORMULA 3 (10 LAPS) Overall

1, Peter Harrington (Brabham BT40), 16m19.62s, 79.74mph; 2, Nick Crossley (Chevron B20), 16m35.05s; 3, Mike Bamby (Elden PRH 9), 10 laps; 4, Nigel Bigwood (Ensign LNF3), 10; 5, Bob Selix (March 713M), 9; 6, Martin Bunn (Ensign LNF3), 9. **Fastest lap** Harrington 1m35.24s, 82.02mph.

GROUP ONE TOURING CAR CHAMPIONSHIP (14 LAPS)

Overall 1, Steve Hirst (Ford Escort RS2000 2.0), 29m21.67s, 62.08mph; 2, David Thomas (Ford Capri Mk1 3.0), 29m21.91s; 3, Malcolm Best (Ford Capri 2.8), 14; 4, Edward Bourn (Ford Escort RS2000 2.0), 14. **Class A 1**, Allen Lloyd (Jaguar XJ12 5.3), 13 laps. **Fastest lap** Lloyd, 2m12.84s, 58.80mph. **Class B 1**, Thomas. **Fastest lap** Thomas 1m57.73s, 66.35mph. **Class C 1**, Hirst. **Fastest lap** Hirst, 2m00.02s, 65.08mph. **Class D 1**, Simon Dickinson (Toyota Corolla SR 1.6), 30m45.71s, 59.25mph. **Fastest lap** Dickinson, 2m03.36s, 63.32mph.



PEMBREY SEP 16/17

Restart adds up to Dudley win

Victory came in a restarted race for David Dudley when he took the combined Monoposto and Monokent event, the highlight of the 750MC meeting, on aggregate.

The Anson driver had quickly established an early lead while Dave Wood, Peter Dittman and Colin Stone vied for second. But Wood eventually brought out the red flags after a spin.

Dudley restarted at the back of the grid with his car reluctant to fire up. While he tried to make up lost ground, Stone did his best to fend off Dittman at the head of the field, but the Van Diemen driver finally got the upper hand on the penultimate lap.

Dittman's celebrations were short-lived, however, when the timekeeper announced that Dudley's drive through the field had given him the aggregate win.

While victory in Welsh Sports and Saloon car round went to the Sierra of Alvin Powell, Keith Butcher's second place allowed the Escort driver to narrow the championship lead of Martin Davies. Davies had led the race early on, but after the red flags waved he was hit by an electrical failure soon after the restart. There were wins for Westfield in

both the Kit Car and Supersports rounds, honours going to Mike Topp and Roy Mara respectively. Mara also took a second win in the closed wheel Libre event.

Four cars disputed the lead in the Hot Hatch round. Mistakes at Hatchets eliminated Steve Taylor and victory went to the Fiesta of Jason Jackson ahead of the XR3i of Stuart Collings. Mike McLoughlin claimed third in his Suzuki.

Jon Milicevic took a win in the Roadsports championship to keep his title fight with Kevin Ginger wide open.

Daron Bland had a pair of victories in the Formula 4 series. The first, courtesy of a spin into banking by leader Bob Davis which ended his weekend's racing, left Bland unchallenged in Sunday's round.

An eventful Formula Vee race saw Martin Eyre take victory when most of his rivals tried to eliminate each other from the proceedings.

Richard Gilmour and Mick Harris took unchallenged wins in Formula 1300 and F750 respectively, while the Welsh Open Libre title went to Eddie McLurg courtesy of a last lap spin by Ron Cummings.

■ Peter Hughes

Klaus heads it in classic drive

Without doubt the star of the Classic Cars Trophy day was Klaus Nesbach, driving a Morgan, who dominated both his races. The first victory came in the Morgan Motor Company Challenge, with Nesbach leading every lap to win by 17s from Matthew Wurr, who held off Peter Garland.

In the Sports Car race Nesbach finished ahead of a fine battle for Class A honours between the MGB V8s of Suzie Hart-Banks (the eventual winner), Tom Stewart and Peter Collis. Suzie's father Warwick Banks also scored a second place in the Moss Europe MG BCV8 race. But he could not stop Richard Finney, who won by 66s after 10 laps! In Class B Roy McCarthy's 2-litre roadster pipped Brian Lambert on the last lap to take third overall.

A gripping battle for the lead between George Page (340) and Allen Lloyd (Mk1) in the Jaguar XK Saloon Challenge was alas curtailed when the Mk2s of Derek Pearce and Roger Cope collided while fighting for third. The results were declared after four laps.

The dominant cars in the Standard and Modified Jaguar Challenge were the Lister-Jaguar of Eike Wellhausen and David Morrison's Jaguar D-Type. The early laps of the TR Register race were thrilling, with Colin Pendle's TR7 V8 fighting for the lead with Richard Wright, John Churchill (both TR6s), Philip Britten's TR4A and the TR5 of Joe Henderson. The Churchill/Wright tussle finally allowed Pendle to disappear into the distance.

The MG Metro Cup saw Dennis Robinson, Chris Hughes and Paul Ellis take the first three places in that order, while Malcolm Wiggins won Class B.

In the 46-lap Centurian Challenge, Michael Wright's race in his Caterham 7 went without a hitch. He only failed to lap Tim Seward in second place.

David Malsher

BRIDGESTONE JAGUAR XK SALOON CHALLENGE (4 LAPS) Overall 1, George Page (340 3.8), 7m52.53s, 66.12mph; 2, Allen Lloyd (Mk1 2.5), 7m53.51s; 3, Derek Pearce (Mk2 3.8), 4 laps; 4, Martin Sutherland (XJS 4.2), 4 laps. **Class A** 1, Page. **Fastest lap** Page, 1m55.87s, 67.42mph. **Class B** 1, Charlie Saunders (420 4.2), 9m06.39s, 57.18mph. **Fastest lap** Saunders, 2m13.15s, 58.67mph. **Class C** 1, Lloyd. **Fastest lap** Lloyd 1m55.16s, 67.83mph. **Class D** 1, Sutherland. **Fastest**

lap 1m58.18s, 66.10mph. **MOSS EUROPE MGBCV8 (10 LAPS)** Overall 1, Richard Finney (BGT V8 3.9), 16m51.94s, 77.19mph; 2, Warwick Banks (BGT V8 3.9), 17m57.71s; 3, Roy McCarthy (B Roadster 2.0), 10 laps; 4, Brian Lambert (B Roadster 2.0). **Class A** 1, Steve Mannings (CGT 2.9), 9 laps. **Fastest lap** Mannings, 1m58.07s, 66.16mph. **Class B** 1, McCarthy. **Fastest lap** McCarthy, 1m47.95s, 72.36mph. **Class D** 1, Finney. **Fastest lap** Finney 1m37.23s, 80.34mph.

STANDARD & MODIFIED JAGUAR CHALLENGE (10 LAPS) Overall 1, Eike Wellhausen (Lister 3.8), 17m39.78s, 73.71mph; 2, David Morrison (D-Type 3.8), 17m41.24s; 3, Allen Lloyd (E-Type 4.2), 10 laps; 4, Brian Talbot (D-Type 3.9), 10 laps. **Class A** 1, Andrew Ward (Mk2 3.8), 9 laps. **Fastest lap** Ward, 1m59.18s, 65.54mph. **Class B** 1, Derek Pearce (XJS 5.3), 18m58.88s, 68.59mph. **Fastest lap** Pearce, 1m51.37s, 70.14mph. **Class C** 1, Tony Lanfranchi (Mk1 3.8), 19m35.63s, 1m55.85s. **Fastest lap** Lanfranchi, 1m53.09s, 69.07mph. **Class D** 1, Lloyd. **Fastest lap** Lloyd, 1m46.98s, 73.02mph. **Class E** 1, Laurence Bailey (Mk1 3.8), 19m16.18s, 67.56mph. **Fastest lap** Bailey, 1m53.96s, 68.55mph. **Class G** 1, Wellhausen. **Fastest lap** Wellhausen, 1m43.98s, 75.12mph.

MORGAN MOTOR COMPANY CHALLENGE (10 LAPS) Overall 1, Klaus Nesbach (Plus 8 4.6), 16m50.54s, 77.30mph; 2, Matthew Wurr (Plus 8 4.5), 17m08.44s; 3, Peter Garland (Plus 8 4.4), 10 laps; 4, Matthias te Neues (Plus 8 3.9), 9 laps. **Class A** 1, Nesbach. **Fastest lap** Nesbach, 1m38.53s, 79.28mph. **Class B** 1, Chris Phillips (Plus 8 3.5), 9 laps. **Fastest lap** Phillips, 1m51.02s, 70.36mph. **Class D** 1, Te Neues. **Fastest lap** Te Neues, 1m50.73s, 70.54mph. **Class E** 1, Jack Bellinger (Plus 8 3.5), 9 laps. **Fastest lap** Bellinger, 1m55.27s, 67.77mph.

TR REGISTER (10 LAPS) Overall 1, Colin Pendle (TR7 V8 3.9), 18m00.33s, 72.31mph; 2, John Churchill (TR6 2.5), 18m19.77s; 3, Richard Wright (TR6 2.5), 10 laps; 4, Philip Britten (TR4A 2.2), 10 laps. **Class A** 1, Churchill. **Fastest lap** Churchill, 1m45.40s, 74.11mph. **Class F** 1, Pendle. **Fastest lap** Pendle, 1m45.57s, 73.99mph.

SPORTSCAR RACE (10 LAPS) Overall 1, Klaus Nesbach (Morgan Plus 8 4.6), 17m03.79s, 76.30mph; 2, Suzie Hart-Banks (MGB Roadster V8 3.9), 17m23.64s; 3, Tom Stewart (MGB GT V8 3.9), 10 laps; 4, Peter Collis (MGB GT V8 3.9), 10 laps. **Class A** 1, Stewart. **Fastest lap** Stewart, 1m41.49s, 76.97mph. **Class B** 1, Allen Lloyd (Jaguar E-Type 4.2), 18m31.12s, 70.30mph. **Class C** 1, Nesbach. **Fastest lap** Nesbach, 1m38.71s, 79.14mph. **Class D** 1, Brian Talbot (Jaguar D-Type), 18m42.81s, 69.57mph. **Fastest lap** Talbot, 1m50.17s, 70.90mph.

DRAYTON MANOR PARK MG METRO CUP (9 LAPS) Overall 1, Dennis Robinson (1.3 Turbo), 17m23.06s, 67.40mph; 2, Chris Hughes (1.3 Turbo), 17m26.91s; 3, Paul Ellis (1.3 Turbo), 9 laps; 4, Malcolm Wiggins (1.3), 10 laps. **Class A** 1, Jonathan Agar (1.3), 9 laps. **Fastest lap** Alison Grooms (1.3), 2m04.29s, 62.85mph. **Class B** 1, Wiggins. **Fastest lap** Trevor Grooms (1.3), 1m55.24s, 67.78mph. **Class C** 1, Robinson. **Fastest lap** 1m53.68s, 68.71mph.

CENTURIAN CHALLENGE (46 LAPS) Overall 1, Michael Wright (Caterham 7 2.0), 1h19m08.78s, 75.67mph; 2, Tim Seward (Caterham 7 2.0), 1h20m49.57s; 3, John Taylor (Caterham 7 2.0), 45 laps; 4, Allen Lloyd (Jaguar E-Type 4.2), 45 laps. **Class A** 1, Wright. **Fastest lap** 1m37.70s, 79.95mph. **Class B** 1, Ludovic Bois (Triumph TR38 2.0), 39 laps. **Fastest lap** Stephen Chitty (Sylvia Furi 2.0), 1m43.36s, 75.58mph. **Class C** 1, John Churchill (Triumph TR6 2.5), 40 laps. **Fastest lap** Churchill, 1m50.51s, 70.69s. **Class D** 1, Lloyd. **Fastest lap** Lloyd, 1m44.56s, 74.71mph. **Class E** 1, Nick Payne/Paul Murray (Jaguar XJS 5.3), 35 laps. **Fastest lap** 2m01.52s, 64.28mph.



Alan Hicks (23) and Adrian Beswick (36) head the chase of Daron Bland in the Formula 4 race. Photo: Ian Hayward

P+P SUPPLIES WELSH SPORTS AND SALOONS CHAMPIONSHIP (15 LAPS) 1, Alvin Powell (Ford Sierra Cosworth), 16m45.40s, 78.20mph; 2, Keith Butcher (Ford Escort Cosworth), 16m50.30s; 3, Roger Dowden (Darrin T90), 15 laps; 4, Granville Williams (Darrin), 15 laps. **Class A** 1, Powell. **Fastest lap** Martin Davies (Sierra Sapphire Cosworth), 1m04.6s, 81.14mph. **Class B** 1, Mike Schmidt (BMW 320i), 18m24.00s, 71.22mph. **Fastest lap** Schmidt, 1m11.1s, 73.72mph. **Class C** 1, Williams, 73.15mph. **Fastest lap** Williams, 1m08.0s, 77.08mph. **Class D** 1, Dowden, 74.23mph. **Fastest lap** Peter Dark (Darrin), 1m04.2s, 81.64mph.

KIT CAR CHAMPIONSHIP (15 LAPS) 1, Mike Topp (Westfield SE), 17m08.2s, 76.47mph; 2, Andrew Owen (Sylvia Phoenix), 17m18.9s; 3, David Allen (Sylvia Phoenix), 15 laps; 4, Allen Lloyd (Westfield SE), 15 laps. **Class A** 1, Lloyd, 17m54.1s, 73.20mph. **Fastest lap** Paul Barker (Dutton Phoenix), 1m08.0s, 77.08mph. **Class B** 1, Topp. **Fastest lap** Topp, 1m06.4s, 78.94mph. **Class C** Ken Culverwell (Westfield 11), 14 laps, 70.70mph. **Fastest lap** Culverwell, 1m12.5s, 72.30mph.

MARSHAL TYRES/FAST CAR HOT HATCH CHAMPIONSHIP (15 LAPS) 1, Jason Jackson (Fiesta XR2), 18m17.2s, 71.66mph; 2, Stuart Cooling (Escort XR3i), 18m18.1s; 3, Mike McLoughlin (Suzuki Swift GTi), 15 laps; 4, David Garthwaite (VW Golf GTi), 15 laps. **Class A** 1, No Finishers. **Fastest lap** Ian Smith (Citroen AX GT), 1m16.2s, 68.79mph. **Class B** 1, Jackson. **Fastest lap** Cooling, 1m11.6s, 73.21mph. **record.**

NEWWEYS JEWELLERS SUPERSPORTS CHAMPIONSHIP (15 LAPS) 1, Roy Mara (Westfield SE), 16m33.7s, 79.12mph; 2, Steve Newey (Westfield SE), 17m13.3s; 3, Tony Butler (Caterham 7), 15 laps; 4, Geoffrey Parkinson (McClaren M1C Replica), 15 laps. **Class A** 1, Newey, 76.09mph. **Fastest lap** Newey, 1m06.2s, 79.18mph. **Class B** 1, Trevor Phillips (Sylvia Striker), 16m46.0s, 72.94mph. **Fastest lap** Peter Wilks (Juno Stealth), 1m09.7s, 75.20mph. **Class C** 1, Mara. **Fastest lap** Mara, 1m05.0s, 80.64mph. **Class D** No finishers. **Fastest lap** Jonathan White (Sylvia Striker), 1m08.4s, 76.38mph. **Class E** 1, Butler, 17m20.9s, 75.53mph. **Fastest lap** Keith McKenzie (Caterham), 1m05.8s, 79.66mph.

RADICAL ROADSPORTS CHAMPIONSHIP (15 LAPS) 1, Jon Milicevic (Caterham Supersprint), 16m08.6s, 81.17mph; 2, John Schneider (Caterham Super 7), 16m11.5s; 3, Martin Stewart (Caterham 7), 15 laps; 4, Mark Turner (Caterham HPC), 15 laps. **Class A** 1, Paul Lucas (Triumph Spitfire), 16m55.1s, 72.29mph. **Fastest lap** Kevin Ginger (Triumph Spitfire), 1m09.6s, 75.31mph. **Class B** 1, Russell Munn (Triumph TR7 Sprint), 16m50.8s, 67.41mph. **Fastest lap** Munn, 1m12.2s, 72.60mph. **Class E** 1, Keith McKenzie (Caterham), 16m49.1s, 72.72s. **Fastest lap** McKenzie, 1m07.5s, 75.20mph. **Class F** 1, Milicevic, 1m03.4s, 82.68mph. **record.**

YOKOHAMA TYRES FORMULA 4 CHAMPIONSHIP (12 LAPS) 1, Daron Bland (Reynard SF79), 12m13.2s, 85.79mph; 2, Alan Hicks (Delta T79 TAD), 12m14.0s; 3, Adrian Beswick (Van Diemen RF87),

12 laps; 4, Mike Lamplough (Van Diemen RF82), 12 laps. **Class A** 1, Beswick, 12m24.8s, 84.45mph. **Fastest lap** Bob Davis (Davis T6D), 0m59.8s, 87.65mph. **Class B** 1, Bland. **Fastest lap** Bland, 0m59.8s, 87.65mph.

CLOSED WHEEL LIBRE CHAMPIONSHIP (15 LAPS) 1, Roy Mara (Westfield SE), 16m33.8s, 79.11mph; 2, Mike Turnbull (Caterham Super 7), 16m47.8s; 3, Mark Turner (Caterham HPC), 15 laps; 4, Paul Gascoyne (Caterham Super 7), 15 laps; 5, Ian Robinson (Caterham 7), 15 laps; 6, Tim Foxon (Ford Escort XR3i), 14 laps. **Fastest lap** Mara, 1m04.7s, 81.01mph.

750MC FORMULA VEE CHAMPIONSHIP (15 LAPS) 1, Martin Eyre (Scarab Mk2), 16m27.7s, 79.60mph; 2, Andy Nickless (Hawke DL5), 16m31.9s; 3, Alan Shaw (Spyder Special), 15 laps; 4, Dave Jordan (Sheane Mk2 T91), 15 laps; 5, Simon Robinson (GB), 15 laps; 6, Jon Randall (Kaimann), 15 laps. **Fastest lap** Simon Hutchinson (Scarab Mk2), 1m04.0s, 81.90mph.

BRIAN MEE & ASSOCIATES MONOKENT CHAMPIONSHIP (14 LAPS) 1, David Dudley (Anson SA4), 13m54.90s, 87.89mph; 2, Peter Dittmann (Van Diemen RF88), 13m56.7s; 3, Colin Stone (Reynard SF86), 14 laps; 4, Charles Jaffray (Vauxhall Lotus), 14 laps. **Monoposto Class** 1, Dudley. **Fastest lap** Dudley, 56.8s, 92.28mph. **Monokent Class** 1, Jonathan Newman (Lola T64E), 15m01.20s, 81.43mph. **Fastest lap** Newman, Peter Cocks (Van Diemen RF88), Richard Ellison (Royale RP26), 1m02.0s, 84.54mph.

YOKOHAMA FORMULA 4 CHAMPIONSHIP (12 LAPS) 1, Daron Bland (Reynard SF79), 12m04.7s, 86.79mph; 2, Alan Hicks (Delta T79 TAD), 12m08.9s; 3, Mike Lamplough (Van Diemen RF82), 12 laps; 4, Stuart Tilley (Royale RP30), 12 laps. **Class A** 1, Barry Ward (Delta BW92), 12m18.1s, 85.22mph. **Fastest lap** John Moore (Ethyl Jay), 59.9s, 87.51mph. **Class B** 1, Bland. **Fastest lap** Bland, 59.3s, 88.39mph. **record.**

750MC FORMULA 1300 CHAMPIONSHIP (15 LAPS) 1, Richard Gilmour (Mallock), 15m32.0s, 84.36mph; 2, Kevin Spencer (Mallock Mk21/24), 15m47.5s; 3, Colin Turner (Royale RP37), 15 laps; 4, Colin Cox (Batten 2), 15 laps. **Class A** 1, Gilmour. **Fastest lap** Gilmour, 1m01.0s, 85.93mph. **Class B** 1, Jonathan Loader (Tiga SC84), 16m25.7s, 79.76mph. **Fastest lap** Loader, 1m03.9s, 82.03mph. **Class C** 1, Mark Hobbs (Van Diemen), 13 laps, 72.51mph. **Fastest lap** Hobbs, 1m10.7s, 74.14mph.

WESPREY CASTINGS 750 FORMULA CHAMPIONSHIP (15 LAPS) 1, Mick Harris (Darvi 877), 16m38.5s, 78.74mph; 2, Jon Harvey (Darvi 92/J), 17m22.3s; 3, Anthony Raine (Centaur), 15 laps; 4, Alan Collard (Hague 80), 14 laps; 5, Dave Burton (Darvi Mk5B), 14 laps; 6, John Davies (750 Formula), 13 laps. **Fastest lap** Harris, 1m04.9s, 80.76mph.

WELSH OPEN LIBRE CHAMPIONSHIP (15 LAPS) 1, Eddie McLurg (March 822), 14m07.0s, 92.83mph; 2, Ron Cumming (March 832), 14m13.2s; 3, Keith McLurg (Minardi M283), 15 laps; 4, Steve Jewell (Chevron B48), 15 laps; 5, Charles Jaffray (Vauxhall Lotus), 15 laps; 6, Keith Linforth (Anson SA4), 14 laps. **Fastest lap** Eddie McLurg, 54.1s, 96.89mph.



Nesbach (right) has the jump on the field at the start of the Sportscar race. Photo: Walker

DOUNE SEP17

10 out of 10 for effort

The first sub-38 second climb of the exalted Carse Hill proved why Andy Priaulx is RAC British Hillclimb champion. Annihilating his own course record to post his 10th victory of a devastating campaign with the Bank of Bermuda Pilbeam-DFL, he banked the first perfect 100 point total since Roy Lane's, 20 years ago.

Priaulx threw caution to the wind in a stupendous seasonal finale. Visibly quickest everywhere — if closely matched by the inspired George Ritchie in the lower reaches — Andy's seventh outright record, 0.61s inside his June standard, was breathtaking in its quality. There were gasps of awe as the clock settled on 37.99s, first time up. 'I'd always feathered the throttle for Oak Tree,' beamed Andy. 'This time I held it flat. It was a great feeling.' Christian Mineeff, spectating at Garden Gate, said he was too modest: 'The car stepped enormously sideways, but Andy did not lift for one instant. It was magic.'

Graham Priaulx, not to be outshone by his wunderkind, pushed him harder than ever all weekend. Already in the 38s for the first time, he rocketed up to Junction on his last shot, scaled East Brae with a whoomph and 'had the tail dancing' past the ton in the Esses for a marvellous 38.37s, under the old record. 'He was balls out,' said Andy, 'and I thought the pressure was finished...'

'Braveheart' Ritchie, right on the edge, worked his Judd-powered MP58 down to the low 39s for a fine third, ahead of outgoing champ David Grace. 'That was fraught. I lost time at Junction but don't know where I could find a second and a quarter,' said the popular Scot.

Safe in second for the year, Grace's motivation was tempered. David clonked the barriers on his opening class run, and only made the cut at his last attempt.

Two-litre king Roger Moran had a couple of shocks in the Run-Off of the year. Having seen Justin Fletcher better not only his Q-time but also Kenny Allen's 40.56s record first time up, Moran — his tyres molten after eight shrill burn-outs — responded with a mighty psychological barrier-busting 39.97s. Yet he still lost out!

After a clock problem saw him recalled, Tom Brown pulled out an amazing decider in the Gould Ralt which sunk the Pilbeam by 0.01s. 'That made my backside pinch up a little,' said Brown. Moran went for it on his last go, but a big slide over the top of East Brae cost him any chance. 'I didn't slow though! Tom

did a great job, and I'm pleased for him,' said Roger, who rushed over to Brown with a bottle of wine. 'He'll remember that run always!'

A subdued Roy Lane scraped past his weekend's best (a practice run) to finish seventh, with Patrick Wood and Tim Mason within 0.06s. Bill Bristow cut a superb 40.45s for 10th, a grassy moment out of Junction precluding further gains.

Fletcher, who had a lurid spin into the meadow on his last run and Richard Brown were unlucky to go home empty-handed in Doune's fastest ever Run-Off.

In a day of superlative drives, the heroic Graeme Wight Jr finally consigned David Grace's nine-year-old Clubmans record to the scrapheap with his Vision, which appeared to be flat from the start to Junction! 'David came over and skelped me on the side of the head,' grinned Wight. 'He said it was about time... I'm really chuffed.'

Grace's name was also erased from the big Racing Car record by Priaulx A, while Midland champion 'Sparky' Stevens hijacked Mark Britt's 1300cc Sports Libre mark with the OMS, which confirmed him as Leaders series runner-up.

Alex Graham was thrilled to scorch up 0.9s inside his personal best for the over 1600cc honours, his 41.97s just 0.3s shy of Rob Fradley's Pilbeam-Hart record.

Alex Tyson sprang from behind to depose 1100cc newcomer Dave Bancroft and Mark Lawrence, and get within 0.08s of Phil Jefferies's Norton mark. Geoff Harkness (Ray) was the FF1600 victor, after a half-time tie with Robert Anderson.

Kenny Allen plunged Martin Pieraccini's Reynard-BDA off course at East Brae in final practice (when it belly-flopped on landing!), but stormed back to win the 1600cc class, suppressing Graeme Wight's Pilbeam-BDA by 0.1s.

Among the ModProd cars, Harry Simpson missed his 1400cc record



by 0.09s, chased by the spectacular Stewart Robb, whose ex-Bill Wood MG Midget expired with a cracked rotor arm in the morning.

'Southern Softies' Tony Lambert, Mark Waldron and Mark Spencer led a tyre-frying rout in the big class. Spencer bent a front strut on his Ford Escort Cosworth on the Esses kerbs, but fixed it for the 450-mile return drive to Hampshire.

As ever, there was some brilliant driving in the Scottish classes, none better than that of George Forrest who saw Scott Brownlee (Ford Fiesta) bag his 1400cc Modified Saloon record, then grabbed it back with a committed run in his Mini which pierced the 53s barrier for the first time.

ONE TO WATCH

READY FOR THE BIG STEP

Having won his second successive RACMSA British Leaders Hillclimb Championship with a maximum score, former rally driver Roger Moran is keen to graduate to the premier class next season — with a V8 engine and double the horsepower.

'I have two offers,' says the Leominster motorhome dealer, a late convert to the sport. **Roger Moran**



Moran's talent was evident when he started hillclimbing in a Delta, and his prodigious speed and consistency grew with the acquisition of a Pilbeam MP62, fitted initially with a unique 1600cc Swindon Vauxhall engine.

Having wrapped up the 1994 Leaders title with it, Roger struck a deal to contest the 2-litre class with a very special 299bhp 'BTCC evolution' version this year. 'It's been incredible,' he says. 'Gary Dunn and the guys at Swindon have done a brilliant job for me.'

Following tradition at Doune, there was much car-swapping on the return runs, and Moran tried three V8-engined Pilbeam MP58s. They certainly whetted his appetite. 'I've got to go for it!'



Harry Simpson opposite locks his Davrian over East Brae en route to a class win

KIRKISTOWN SEP 16



British champion Andy Priaux cut the first ever 37s time at Doune to win his 10th round of the year. All photos: Marcus Pye

John Endacott shot down Brian Beverley's 1989 1500cc Road Sports record. Olly Ross was under the big class record on Saturday, but buckled both front wheels in final practice. After a three-hour return dash to Helensburgh for replacements, but John Bruce had the upper hand and lowered his target by a whopping 0.36s.

■ Marcus Pye

RAC BRITISH HILLCLIMB CHAMPIONSHIP, ROUND 16; **RACMSA BRITISH HILLCLIMB LEADERS CHAMPIONSHIP, ROUND 13. BTD** Andy Priaux (4.0 Pilbeam-Cosworth/NM DFL MP58-4), 37.99s **outright hill record. Top 12 Run-Off 1**, Priaux, 37.99s; 2, Graham Priaux (4.0 Pilbeam-Cosworth/NM DFL MP58-4), 38.37s; 3, George Ritchie (3.5 Pilbeam-Judd/Merlin EV MP58-1), 39.28s; 4, David Grace (3.5 Pilbeam-Hart/DFR MP58-5), 39.39s; 5, Tom Brown (2.0 Gould Ralt-Hart RT37), 39.96s; 6, Roger Moran (2.0 Pilbeam-Vauxhall/Swindon MP62-4), 39.97s; 7, Roy Lane (4.0 Pilbeam-Judd MP58-9), 40.20s; 8, Patrick Wood (3.5 Pilbeam-

Cosworth/L&P DFZ/R MP58-4), 40.21s; 9, Tim Mason (3.5 Pilbeam-Judd/Connaught CV MP50M), 40.26s; 10, Bill Bristow (2.5 Ralt-Hart/Beattie RT36), 40.45s; 11, Justin Fletcher (2.0 Pilbeam-Vauxhall/Swindon MP62-10), 40.53s; 12, Richard Brown (2.0 Gould Ralt-Hart RT37), 40.87s. **Class winners Harry Simpson (1.1 Davrian-Imp Mk8), 47.39s; Graham Smith (2.0 Talbot Sunbeam), 52.55s; Tony Lambert (3.0t Ferrari 308GT4), 46.17s; Graeme Wight Jr (1.7 Vision-Ford/Agra V85), 42.12s record;** Rob Stevens (1.3 OMS-Suzuki SC1/3), 44.51s **record;** Dave Robertson (1.6 Maguire Mini), 51.35s; Alex Graham (1.6 Mallock-BDA/Agra Mk20), 41.97s; Alex Tyson (1.1 Royale-Kawasaki ART 921), 43.49s; Kenny Allen (1.6 Reynard-BDA/Beattie 873H), 42.02s; Moran, 40.97s; Andy Priaux, 38.82s **record;** Paul Gowan (1.4 Vauxhall Nova), 54.19s; John Endacott (1.4 Westfield SE), 51.55s **record;** George Forrest (1.4 Morris Cooper S), 52.85s **record;** David Paterson (1.6 Ford Fiesta), 51.35s; Forsythe Oag (2.0 Ford Escort), 50.76s; John Bruce (2.0 Westfield SE), 48.21s **record;** Gordon McIntyre (2.3 Vauxhall Chevette), 51.42s; Graeme Bremner (2.0t Ford Sierra RS Cosworth), 49.95s; Alan Biggar (2.0 Morgan +4), 57.95s. **RAC British Hillclimb Championship final positions 1**, Andy Priaux, 100pts; 2, Grace, 88; 3, Lane, 76; 4, Graham Priaux, 76pts; 5, Mark Colton, 72; 6, Wood, 44; 7, Moran, 42; 8, Ritchie, 29; 9, Simon Durling, 29; 10, Peter Harper, 26; etc. **RACMSA Leaders Championship, final positions 1**, Moran, 72; 2, Stevens, 63; 3, Mark Coley, 61; 4, Mark Waldron, 59; 5, Roger Thomas, 59; 6, Tony Lambert, 58.



John Bruce smashed the Scottish Roadsports record with his 2-litre Westfield SE



Chris Paul defended his lead sternly from Tim Mullen to win the Formula Ford race

Paul keeps all angles covered

The final round of the Northern Ireland Formula Ford Championship promised plenty. After five hard-fought rounds and some behind-the-scenes wrangling, five drivers arrived at Kirkistown last Saturday with a chance of taking the title. It looked like a recipe for first-lap mayhem.

But it never happened. Even though after the pack departed Henry O'Friel's Van Diemen was left in mid-grid facing the wrong way, the rest completed the first lap without incident, and at the end of lap one Tim Mullen (RF92) led from poleman Chris Paul (RF92) with George McAlpin (RF90/91) in very close attendance.

Three laps later Paul sneaked into the lead at the hairpin, setting the scene for the rest of the race. Mullen tried everything for the next 11 laps, pulling alongside time after time, but Paul had all the angles covered and romped home to take the race and the title. McAlpin could not quite match the leaders' pace but was comfortable in third ahead of the Van Diemens of Alan Ring and Raymond Knox and the Reynard of Tommy Reid.

It was even closer in the poorly supported Formula Vee race, where Stephen and David Pyper circled side by side for much of the 12-lap distance, eventually crossing the line in their Scarabs just 0.04s apart.

Roy Porter clinched the Roadsports Championship in the AEL Westfield, finishing ahead of David Apsley's Sylva Phoenix. Robin Patterson wrestled his TWR-lookalike Jaguar XJS into third spot ahead of Keiron Smyth's Ginetta G27.

The Woodside family were well represented on the Libre grid, with 17-year-old Robert Jr starting from pole in his Formula Vauxhall and vanishing into the distance. Father Ian led the chase initially in his Crossle-GM Sports/racer before being overwhelmed by the GM-powered Delta T81 of Ronnie Maybin.

Irwin Thompson took the Metro encounter fairly comfortably, although Jim Larkham closed once he moved clear of a pack comprising the Smyth brothers, Alan Soutar, Wilfie Ryans and Mark Leatham. Leatham eventually finished third, while Ryans and Roy Smyth dropped back after a last lap shoving match.

Tommy Reid's Reynard FF84 took victory among the Pre-'85 FF1600s from Raymond Pyper's similar car. Pyper slowed on the final lap and was almost caught on the line by the hard-charging Stan Chambers in his ex-Eddie Irvine Crossle 32F.

■ Richard Young

FORMULA VEE (12 LAPS) 1, Stephen Pyper (Scarab RSS11), 13m50.84s, 78.63mph; 2, David Pyper (Scarab RSS11), 13m50.68s; 3, Alan Elliott (Scarab RSS11), 12 laps; 4, Scott Elliott (Sheane FV90), 12; 5, Norman Dixon (Scarab RSS11), 12. **Fastest lap** Stephen Pyper, 1m08.01s, 80.03mph.

ROADSPORTS (12 LAPS) 1, Roy Porter (2.0 Westfield SE7), 13m19.43s, 81.70mph; 2, David Apsley (1.7 Sylva Phoenix BDA), 13m21.52s; 3, Robin Patterson (5.3 Jaguar XJS), 12 laps; 4, Keiron Smyth (Ginetta G27), 12; 5, Leo Nulty (2.0 Opel Astra GSI), 11; 6, Tosh Townsend (1.6 Sylva Fury), 11. **Fastest lap** Apsley 1m04.82s, 83.96mph.

NORTHERN IRELAND FORMULA FORD CHAMPIONSHIP (15 LAPS) 1, Chris Paul (Van Diemen RF92), 15m53.26s, 85.64mph; 2, Tim Mullen (Van Diemen RF92), 15m54.05s; 3, George McAlpin (Van Diemen RF90/91), 15 laps; 4, Alan Ring (Van Diemen RF92), 15; 5, Raymond Knox (Van Diemen RF92), 15; 6, Tommy Reid (Reynard FF91), 15. **Fastest lap** Mullen, 1m02.46s, 87.14mph. **Class B 1**, Graham Moore (Mondiale M88S), 16m32.26s, 82.28mph; 2, Robert Woodside Jr (Crossle 42S), 12 laps; 3, Laurence Martin (Crossle 25F), 15 laps; 4, Geoff McConville (Crossle 40F), 15; 5, Peter Thompson (Mondiale M88S), 14; 6, James Hagan (Crossle 32F), 14. **Fastest lap** Moore 1m04.68s, 84.15mph.

FORMULA LIBRE (12 LAPS) 1, Robert Woodside Jr (2.0 Formula Vauxhall), 11m51.68s, 91.77mph; 2, Ronnie Maybin (2.0 Delta-GM T81), 12m21.62s; 3, Ian Woodside (2.0 Crossle GM 42S), 12 laps; 4, Robert Woodside Sr (2.0 Reynard Ford SF89), 12; 5, Hugh Webb (2.0 Crossle Ford 37S), 12; 6, Paul Conn (2.0 Crossle Ford 47S), 10. **Fastest lap** Robert Woodside Jr, 58.28s, 93.39mph.

KIRKISTOWN METROS (12 LAPS) 1, Irwin Thompson, 18m01.75s, 60.37mph; 2, Jim Larkham, 18m04.80s; 3, Mark Leatham, 12 laps; 4, Keiron Smyth, 12; 5, Alan Soutar, 12; 6, Wilfie Ryans, 12. **Fastest lap** Thompson, 1m28.74s, 61.33mph.

PRE-'85 FF1600 (15 LAPS) 1, Tommy Reid (Reynard FF84), 16m22.69s, 83.08mph; 2, Raymond Pyper (Reynard FF84), 16m32.21s; 3, Stanley Chambers (Crossle 32F), 15 laps; 4, Laurence Martin (Crossle 25F), 15; 5, Lawrence Knox (Crossle 40F), 15; 6, Lowry Scarlett (Crossle 32F), 15. **Fastest lap** Martin, 1m04.47s, 84.42mph.

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Scan & David Gould congratulate,

■ Andy Priaulx, in the Bank of Bermuda/Guyson Pilbeam MP58 for the first hillclimb championship won with a maximum score for twenty years.

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THRUXTON SEP 17

Hollamby nips through to win

Shaun Hollamby took his chance to snatch a last-gasp victory in the Big Boys Toys VW Beetle Cup, the first race on Thruxton's Festival of Motorsport bill. A superb race with constant lead changes was settled at the last corner when leader John Aitkenhead overshot, allowing Hollamby to dive inside him. Chris Ryan also raced by to the line.

Chris Stoney led home with his Anderson in the RACMSA Intercontinental E Karts Pre-Final. Steven Webb pipped Malcolm Crowe to take second on the grid for the final.

The Harlow Group Renault 5 Turbo race featured another superb dice for the lead, between Steve Alderton and Kevin Templeman. Alderton just held on to take the win despite a mistake at the chicane on the last lap, Templeman getting alongside on the run to the line.

The Kart final looked to be going to Chris Stoney, but once Steven Webb got past the fast-starting John Denton, he reeled in the leader. Diving past Stoney on the brakes to the chicane, Webb opened up a small gap to the flag.

Paul Jurd

BIG BOYS TOYS VOLKSWAGON BEETLE CUP (10 Laps) 1, Shaun Hollamby, 17m48.19s, 79.40mph; 2, Chris Ryan, 17m50.13s; 3, John Aitkenhead, 17m50.83s; 4, Mark Thompson, 17m56.99s; 5, Mark Saines, 17m59.51s; 6, Gary Kinchin, 18m01.76s. **Fastest Lap** Hollamby, 1m45.06s, 80.73mph record.

RACMSA 250cc INTERCONTINENTAL KARTS PRE-FINAL (6 Laps) Overall and Class A 1, Chris Stoney (Anderson/CSR Rotax), 8m11.23s, 103.59mph; 2, Steven Webb (PVP/ET Rotax), 8m12.64s; 3, Malcolm Crowe (Anderson/CSR Rotax), 6 laps; 4, Andy Bundy (Anderson/CDPT Rotax), 6. **Fastest Lap** Bundy, 1m19.11s, 107.21mph record. **Class B** Gary Long (Lazer/KTM), 8m46.08s, 96.73mph. **Fastest Lap** Tony Lewis (Zip/PPF Yamaha), 1m27.22, 97.24mph.

HARLOW GROUP RENAULT 5GT TURBO (10 Laps) 1, Steve Alderton, 15m52.83s, 89.01mph; 2, Kevin Templeman, 15m52.89s; 3, Johnny Mac, 10 laps; 4, Bob Smith, 10; 5, Tony Hart, 10; 6, Neal Gordon, 10. **Fastest Lap** Templeman, 1m33.67s, 90.54mph.

RACMSA 250cc INTERCONTINENTAL E KARTS FINAL (6 Laps) Overall and Class A 1, Steven Webb (PVP/ET Rotax), 8m09.29s, 104.00mph; 2, Chris Stoney (Anderson/CSR Rotax), 8m09.86s; 3, John Denton (PVP/CSR Rotax), 6 laps; 4, Simon Bolton (Anderson/Rotax), 6. **Fastest Lap** Stoney, 1m20.08s, 105.91mph. **Class B** Gary Long (Lazer/KTM), 8m45.22s, 96.89mph. **Fastest Lap** Peter Tillson-Hawke (F1/Honda),



John Haffey survived this second heat crash and went on to win the superfinal. Photo: Tim Whittington

Carnegie's in luck

CROFT SEP 17

John Haffey survived a second-heat crash into the tyre wall before taking the BRC Superfinal event. But there was further drama in the Superfinal when the engine of Denis Biggerstaff's 6R4 blew up, allowing Dermot Carnegie to chase Haffey home to come second and retain his title in what he admitted were 'lucky' circumstances.

The class finals had little effect on the championship results. When Tony Bardy transferred to

the Showroom 1400 class, Richard Watts was confirmed as the new Showroom champion but still put in a big effort to win the class final from Tony Bell's Toyota and 'Mad Mark' Watson.

Bardy admitted a new respect for those driving the 1400 cars after his first taste of the class, but he produced a typically gritty performance to take the victory. Elliott Dalkin led the first four laps of the 'A' Final before Bardy eased ahead on the last lap. Mark Proctor took second place after a clash of sides that saw Dalkin off. New champion Cecil Haffey climbed to third place.

Barry Squibb qualified on pole for the Supercar 'A' Final, but was sidelined by a broken propshaft and it was Biggerstaff, pushed by Haffey all the way, who led the field home. Carnegie took third and young Ian Rowland fourth.

Mike Mantel was the Modified champion merely by qualifying for the final, where he chased hard after Kevin Pease and Roger Newbould but lost three places with a fourth lap spin.

Dave Ward let Andy Walker have the Modified 1600 race win to ensure a safe second place. With Jack Shields making little progress at the back of the field, this was

enough for Ward to gain the longed for class title.

The Superfinal was perfectly poised: whoever was first home between Biggerstaff and Carnegie would be the champion. Biggerstaff had a good start, but exiting the Old Chicane there was a huge cloud of smoke from the 6R4, which slowed suddenly. Haffey took up the running from Carnegie with Ian Rowland third.

Tim Whittington

RAC BRITISH RALLYCROSS CHAMPIONSHIP, ROUND TEN (FINALS) (ALL 5 LAPS): Supercar 1, Denis Biggerstaff (MG Metro 6R4), 3m44.40s; 2, John Haffey (Ford Escort RS Cosworth), 3m45.07s; 3, Dermot Carnegie (MG Metro 6R4), 3m50.38s; 4, Ian Rowland (MG Metro 6R4), 3m55.70s; 5, John Moloney (MG Metro 6R4), 3m56.97s; 6, Steve Mundy (Ford Fiesta 4x4 Turbo), 4m05.69s. **Showroom** 1, Richard Watts (Ford Escort RS Cosworth), 3m58.08s; 2, Tony Bell (Toyota Celica 4WD Turbo), 4m08.15s; 3, 'Mad Mark' Watson (Ford Escort RS Cosworth), 4m08.37s; 4, Rob Coates (Nissan Sunny GTi-R), 4m21.98s. No other starters. **Showroom 1400** 1, Tony Bardy (Suzuki Swift 1300), 4m29.54s; 2, Mark Proctor (Rover Metro GTi), 4m31.95s; 3, Cecil Haffey (Suzuki Swift 1300), 4m37.74s; 4, Martin Farrar (Rover Metro GTi), 4m38.13s; 5, Elliott Dalkin (Citroen AX Sport), 4 laps; 6, Darren Wilcox (Peugeot 106 Rallye), 4. **Modified** 1, Kevin Pease (Renault RS/Ford 16v), 3m58.57s; 2, Roger Newbould (Renault RS/Ford 16v), 3m59.24s; 3, John Sampson (Triumph TR8), 4m05.24s; 4, Neil Paylor (Ford Fiesta rwd 16v), 4m06.24s; 5, Andrew Winch (Ford Fiesta rwd 16v), 4m08.09s; 6, Mike Mantel (Ford Escort 5 rwd 16v), 4m09.00s. **Modified 1600** 1, Andy Walker (Peugeot 205), 4m01.33s; 2, Dave Ward (MG Metro), 4m06.78s; 3, Graham Claxton (Vauxhall Nova), 4m09.93s; 4, Barry Rogers (Mini), 4m10.85s; 5, Darren Taylor (Vauxhall Nova), 4m15.48s; 6, Paul Hebdon (Mini), 4m16.03s. **Superfinal** 1, Haffey, 3m04.32s; 2, Carnegie, 3m05.08s; 3, Rowland, 3m06.60s; 4, Watts, 3m59.69s; 5, Newbould, 4m01.77s; 6, Pease, 4m03.01s. **Final Championship positions Supercar** 1, Biggerstaff 134; 2, Haffey 121; 3, Carnegie 115. **Showroom** 1, Watts 137; 2, Bell 111; 3, Bardy 105. **Showroom 1400** 1, Haffey 132; 2, Proctor 117; 3, Dalkin 97. **Modified** 1, Mantel 122; 2, Richardson 97; 3, Claxton 94. **Modified 1600** 1, Ward 122; 2, Shields 117; 3, Walker 110. **Overall** 1, Carnegie 123; 2, Biggerstaff 114; 3, Haffey 109.



Shaun Hollamby made a victorious return to the cockpit. Photo: Robin Howarth

THE REGISTER'S OPTION

FORMULA 3 SPEEDS OR SUPER BUDGET RACING?

For something which was obsolete on its arrival in 1965 – the Germans had been putting engines in the 'wrong' end of cars for 30 years and front-engined machines were distant memories on the Formula 1 Grand Prix circuit – the Clubmans Formula has a pretty phenomenal record of success.

Despite their relative simplicity – spindly tubular chassis, lack of limited-slip diffs, and many retain live axles – top specification 1700cc Clubmans 'A' Sport cars and their 2-litre Vauxhall-engined successors have always provided unparalleled speed per pound. Indeed, they matched F3 lap times at some tracks until the latest Dallaras appeared!

Because it was aimed squarely at the owner-driver from day one, Clubmans has also attracted its share of boffins. F1 designers Patrick Head (Williams) and Harvey Postlethwaite (Tyrrell) have the class on their early CVs.

Ray Mallock, boss of the BTCC-winning Vauxhall team, and Renault Touring star Will Hoy started their car racing careers here. Even Max Mosley, president of the FIA – the world motorsport governing body – cut his competition teeth in the category...

While the latest 180bhp Supersports Vauxhall cars are not cheap to buy, their running costs are extremely reasonable for 150mph machines, because the engines are so reliable and the control tyres were chosen for durability.

The Clubmans Register's second-string Sports 1600 class (for front-engined cars only) is more accessible though, and no less exciting. It wins grassroots club motorsport's value-for-money league hands down if road saloons are not your bag.

Good second-hand Sports 1600 cars are available from £6000, complete with 105bhp Ford Kent engines, and the prospect of an alternative – lighter and more powerful – Rover K Series power unit in the class (see Club AUTOSPORT, September 14) could reduce costs further. Surely, it must win the forthcoming vote? Watch this space...

The camaraderie within the Clubmans Register is legendary, and many of its competitors have been at it for eons, thus practical advice for newcomers is always at hand. Membership details are available from Paul Lawrence on 01952 583104 (telephone and fax).

Defending champion Mike Evans and John Harrison at Cadwell



Clubmans' rearg

Only a brave man would have had the temerity to make such a suggestion in old Arthur Mallock's day, but the adoption of rear-engined cars in the Clubmans Register's premier Supersports Vauxhall category has transformed it and, more importantly, the outsider's perception of it this year.

That the new-fangled devices with their all-enveloping bodies are not beating their wonderfully quirky front-engined predecessors quite yet, says everything for a 30-year deficit on the development cycle. Inevitably, though, they are creeping closer by the race, and as the number of 'push-mes' slowly increases towards parity with the 'pull-yous,' their day will come.

Register chairman and ardent racer Mike

REAR-ENGINED CARS HAVE BROKEN THE MOULD IN THE CLUBMANS REGISTER'S SUPERSPORTS VAUXHALL CLASS THIS YEAR. MARCUS PYE TRIED THREE AT SNETTERTON

Swinnerton pushed the green light last November, and the first fruits of the chassis makers's labours captivated enthusiasts and members at January's AUTOSPORT International show in Birmingham.

Despite the mock-up BRS Slique appearing most advanced (it has yet to run), Mallock Racing's Mk32 was first to hit the tracks, hotly pursued by the intriguing Jade, which wowed onlookers on its maiden voyage at Mallory Park.

Chris Greville-Smith's Phantom P95 – seen in bare chassis form at the show – joined the fray later, and Greg Hart's eponymous chassis brought the rear-engined brigade up to a quartet of marques at Snetterton three weeks ago. I caught up with the pioneers at the pre-event test day there. Even if the weather was far from clement, the cars and the teams left a very favourable impression.

Essentially, technical regulations call for tubular spaceframe chassis (monocoques are out) with five-speed transaxles running to a minimum weight of 585kg, 20kg

more than the front-engined cars, and with rear wing restrictions.

The first thing which struck me when I saw the cars was that their designers had followed two schools of thought in interpreting the regs: full Group 6 sportscar styling, or a more traditional 'son-of-Clubmans' approach. That was appealing.

Jade Motorsport Engineering's car, built by Tony Sinclair and Dave Beech, looks fabulous, like a scaled down World Sports Car – no surprise since Sinclair (a nephew of resurgent race car constructor Bert Ray) has worked for Courage.

It is also innovative in that he took the 2-litre engine, Hewland gearbox and rear corners from a Formula Vauxhall single-seater and fabricated a narrow offset chassis 'bracket' to link them to his own pushrod-operated front end. The quality work is topped by a very stylish body by Protoco Mouldings.

I drove the prototype 953 in heavy rain – when it proved very forgiving despite a steering rack that was too quick – and, for a shorter stint, on a drying track



Supersports Vauxhall's rear-engined class of '95. Front row, from left: Mallock Mk32 (Dick Mallock), Jade 953 (Tony Sinclair), Hart JG95 (Greg Hart) and Phantom P95 (Chris Greville-Smith). Behind: Phantom 'AT95' (Tom Commander) and Mallock (David Robertson)

CLUBMANS RACING

Richard Styles

rear-engined finish to date (third at Oulton Park, with class architect Swinnerton up) and is certainly the most raceable car of those I drove.

Another all-pushrod car, the Mk32 uses a Staffs Silent 'box. Richard Mallock adapted one of his brother Ray's Ecosse Group C2 car shells in making its body, although I reckon it could be lowered for better aesthetics and a reduction in frontal area.

On the run, the excellent driving position, free from buffeting, paid dividends and the chassis felt stiff and solid. Its braking and turn-in to the Esses (where its attitude was not upset by the kerbs), and poise through the Bombhole, was fine.

I drove Mal Davison's car and David Robertson's works chassis, but such was the weather's fickle mood that I didn't manage a run on slicks. Nonetheless, I felt that there was a great deal more to come.

The cockpits of both of the sleek Phantoms - with their rear beam axles - were far too small for me. My wrists belted my knees on 45 degrees lock in Tom Commander's 'AT95', so I missed out, regrettably.

With Jan Langdon's Mallock due out soon, Mark Haynes's later and John Chapman's 'praying' Mantis, Peter Coleby's Phoenix/Nemesys and several Sliques waiting in the wings, plus a works Chevron project and loads of interest, there should be 12 to 15 new-style cars on the grid for the start of 1996. Now I still fancy that a Chevron B19 replica would do the business. So who's going to build me one? ■

CLUBSPORT

Sat/Sun Sep 23/24: SILVERSTONE

(GB) Auto Trader British Touring Car Championship. The final rounds of the Ultrafilter Formula Renault Sport, Formulae Vauxhall and Vauxhall Junior, Slick 50 Formula Ford, Ford Credit Fiesta Challenge, Elf Renault Clio Cup, ICS Historic Saloons. Qualifying: Sat 0900; Racing: Sat/Sun 1700/1200. Admission: Sat/Sun £5/£15, children free. Tel 01327 857271

Sat Sep 23: OULTON PARK (GB) A

BRSCC meeting. BRC FF1600s, Pre-'90 FF1600s, Pirelli Maranello Ferrari Challenge, Thundersaloons, BARC Production cars. Qualifying: 0900; Racing: 1230. Admission: £7, children free. Tel 01829 760301

Sat/Sun Sep 23/24: PEMBREY (GB) A

British Formula 3 Championship Racing Ahead meeting. Formula Renault 1700s, Pre-'85 FF1600s, Pirelli Porsche Classics, Supersports Vauxhalls, Dunlop Rover GTis. Qualifying: Sat 0900; Racing: 1445/0910. Admission: £6/£8, children free. Tel 01554 891042

Sun Sep 24: BRANDS HATCH (GB)

AUTOSPORT Pound Day Racing Ahead meeting, in association with the 750 Motor Club. Formula Vees, Toyo Tyres Super Road Saloons, Fast Car Hot Hatches, Roadsports, MGs and Goldsmith & Young Thoroughbred Sportscars. Action starts at 1000. Admission: £1, children free. Tel 01474 872331

Sun Sep 24: KNOCKHILL (GB) A

Scottish Motor Racing Club meeting. Action starts at 0930. Admission: £6, children under 12. Tel 01383 723337

Sun Sep 24: MALLORY PARK (GB) A

Historic Sports Car Club meeting. Pre-'65 Single Seaters, Toyota Formula 3, Historic FF1600, Classic Sports Cars, Historic Formula Racing Cars. Qualifying: 0930; Racing: 1400. Admission: £7, children free. Tel 01455 842931

Sun Sep 24: MONDELLO PARK (GB) An

MG Car Club meeting featuring the Irish Formula Opel Series, Irish FF1600, Dunlop Touring Cars, Fiat Ritmos. Qualifying: 0900; Admission: 1145. Admission: £7, children under 12 free. Tel 00 35345 860200

Sun Sep 24: SNETTERTON (GB) A

BRSCC meeting. Action starts at 0900. Admission: £6, children free. Tel 01953 887303

Sun Sep 24: LYDDEN (GB) A

Sevenoaks & District Motor Club meeting. Action starts at 1230. Admission: £6, children . Tel 01304 830557

Sun Sep 24: HAREWOOD (GB) The

BARC Yorkshire Harewood Speed Hillclimb Championship Finals. Practice: 0930; Timed runs: 1300. Admission: £5, children under 14 free. Tel 01142 340478

Sat/Sun Sep 23/24: LONGLEAT (GB)

Woolbridge Motor Club's annual hillclimb. Watch Billy Morris go for a double.

uard action

when it turned-in well. Despite a front brake that grabbed when hot, InterSerie racer Mike Catlow set the day's best lap time in it.

A pushrod rear suspension set-up is being designed because the downforce developed by the full body and wing bent the original FV rockers. The steering is also being de-sensitised (as it was on the Mallock), for production versions.

The Hart JG95 is another intriguing adaptation of modern single-seater technology, for former European SuperSports champion Greg Hart and his father John cannibalised the gearbox and running gear from an ex-F3 Ralt RT36/7 before embarking on their own frame. The striking pushrod-suspended machine, which ran for the first time just six days before our trial, is clothed in a futuristic set of panels originated by former Rover and Porsche stylist David Orme and created by ex-racer Allan Hebb.

With so little mileage on the car, and limited spares, it was very trusting of my old friends the Harts to put me out in their baby with the track awash, but it felt solid and surefooted at 124mph on the back straight, albeit with a slight resonance from the cockpit lip.

The Mallock chassis, the second from the pen of Cosine's Mike McDermott, has achieved the best



Marcus Pye, in Mal Davison's Mallock, leads David Robertson in his works Mk32



The pretty Jade excelled in the wet, making light work of the puddles around Snetterton

Let's end this madness



GUEST COLUMN

FLAVIO BRIATORE

*Managing director
Benetton*

People have said that 'these things happen in Formula 1', but in three races this year, at Silverstone, Spa-Francorchamps and Monza, where Damon Hill and Michael Schumacher have been involved in controversy, it has been clearly Damon's fault on two occasions... and not very clearly Michael's fault on one!

I didn't think that Michael deserved to be penalised for four races after Spa, when after the Silverstone crash, Damon escaped without punishment. And if what happened in Monza had happened on any motorway in England, the police would have taken the driver's licence away from him. If you crash into the back of someone, it is your own fault.

The force of the shunt was about 7 or 8g according to our telemetry. It was not a touch, it was a big impact. What's more, it is quite clear on the computer that Michael was always braking at that point. He was definitely not going more slowly into that corner.

Mistakes are a part of racing, and I believe that if you make a mistake, you must admit it, not just blame somebody else. This kind of controversy between Damon and Michael is no good for anybody - the teams, me, or Frank Williams.

The FIA, the circuits and teams have all tried to make racing safer this year, yet if this kind of rivalry exists between the drivers, all of our efforts go out of the window.

Despite our 15-point lead in the championship, we still have plenty of work to do at Benetton between now and the end of the season. Michael is very motivated, as is the team. When the team found out that Michael was leaving, it

was not good news for them, but the day after, their reaction was very positive. We have fantastic people at Benetton and I am very proud of that. It would have been very easy to lose motivation, but that will not be the case.

Michael is very young, and at his age he still has the chance to rectify his mistakes. I fought relatively hard to keep him at Benetton, although I understand exactly how his mind works, as well as recognising the limits of my team's resources. We had very honest discussions and he liked the possibility of going to Ferrari.

For Michael, Benetton is only one team in F1. After five years he believed he needed a different motivation. I am not blaming him for that, but it was up to me to ensure I could give the team the best drivers for next year. And this is what I have done. The package of Jean Alesi and Gerhard Berger is the best possible on the market.

Jean actually joined Ferrari in my

"If it had happened on any motorway in England, the police would have taken the driver's licence away"

motorhome! We have always been good friends. I like him very much and have always believed that he has the potential to win races. I know that the motivation to beat Schumacher in a Ferrari will be huge next year, but there is more than one team in the 1996 World Championship and we'll have to try hard to beat all of them. When we hopefully become world champions at the end of the year, the best we can do is to keep on winning. Our priority at the moment is this season; 1996 is the future.

I am looking forward next year to having some fun, as well. Formula 1 is not only about aggravation, and what we're missing sometimes is some fun! With a duo like Jean and Gerhard, I am presuming that we will have a bit of a laugh next year. I think it could be like the early days with Alessandro Nannini and Nelson Piquet.

We will have a driver with great experience in Gerhard, and Jean will definitely be capable of winning races if the car is reliable. Everyone brands him an unlucky driver, but if the car stops, it stops. It is the job of the team to give our drivers a car that reflects their abilities.

Signing Berger was a very difficult task for me, as we all know how much Ferrari tried to hold onto him. We are delighted that he made the decision to join us. He now has the motivation to win and help the team with his knowledge. He is like a good red wine - he gets better with age!

Neither driver will need help next year. Jean could have finished many more races on the podium if he had a more reliable car. It is simply that in Ferrari everything is emotional - the team, the people, the fans. If, on top of that, you are emotional too, then it is not so easy.

When Michael goes to Ferrari I am sure he will put some order into it. He is a very mature guy. When Jean comes to us, he will find a very different system - a British team. All he has to do is follow the system and the pressure will be a lot less.

Michael and Jean have very different characters. But behind closed doors, Michael is a lot of fun. He is a true professional, and I have had some very good times with him. For me it is important that our friendship stays as good as it always has been. I will be sad to see him go, but business is business, and he has chosen a different challenge, which I can accept. When you are friends with somebody, it is good to know that that person is happy doing what they are doing.

Personally, I will stay happy if Michael wins the next five races... and then none next year! ■

Martin Eiford



Briatore says he expects to stay good friends with Schumacher after they part ways for 1996

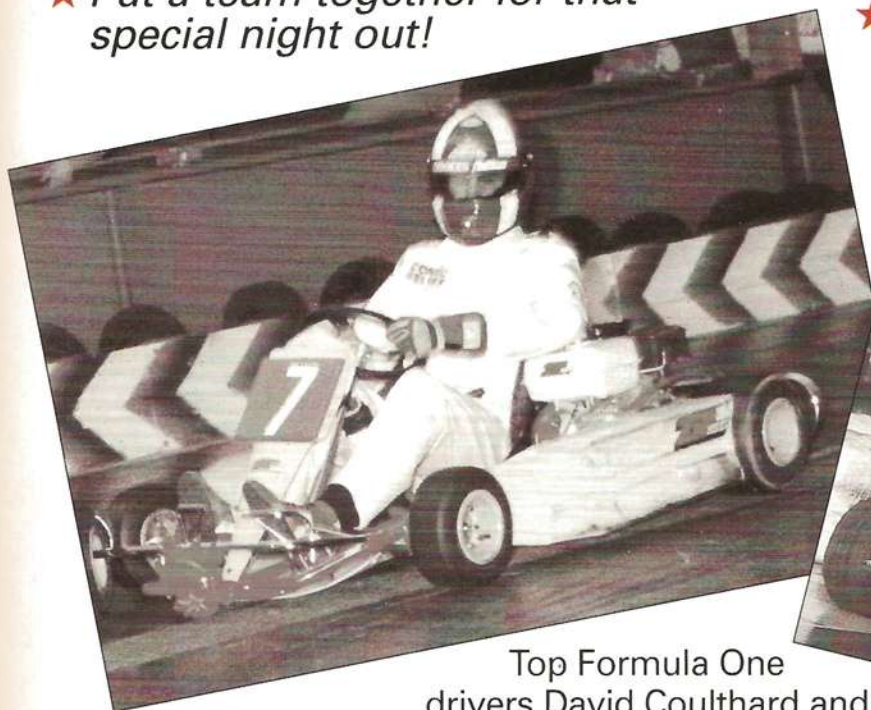
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