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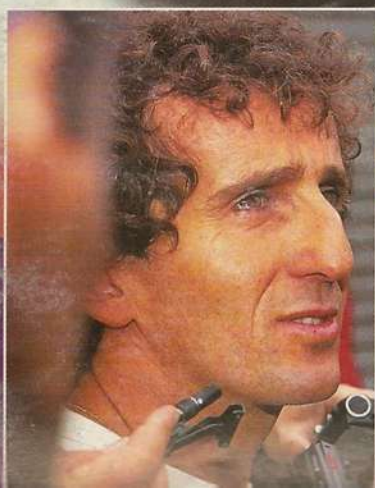
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# AUTOSPORT

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## Hello McLaren

Prost is back — but will he race F1 next year?

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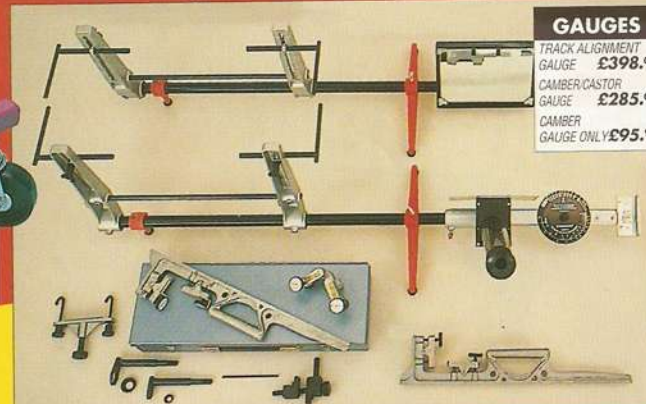
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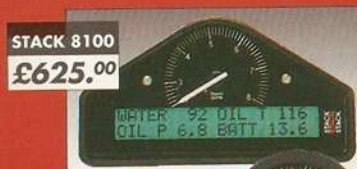
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**WEIGHING IT UP...** With four world championships already behind him, Alain Prost is not ruling out a return to F1 with McLaren next year. See news, p6; Prost test special, p28

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TOP STORY

# Berger: 'Benetton'



# the best solution'

GERHARD BERGER'S MOVE TO BENETTON IS NOT, HE SAYS, BECAUSE OF MICHAEL SCHUMACHER. BY TONY DODGINS

**T**he Ferrari management is said to be surprised and disappointed by the decision of Gerhard Berger to switch to Benetton next season. The 36-year-old Austrian last week signed a two-year contract with the team, a move which sees the current Ferrari driver strength moving lock, stock and barrel to Witney.

At the end of this year, Berger will have driven six of his 11 full Formula 1 seasons at Maranello, and he leaves at a time when Ferrari is on the up. But these were, he said, not reasons enough to keep him.

'I had done a list of all possible choices, with a kind of plus/minus points scale. When I worked everything out, Benetton turned out to be the best solution by far.'

Berger won his first Grand Prix with Benetton in Mexico in 1986, and boss Flavio Briatore said: 'We are delighted to see Gerhard back with us. We wish him many more wins.'

Berger added: 'Things between Benetton and me developed slowly but consistently. I always stated in recent weeks that the decision about my future would be based on technical and sporting expectations,

not on whoever my team mate would be or how much money I could get.'

Berger, who last week also married long-time girlfriend Ana Corvo in Monaco, denied it was the prospect of facing up to Michael Schumacher which caused him to leave Maranello.

'That wasn't the case at all. Neither he nor anyone else counted. What I took into consideration was the engine side. The first dyno results of the new Ferrari V10 were very promising, and I assume that the new engine will be powerful from the beginning - but I doubt it will be reliable outright. My heart is still with Ferrari, but my brain said Benetton this time.'

'It was not an easy decision to part with Ferrari after the good times I've had at Maranello. However, Benetton has shown incredible performance during the last few years and has offered me the most competitive package, which I believe will allow me to win races next season.'

'I am,' he added, 'also looking forward to the relaxed approach which everyone enjoys at Benetton, and teaming up again with Jean.'

See Fifth Column, page 23



Sutton Photographic



Main photo: Martin Eford

Decisions, decisions... Gerhard Berger talked hard to Ferrari sporting director Jean Todt (below left), and McLaren's management - including Mercedes motorsport director Norbert Haug (above left) - before opting for Benetton, following Michael Schumacher's move in the other direction



Scandinavian Hearing Press

## BERGER SPEAKS OUT...

ON BENETTON, TIFOSI AND WEDDINGS, BY GERHARD KUNTSCHIK

**You criticised the team repeatedly last season for irregularities. Now you're joining forces. A contradiction?**

'I am not changing any of my statements. I acknowledge them. But consider also Benetton's tremendous efforts in recent years. The overall package they offered me seems a better basis for winning more races and having more success in future.'

**Why not McLaren-Mercedes?**

'There were some points in favour, but Benetton came out on top.'

**Are you afraid of being booed by the tifosi on Friday at Monza?**

'You can't make decisions based on the fans. I think I've done a lot for Ferrari. I've always given 100% and will do so for the rest of the season. I still have a wonderful relationship with the people at Ferrari.'

**By continuing with the test programme, aren't you preparing the way for your successor?**

'We will have to sort out what kind of testing I do for the rest of the season.'

**Recently, your remarks about Benetton have been low key. Why?**

'I tried to leave them out of discussions because I did not want to hint at what cards I had in my hand.'

**At least you already know all about your future team mate. A bonus?**

'Of course I know Jean inside out, and vice versa. I consider Jean to be one of the fastest of all and therefore can never underestimate him.'

**What prompted your decision to marry so suddenly?**

'We had planned to marry for quite a while. I wanted to have it happen in a very private atmosphere. There were only the two witnesses with their respective partners; Mansour Ojeh and his wife, and friends of ours from Monaco. The clerical wedding will be later, in the presence of our families. I did not want to make it a public event like somebody else...'

**Who?**

'I don't want to mention any names!'

## Benetton drops Schuey appeal

Benetton and Michael Schumacher last week withdrew their appeal against the World Champion's suspended ban awarded after the Belgian Grand Prix 10 days ago.

A Benetton statement said: 'The team wishes to concentrate all of its efforts on securing the 1995 drivers' and constructors' championships and therefore has decided to withdraw the appeal.'

Schumacher was angered by the one-race ban, suspended for four races, when it was imposed immediately after the Spa race for his use of over-aggressive tactics. Although the German said last week that he still did not understand the penalty, he no doubt realised that an appeal could be detrimental to his title defence.

The champion's press agent, Heiner Buchinger, said last week: 'Anybody who knows FIA procedures understands well enough that a penalty has never been reduced at appeal.'

With both Schumacher and Hill warned after Silverstone that driver transgressions would be dealt with severely, and Eddie Irvine's one-race Brazilian ban trebled on appeal last year, a quiet retreat seemed the prudent course.

**Multiple world champion Alain Prost is playing his cards close to his chest after testing for McLaren at Silverstone last week. Photo: DPPI**



## Coulthard and Barrichello vie for vacant Ferrari seat

David Coulthard has moved into pole position for the second Ferrari seat alongside Michael Schumacher, but Rubens Barrichello is also pushing hard for the drive.

With Ferrari said to be both surprised and disappointed that Gerhard Berger has opted for Benetton, it last week said that it would choose one of eight drivers to replace the Austrian: Coulthard, Barrichello, Mika Salo, Pierluigi Martini, Luca Badoer, Gianni Morbidelli, Giancarlo Fisichella or test driver Nicola Larini.

Larini has reportedly told Ferrari that he is not interested in staying on as test driver if he does not get the full-time ride. But a Fiorano test in front of the Maranello top brass did not go well last week, with Larini shunting the 412T2.

Two days later, Schumacher met Ferrari president Luca di Montezemolo and sporting director Jean Todt in Beaulieu, just outside Monte Carlo. All three then joined Gianni Agnelli, boss of the

Fiat empire which includes Ferrari, on his yacht.

It has emerged that Schumacher's preferred choices are Coulthard and Barrichello, with the world champion's comments widely reported on Italian television. It is thought, however, that McLaren has an option on the Scot's services and is waiting on Alain Prost's decision.

Jordan driver Barrichello is already backed by Ferrari sponsor Marlboro and is said to be offering to drive unsalaried, with his income generated solely through personal backers, including Pepsi and Pizza Hut.

Coulthard, meanwhile, was busy at Imola on Williams duty early this week, testing the latest FW17B. Besieged by Italian newsmen, he refused to comment.

Tim Wright, who handles Coulthard on behalf of the International Management Group, said: 'There are two top-four drives left. David would seem to be the outstanding candidate for both.'



**Barrichello: pushing**



**Brundle would be happy to continue the progress made with Ligier in 1996. Photo: Martyn Elford**

## Brundle content *chez* Ligier...

Martin Brundle says he would be happy to stay at Ligier next year, even though he has other options, one of them Jordan (see right).

'I'd actually be very happy to stay where I am,' Brundle said. 'We've made good progress and the future looks exciting.'

At Magny-Cours last week, Brundle managed the quickest Ligier time all year, but said: 'Conditions were pretty ideal. I only managed four flying laps due to problems with some new software, but things looked good.'

Ligier engineering director Tom

Walkinshaw is known to be interested in Heinz-Harald Frentzen, meaning Olivier Panis could find himself under some pressure to retain his seat.

Ultimately, the decision could come down to how vital it is for Ligier to have a French driver. Panis has not looked convincing against Brundle this year.

But there is no obvious French alternative: Jean-Christophe Boullion is not covering himself in glory at Sauber, Franck Lagorce is regarded as unlikely, and Emmanuel Collard remains a possibility.

NEWS IN BRIEF

**Jordan** has carried out 20 static refuelling simulations since Eddie Irvine's Spa pitlane fire. 'Each time, the valve operated correctly and shut itself off,' said team manager John Walton. 'Intertechnique took the original valve from Eddie's car back to Paris with them for assessment, but we are still waiting to receive their report.'

**Jean-Denis Deletraz** returns to F1 with Pacific Team Lotus at the Portuguese Grand Prix on September 24. Deletraz will partner Andrea Montermini for the remainder of the season, with Giovanni Lavaggi stepping down after this weekend's Italian Grand Prix. 'The Pacific team is quite small,' said Deletraz, 'but they have a lot of determination.' Deletraz made one Grand Prix start for the defunct Larrousse team last season.

**Mark Blundell** is understood to be talking seriously to the Sauber team about a drive for next season.

**Niki Lauda** has said it is highly unlikely he will follow Gerhard Berger from Ferrari to Benetton to continue his consultancy role. The Austrian triple World Champion said: 'I had always regarded Ferrari as "my" team, and because of my personal relationship with Luca (di Montezemolo) I tried to help them in the best possible way. Whether I continue this job after Adelaide or not depends on Luca, if he wants me and if he needs me. My main priority of course will remain with Lauda Air.'

**Lauda has also** raised the idea of a street race in Vienna: 'If the guys in Styria talk and talk and neither find a common opinion nor an agreement with Bernie (Ecclestone), why not invest in a different solution? I can imagine a city Grand Prix in Vienna: the infrastructure is there, and the city can benefit from worldwide promotion.'

**Minardi** issued a statement last week saying it intended to continue in Formula 1 in 1996, countering speculation that it would switch to Class 1 touring car racing with Alfa Romeo next year. The Faenza-based team also stated that a decision on engines for next year will be taken shortly – a Ford boss visited the factory this week.

**Michael Schumacher**, we are told, is looking to replace his Citation 3 private jet with a personalised Boeing 737...

**Mike Greasley**, formerly editor of *Motoring News* and the current manager of Martin Brundle, Eddie Irvine and Mika Salo, suffered a stroke on returning from the Belgian Grand Prix. AUTOSPORT wishes Mike a full and speedy recovery.

**This Sunday's BBC Clothes Show** will include an item on Eddie Irvine's Belgian Grand Prix pitlane fire. Presenter Jeff Banks spent a day at the Sparco base in Turin to see flame-proof racewear made.

# Prost keeps options open after first test

Four-time World Champion Alain Prost was careful not to rule out any eventuality after his first test for McLaren-Mercedes at Silverstone last week.

Despite both Prost and McLaren boss Ron Dennis playing down the possibility of a fully-fledged return to racing, the 40-year-old Frenchman left his options open.

'It was quite emotional getting back in the car,' said Prost, 'but I won't race this year and I can't say anything about next season yet. I will have to test over a long run.'

'To race, the situation would have to be 100%. I would have to be comfortable with the car, have a good engine, big motivation and the full support of both the team and sponsors. If just one thing is missing, you can't do it.'

Seasoned observers think that Prost will analyse his testing performances against those of current McLaren number one Mika Hakkinen and then carefully consider the potential of the 1996 McLaren-Mercedes package before making his final decision. Ultimately, that decision could influence the whereabouts of David

Coulthard next year (see far left).

In 1990, Prost almost achieved what Michael Schumacher will attempt next season – winning the championship in a first season with Ferrari. Asked what he thought of his chances against Schumacher, Prost said: 'Michael would have some advantages and I would have some. You must know exactly what is possible before you come back. I don't want any regrets – that is the best way to stay happy.'

'But I think McLaren can get back to the top very soon. The car is better than I expected.'

Prost stepped into the MP4/10 last Wednesday afternoon, but managed just two laps before being halted by a hydraulic problem. The following day he returned to set a best lap of 1m31.02s, some 2.58s shy of Hakkinen, who was using a later chassis and newer spec' engine.

Prost retired after the 1993 Australian Grand Prix on 199 F1 starts, his place taken at Williams by the late Ayrton Senna.

**Alain Prost speaks, page 28**



# Three-car teams backed by Ecclestone

Plans to allow Formula 1 teams to enter a third car have received the support of F1 promotions boss Bernie Ecclestone, as well as Max Mosley, president of the FIA, the governing body of motorsport.

Ecclestone said earlier this week: 'I'm for it. It would not be mandatory. If you want to do it you can, but you don't have to, so it's a bit of a nonsense not to have it. I don't know whether it'll happen. It's one of those things where we need everybody to agree.'

'There is no down side to it,' said Ecclestone. 'The third cars

wouldn't count for the constructors' championship, so how can anybody claim that it would be unfair?'

One side-effect of the announcement of plans to allow three-car teams is to put a temporary brake on developments in the driver market.

Heinz-Harald Frentzen's manager, Ortwin Podlech, said: 'We're still in the decision-making process over next year (see below) and this new three-car idea has complicated things. I was hoping to sort things out at Monza, but I

can't do that without knowing whether the top teams are going to run a third car for the whole year.'

Ecclestone has discounted this idea. 'They will probably run them for five or six races,' he said.

Ferrari sporting director Jean Todt said: 'We are not interested in having three cars. It is too expensive.' Benetton's Flavio Briatore is in favour, while McLaren boss Ron Dennis and Frank Williams declined to comment in advance of the Formula 1 Commission teams meeting this week.

# ...as Brits move in on Jordan

Britons Johnny Herbert and Martin Brundle are expected to come into the running for a Jordan-Peugeot drive if Rubens Barrichello succeeds in landing a Ferrari seat (see left) – and perhaps even if he doesn't.

Both Herbert and Brundle, who were removed from the Benetton equation with Gerhard Berger's move to the team, have long-standing ties with Jordan: the former drove for Eddie Jordan in both Formula 3000 and Formula 3; and the latter pushed Ayrton Senna hard for the 1983 British F3 title in a Jordan-run car and came close to

rejoining Eddie at the beginning of last year before deciding to hold out for a McLaren drive.

German Heinz-Harald Frentzen is also highly fancied at Jordan. Frentzen's manager, Ortwin Podlech, said this week: 'There is still the possibility of a Ligier-Honda in the air, but at the moment I'd put Sauber or Jordan ahead by a small margin. We're still talking to all of them.'

Barrichello's three-year Jordan contract expires at the end of the season, while Eddie Irvine's runs up to the end of 1996.



Frentzen remains a wild card. Photo: DPPI

## Menu happy with Williams F1 run

Williams-Renault British Touring Car Championship star Alain Menu swapped his Laguna for a Williams FW17 at Silverstone last Thursday.

Menu, who stood in for Williams's regular test driver Jean-Christophe Boullion, was carrying out testing on revised gearbox software and finished the day third fastest (see separate story).

'I think it went well and that I gave feedback that tied-in well with the team's other drivers,' said the 32-year-old Swiss after setting a 1m30.62s best. 'Okay, I'm a little disappointed that I didn't go quicker on the day, but I was quicker than Alain Prost.'

Menu, who raced in British Formula 3000 before switching to touring cars in 1992, suffered neck problems during the test and was unable to carry out extended runs.

'It was a shock to the system with the g-forces, the blurred vision and the way you brake so late,' he said. 'At the end, they gave me a new set of tyres. But by then I couldn't hold my neck straight, which made it hard to concentrate.'

'I'd love to do it again, and I know that with more than a week to build up my neck, I can do a really good job.'



## Boullion tops Silverstone test

Jean-Christophe Boullion topped the times as Williams, Jordan, Tyrrell and Footwork tested at Silverstone last week.

In ideal conditions, the Frenchman turned a 1m28.03s lap, a tenth quicker than David Coulthard's fastest time around the track. Alain Menu also had a run for Williams (see separate story), while an exhaust problem halted Damon Hill's shakedown run with the Williams FW17B.

Mika Hakkinen was in a positive mood after he confirmed McLaren's progress with a 1m28.44s, while the newsmen all swarmed around

Alain Prost (see separate story).

It was Rubens Barrichello's turn to do the Jordan work, the Brazilian recording a 1m29.28s best as the team concentrated on testing differentials, suspension set-ups and exhaust systems.

'We have found some modifications which improve the mechanical grip and should help the stability over bumps,' said team manager John Walton.

Tyrrell successfully ran its fly-by-wire throttle and concentrated on damper work, Mika Salo getting down to 1m30.88s. Taki Inoue did 1m33.45s in the Footwork.

## Revised Williams to get Estoril debut

Williams-Renault will give its heavily-revised FW17B its race debut at the Portuguese Grand Prix later this month.

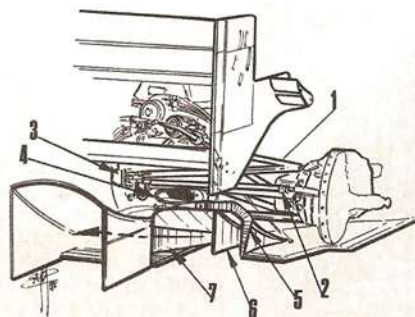
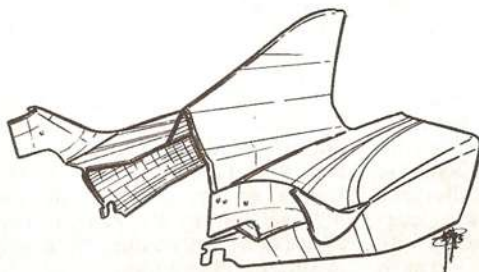
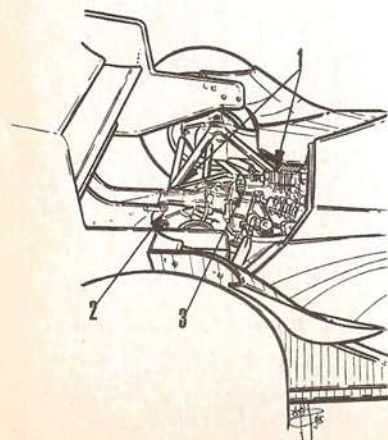
The car, which was shaken down by Damon Hill at Silverstone last week, before moving to Imola for further testing with David Coulthard, features a heavily-revised rear end, including a new diffuser and underfloor, new bodywork and a revised gearbox.

The most fundamental change, however, is the decision to scrap the low-drag rear suspension shroud that Williams has used on its cars since 1994. The new, wide-

angle replacement top wishbone on FW17B and revised geometry give better anti-squat characteristics — essential for maintaining aerodynamic balance in the new generation of stepped-floor cars.

The team has also changed its exhaust blowing layout, with the exhaust now exiting on top of the diffuser, not the lip, to reduce the sensitivity to throttle position.

Williams has left it unusually late in the season to bring out such major revisions. But it is believed that the B-spec programme was delayed by the team's mid-season quest for mechanical reliability.



Far left: FW17B has a standard top wishbone (1). The gearbox (2) is narrower, but the dampers remain unchanged (3). Centre: The rear of the pods are lower. Left: Standard wishbone and low mounting (1, 2, 3) gives improved anti-squat. The exhaust (4) blows over Footwork-type diffuser (7) with a single fence (6) and rear tab (5).



NEWS IN BRIEF

INDYCARS

**F3000 team Super Nova** is evaluating making a move to Indycars for 1996. Team manager David Sears is off to Japan next week to discuss the possibility with the Nova Group, the team's backers. He said: 'Indycars may offer a better option for the future than F1. With the right engine and the right backing, a good team should be able to run in the top six straight away. But F1 is on terrestrial TV in Japan, and Indycars is only on satellite.'

TOURING CARS

**Sarel van der Merwe** and Shaun van der Linde were both hospitalised after a collision in the first of two South African Super Touring races at Kyalami recently after the former T-boned the latter. Ford driver van der Merwe was released with a bruised spleen and torn muscles in his back, while the BMW driver was kept in overnight, suffering from the effects of concussion.

**Audi will enter six factory A4s** in this weekend's German Super Touring Cup race at Avus. Italian duo Emanuele Pirro and Rinaldo Capello will be drafted in for the Berlin autobahn slip-streamer in a bid to support Frank Biela's title hopes as he comes under pressure from the Schnitzer BMWs of Jo Winkelhock and Peter Kox with two rounds to go.

**Latest rumours** link Audi's Emanuele Pirro to a switch to the German Super Touring Cup next year, with Hans Stuck tipped to lead the still-to-be-confirmed British programme.

**Ford BTCC ace Paul Radisich** has signed to race for a third full season in the BTCC next year, according to sources.

**Ford Falcons** took the first four places in the Sandown 500 Aussie enduro classic last week, despite being hit with technical changes days before the race, which reduced the size of their front undertrays. Several Fords were also found to be using body panels of illegal thickness. But rather than exclude the cars, the eligibility panel decided to examine 'corrective' measures, including an increased minimum weight.

**Kris Nissen is expected** to remain with Ford for next year's German Super Touring Cup series.

**Chris Goodwin**, third in the 1994 Total Cup, continues to be linked to the DC Cook touring car team, which plans to enter next year's BTCC with either a Toyota Carina or Vauxhall Vectra.

**Klaus Pancharz** hopes to enter this weekend's Avus German Super Touring Cup race in an ex-Alain Cudini Opel Vectra run by the Lauderbach team.

# Frustrated Herbert defends his corner

Johnny Herbert last week labelled World Champion Michael Schumacher 'the most selfish driver I have ever worked with' after receiving the news that he had lost his seat at Benetton to Gerhard Berger.

Herbert said: 'I suppose, like Senna and Prost, that's the way you have to be if you are going to win the championship, but it has made me look very bad.'

'My problem was going too quickly the first time I tested. That worried Michael and I was never given a fair crack of the whip. I've never been able to show my full potential because everything has been geared around him winning.'

'I always knew it was going to be difficult, but I never expected it to be such an uphill struggle. Often, when we were down for two days testing each, Michael would find a problem with the car which he said he needed to work on. He would do three and a half days and I would do half a day when the car was worn out.'

'He was happy enough to choose me as a partner, but when he realised I could drive quickly, our friendship changed. He saw me as a threat and he didn't like it.'

'We have totally different driving styles, but it has never been possible to make the changes to the car I need.'

'I've also had to stay out on ruined tyres waiting for Michael to make his stops. I know I am quick and I haven't lost it. Fortunately, the people who matter know what I am capable of.'

A source has revealed that in Belgium, Herbert's race chances were hampered by a first set of tyres that were too highly pressured, a broken radio mike which meant he could not let the team know when he was coming in, the rear tyres being mounted on the wrong side at his second stop and a refuelling problem which meant that he finished the race with 45 litres in the tank as opposed to Schumacher's 12.

For 1996, Herbert is chasing drives at Jordan and Sauber.



Herbert: 'Too quick'



British Touring Car Championship star Alain Menu set a time faster than Alain Prost's McLaren in a one-off test at Silverstone with the Williams-Renault team last Thursday. Photo: Jeff Bloxham

## Australian GPs under fire again

Opponents of next year's new Australian Grand Prix venue have once again disrupted work on the Albert Park track in Melbourne.

Fifty members of the Save Albert Park group flattened fences and entered the work site last week in response to the news that officials were planning traffic restrictions in the area during the Grand Prix.

Police asked the campaigners to move away, and two hours later the site was cleared. No arrests were made, but in the past nine months 360 race protestors have been detained.

The protest was the 60th separate action taken by opponents of the race, who vowed to continue their fight to prevent Melbourne's first Formula 1 World Championship event.

Meanwhile, Queensland's Tourist Minister Tom Burns has pledged to pay AUS\$10.7 million – \$2.1 million more than planned – to the running of last March's Gold Coast Indycar Grand Prix.

The race has lost \$80 million in five years and the government has fixed its 1996 contribution at \$8.5 million. The state opposition has called for better regulation of the costs to Queensland taxpayers.

## De Ferran gets Honda power for '96

Honda's assault on next year's IndyCar World Series will be boosted by the Hall Racing team running the increasingly-competitive Japanese engines.

The outfit owned by veteran Texan team boss Jim Hall, will continue to run Brazilian Gil de Ferran, and joins Tasman, Comptech and a fourth team – possibly Newman-Haas – in Honda's line-up.

Hall explained at Vancouver last weekend his reasons for changing from Mercedes-Benz to Honda

power: 'With Honda engines and Gil driving, we'll have title potential. Honda does things in a first-class way.'

'They have good power, reliability, and a commitment to go forward on a long-term basis with first-class service.'

Robert Clarke, head of Honda Performance Development, which builds the IndyCar engines, welcomed Hall to the Honda fold and revealed that he expected to announce 'some other teams within the coming weeks'.



De Ferran: to Honda

## Fittipaldi 'Jr' to Newman-Haas

Christian Fittipaldi will partner Michael Andretti at the crack Newman-Haas team next year, it will be announced tomorrow (Friday).

Fittipaldi, nephew of former IndyCar and Formula 1 champion Emerson, will leave Walker Racing to replace Paul Tracy (who has a Penske contract) in Newman-Haas's Kmart-Budweiser Lola. Andretti, meanwhile, will continue in the team's Kmart-Texaco Lola as part of a three-year contract through to the 1997 season.

The drive marks the first time that Fittipaldi, 24, has driven for a

top-class team in his combined F1 and Indycar career.

It remains unclear, however, what engines will power the Newman-Haas Lolas next year. The team has raced Ford engines since 1992, but boss Carl Haas has been talking to Honda for several months.

'I have a deal with Ford,' admitted Haas last weekend. 'But there are some things I'm not completely happy with. It's still up in the air.'

Andretti was equally careful in his public comments. 'I can't say anything about our engine programme for next year,' he said.

# Appeal could delay Indy title outcome

The outcome of the 1995 IndyCar World Series could remain in doubt until after this weekend's seasonal finale at Laguna Seca following the decision to postpone the hearing of a vital appeal.

The Penske team's appeal of Al Unser Jr's disqualification from victory at Portland in June after his Mercedes-powered PC24 failed a ride-height test will now be heard in the week of September 18. This means the decision, over which the three-man court of appeal is expected to deliberate for three days, could be announced nearly two weeks after the final race.

The delay angered champion-elect Jacques Villeneuve, who only needs to finish eighth at Laguna Seca to wrap up the title, even if Unser wins on the race track and then in the courtroom.

'It's ridiculous that everyone has to wait like this,' said Villeneuve, who has already announced his defection to Formula 1 with a Williams drive for next season. 'This isn't the way for a major championship to be decided.'

Unser, however, was supportive of the move. 'IndyCar wants to do

what's right and that's what our race team wants, too,' he said. 'IndyCar is taking its time with this because it could in fact be a championship-deciding factor.'

IndyCar president Andrew Craig defended the postponement of the appeal, which was originally scheduled to be heard in the run-up to the Vancouver last weekend. 'I want to emphasise that the timing is mine,' he said. 'I want both sides to have every opportunity to consider the matter properly and to their satisfaction.'

The hearing will be Penske's second appeal against the June disqualification, the result of Unser's car losing part of its flat-bottom floor. This caused the PC24 to fail the 'two-inch' rule, which refers to the distance between the floor and the bottom of the sidepods.

Penske argues that the Portland stewards failed to replace or substitute the damaged part of the floor, as allowed under IndyCar rules, before measuring the car.

Full Vancouver report, page 40



## PREVIEW

# Unser gets last chance to snatch title

Al Unser Jr will be aiming to continue the run of success that has kept his chances of claiming a second straight IndyCar crown alive at Laguna Seca this weekend.

Two victories, a second and a third from the past four races have given him a mathematical chance of snatching the title from Jacques Villeneuve (see above).

But with Team Green driver Villeneuve 38 points ahead, the odds are stacked against Penske

Racing's Unser. If the Formula 1 defector claims the bonus point for pole position — he has claimed five poles in the last eight races — and leads the most laps, then he only needs to finish seventh in the race to wrap up the title.

What's more, Unser has never won an IndyCar series race on the demanding Laguna Seca road course in California, although he did win the now-defunct Marlboro Challenge non-points event.

## Japan skips Cup, France goes

Japanese drivers will not race in the Touring Car World Cup, despite having the biggest Super Touring series outside Europe.

British pair Anthony Reid and Steve Soper, who race in the All-Japan series for Opel and BMW respectively, will be the only Far East representatives, with the domestic drivers instead preferring to prepare for the prestigious Fuji Intercar race in November.

France, however, will be represented on its home territory, despite fears that technical dispensations given to cars in the

French Supertourisme series would prevent any from running legally at Paul Ricard.

The French federation, the FFSA, has nominated the ORECA BMW of 1995 champion Yvan Muller and the Opel Team Snobeck Vectras of Eric Helary and Alain Cudini.

To conform with the Super Touring rules of the FIA, the governing body of world motorsport, both Snobeck and ORECA must modify their suspension. However, FIA sources are confident that all three cars will attend the October 15 event.

Villeneuve, who finished third on his IndyCar debut at Laguna last year, will be hoping to end his run of poor form. After wins at Road America and Cleveland in July, the French-Canadian was well ahead. But in the last four races Villeneuve has only a third, a fourth, a 10th and 12th place for his efforts.

Meanwhile, the rest of the field will be out to spoil the party, most notably the luckless Newman-Haas driver Michael Andretti.

## Reynard wins Indy Constructors' Cup

Reynard wrapped up IndyCar's inaugural Constructor's Cup at Vancouver last weekend, when Gil de Ferran claimed second place in one of the Bicester marque's 951s.

Reynard beat Lola and Penske to the title, winning eight of the 16 races to date with points leader Jacques Villeneuve, Robby Gordon, Jimmy Vasser and Andre Ribeiro.

Reynard Racing Cars managing director Rick Gorne said: 'A lot of hard work has borne fruit. We extend thanks to all of the teams who believe in the Reynard product and philosophy.'

## Italy snubs Ravaglia for Ricard squad

Roberto Ravaglia, the world's most successful tin-top driver, looks set to miss the Touring Car World Cup at Paul Ricard after being omitted from Italy's national squad.

The 38-year-old from Venice, who includes a world and two European championships among his titles, has concentrated exclusively on the German Super Touring Cup with BMW this year. However, Italian team selection was based around the Italian Superturismo series.

'Ravaglia is the most famous touring car driver in the world and should be there,' said a BMW spokesman. 'We're looking at ways of getting him in as a wild card.'

Currently, Italy's team is Roberto Colciago (Opel), recent British returnee Gabriele Tarquini (Alfa), Emanuele Naspetti (BMW) and Audi duo Emanuele Pirro and Rinaldo Capello.

One possible solution is to make Tarquini a manufacturer entry and draft Ravaglia into the Italian squad.



Ravaglia: no-go



Al Unser Jr had the measure of Indycar title favourite Jacques Villeneuve in Vancouver. Now the Penske driver must win the final race and an outstanding appeal if he is to have any chance of winning the title. Photo: Steve Swope

## Bumper international grid for tin-top World Cup '95

Up to 50 drivers from 18 nations are set to contest October's Touring Car World Cup at Paul Ricard.

The nomination of national teams closed last Friday and the full line-up, including manufacturer entries, will be presented to the touring car commission of the FIA, motorsport's governing body, in Paris tomorrow (Friday).

Britain, Germany and Italy have all nominated five-car teams. As previously announced, the British team is British Touring Car Championship leader John Cleland, his team mate James Thompson, Kelvin Burt and Anthony Reid and Steve Soper from Japan.

Germany has taken a driver from each of the five manufacturers contesting its Super Touring Cup, with Jo Winkelhock (BMW), Frank Biela (Audi), Roland Asch (Ford), Armin Hahne (Honda) and Sascha Maassen (Nissan) all in the squad.

Italy's squad has caused some controversy, with multiple touring car champion Roberto Ravaglia left on the sidelines, while Japan has declined to enter a team (see separate stories). However, most of the world's 2-litre elite looks set

to be on the grid in France.

Audi's Hans-Joachim Stuck has been entered on his Austrian passport, but entries from New Zealander Greg Murphy (alongside double world champ Paul Radisich) and Aussie Brad Jones (teamed with BTCC regular David Brabham) look in jeopardy unless Audi Sport boss Dr Wolfgang Ullrich goes back on a decision not to supply extra A4s to non-factory Audi drivers.

Others from outside Western Europe's Super Touring heartland include a three-car team from South Africa, led by BTCC stand-in Mike Briggs, plus a five-car Czech squad and single entries from Estonia and Poland. Most represented of the marques will be BMW, with up to eight factory-blessed entries and four privateers.

Manufacturers with fewer than three cars in the national squads are allowed to make up the shortfall. Extra Hondas are expected for David Leslie and Klaus Niedzwiedz, along with two Volvos for Rickard Rydell and Tim Harvey, while the Swiss-nominated Renault driver Alain Menu will be joined by his BTCC team mate Will Hoy.

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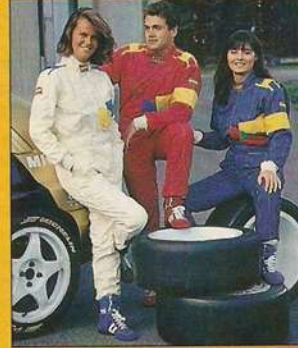
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# Passing ban to allay track fear?

The British Touring Car Championship's maiden visit to the short Oulton Park Fosters circuit this weekend could see a first-lap overtaking ban in force.

The move comes after fears of opening-lap mayhem through the tight right-hand Fosters corner on the 1.65-mile Cheshire circuit.

For the little-used Fosters circuit, the track continues on at Cascades, instead of heading out on to the full circuit loop, and rejoins prior to the Knickerbrook corner. However, the funnelling effect as the

bunched BTCC field slows and enters Fosters on lap one has caused several drivers to express concern, and it now seems likely that waved yellows will prevent overtaking between Cascades and the exit of Fosters on the first lap of each of the twin 22-lap races.

Alan Gow, boss of BTCC organiser TOCA, said: 'We'll make a final decision on what to do at Fosters after qualifying on Saturday when we've listened to the opinions of the drivers.'

After consultation with drivers,

two new tyre walls added at Fosters will prevent head-on impacts with the barriers on the exit.

The shorter circuit also misses out the Knickerbrook chicane, leading to a faster entry speed for the Druids right-hander.

Points leader John Cleland said: 'It changes the nature of the track a lot. Druids is now really fast – and it was pretty bloody quick before. Most of the overtaking will be done at the following Lodge corner, because out of Fosters it's easy to slide wide and lose out on the exit.'

## Honda fights on over 10s penalty

Honda is continuing its fight to win back David Leslie's second-place finish from Snetterton's August Bank Holiday British Touring Car Championship meeting.

Leslie was penalised 10s following a last-lap tangle with South African champion Mike Briggs's Vauxhall Cavalier on the approach to the Esses. Leslie dropped to eighth in the results, one place behind Briggs.

However, Milton Keynes-based Motor Sport Developments, which builds and runs the BTCC Hondas, was due to submit preliminary evidence for an RAC Motor Sport Association tribunal today (Thursday) after losing its on-the-day appeal with the race stewards.

'We fight on with Honda's full blessing,' said MSD boss David Whitehead, 'and we hope that the RAC MSA will supply a date for the hearing as quickly as possible so that the matter can be resolved before the end of the season.'

Much of MSD's case is expected to centre on video footage of the incident broadcast on BBC *Grandstand* last Sunday.

Leslie's second place was Honda's first podium finish for the Swindon-built Accord since entering the BTCC this season.

## PacWest confirms touring car entry

The PacWest Indycar team has become the first outfit to commit to next year's North American Touring Car Championship.

Team boss and former Indycar driver Dominic Dobson said: 'We believe the touring car series to have great possibilities. It could be a great opportunity for me to get back in a race car.' PacWest will run two as-yet-unnamed cars.

'It's good to have an Indycar outfit on board and I'm certain other teams will soon come forward' said NATCC director Alan Gow.



Honda is fighting to reinstate David Leslie's Snetterton podium place. Photo: Jeff Bloxham

## PREVIEW

# Burt and Ford hope for a rainy repeat at Oulton

Ford star Kelvin Burt is hoping for a repeat of the wet weather that helped him win at Snetterton 10 days ago when the British Touring Car Championship makes its second visit of the year to Oulton Park this weekend – but he still thinks that Volvo is the car to beat.

That's good news for Volvo's Rickard Rydell, who must beat runaway points leader John Cleland's Vauxhall on the BTCC's first event using the short Fosters circuit to stay in the title hunt.

Last time the BTCC visited the Cheshire circuit, Rydell and Renault's Alain Menu, who can still mathematically take the title, scored a win apiece.

'The track suits the Volvo,' says Burt, 'especially with the heavy braking that's required for Fosters. It is strong under braking and there is only one fast corner, Druids, where the Vauxhalls excel.'

On his and Ford's chances, Burt,

who at Snetterton became the BTCC's eighth different winner this year, says: 'There's so little time between Snetterton and Oulton that we haven't been able to make all the changes we'd like to. If it's dry, we might have a bit of a fight on our hands; if it's wet, our chances are good.'

The Mondeo man has yet to run on the shorter version of the track, but says: 'I like Oulton, it's my favourite in Britain, but the race will be frantic.'

'Charging down the Avenue to Cascades and Fosters will be interesting, because you have to brake very heavily. A lot of people will be tempted to dive down the inside. But with front-wheel drive, it's easy to lock the wheels, stall the engine and lose control. There'll be lots of incident, and if I was spectating, it's where I'd watch.'

**BTCC showdown, see page 44**



Burt: hoping for rain

## NEWS IN BRIEF

### FORMULA 3000

**Alfa Romeo Class 1 driver** Giancarlo Fisichella will not now be racing for the Vortex team in the final two rounds of the FIA International Championship at Estoril and Magny-Cours. Team owner Henny Vollenberg said: 'We've been cocked up by the date changes. When we heard it had moved to be with the International Touring Car series, we cancelled his tests. Now, with the Magny-Cours race back on October 15, it's too late. I am talking to several drivers about the Estoril race. And Hans Fertl wants to return, too.'

**The Super Nova team** spent yesterday (Wednesday) in front of the cameras at Snetterton. A 20-strong film crew recorded a Japanese TV advertisement for sponsors the Nova Group.

### FORMULA 3

**DC Cook Racing**, the family team that runs F3 newcomers David and Paula Cook in Formula Renault Sport, could be about to move up to run the brother and sister in 1996. Team manager Paul Haigh said: 'I'm pretty sure it'll happen, but it's not over 'til the fat lady sings.'

**Cristiano da Matta** topped the times during testing at Snetterton on Friday, recording a best lap of 1m06.8s in his West Surrey Racing Dallara-Mugen Honda. Team mate Marc Gene was just 0.1s shy during the rain-blighted day.

**At the end of the day**, TOM'S Racing driver Christian Horner set a best time of 1m06.5s during an hour's exclusive testing for the Anglo-Japanese team. Horner is expected to stay with the team until the end of the year.

**David Sears Motorsport's** plans to put its recalcitrant Dallara-Mugen Hondas through their paces in the hands of Formula 3000 front-runner Ricardo Rosset were thwarted by the rain. The Brazilian managed just a handful of laps in Luis Garcia Jr's car.

**American James Carney**, currently sixth in the British Class B stakes with DAW Racing, moves up to the Class A ranks at Snetterton this weekend in the team's Dallara-Mugen Honda F395.

**Formula Opel Euroseries** points leader Jason Watt tested a Bertram Schafer Racing Dallara-Opel F395 at Lurcy-Levis in France on Tuesday.

**The British Championship's** Class B section is set to continue with its current rules next year. With the ubiquitous Dallara F395 due to form the basis of the F396, most Class A teams look set to uprate existing cars. Without a supply of year-old cars, Class B is likely to be open to machines of 1992-'94 vintage.

# Interest mounts in new F3000 series

Interest in next year's Formula 3000 Championship is running high, with nine teams (thus 18 cars) already registered for the new one-chassis, one-engine category.

Lola's Nick Langley has been inundated with calls from interested parties: 'We've been overwhelmed by the response since it was announced that Lola would be building the chassis. In addition to interest from the leading F3000 teams, there's been an incredible increase in interest from German teams that are currently involved in Formula 3, such as Willy Weber's WTS team.'

European Formula Drivers Association supremo Dan Partel, the man behind the GM Euroseries that has uncovered talents such as Mika Hakkinen, Rubens Barrichello and Pedro Lamy, and the person tipped to orchestrate the inaugural season, is also excited by F3000's prospects: 'There are some very good young guys coming up who could shine in F3000, like Ralph Firman, Norberto Fontana, Ralf Schumacher and Marco Campos, so there could be some really great

racing going on next year.'

The identity of the engine that will be mated to Lola's one-make chassis remains a secret, however, even though the Zytex KV has long been considered to have been given the nod ahead of a rival tender from Cosworth.

But Lola's Nick Langley revealed: 'The rumour at Spa a fortnight ago was that Cosworth had landed a backer for its engine and is now back in the running. But we have not been told anything officially.'

'The underlying reason for there being no news is that no manufacturer has stepped forward to put its name on the engine covers. However, we started our build-programme on next year's cars a while ago. So...'

Cosworth remains tight-lipped on the subject, but project leader Geoff Buttle said: 'Until we're told by the FIA that the engine deal is signed and sealed, we're going to continue looking for a deal.'

It is likely that the announcement of an engine and supplier will be made in two weeks' time. There is a possibility that any engine sponsor would back the series as a whole.

## Date swapping upsets top teams

An about-face has seen the date of the season-closing Magny-Cours Formula 3000 race shifted back to its original date, October 15 - a move which has angered teams.

Three weeks ago, it was announced that the race would be held a week earlier, topping the support bill for the International Touring Car race at the French circuit. This was well received by F3000 team managers, keen to have their cars appearing in front of an appreciable crowd, rather than the smattering of die-hards that F3000 attracts.

'The October 8 date suited us just fine,' said David Sears, boss of the championship-leading Super Nova team. 'It might have meant that we would have had to do without operating from the pit garages. But I'm more than happy to run the cars from under an awning if it means playing in front of more than three men and a dog.'

But Penny Whittaker of FOCA, organisers of the F3000 series, denied that the ITC support date had ever been approved: 'The date never moved at all, as far as we were concerned. It's merely that it's just been confirmed by the FIA for October 15.'

## Magnussen in F3000 switch?

Jan Magnussen may turn his back on touring car racing in 1996 to concentrate on single-seaters.

Magnussen's manager David Sears said: 'I'm going to McLaren in a fortnight with Jan to discuss his future with Ron Dennis.'



Magnussen: F3000?

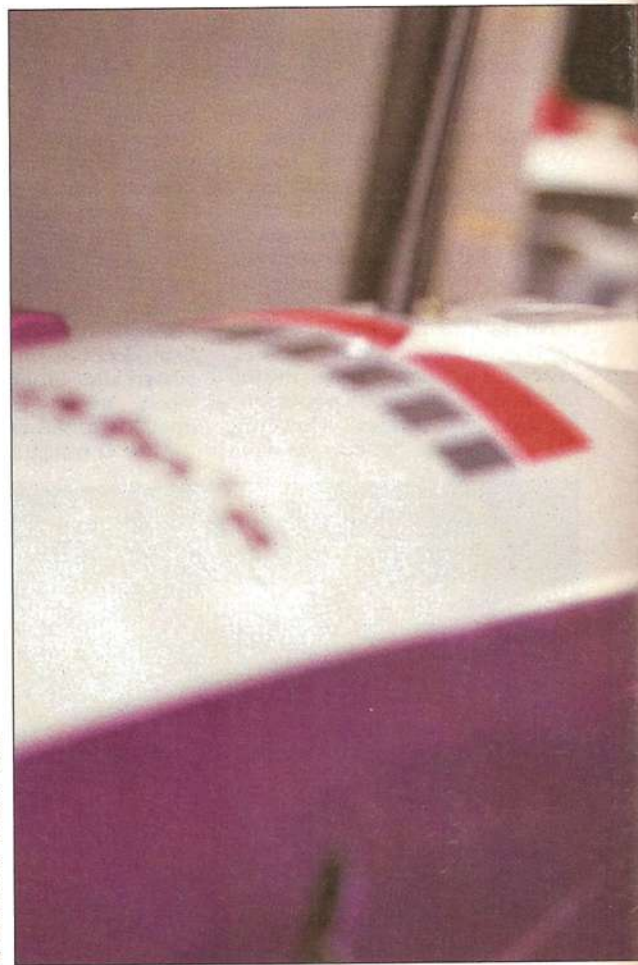
'At this stage, it's unlikely that he'll race in Formula 1 in 1996. Indeed, he's probably not ready yet, physically or mentally. But,

to continue as an F1 test driver alongside someone with as much experience as Alain Prost would benefit Jan enormously.'

'Jan flew when he tested the McLaren,' Sears continued. 'But it's not just about one-off quick laps. Effectively, Jan's choice is F1 testing plus the DTM, or F1 testing plus single-seaters. Whatever he does will have to have Ron's blessing. However, we'd certainly welcome him back to Formula 3000.'

Super Nova will test a number of drivers with a view to next year, including drivers currently in F3000, as well as the F3 hotshots.

After setting fastest time in testing at Thruxton last week, Brazilian Gualter Salles believes he can add to his British Formula 3 win tally this year.  
Photo: Jed Leicester



## Mitsubishi's '96 tin-top plans advance

Mitsubishi will enter next year's German Super Touring Cup with a Ralliart Germany-built Carisma.

A show car is currently being built for the Frankfurt show which opens next Thursday and the first pukka test car is being prepared in parallel for a test programme that should begin in November.

Mitsubishi Ralliart Japan has had a 2-litre Super Touring engine in development at its Okazaki technical development centre for over a year, according to sources.

'At the moment it's sitting on 1993 specification Mitsubishi Galant suspension,' said Ralliart

Germany chief engineer Neils Jung, 'but we have a new design for the front and rear. It is our first race car and the first that we have built entirely by ourselves, so I doubt that we will begin testing until November at the earliest.'

The test programme will begin in Britain, due to the cost of circuit hire at Germany's permanent tracks.

'We'll take the car to the smaller tracks in Britain,' said Jung, 'but eventually we'll have to test at more realistic tracks in Germany.'

Details have yet to emerge on a possible driver for the initial test programme and for next year.



David Coulthard in a McLaren? Celebrities from the world of international motorsport, including Coulthard, Mika Hakkinen and McLaren boss Ron Dennis, were at the annual fun day organised by AUTOSPORT's Derek Redfern in aid of the Make-A-Wish Foundation at Blackbushe. Over £100,000 was raised from within the motorsport and motor industries



## Salles on a high after F3 test

Brazilian Gualter Salles is confident of winning 'two or three' of the remaining six rounds of the British Formula 3 Championship – starting at Snetterton on Sunday – after topping the times during testing at Thruxton last week.

The 23-year-old Fortec Motorsport driver, who scored his first F3 victory in the British Grand Prix support race in July, left his rivals trailing two tenths behind in the official test day last Thursday.

'I'm pretty confident for all the remaining races,' said Salles, who set a best time of 1m10.826s. 'I was also quick at Snetterton and

Pembrey before the season. It will be difficult to catch Ralph Firman (who leads the championship by 36 points), but I will be working hard to finish second overall.'

A surprise third fastest behind a resurgent James Matthews (1m10.981s) was South African Werner Lupberger at the wheel of year-old Class B car.

Lupberger's DAW team manager Alan Mugglestone denied that the team had run the car outside the rules to obtain a testing advantage. 'We were absolutely legal,' he said. 'Werner has taken a big step forward recently.'

## McAuley in '95 F3 debut at Snetterton

Ulsterman Owen McAuley finally makes his full-time graduation to Formula 3 at Snetterton this weekend – nearly a year after winning the Formula Vauxhall title.

The 21-year-old, who had a one-off F3 drive last October, will race an Alan Docking Racing Dallara in the final six rounds of the British series, taking over the car previously raced by Christian Horner.

McAuley will race with an HKS Mitsubishi engine, as used by

ADR's Warren Hughes and Gonzalo Rodriguez.



McAuley: Back in F3

Team boss Alan Docking said: 'Owen is a British champion so he deserves to be out there. He's got talent; I didn't want to see it wasted.'

But McAuley, who is 'aiming to get on terms before the end of the year', had a difficult start to his F3 campaign, managing only 26 laps in testing at Thruxton on Thursday and then encountering rain at Snetterton the following day.

# NEXT WEEK

# Monza!



# Hill's last chance?

## DAMON'S FIGHT TO KEEP THE F1 TITLE RACE ALIVE

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# GT Triple Crown moves closer

The proposed 'Triple Crown' of the world's leading sportscar races moved a step nearer last week when leading GT manufacturers thrashed out a new set of technical rules to be published by the FIA, the governing body of motorsport.

The manufacturers agreed on 1996 regulations – likely to be passed by the FIA World Council on October 7 – that moved the governing body another step nearer to the Le Mans 24 Hours. Daytona, a race in Japan (probably Suzuka) and Le Mans would form

the initial Triple Crown series.

The move was welcomed by Le Mans technical boss Alain Bertaut. 'The differences between our rules are getting smaller,' he said. 'This makes it clearer for teams wishing to compete in the Triple Crown.'

As well as adopting Le Mans rules on rear wings and luggage space, the FIA will definitely drop its demand for a minimum production figure for the GT1 class.

To outlaw one-off specials, the FIA will, unlike Le Mans, demand cars have full road type approval,

but, in the GT2 class for less powerful cars, a minimum build of 50 cars will also be required.

This has appeased the organisers of the Global Endurance GT Series, which now looks set to adopt FIA rules *in toto* for 1996.

McLaren F1 designer Gordon Murray, who helped broker the new rules, predicted the start of a bright future for GT racing. 'We're heading in the right direction,' he said. 'If there is one set of regs, more teams and manufacturers will take the plunge and build cars.'



Suzuka played host to the recent Global GT race. In 1996 it will join with Daytona and Le Mans to form sportscar racing's Triple Crown. Photo: Jean-Marc Teissedre

## Mazda makes Le Mans bid

Mazda is gearing up for its most serious bid on the Le Mans 24 Hours since it won the race in 1991 – and it will rely on the same wailing four-rotor engine that powered its famous victory.

Mazdaspeed, the manufacturer's competition arm, is considering using the biggest rotary engine in its armoury to power a new sports-prototype following the news that the 1996 Le Mans rules will allow the four-rotor unit in its new 'LM Prototype' category.

After testing the waters at Le Mans this year with an American-built Kudzu World Sports Car (similar to an LM Prototype) powered by a three-rotor engine, Mazda knows that it can't be truly competitive in the Le Mans 24 Hours with the smaller unit.

The Kudzu was run in conjunction with its builder, multiple IMSA champion Jim Downing, who is currently building a new IMSA Kudzu.

Even if Mazdaspeed doesn't return to Le Mans, then Kudzu could go it alone next year.

Kudzu boss Downing said: 'I really want to go back to Le Mans. If not with the factory, I would go back alone, finance permitting.'

## Le Mans double-header in doubt

The Le Mans GT double-header later this month looks to be in doubt due to a lack of entries.

Race organiser the Automobile Club de l'Ouest is refusing to issue a provisional entry list for the event, which occupies Le Mans' traditional Autumn Cup date, once an important fixture for Formula 3000 and Supertourisme races.

But Le Mans admitted a few days before entries were due to close at the end of this week that so far 'no McLarens, no Ferraris and no Jaguars' had been entered for the meeting, which comprises a brace of two-hour races.

## McLaren and Ferrari head Silverstone entry

Five McLarens, five Ferraris and two Jaguars lead the entry for the Silverstone Empire Trophy on September 17, the 10th round of the Global Endurance GT Series.

The four-hour Empire Trophy race sees the continuation of the championship battle between the Gulf Racing and West Competition McLaren F1 GTR teams, as well as the first meeting of the McLaren and the Ferrari F40 on British soil.

Thirty-nine cars are entered for the race, which marks the return of top-level sportscars to Silverstone.

The problem for organisers is the proximity of two Global Endurance GT Series races at Silverstone on September 17 and at Nogaro on October 7, which straddle the Le Mans meeting on September 23/24. Both races are expected to draw more than 30 cars, while a further 18 Global series regulars are staying in the Far East between last month's Suzuka 1000Km and the seasonal finale in China.

From Britain, the only known entry is the Ascari-Ford FGT, usually driven by sportscar regular Klaas Zwart in domestic events.

## Prancing Horse return for Alboreto

Former Ferrari Grand Prix star Michele Alboreto has been drafted into the Prancing Horse's World Sports Car squad for this weekend's race in Texas.

The Alfa Romeo Class 1 touring car driver will start a 333SP at the Texas World Speedway as the factory-backed Scandia team tries to secure the drivers' title for Ferrari.

Points leader Fermin Velez and third-placed Mauro Baldi face opposition from the R&S-Ford of Englishman James Weaver who lies just seven points behind Velez.

## NEWS IN BRIEF

### SPORTSCARS

**Formula 1 refugee** JJ Lehto is in the running to drive the Harrods-backed McLaren F1 GTR in the Global GT race at Silverstone on September 17. The David Price Racing team is still negotiating with Karl Wendlinger, who drove the car at Suzuka last month.

**Morgan**, the British classic sportscar marque, will return to international sportscar competition at Silverstone. Company production director Charles Morgan drives his British series Plus 8 GTR with endurance racer and Morgan dealer Bill Wykeham.

**Steve O'Rourke**, manager of that well-known popular beat combo the Pink Floyd, will race his new Porsche 911 GT2 at Silverstone. The former Group C driver/entrant is planning a limited programme in next year's Global series, in addition to entering Le Mans.

**Sportscar veteran** Cor Euser will give his new Marcos LM600 its race debut at Silverstone, prior to contesting next year's Global series as the English marque's full-time representative under the Marcos Racing International banner. Euser is hoping fellow countryman Jan Lammers, the ex-Formula 1 driver, will join him in the car.

**The Lotus GT Team** will be making the trip to Zhuhai in China in November where Alessandro Zanardi and Alex Portman will drive the in-house outfit's GT2 Esprit Sport 300.

### NASCAR

**Chevrolet** clinched the NASCAR Winston Cup manufacturers' title with Jeff Gordon's victory in Hendrick Motorsport's Monte Carlo in the Southern 500 last week. Gordon's victory was the 18th for Chevrolet's new model in 23 races, with Ford taking four wins and Pontiac one.

**Jeff Burton** will join Roush Racing for next season's NASCAR Winston Cup. The 1994 Rookie of the Year is set to replace Ted Musgrave and partner Mark Martin in the team's pair of Ford Thunderbirds.

## THIS WEEKEND

**SATURDAY SEPTEMBER 9**

**RICHMOND (USA)**, NASCAR Winston Cup

**SUNDAY SEPTEMBER 10**

**MONZA (I)**, F1 World Championship; **LAGUNA SECA (USA)**, CART/PPG IndyCar World Series, Indy Lights, Toyota Atlantic; **OUULTON PARK (GB)**, British Touring Cars; **SNETTERTON (GB)**, British F3; **TEXAS SPEEDWAY (USA)**, IMSA WSC/EXXON GTs; **AVUS (D)**, German Super Touring Cup; **CALAFAT (E)**, Spanish Touring Cars

# Renault confirms kit cars for RAC Rally

Renault UK will run a pair of Clio Maxi kit cars on November's Network Q RAC Rally.

The Alain Oreille/Robbie Head pairing was confirmed last week, Renault the first leading team to name its line-up for the World Championship finale.

However, while this will be Britain's first sight of the stunning machines, further appearances may be another 12 months off unless Renault UK decides to bring a car to the British Championship next year, even if it will not be eligible for points.

Head was to have driven the kit car for the first time last weekend when the young Scot carried out course car duties on the Rallye Mont Blanc, but a late acquisition of sponsorship meant that Serge Jordan reclaimed the Auto-Meca car for himself.

'It was a disappointment,' said Robbie who had to content himself with running a Clio Williams

instead. 'However, I drove the car on the road afterwards and the torque and extra power is amazing.

'It should really come alive on the RAC Rally, but we've got a hard test in mid-October to set the car up properly.'

Head is still uncertain if he has a role to play at Renault next year, but will want a good result on next week's Manx Rally to prove his worth. Team mate Oreille is already on the island, and has been for some time, as he bids to take his first outright win of the season.

Renault is one of two teams still chasing the World 2-litre Championship, but it has yet to decide who to support on the San Remo Rally finale.

The factory team will not make a late appearance as the rally clashes with a French series event.



Head: French polish

Renault's kit car will be seen on British gravel for the first time on November's Network Q RAC Rally. Photo: Reinhard Klein



## Team bosses meet Max and Bernie

The managers of rallying's 'big four' teams were due to meet the FIA's Max Mosley and Bernie Ecclestone earlier this week to discuss the future of World Championship rallying.

The agenda was closely guarded, but we understand that the FIA side had positive views on what should happen and the team managers (Ove Andersson from Toyota, Subaru's David Richards, Andrew Cowan from Mitsubishi and Ford's John Taylor) intended keeping an open mind on all matters.

## Armstrong has Nissan vote for Manx finale

Shell Scholar Jock Armstrong has been given a big vote of confidence for the Manx Rally. Nissan has nominated him as its third scoring driver with Alister McRae and Gregoire de Mevius.

Armstrong will be helping the Didcot team try to lift the Formula 2 crown from Vauxhall, as well as bidding to grab the AUTOSPORT privateer award from Mark Lawn, the duo set for a real battle.

Shell Scholarship, page 92

## Mitsubishi renews Group N attack

Mitsubishi Ralliart Germany will continue to chase the Group N World Championship throughout the 1996 season.

While the Russelsheim concern embarks on a German Super Touring Cup programme (see page 14), its trio of drivers — Isolde Holderied, Jorge Recalde and Rui Madeira — will step into Evolution 3 Lancers from Catalunya onwards.

'There are many things we must work on with the Super Touring Charisma model,' explained engineer Neils Jung. 'However, one thing which is certain is that we shall not be stopping the

Group N rally programme.'

The team will use its Evolution 2 cars for the final time in Australia next week and may then have a crucial role to play if the Ralliart Europe team needs to have extra nominated cars to complete its World Championship bid. The German machines have stepped in several times already and are poised to top up the numbers in Spain and Britain. Ed Ordyski has been nominated as the third driver to Tommi Makinen and Kenneth Eriksson in Australia.

Madeira leads the Group N series from Recalde and Holderied.

## Pirelli Rally double header in trouble?

Plans to run two rounds of the Mobil 1/Top Gear British Rally Championship for the price of one may have foundered.

While championship manager John Horton insists he sees no problems with the plan to issue points after each of the two days, Clerk of the Course Andrew Kellitt has different views. 'I don't see how we can have eligibility checks halfway through the event,' he said last week.

Horton has, however, established that scrutineers are quite happy to carry out this task.

## RAC MSA gets tough on pace note offenders

An RAC MSA tribunal dished out severe penalties to Trevor Cathers and Chris Patterson after they were found with pace notes for Kershope on the Pirelli Rally.

Cathers was banned until September 1996, suspended until that same date, and ordered to pay £500 costs. Co-driver Patterson, who had admitted attempting to cover up his offence, escaped a fine but was banned until 1997.

Cathers now has a chance to win this year's British Championship Amateur Cup for Production Cars.



Didier Auriol's home town of Millau in France has enjoyed celebrating his World Championship with a floral display. A model car, numbered from the Network Q RAC Rally, graces a roundabout in the town centre. Auriol says he was touched by the gesture, but he's glad he doesn't have to take up gardening to tend the blooms! Photo: F de Pierrebouurg

NEWS IN BRIEF

**Mike Greasley**, secretary of the WRTA, (the World Rally Teams Association) is currently in Oxford's Radcliffe Infirmary after a stroke last week. Recovery is likely to be a long and slow process, but we wish him well.

**Alister McRae** was lucky to be able to start the 1000 Lakes Rally. A brush with the traffic police saw the Scot without a driving licence three days before the event until Simo Lampinen intervened on his behalf...

**Ari Vatanen** was among the VIPs at the opening of Helsinki's Planet Hollywood restaurant.

**The Network Q RAC Rally** had 21 entries when we closed for press and it seemed a Mini invasion was on the cards. None of the factory teams had made entries but there is still plenty of time before 'cheap' entries close on September 25. Among the first in were entries from two lady drivers.

**Subaru** thinks it has found a significant improvement in performance over its New Zealand cars following a pre-Australia test at the weekend.

**Patrick Bernardini's** bid to retain his French title took a high-speed battering on the Rallye Mont Blanc at the weekend. He destroyed his Escort on only the second stage. The French Championship event was won by Philippe Bugalski, while the separate European Championship category fell to Erwin Doctor's Ford Escort Cosworth.

**Patrick Snyers** won the Bianchi Rally in Belgium last weekend, his RAS Ford Escort Cosworth backed by Reebok, Bastos and Fina.

**Tony Jardine** has secured sponsorship from the Sun newspaper for his Escort Cosworth. The deal was announced on Wednesday and the BBC's 'man in the pits' will take the paper's associate sports editor with him on the Manx International, London Rally and the RAC.

**Birger Gundersen** clinched the Norwegian Championship a couple of weekends ago. His car was run by Mike Little who has confirmed team's intention to enter a car on November's Network Q RAC Rally.

**Nasser Khalifa al Attiyah** will drive a Subaru Impreza 555 for the first time on the Kuwait International Rally on October 6/7. The event is the fourth round of the FIA Middle East series and takes place for the first time since 1989 because of the Gulf war.

**Kenyan newspapers** have been carrying stories suggesting that Patrick Njiru is about to abandon his Subaru links and drive an RAS Ford on the Safari Rally next Easter. However, claims of a deal worth £70,000 have been denied.



Tommi Makinen won his first big rally with Ford in Finland last year. Photo: Ralph Hardwick

## Is Makinen heading back to Ford?

As the 'silly season' reaches its climax, it now seems that Tommi Makinen may be heading for Ford next season, taking up a more permanent slot with the team that gave him his first World Championship win.

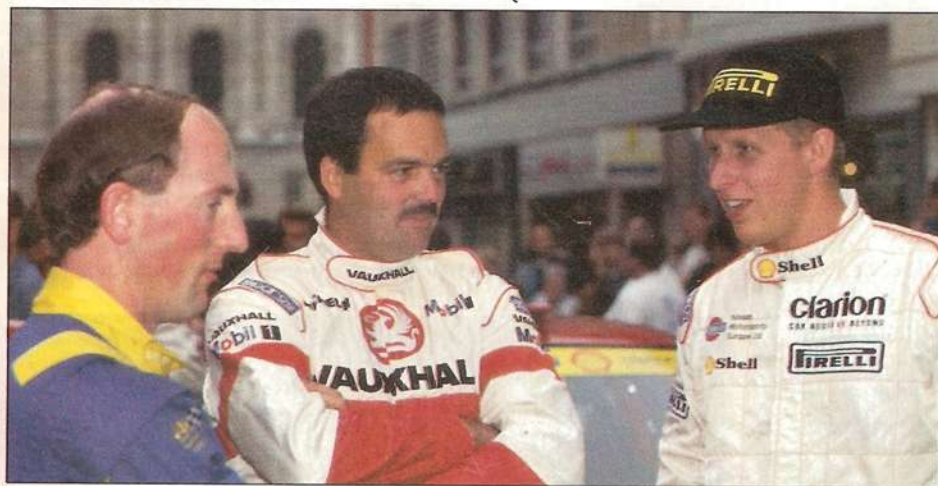
The Finn has spent this year with Mitsubishi, but he has not seemed happy with being forced to miss several rounds of the World Championship.

Makinen had been linked with Subaru for 1996, but that now seems less likely, even though David Richards insists he still

wants to name a trio of top names for the 555 squad. Makinen arrived in Australia on Monday, but he remained tight lipped.

Colin McRae is already on board and Richards hopes to retain Carlos Sainz, but the third driver remains the subject of wild speculation. Didier Auriol is top contender, while Bruno Thiry could be another.

Francois Delecour is definitely not on Subaru's shopping list and it is not certain that he will stay at Ford, either, a move to Citroen's rally raid team being rumoured.



Gwyndaf Evans (left), David Llewellyn and Alister McRae will have very different tasks ahead of them on the Manx Rally next week. Photo: Hardwick

## Evans heads Manx entry list

Gwyndaf Evans tops the list for next week's Manx Rally, the final round of the Mobil 1/Top Gear British Rally Championship.

The Welshman debuted Ford's RS2000 on the event last season and made a flying start until a cross member broke and dumped him out of the Formula 2 lead.

Now, after a disappointing season, he has a chance to come good at the end, possibly upsetting the plans of those aiming for the championship crown.

Evans is one of nine drivers chasing the outright drivers title,

although Nissan's Alister McRae needs only a top six place to clinch it. But Nissan and Vauxhall are the only two teams still fighting for the makes title. Only a category win will be good enough for Vauxhall. Even then, Nissan will lift the crown with a top four finish.

Vauxhall duo, Jarmo Kytölehto and David Llewellyn will find the Manx an emotional affair, as it marks the end of the team's official rally involvement. Winning the title is a tall order but they will fight hard to achieve their goal to rub their German bosses' noses in it...

### LEADING ENTRIES

- 1 Evans/Davies..Ford Escort RS2000 (F2)
- 2 McRae/Senior..Nissan Sunny GTI (F2)
- 3 De Mevius/Fortin..Nissan Sunny GTI (F2)
- 4 Burns/Reid..Peugeot 306 S16 (F2)
- 5 McKinstry/Phillipott..Ford Escort RS2000 (F2)
- 6 Head/Harryman..Renault Clio Williams (F2)
- 7 Llewellyn/Grindrod..Vauxhall Astra Sport (F2)
- 8 Rowe/Harris..Peugeot 306 S16 (F2)
- 9 Kytölehto/Kapanen..Vauxhall Astra Sport (F2)
- 10 Fisher/Kennedy..Subaru Impreza 555
- 11 Meagher/McLoughney..Ford Escort Cosworth
- 12 Oreille/Boyer..Renault Clio Williams (F2)
- 13 -
- 14 -
- 15 Buckley/Beech..Volkswagen Golf GTI (F2)
- 16 M Higgins/Simmons..Honda Civic VTI (F2)
- 17 Cathers/Noble..Subaru Impreza WRX (N)
- 18 Lovell/McMath..Toyota Celica Turbo 4WD
- 19 Stewart/Murray..Subaru Impreza WRX (N)
- 20 Young/McAuley..Ford Escort Cosworth (N)

## Three-car teams would be good



**BRUCE JONES**

**A**rguments will rage in the days ahead over whether three-car teams should be admitted to Formula 1 in 1996. Well, I think they should be. There can be no better sure-fire way of promoting young and deserving talent into the sport's top category than

by offering an extra berth in a top team alongside drivers who have already made their names.

The details of this impending rule-change have yet to be thrashed out, but FOCA supremo Bernie Ecclestone's comments this week intimate that the matter is being given serious consideration.

We would like to see third cars entered for a full year, but it seems that budgetary considerations will make that unlikely. Ecclestone considers it more probable that teams running a third car would only do so for five or six races (see *Pit & Paddock*). But, as he says, this would not put teams who can't afford a third car at a disadvantage if only two of them are counting towards the constructors' championship. Where is the downside to the idea? We don't see it.

It would, of course, also be manna from a promotional viewpoint to be able to put a Nigel Mansell in a top car for the British Grand Prix or an Alain Prost in for the French Grand Prix. Whether this would actually happen or not, remains to be seen. But why not? Motor racing is about people and one of the big problems these days is the lack of opportunity in top cars.

However, the most important factor in the scheme is that the top F1 teams, and it will only be the top teams who can afford three-car entries, will be able to 'blood' the F1 stars of tomorrow. Instead of speculating on how a Magnussen would go against a Hakkinen, we could actually find out.

## Ban on refuelling

When Ayrton Senna died in 1994, the FIA rapidly imposed stringent and far-reaching safety changes. The biggest threat to safety is no longer on the track, but in the pitlane.

Refuelling, a totally unnecessary practise, has yet to claim its first death, but after the second major incident at Spa we know that we are living on borrowed time.

Refuelling was introduced to 'improve the show' and it even fails on that point. It destroys any racing. Take two cars of equal performance with equal drivers with one and two-stop strategies respectively. The only time they will ever race is over the last lap or two.

The FIA has the power to impose safety rules. It should do it now to give the designers a chance for the 1996 season, or take the consequences. Legislate against refuelling before governments legislate against motorsport.

**John Simons**  
Wartling, East Sussex

## It's his neck on the block

In all the furore that surrounds the inescapable risk that refuelling fires bring to Formula 1, I am not surprised that people are calling for its cessation. But I am surprised by both the reaction of FIA President Max Mosley, to the threat that is inherent in refuelling and, perhaps more importantly to the threat to his own position, if any members of the F1 circus should lose their lives.

In a sport where people get to the top by engaging in some of the most cut-throat politics seen outside government, it amazes me that the FIA's elected president should so readily put his neck on the line. If Mr Mosley plays a simple 'pros and cons' game, I am sure he would agree that to rescind refuelling would be less of

a climb-down than the political damage done to the sport and himself by a needless death by fire.

As AUTOSPORT said in its editorial (31 August, 1995), the time for action is now. If not, the FIA could find itself in a position it could so easily have avoided.

**Joel Reeve**  
Crystal Palace, London



Ben Radford/Alisport

It seems our readers want less of this...

## Put him on the spot

Here's a tip for improving safety in Formula 1. Firstly, put Bernie Ecclestone in a refuelling suit. Next, throw two litres of fuel at him. Thirdly, light him. Now, count to five slowly. Fifth, put him out. Sixth, I said put him out! Finally, ask him if his opinion has changed.

You never know, it might work.  
**Sam Bailey**  
Hornchurch, Essex

## Superb Schumacher

I have replayed the Belgian Grand Prix innumerable times on video and still fail to see where Michael Schumacher drove Damon Hill off the road.

I think it is regrettable that when Formula 1 finally produces a race worthy of the name, both the protagonists and the governing body cry foul. I thought wheel-to-wheel dicing was what motor racing



Sutton Photographic

... And a lot more of this. Wheel-to-wheel action is in. Refuelling is most definitely out

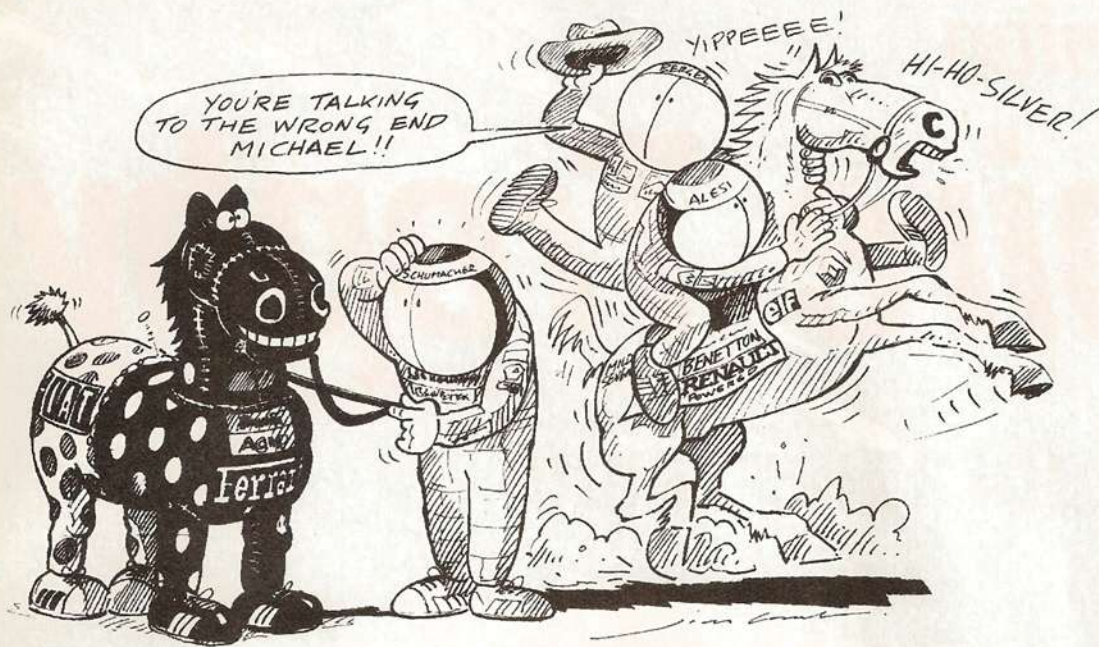
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## Narrower tyres

I might have missed something, but it seems to me the Formula 1 lobby is on the wrong bus. All they do is wring their hands and talk about how carbon fibre brakes have ruined racing.

May I suggest that the best way to lengthen braking distances and improve the racing spectacle would be to make the tyres narrower?

I don't think you need to be a financial genius to realise that making a few narrow moulds for front tyres won't break the Goodyear bank.

Now if Max Mosley mandated front tyres the same height and perhaps even narrower than those used on the P34 Tyrrells we would have some real racing.

**Ian Porter**  
Melbourne, Australia

## Ginger Bamber?

In your anniversary supplement, I was struck by the resemblance between Jim Bamber and celebrated drummer Ginger Baker. I wonder if they could perhaps be related. I think we should be told – and I think Taki Inoue should certainly be told!

**Mike Naylor**  
High Wycombe, Buckinghamshire



Taki Inoue and a very famous drummer?

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100634, 1072

was all about.

What is more regrettable, however, is the dominant role this scenario has had in defining subsequent media discourse about Spa. What should have been claiming the headlines and filling the columns was the fiery conflagration in the Jordan pit. Danger at Spa was to be found in three litres of leaky fuel – not in Schumacher's awesome outraking of Hill off line, on slicks, in the wet.

The final perverse irony is that it is the playing with matches in the pitlane that has made racing on the track such a rarity.

**Steve Hornsey**  
Brighton, East Sussex

## Another British whine?

I am beginning to think that there is some sort of conspiracy going on in Formula 1. Call me a cynic, but the Grands Prix seem to have become more a contest of how many ways there are to nobble Michael Schumacher, rather than the original intention.

Damon Hill should have learnt from Nigel Mansell that whingeing

doesn't endear one to the 'Great British Public', and I suspect that he would find more support from F1 fans if only he would stop bleating



Hill – taking lessons from the master?

about Schumacher and others.

This is motorsport at its highest level – you can't expect to win every race and the public doesn't expect losers to sulk.

**Julia Wayne**  
Kingston, Surrey

## No to three-car teams

Has Bernie Ecclestone considered that enabling top teams to run three cars in a Grand Prix season would effectively sound the death knell for the smaller teams who would lose not only their best drivers, but also any chance of moving up in the world in the future?

Would the likes of Barrichello, Frentzen, Salo, Irvine, or Panis be racing for smaller teams if there was an offer on the table to further their championship hopes in a Williams, Benetton, Ferrari or even McLaren?

Two drivers per team adds an element of the unknown and gives smaller teams a chance to compete. The three-driver system proposed would simply allow the top teams to insure themselves by bagging both the existing top drivers and the future stars. This would cement the status quo, fixing the top teams at the top, and cementing the weaker teams firmly to the bottom.

Status quos are not much fun as a spectator sport.

**Simon Richardson**  
Isleworth, Middlesex

## WHAT THE PAPERS SAY WITH KEITH OSWIN

Alain Prost's test with McLaren last week opened up all sorts of speculation. Will he or won't he race in Formula 1 again?

Those who recall him saying he would never do that after Senna's accident may have a sceptical view of Prost's claims in several papers that: 'I never said I would not drive an F1 car again. I said I would not race again, but I did not exclude some testing. At the moment everything is correct.'

He insisted he would need 100% support and motivation to get back into the race scene again but, by Tuesday, it seemed there may be other temptations. 'I believe my return would be good for F1 which lacks strong personalities,' he told *The Independent*.



The sport may be short of personalities but not characters. Gerhard Berger is one of those and he got

married last week. But just how old is the Austrian? The *Daily Mail* didn't seem to know on Saturday because it ran the story twice in the same issue and aged him a year between the two. On page 11 the 35-year-old married a Brazilian, but by page 71 he was 36 and married to a Portuguese...

One of the sport's most forceful personalities, Bernie Ecclestone, is still discussing plans to allow teams to run a third car next year and he also seems to think that a Prost return would be good for F1. But he told the *Daily Telegraph* last week: 'Prost is like Frank Sinatra. He makes too many retirements and too many comebacks.' Probably can't sing either...

The *Telegraph's* Robert Philip caught up with Allan McNish last week to see how his career is recovering from that awful crash at Donington five years ago which left a spectator dead and three injured. His rivals at the time were Hill, Irvine, Frentzen, Wendlinger and Morbidelli, but he has a lot of catching up to do.

The picture alongside this piece may be puzzling you so I'd better explain. It is a scene from a Jackie Chan film, *Thunderbolt*, which is heavily sponsored by Castrol if you hadn't noticed. Chan is a megastar in the far east and his last effort, *Rumble in the Bronx* (or *Lumber in the Bronx* as the *Telegraph* preferred!) had the biggest ever box office taking in Hong Kong after *Jurassic Park*.

# Sunday 17 September

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# Shifting sands



**NIGEL ROEBUCK**

Last week was a busy one for Gerhard Berger, all in all. On the Sunday he celebrated his 36th birthday, and started from the pole at Spa-Francorchamps. Two days later he agreed terms with Benetton, and notified Ferrari that he was leaving, and on Friday he married Ana, his enchanting girlfriend of many years.

Good decisions all the way around, it seems to me, but the professional one seems to have taken Ferrari team director Jean Todt aback. A fresh contract from the team had awaited Gerhard's signature since May, but from the beginning he pointed out that he had until August 31 to make up his mind, and he preferred to wait, see how everything shook down through the summer, study any other options that might come along.

By the time of Silverstone, Berger was convinced that Michael Schumacher would be joining the team for 1996. 'If he hasn't signed already, I think he will do soon,' he told me then. Did he have that from anyone at Ferrari? 'No, no, but when you've been here as long as I have, you get a feeling about things...'

At the same Jean Alesi, who had recently scored his first Grand Prix win, was becoming increasingly distracted about his future. For him there was no new Ferrari contract on offer. 'They keep telling me it will be all right, but... everyone is waiting for Schumacher.'

Berger's vibes served him well. By Hockenheim, it was widely believed that the open chequebook had worked its spell, that Schumacher was bound for Maranello, and at the Hungaroring it was common knowledge, officially confirmed the following week - as was Alesi's move in the opposite direction, to Benetton.

Now Gerhard faced a dilemma. On the one hand, he felt a genuine affinity with Ferrari, appreciating that he felt 'needed' there in a way he never had at McLaren, and well aware, too, that he had put an enormous amount of himself into the rebuilding of a team which had

been on its knees when he rejoined it in 1993; of course he hated the idea of leaving all that behind, least of all for the likely benefit of Schumacher. On the other hand, a motorhome was a pretty small place to share with a team mate one could not abide, and Berger was also seriously concerned about the terms of Schumacher's contract, which was believed to give him priority in a number of key areas.

Traditionally, Ferrari is not a team which cares to nominate a number one, preferring instead to provide the drivers with equal equipment, then to see which of them makes best use of it. For the last three years, Berger has been recognised as the team leader, and his deal with Ferrari has allowed him priority over Alesi in certain respects.

Theoretically, anyway. 'If I have a contract, giving me priority on new bits for the car, and they make, say, a new gearbox, if there is only one, I should have it, OK? But then they say that it will cause problems in the team, and I'll say, "Oh, let's have the same old gearbox on both cars." Many times I have done things like that, but in this business you shouldn't, I guess. In a racing driver, not to be selfish seems to be considered a weakness, but it's difficult for me to behave like that, because it's not my natural way.'

Probably, however, Berger suspected that Schumacher would be rather less troubled in this regard, and a conversation with Johnny Herbert on the subject would dispel any vestigial doubts. Autocracy is in the air Michael breathes, and while Gerhard may be as affable a man as I have known in F1, he has his pride, like anyone else, and would not happily accept *de facto* demotion.

Still, I thought that ultimately he would stay. Knowing the workings of Ferrari as intimately as he does, there could have been fun, at least for a while, in playing psychological games with the intense *wunderkind*, and not to be forgotten, either, were those reassuringly substantial cheques.

A couple of weeks ago, though, Berger suggested that money was not his priority, that he would accept a lower retainer for a higher degree of competitiveness from his car. Problem was, where was he going to go? There had been brief talk with Williams, but that particular game he got into too late, and the recurring suggestion was that, if he were to leave Ferrari, it could only be for McLaren. Given that Alesi was already installed, no one - including Flavio Briatore - had given a thought to Berger and Benetton. At Spa, though, the two of them had a long talk, and the seeds of the deal were sown.

In a way, I am sorry to see Gerhard breaking his ties with Maranello, for I have always considered him one of those racing drivers who naturally belongs in a Ferrari, but I sympathise entirely with his reasons for leaving, and wonder who, now, will take his place? Coulthard? Barrichello? Brundle? Salo? Larini?

Quite clearly, it must be someone who will not, in any way, rain on Schumacher's parade, either on the track or off it. The allure of Ferrari is always powerful, of course, but at any given time there is always one driver who is the fastest on this earth, and unquestionably, at present, that is Schumacher. So whomever partners him next year will subject himself to constant, almost certainly unfavourable, comparison with the yardstick. What Ferrari needs, therefore, is a driver prepared to accept firm secondary status, which rules out any from the very top level, even were there any available. Quite evidently, Berger took his decision to leave when he failed to get assurances of parity from the management.

They are taking a big risk at Maranello, it seems to me, effectively putting virtually all their eggs in one *korb*. They may have landed the best driver of the moment, but, in so doing, have they ruled out of the possibility of signing another who can step up to the plate as, and inevitably when, Michael's car fails?

For far too long now, we have had annual disclaimers from Ferrari, suggestions that this season is for rebuilding, regrouping or whatever, that *next* season they should be able to challenge for victories, and the one after that think of going for the World Championship. Schumacher himself is already speaking in those terms, but Fiat President Gianni Agnelli recently set in stone a rather more immediate timetable. With Michael aboard, he said, it would be Ferrari's fault if they lost the championship in 1996.

On Sunday, Berger and Alesi will race red cars at Monza for the last time, and at season's end the Ferrari driving team will neatly decamp to Witney, where they will get to sample the Renault V10 engine which has thwarted them these many years - and which Schumacher will not have next year. Bernie Ecclestone maintains that Michael himself is worth a second a lap. In 1996 he may have to be. ■



Back on board - for the first time in 10 years, Gerhard Berger will race a Benetton

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Rob Ybema is very good with his hands. Indeed, for a number of years now, the Ipswich-based Dutchman has been building model racing cars for teams, drivers, sponsors and fans alike.

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The latest crop of models that Rob has in stock include Formula 3000 Reynards and Lolas from last year and this, plus this year's Dallara Formula 3 car, including those such as Steven Arnold's F3 Dallara (pictured above) with the driver standing alongside.

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**Tues Sep 12** 1230-1330 Speedworld; 1630-1830 Motors

**Wed Sep 13** 2200-2230 Formula 1

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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 36



# Still waiting for that F1 break

In many ways, this has been a terrible season for me. I've lost my chance of winning the Formula 3000 Championship and I've still not won a race. But rather than being depressed, in some ways I feel very positive about the situation.

After my year out of the sport in 1994, following a year as Benetton test driver in 1993, I needed to prove to people that I still had what it takes to be a good, competent Formula 1 driver, and I feel I've done that this season.

I take heart from the fact that the Paul Stewart Racing team and I have been racing for podium positions and I feel I've proved that I've got the ability needed to be quick in qualifying and races.

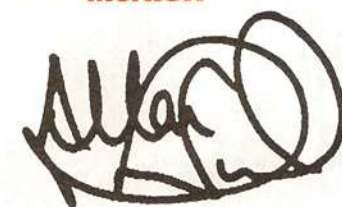
Nevertheless, it's hard to deal with the frustration I've had because this was a very important year for me and PSR. The way I cope with it is to say: 'Well, we've proved that we can run at the front on every circuit we've gone to, so there's no reason why we shouldn't continue that.'

There are two races left, at Estoril and Magny-Cours, and I see no reason why can't we win both of them, especially after our form at Spa at the end of August, when we would have dominated had the engine not broken.

Since I last wrote a column for AUTOSPORT, there have been three



**ALLAN McNISH**



F3000 races. I should have scored 16 points from them and still be in the running for the title with the two Super Nova drivers, Vincenzo Sospiri and Ricardo Rosset. In the end, however, I only scored one point, and they are now the only two men who can win the series.

I went to Enna-Pergusa in July feeling very confident. I qualified fourth on the grid and was up to second pretty early on, although I

wasn't able to stay with the pace of Rosset, who was leading the race.

In fact, I had other things on my mind, with Emmanuel Clerico, Marc Goossens and Sospiri right behind me. I wasn't as quick as Clerico, but I was comfortably able to keep him behind and then pick up a little bit of speed after mid-distance, but unfortunately, with 12 laps to go, Clerico outbraked himself and crashed into the back of me, taking us both out of the race.

That was six points gone and inherited by Sospiri, but equally importantly, a front wheel came back and punctured the side of the tub, and with Hockenheim only five days away, the team had to do a very quick repair job at the track.

They did a great job, but Hockenheim turned out to be our most difficult and frustrating weekend of the year. We came with exactly the same set-up on the car, but I just couldn't find a balance, and I qualified eighth.

In the race, I made a good start up to fifth, and felt confident in the first three laps, but gradually the rear tyres overheated, I lost rear grip and I slipped back to a very lonely sixth place.

We decided that we would work at the forthcoming test at Le Mans to try to make the car more balanced and consistent for the 120 miles of a F3000 race. We had an extremely good test and I came away





Allan is confident that he can win the final two F3000 races at Estoril and Magny-Cours for Paul Stewart Racing. Photo: Martyn Eloff

# kthrough

thoroughly looking forward to Spa.

When we arrived in Belgium, the weather was certainly not in my favour – with a set-up that we hadn't run in the wet, it was a nervous time before practice, which started on a wet track.

However, after two or three laps of the practice session those fears disappeared. I was topping the time sheets and felt comfortable doing it. In the end I was on pole by a second.

That pole lap was possibly my best ever. I knew it was going to be a very good lap, but I was still surprised when I looked at the dashboard read-out and saw how quick it was. I felt I was in a very good position to win the race.

Unfortunately, it was not to be. I made a bad start, but I noticed

immediately that the engine was slightly down on power. It eventually blew a few laps from the end when I was in fourth place.

It's easy to get down-hearted, but you have got to be very hard on yourself, and I've been through some worse times in my career than being on pole position by one second at Spa and having an engine blow up in the race.

I've got to go out now and be very quick in testing and stimulate everybody to work harder and try to finish the season on two wins.

I've also got my mind on next year. I realise it will be very difficult to get a drive in F1 – I know how hard it is to break through, having already been a test driver for Benetton and McLaren. I've got the speed, ability and experience to do a very capable job, but being strong in F3000 is no guarantee of getting an F1 seat, and neither is winning the title.

You've got to look at other arenas as well, and it would be naive not to look at Indycars, as Gil de Ferran has done a fantastic job over there. He's gone across, straight out of F3000, and he's already seen as a champion of the future.

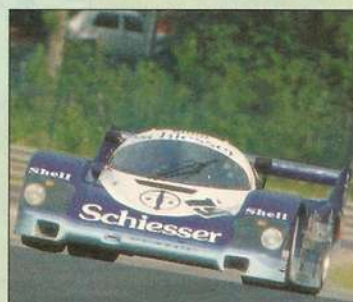
The DTM German Touring Car Championship is getting stronger and stronger as well, so to single out F1 and say that's what I want to do would be a mistake.

That's not to say, however, that I've given up on getting there. I'm 25 years old, and there are a lot of ways into F1, as Jacques Villeneuve has proved. Being a racing driver outside F1 doesn't mean you'll never sit in an F1 car again. That's still the pinnacle of the sport, and that's still my ultimate aim. ■

**“That pole lap at Spa was possibly my best ever... I felt we were in a good position to win the race”**

## ■ 10 YEARS AGO

Not only Germany, but motorsport as a whole lost perhaps its brightest talent when Stefan Bellof's Porsche 956B crashed heavily at Eau Rouge during the Spa 1000Km. (AUTOSPORT, September 5, 1985). Bellof's Brun car was fighting for the lead when he hit the works Porsche of Jacky Ickx. The tragedy came less than a month after the death of fellow countryman Manfred Winkelhock. The Lancia of Bob Wollek, Riccardo Patrese and Mauro Baldi took a hollow victory.



Stefan Bellof typically charging at Spa

## ■ 20 YEARS AGO

Michel Leclere won the first Formula 2 race to be held at Silverstone since 1967 in his works March Elf (AUTOSPORT, September 4, 1975). Leclere, who had led half a dozen races during the season, but only won one due to ill-luck, held out to the flag despite determined opposition from Gerard Larrousse and Brian Henton's Formula Atlantic-derived Wheatcroft. Jacques Laffite took the F2 championship title despite retiring.



Michel Leclere's luck held out, allowing him to take his second F2 win of 1975



John Surtees forges on to victory

## ■ 30 YEARS AGO

John Surtees dominated both qualifying and the race to win the Guards International Trophy sportscar race at Brands Hatch (AUTOSPORT, September 3, 1965).

Surtees's 6-litre Lola-Chevrolet was in a class of its own, setting a new lap record and seeing off Bruce McLaren's McLaren Elva-Oldsmobile by well over a minute. Surtees's team mate Jackie Stewart was third.

Jim Clark made up for some awful luck in the sports and touring car races (which were won by Jack Brabham) to dominate the Eagle Trophy for Formula 2 cars. Roy Pike was the F3 victor, while Jack Sears's Cobra beat Bob Bondurant to claim the GT honours.

## ■ 40 YEARS AGO

Following the marque's dominant victory in the Goodwood nine hours the previous weekend, Reg Parnell helped Aston Martin trounce the Ferraris for a second time in the Daily Herald International Trophy at Oulton Park (AUTOSPORT, September 2, 1955). After a masterly drive in the sole works DB3S, Parnell crossed the line 32.6s ahead of Mike Hawthorn's 3-litre Ferrari. Peter Collins was third in a privately-entered DB3S.

## ANNIVERSARIES

**Sep 7** Donnie Allison (born 1939), Kelvin Burt (b 1967), Peter Hardman (b 1964), Brian Hart (b 1936), Duncan Vercoe (b 1972)  
**Sep 8** Mike Berg (b 1970), David Grace (b 1949), Stefan Johansson (b 1956), Aguri Suzuki (b 1960)  
**Sep 9** Giovanni Bonanno (b 1968), Kenneth Hansen (b 1960)  
**Sep 10** Bruno Giacomelli (b 1952),

Armin Hahne (b 1955), Wolfgang von Trips (d 1961)  
**Sep 11** Bill Whittington (b 1949), Ronnie Peterson (died 1978)  
**Sep 12** Tony Bettenhausen (b 1916, d May 12, 1961), Gustav Brunner (b 1950), Ricky Rudd (b 1956), Jean-Louis Schlesser (b 1948), Giampiero Simoni (b 1969), Guy Smith (b 1974)  
**Sep 13** Jean-Marie Almeras (b 1943)

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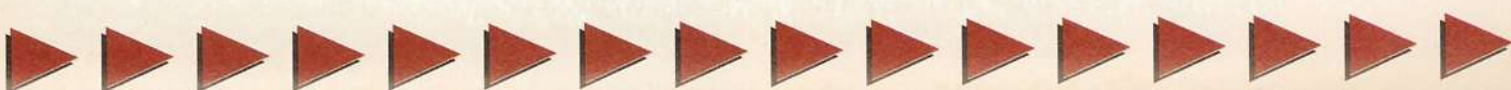
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# The Prof is back!

AFTER TWO YEARS IN THE FORMULA 1 WILDERNESS, RACING'S MOST PROFESSIONAL TEAM HAS TURNED TO 'THE PROFESSOR' FOR HELP. TONY DODGINS ASKS WILL AN ALAIN PROST COMEBACK SAVE McLAREN? ADDITIONAL REPORTING BY ERIC SILBERMANN

**L**ate last Wednesday afternoon the slight figure with the unruly mop of curly hair parked the McLaren MP4/10 trackside and calmly stepped out. The red overalls were unbranded but back in the pit lane the smile was the same.

'What can I say? I did two laps and then there was a hydraulic problem. But it feels good to be part of the family again.'

Alain Prost's first 'comfort' run in the McLaren had not lasted

too long, but he was back on the next day for another 30 odd laps. They included a couple of spins and culminated in a 1m31.0s best, some two and a half seconds slower than Mika Hakkinen, who was aboard a revised McLaren with a higher spec' engine. How had it felt?

'I must say I am surprised by my physical condition,' Prost said. 'I thought I would find it harder than this. But I'm in good shape, in fact better than when I was racing. Not because I plan to make a comeback, but because I have more time for sport and I love doing it.'

'The car is not difficult to drive, but it is very different to the car I last raced two years ago. It has less

downforce and no traction control, so it was difficult to get a feel for it right away.'

Prost, of course, scored 30 of his record 51 Grands Prix successes in McLarens. It is now 18 months since he tested a McLaren-Peugeot and decided against a comeback. He admitted: 'It was a pleasure to be back with them and to find that the team is 80% unchanged. It was an emotional moment. McLaren is the team that gave me the greatest satisfaction, not just in terms of success, but also in friendship.'

'I have to admit I was a little bit nervous when I first climbed into the car. Would I stall it? Would I get used to the hand clutch? The car was not ideal, as it does not have the latest modifications nor the latest specification engine. It has been set up mainly by Hakkinen and he has a rather unique driving style, so I have already changed a few things. But this is normal; any Formula 1 driver would do the same.'

The big question of course is: why is Prost doing it? Is he going to race again?

'Very often, when a driver leaves a team he does so with bad feelings. But I ►





◀ have always remained friends with Ron Dennis and Mansour Ojeh. Also, I knew I was in good physical shape, so I thought why not test again and see. In fact, testing is what I enjoy the most.'

That is most revealing. There are those who think that the Frenchman, 40 last February, would only consider a return to racing and the prospect of taking on Michael Schumacher, if he knew that he had a potential car advantage. Grand Prix races these days are effectively flat-out sprints between refuelling stops, while one of Alain's greatest fortes was his intelligence and

with Mercedes. Ask me today if I will race and the answer has to be "no". To race next year I need a 100% situation - to feel very comfortable with a good car, have a good engine, big motivation and a lot of support from the team and sponsors. If just one element is missing, then you can't do it. I don't know if the hunger for racing has returned. I need to do a long run test, maybe to simulate a Grand Prix distance.'

But what about the tribute to old McLaren team mate and bitter adversary Ayrton Senna, the pledge that he would never race again out of respect?

'That's not quite right,' Prost says. 'After Ayrton's accident I said that out of respect I would never drive his car. That was when I was asked if I would return to Williams. I may have said "no racing", but that does not rule out a bit of testing. At the moment everything I have said is in order. In the future things might be different. To be honest, I am not thinking about next season at the moment and I won't race this year. Now I am just thinking about my next test.'

At Spa-Francorchamps, Mika Hakkinen may have spun on the second lap, but prior to that there was a very real feeling that the McLaren-Mercedes package was progressing strongly. Dennis, realistic and open about the position all season, said: 'It's too premature to infer that we are back, but the performance here is real and if we can carry on improving we will raise the stakes. Alain could play a role in that strategy.'

Nobody doubts Hakkinen's outright speed, but there have been questions asked about his

testing ability, something which Hakkinen feels strongly about, incidentally (see panel, right). Dennis was also keen to quash any ideas that Prost has been brought into the 1995 programme through any sense of desperation.

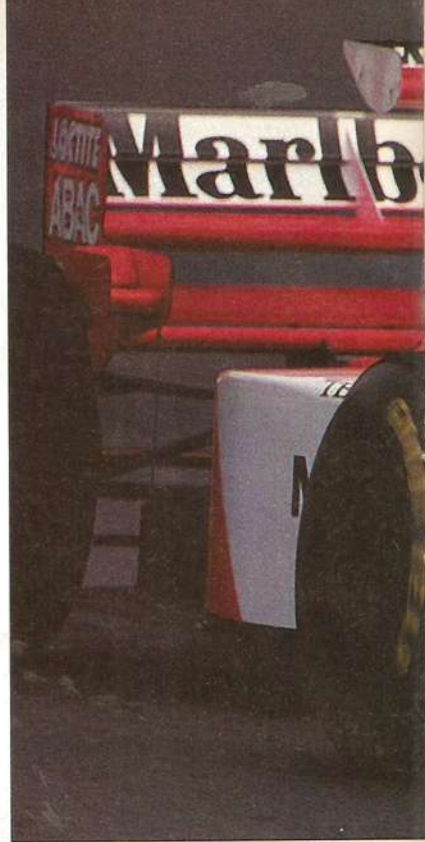
'Both Mika and Mark are very competent in describing what they want from the car,' says Dennis. 'We will form an opinion with Alain, taking into account his lack of racing miles. Alain's involvement is not indicative of any inadequacy in Mika or Mark. I have some ideas and we are trying hard to adapt next year's strategy, which might seem somewhat unusual to a few people.'

'Mika keeping his commitment so high is exceptional. Alain's role is supportive and supplementary and his experience and expertise, properly channelled, have to be assets to the team.'

So, after his brief foray, does Prost think that McLaren can get back to the top again?

'Very soon in my opinion,' he says. 'I think Hakkinen is a very quick driver and he will be saving us a surprise for the end-of-season races. If I can help, I will. It is important for me to feel useful in my life. It makes me happy. But it means a lot of pressure. I don't regret retiring. I had two good years. But sometimes it was frustrating sitting in the TV commentary booth. For sure, I have had enough of commentating.'

Damon Hill, for one, is keen to see Prost back: 'I'd love to see it. I'm a Prostophile! In a way, it's interesting and revealing that he has the urge to get behind the wheel again. It shows that once you've got it in your blood it stays



**I'd love to see Prost back. I'm a Prostophile! It's revealing that he has the urge to get behind the wheel again**

DAMON HILL

tactical awareness. So, what chance of a comeback?

'It is much too soon to answer. I cannot say there is no chance at all, but it is not part of the plan at the moment. The thing is to test, learn about the car and team and explore what can be done. It is also a chance to do something different

there. I think desire, not age, is the most important thing. And hunger. That's the most important thing over a long period of time. But he hasn't come back yet. He's got the time to think about it and, who knows? He could turn out to be the Mario Andretti of F1.'

Williams technical director Patrick Head, the man with whom Prost worked in 1993 when he clinched his fourth world championship, also thinks it would be good for F1: 'It may not be popular with young drivers looking for a seat, but it's got to be a good thing as far as interest in F1 is concerned.'

'Alain would have to work himself up to a level where he was at least as good as Hakkinen. You have to say that Hakkinen is very quick, but if Prost can do the same lap times I'd have thought he would out-think Mika in the races.'

'Having someone like Alain in the car helps the decision-making process. You can run something new that looks better in the wind tunnel, but while it might give more downforce it may also change the attitude of the car. Some of these judgements are very fine and if you can test it with a driver who has a lot of experience, it makes a difference. It will be interesting, but I don't suppose he expects to come back and set top level lap times straight away.'

Eddie Jordan, however, is doubtful: 'I don't see why someone who has won four world championships would come back unless there is a clear-cut guarantee that he can win. I think it is just something that Alain needs to clear in his own mind. It is always difficult to give up, because you must believe that you are better than the people who are racing, but sooner or later you have to retire. Having made the decision to retire, I am sure it would be better to stick by it.'

Time will tell. ■



Boxham

**All smiles... Alain Prost fields the maelstrom of questions from an expectant press during his first test back for McLaren**



Marky Elford

## PROST'S RETURN

**“It was good to be quicker than Nigel Mansell. And to have him next to me, nearly crying. I enjoyed that. It was good”**

**MIKA HAKKINEN**

**Shaky ground... Mark Blundell's place at McLaren is under threat now that Prost has hinted at a possible return to F1**

### QUICKER THAN AYRTON SENNA, BUT NOT THAT BRIGHT. THE MID-TERM REPORT ON MIKA HAKKINEN HAS BEEN PRETTY MIXED



Elford

**McLaren's 1995 dream team could not produce the results the team expected**

Mika Hakkinen has been dubbed lazy, but he prefers 'relaxed'. Neither has much relevance to the effort put in at McLaren this year, with the Finn as committed as anyone. But Mika has never enjoyed a great reputation as a thinking driver, and Alain Prost's recruitment to McLaren has only increased speculation that Hakkinen is lost.

The man himself, having outqualified Ayrton Senna in his first race for McLaren at Estoril back in 1993, is not fazed by Prost. He grins: 'It's pretty good. He can do a few race distances while I lie on a beach in Monaco! Seriously, he would be a good team mate. He's fast, a four-time world champion, intelligent and a good race driver. It would be good for me. You always have to prove yourself against your team mate. If he came back it wouldn't be just a case of doing some racing. He would test for months and then do it. I get the feeling he doesn't just want to ride a bicycle around France...'

Hakkinen says he has learned a lot from his time with Senna.

'I'll always remember Estoril. I enjoyed that. He just couldn't understand how

anybody had gone quicker than him. He was checking all the data and the sheets told him that I was three or four kph quicker through the first corner. He just didn't understand how. In the briefing I was joking about him needing bigger balls!'

In the race, of course, Senna carved past Hakkinen on lap 1 and then won the final two races of the season in dominant style. 'He had a different spec' engine,' Mika says mischievously. Whatever, few doubted that Hakkinen had provided the wake-up call for a slightly demotivated Senna.

'I don't know about that, but working with him was certainly a wake-up call. I woke up to how much I had to improve. His capacity to memorise things was fantastic. Traction control, ride heights, all the active stuff. There were millions of things. He was amazing, but I used to get confused and had to start again. It's been easier since the end of active.'

'The MP4/10 now, is not far off. We've made more progress on the chassis than ever before in my time at McLaren, discounting 1992 when we had new active

software every day. But everyone underestimates the effect of the engine in the overall picture. McLaren went from a Honda V12 to a Ford V8, to a Peugeot V10 and then a Mercedes V10. It's not just a case of plugging it straight in. It all sounds basic, but when you have a new engine it takes up time that you could spend on the car.

'People have laughed at McLaren, but the team has not been sleeping. Ron had to find the right partner and Mercedes wants to fix the problem.'

But what about the aspersions cast on Hakkinen's testing ability?

'That's bullshit,' he says defiantly. 'I've been doing Formula 1 for five years, but my real career only started at McLaren. I have more knowledge than many drivers. You know, Ayrton was a fantastic driver, but he hardly tested at all. I've been a victim. Maybe that's a strong word, but never having the same engine from one year to the next is not easy. The development of the 1994 car was bad. There I was, this young guy full of optimism, but we just did not have the reliability to develop the car properly. At Silverstone, either it snowed, it rained, the car wouldn't start up or the engine blew itself apart. In the end, six podiums wasn't bad for what was supposed to be the breakthrough year. Then, suddenly, Peugeot was gone.'

'Now it was another new engine and I thought Jesus, here we go again. You can tell almost as soon as you pull out of the pitlane whether the car is going to be any good. The balance was bad and it was good to be quicker than Nigel (Mansell). And to have him next to me, nearly crying. I enjoyed that. I thought it was good. But I'm happy to be at McLaren. They can develop a car very fast, and without mistakes. What they did with the gearbox and geometry before Spa would have

taken other teams weeks, even months.'

There is no getting away from the fact that Mika has messed up three times this year before the race has been two laps old. There was also the first corner accident at Hockenheim last year, for which he received a one-race ban. Anything to do with the cars, or just exuberance?

'Actually,' he says, 'it's not as bad as before because you can follow a car much closer in a corner now. But the drivers have to think more and more. All these fines... and we are paying. We're not going to do what Nigel and Ayrton did at Barcelona in 1991 for instance, because we're scared about a penalty.' He pauses momentarily and grins: 'Well, not me maybe, but some of the other drivers... If you are really naughty you can have a nice trip to Paris, miss two or three races and everyone says you're a hooligan.'

With a reputation as one of F1's biggest yet-to-be-realised talents, does Hakkinen get itchy feet when he sees drivers he considers less able winning races and nailing down big buck deals for the seasons ahead?

'Do you know how much I'm getting?' he shoots back. 'I don't have to feel jealous at all. And I don't feel guilty about the money either. It's not a hobby. It's hard work, high risk and we put our necks on the line. But yes, I'd like to win and I think I can before the end of the year. I see my future at McLaren.'



Elford

**Hakkinen is keen to lose his reputation as F1's 'hooligan'**



# Rindt: a spectacle

TWENTY-FIVE YEARS AGO THIS WEEK, F1 LOST ONE OF ITS BRIGHTEST TALENTS WHEN JOCHEN RINDT WAS KILLED AT THE ITALIAN GP. TONY DODGINS RECALLS THE TRAGEDY

**P**eople remember with crystal clarity what they were doing when JFK was shot. Or John Lennon. But, for me, nothing quite had the impact of September 5, 1970. My fanatical interest in Formula 1 had been fired by watching the 1969 British Grand Prix on TV. An eight-year-old, I'd heard of Jackie Stewart and watched enthralled as Jackie's blue Matra battled it out with Jochen Rindt's Lotus.

In those days, of course, we had Monaco, Silverstone and Monza on the Beeb, and precious little else. Stewart was my first great hero and on Christmas day I became the proud owner of a black corduroy cap. A year later it had been chewed up by a police horse outside Roker Park and I'd seen a Lotus 72. I transferred my fair weather allegiance to Rindt.

With Jochen able to clinch the championship at the televised Monza race in September, a planned family outing to the Cheviot Hills was nothing short of a disaster. I

won the argument for not going and pedalled off to my gran's on the Saturday afternoon. No sooner had I walked in than my grandad said: 'You've come to watch some car race haven't you? Well, one of the drivers bought it this afternoon. It's just been on. I think his name was Rit, or something.'

I was stunned, and hoped like hell he'd got it wrong. Then the evening paper dropped through the door and a stop press item confirmed it. When Jackie Ickx failed to win the three remaining races after Monza, Rindt became the sport's only posthumous champion.

It was also Rindt, and not Michael Schumacher, who became Formula 1's first German-speaking champion. And - a statistic which surprises many - until Imola last year, Jochen remained the only world champion to die in a Formula 1 car.

Rindt was a spectacular driver with fabulous car control. He sprung to international prominence when he turned up with a Formula 2 car at Mallory Park and asked Denny Hulme if he could follow him for a couple of laps to learn the circuit. He took pole! The next day he beat Graham Hill at Crystal Palace and had truly arrived.

Rindt formed a strong friendship with Jackie Stewart, who remembers: 'He was a lot of fun. We went on holiday together and spent a lot of time together. He was very highly respected as a driver. He changed too.'



The Rindt-Stewart battle at Silverstone in 1969 produced a classic British Grand Prix

**“Chapman used to phone me and say: ‘Tell him this.’ And they’d be in the same hotel – often in the next rooms!”**

BERNIE ECCLESTONE



FATEFUL WEEKEND

EMERSON FITTIPALDI TELLS ADAM COOPER HIS MEMORIES

Emerson Fittipaldi joined Gold Leaf Team Lotus as third driver for the 1970 British Grand Prix, initially driving a Lotus 49. Monza was to be his fourth race with the team.

According to Emerson, Jochen Rindt was not supposed to be driving the 72, which suffered brakeshaft failure on Saturday; his intended car, a brand new chassis, was crashed by Fittipaldi the day before. Emerson takes up the story:

'I remember in Monza on Friday, Colin asked me to scrub new tyres in a brand new Lotus 72. I was going to be driving the 72 for the first time, and I was very enthusiastic.

'But I misjudged the braking point at the end of the straight to the Parabolica. I was looking in the mirror because Jack Brabham was coming, and I didn't want to get in his way, and when I looked ahead again I was already 200 feet beyond the braking point – with no wings on the cars at that time, because there were no chicanes at Monza.

'The next thing I saw was Ignazio Giunti's Ferrari going very quickly. I was four wheels locked, like a torpedo, and I flew over the back of the Ferrari – about six or seven feet high in the air. I landed in the dirt, went over the bank and landed in the trees – luckily I was nose down, vertical, with the rear suspension being held by a tree. So the first time I drove the Lotus 72 was not the best experience!

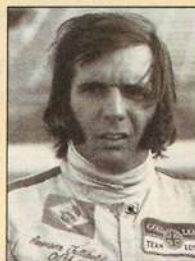
'I went back to the pits, and when I saw Colin I was very, very embarrassed. He asked what happened, and I said: "Colin, I'm sorry, I just misjudged it. It's tough for me to tell, but it's completely my mistake."

'That car was supposed to be Jochen's car for the next day; then unfortunately he had the crash on Saturday morning.

'I'd had breakfast with Jochen that morning, and he and Bernie asked me to drive the next year for their Formula 2 team, and be the number one driver. Jochen didn't want to continue driving F1 and F2, and for me it would have been a great experience. Unfortunately it was the last time I saw him.

'It was very tough mentally for me, but at that time the tracks, the cars, the drivers' equipment was not as safe as it is now. Safety was very critical at the beginning of the 1970s.

'I only had the opportunity to know Jochen personally for a few months. He was a great talent, an incredible character, and he helped me very much at the beginning of my career.'



Fittipaldi: 'much help'

David Phillips

The 1970 season was laced with tragedy. Rindt (left) is on the way to his first victory in the Lotus 72, at Zandvoort – a race which claimed the life of his great friend Piers Courage. Five races later, Rindt himself died in a 72 at Monza



# cular talent

He was a Gilles Villeneuve type of driver and he always overdrove to begin with. But Jochen Rindt in 1969 and 1970 was a different animal altogether. Very fast, very clean. We had that great British GP when we were both absolutely flat out.

'He was already in Formula 2 when I was in F3 and I think we met at Rheims. Then, for my first championship Grand Prix, we went down to East London in South Africa. It was a New Year's Day race in those days, and we went to the drive-in movie together, just us two, on New Year's Eve. Today I suppose people would have wondered about us, but nobody thought about that then! Anyway, it got rid of the pre-race nerves.'

While Jim Clark was just about unbeatable in Formula 1, Rindt enjoyed a similar reputation in F2. He also scored a great win in the 1965 Le Mans 24 Hours with Masten Gregory in a Luigi Chinetti-entered Ferrari. Their 250LM had an engine problem early in the race, only one bank of cylinders working, and Rindt thought it was all over. Gregory, in fact, only just managed to prevent him leaving the circuit in his hire car.

With the car repaired 25 minutes later, Rindt agreed to continue on condition that they both drove flat out all the way. He took the lead



A fortunate win at Brands Hatch in 1970 came at the expense of old boss Jack Brabham

Maureen Magee

shortly after dawn on Sunday morning and the car expired almost as it crossed the line. On that occasion, as at Crystal Palace, the slightly superstitious Rindt, who always climbed into the car left foot first, had carried the number 21. On that fateful day at Monza five years later, the Lotus carried No 22...

It took a long time for things to happen for Rindt in Formula 1. He made his debut in 1964 in a Rob Walker BRM at his native Zeltweg. The following year he signed a three-year deal with Cooper on a £2000 salary and £200 per start. A popular tale suggests that, when

Rindt realised Stewart was getting three times as much at BRM, that was when he enlisted Bernie Ecclestone as his manager.

'No, we were just mates,' Ecclestone says. 'We became friends and I just looked after things. We ran the Formula 2 team together, for a bit of fun really.'

At Cooper, Jochen's mechanic was one Ron Dennis. They were hampered by the Maserati V12 which John Cooper employed in the first year of the three-litre formula in 1966, in the belief it might help him sell more Mini Coopers in Italy! It was basically a 12-year-old design but ▶

# JOCHEN RINDT



A VERY  
RARE  
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JOCHEN

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presence of  
Roy  
Winkelmann  
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◀ Rindt still managed to lead at Spa.

In 1968 Jochen joined Jack Brabham, with whom he got on famously. He was, however, now held back by the Repco engine which was no match for the Cosworth DFV. Colin Chapman was chasing him for a Lotus seat alongside defending champion Graham Hill and, finally, Rindt signed.

Ecclestone had told him he had more chance of staying alive in a Brabham, but more chance of winning in a Lotus. Rindt's wife Nina, a Finnish model whom he'd married 18 months previously, thought he was mad to leave Brabham and, if Jack and Ron Tauranac could have come up with 75% of Chapman's offer, the chances are he would have stayed. But he told Nina he couldn't afford to forego half his income potential.

far from it. You're fine in the car but a complete bastard outside.'

Ecclestone recalls: 'Colin used to phone me and say "tell him this, that or the other". And they'd be in the same hotel, often in the next room to each other. The sort of silly thing that happens between driver and team manager. They used to fight quite a bit. It could be about anything, but often it was about that bloody ill-fated thing that Jochen always said was dangerous, the 72.'

'He was a character. We would play cards, which used to upset Colin. Sometimes in practice when the car was no good we used to sit down and play gin rummy. Poor Colin used to get frustrated and Jochen had a very good sense of humour. He used to like a gamble. I think we were about evens in the end.'

and sent it to the Spanish organisers with a note of thanks.

Like Stewart, Rindt was intelligent and came to care increasingly about safety. According to biographer Heinz Pruller, he had promised Nina £10,000 if he won the championship and continued racing. Stewart says: 'He would have retired at the end of 1970 for sure. He wasn't in love with racing at all. He thought it was stupid and he was very firm about that. He was very friendly with Jimmy Clark and, after Jimmy died, Jochen thought there was only the two of us. He would say: "You should be doing this and I should be doing that and we should be jacking the price up."' Ecclestone, however, says he knows that Rindt was not going to retire.

Rindt also spent time building up his racing car show, of which he was

further wins in the 72 brought him into striking distance of his ambition. Both Stewart and Ecclestone have awful memories of that Saturday afternoon at Monza, when Rindt's Lotus snapped left under braking for Parabolica and went into the barrier...

Stewart: 'I've got a great picture of him on the morning of the accident, sitting in his car eating an apple and I'm sitting on the pod.'

'I was in the pits when he had the accident and Peter Gethin told me it looked very bad. Then the people in the tower told me it was OK, that he had some leg injuries, then another driver coming in told me another horror story. I went back up to the tower and they weren't sure. Then I was told he'd been brought back to the medical centre. Jochen was there but he wasn't being attended to. He was dead then, I'm sure of that.'

'Practice was rescheduled and I went out and put in my fastest lap. I didn't want to be in the car long. I was crying when I went out. Then it cleared up, I went past the Parabolica, the first time slowly to see where the accident had been. I was quite clinical but then I came in, got out of the car and realised the futility and stupidity of the whole thing. I'll never forget, I had a bottle of Coca Cola and I just got so upset that I smashed it against the wall in anger, something I would never do.'

Ecclestone recalls: 'I ran to the corner where the accident happened, then all the way back, and he was in the back of a Volkswagen bus. Then they got lost and took him to the wrong hospital. The whole thing from beginning to end was a nightmare. By the time I got to the hospital he was dead. Today, I suppose, with the facilities at the circuits, they might have been able to save him.'

Thinking back about Rindt, Stewart says: 'He had a great flavour for life and enjoyed a laugh, which I think the guys miss today. We were as competitive as anybody. We raced hard. You think - there was Jim Clark, myself, Jochen, Graham Hill, Jack Brabham, Denny Hulme, Chris Amon. All those guys were really talented drivers, and it was maybe the best period for real talent.' ■



Rindt worried about Lotus fragility, and suffered a big accident at Barcelona in 1969, after the new Lotus rear wing collapsed

Stewart remembers that from the start Jochen used to joke with him about Lotus fragility: 'We used to drive to Clermont Ferrand from Geneva in convoy because he didn't trust his Elan. He didn't think he would ever get there. I had my Ford Zodiac, and I'll never forget coming around a corner and seeing the door fall off his Elan on Nina's side. We had to pick it up. Nina gave up and came with us.'

Chapman was still reeling from the loss of Jim Clark and, for a long while, he and Rindt did not get on. In fact, by Nurburgring in 1969 it had got so bad that Chapman showed Jochen a magazine picture of himself with the caption: Is this the perfect race driver? Chapman told him: 'Don't you believe it Jochen, you're

In 1969 Rindt emerged as probably the quickest man in F1. Barcelona was the first time he'd led a race since Spa '66, but then Lotus had their famous wing failures and Rindt actually hit the wreckage of team mate Hill's car, which had suffered an identical failure a couple of laps earlier. He suffered a broken nose. The story goes that, when Nina was the first to visit him in hospital, he told her he would soon be through with racing. Ecclestone went in next - and was asked whether he'd collected the start money!

Ironically, Rindt had been part of a GPDA group which had insisted on the double-height guard rails which restrained the Lotus. He got a jeweller friend in Austria to design a present, in the form of a guard rail,

proud. 'He had a good business brain, but he got into bad things as well,' Stewart recalls. 'He got involved with a bloody architect and built my pool house. It was terrible. It went on for ages, the guy ran out of money and Jochen said he wouldn't give him any more. The bloke then went after me. But Jochen was sharp. And had a temper. He used to stamp his feet. I know he was Austrian but it was very Germanic. He'd stamp both his feet and when he got angry at people he would shout and rage. It was quite funny really. But Bernie and him were good together. He liked Bernie a lot.'

Perhaps Rindt's most famous win was Monaco 1970, his last race in the Lotus 49, when he harried Brabham into an error at the last corner. Four

**“Jochen was sharp. And he had a temper. When he got angry at people he would shout and rage. But he liked Bernie a lot”**

JACKIE STEWART

David Phipps

# Can Ferrari spoil the title battle?

**M**onza will be a circuit that suits both Benetton and Williams. It is quick, fairly smooth, and the Renault engines will give both title contenders a great chance. The Williams team is definitely making some consistent progress in performance, while Benetton has not quite kept up with its rival, but ultimately the circuit will suit both Michael Schumacher and Damon Hill. And perhaps more importantly, it will also suit the Ferraris and the McLarens. The Italian Grand Prix will be a very, very good race. There is going to be some strong competition for those first two or three rows.

Schumacher will be happy that he has increased the margin to Hill in the World Championship. That will give him a bit of a buffer and at the same time I'm sure he would like to go to Monza and do a fantastic job ready for his switch to Ferrari next year. He has got something to do to impress the Italian fans.

The psychological pressure has swung against Hill after Belgium. He has got to start pulling the wins out of the bag if he is going to make the title race run until the end of the year. He definitely has got the car to do that.



**MARK BLUNDELL**

His team mate David Coulthard is still looking for that elusive first win and despite his position in the team, he hasn't pulled out that sparkling race performance yet. He was good over the first 10 laps at Spa, but at the end of the day, we are talking the whole two hours.

Johnny Herbert was out to prove a point to Benetton at Spa and a couple of spins and a seventh place were not what he was aiming for. But now the team has guaranteed his seat until the end of the year and that stability should allow him to relax a bit more into the situation he is in.

Monza, of course, is the track where Ferrari will be pulling out the

stops more than anywhere. With both of its drivers heading to Benetton next year, they will be looking to show well. Gerhard Berger has done a good job all season - solid driving from him - whereas Jean Alesi seems to have had his mind attuned to next year. I'm sure that driving a Ferrari at Monza will give them both a tremendous lift.

At McLaren, we have got some more development work being done currently and we have definitely made some progress. At the last two races, I have been very unlucky not finishing on the podium. A good result is definitely coming, and the law of averages says we will get one! Whether it will be me or Mika Hakkinen is up to us to find out. Mika has to pull a result out of the bag and the team and the car now make that a possibility.

Ligier and Sauber are looking the best of the rest at present, and Martin Brundle and Heinz-Harald Frentzen have both impressed. Ligier's Mugen Honda engine could help them over the weekend.

One of the benefits of Monza is an extremely quick pit stop, with a high-speed entry. So it is very much down to performance versus fuel loads and tyre wear. I don't expect to see the leading teams pulling any clever tricks in the race. But I do expect it to be a great one. ■

## MARK BLUNDELL'S LAP OF MONZA

### Atmosphere, tension and... Monza

**M**onza is one of the oldest circuits around and produces a tremendous atmosphere. It is based inside a park and you can feel the tension as soon as you walk through the gates. What's more, it has the Lesmos and the Parabolica, which are among the greatest corners in Formula 1.

The magnificent long straights are interspersed with second and third gear chicanes and that promotes good racing because you can tow people and dive inside under braking.

The first Variante chicane followed by the Curva Grande is pretty simple stuff.



The tremendous atmosphere at Monza is unique

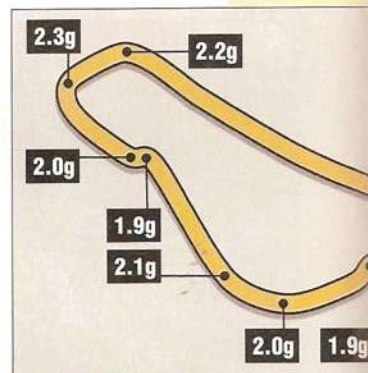
Out of the first chicane you are hard on the power and pulling 2.5g through the Curva Grande. After the next chicane come the Lesmos, which are brilliant. You try and

increase your speed from Lesmo 1 to Lesmo 2, while maintaining some balance in the car. You need good downforce here, but you will be running the car in a compromise setting to ensure that you get the top speeds on the straights. Drag around Monza is costly.

At the end of the lap comes the very quick Parabolica. It has tremendous lead-in speed, then you kill the speed mid-corner before diving back on the power and understeering all the way to the edge. It is a thrilling 160mph exit onto a 200mph start-line straight!

Speed mph **181** Gear **2**

Graphic: Steve Villiers



#### Friday, September 8

**1200** First qualifying session for the Italian Grand Prix, live.

**1730** Pole position magazine (repeated at 2100).

#### Saturday, September 9

**1200** Second qualifying session for the Italian Grand Prix, live.

**1730** Pole Position magazine (repeated at 2100).

#### Sunday, September 10

**0930** Italian Grand Prix warm-up, live.

**1330** Italian Grand Prix, live.

**2000** Italian Grand Prix highlights (repeated at 2330).

#### Monday, September 11

**1245** Italian Grand Prix highlights (repeated at 1730).

#### RADIO FIVE LIVE (693/909 MW)

#### Saturday, September 9

Qualifying updates throughout the day.

#### Sunday, September 10

**1400** Italian GP, live commentary with Simon Taylor.

#### BBC 2

#### Sunday, September 10

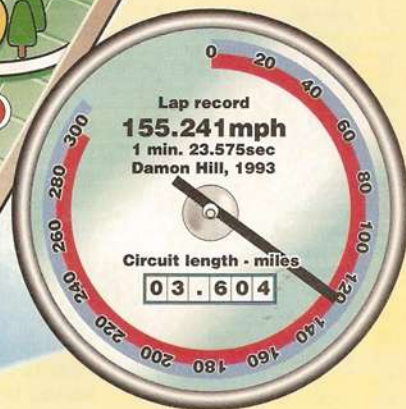
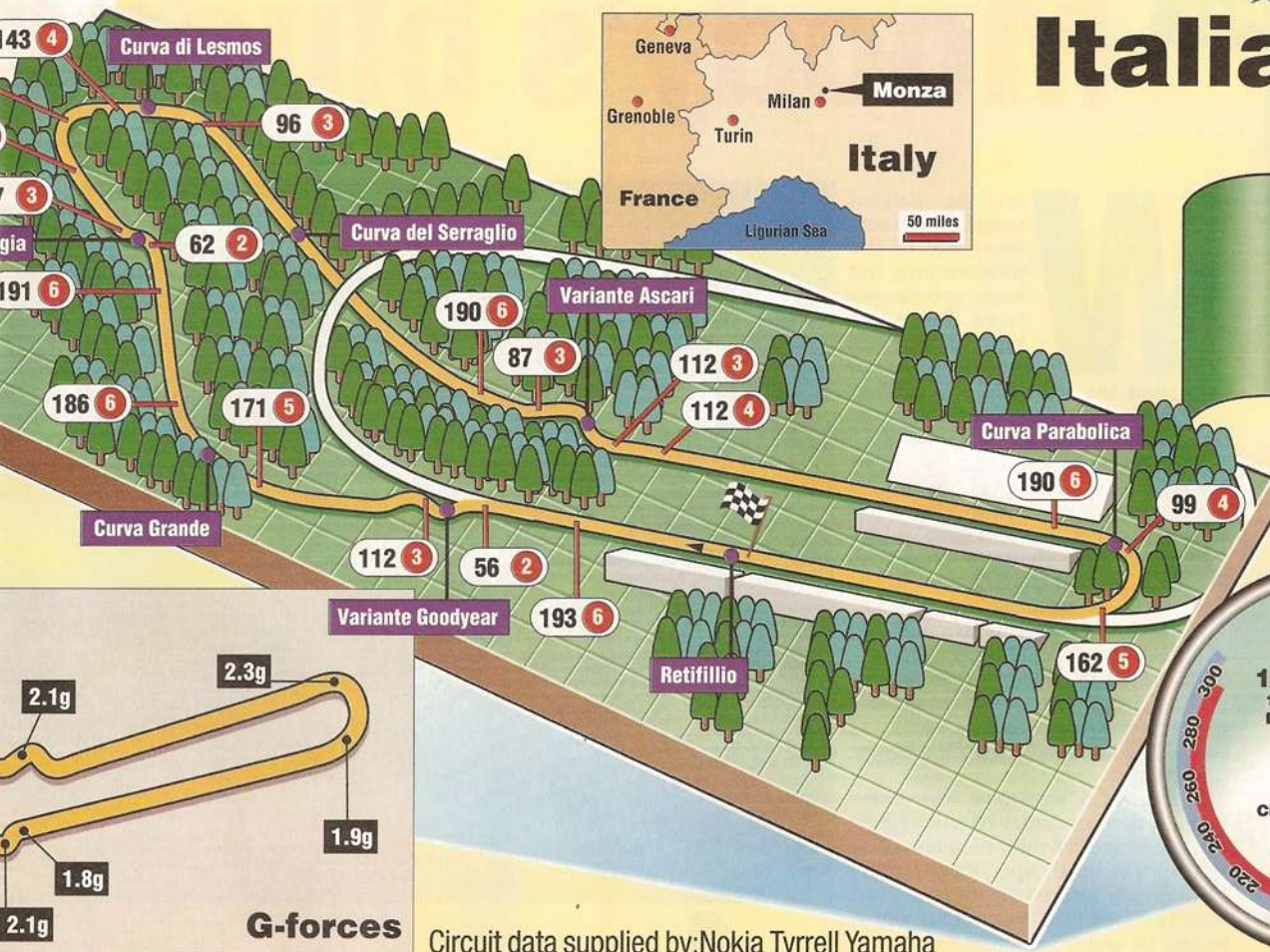
**1335** Italian Grand Prix, live.

**1950** Grand Prix, highlights programme.

# Italian GP

Monza

September 10, 1995



Circuit data supplied by: Nokia Tyrrell Yamaha

## World Championship betting

Pos	Driver	Odds
1	Michael Schumacher	4-5
2	Damon Hill	7-4
3	Jean Alesi	9-1
4	David Coulthard	10-1
5	Gerhard Berger	12-1
6	Johnny Herbert	40-1
7	Mika Hakkinen	50-1
8	Rubens Barrichello	66-1
9	Martin Brundle	80-1

Pos	Driver	Odds
11	Eddie Irvine	80-1
11	Mark Blundell	100-1

**World Championship betting**

Pos	Driver	Odds
1	Michael Schumacher	1-6
2	Damon Hill	7-2

100-1 bar

The championship is a two horse race  
 Odds supplied by Ladbrokes, August 31, 1995

## EXPERT OPINION



**SIMON TAYLOR**  
 BBC Radio 5  
 Live

Ferrari's home race at Monza has a unique atmosphere and if its cars are going to go well anywhere, it will be here. However,

both drivers leaving at the end of the year may have unsettled the team, so a victory is unlikely. The cars will qualify well and expect Gerhard Berger to produce an extraordinary performance in second qualifying.

The race will probably be a Williams versus Benetton affair. Damon Hill seems to get better when the odds are stacked against him and after the frustrations of Spa he will be a real force.

Michael Schumacher and Flavio Briatore are determined to win the World Championship this year and Michael has to remain the favourite on any circuit.

David Coulthard showed at Spa that he's refound his form and he will be almost as quick as Hill, while Schumacher's team mate Johnny Herbert, who went so well early on at Spa and in qualifying last year, might spring a surprise.

As far as McLaren and Jordan are concerned, they both seem to show speed but not staying power.

## CURRENT POINTS

After 11 of 16 rounds

### DRIVERS

1	Schumacher	66
2	Hill	51
3	Alesi	32
4	Coulthard	29
5	Herbert	28
6	Berger	25

### CONSTRUCTORS

1	Benetton-Renault	84
2	Williams-Renault	74
3	Ferrari	57
4	Ligier-Mugen	16
5	Jordan-Peugeot	14
6	McLaren-Mercedes/Sauber-Ford	12

## WHAT HAPPENED LAST YEAR

Damon Hill got the result that he needed, winning comfortably while championship leader Michael Schumacher was away serving the first part of his two-race ban.

The Ferraris dominated qualifying, Jean Alesi taking the first pole position of his career by 0.1s from Gerhard Berger.

The race was stopped after Eddie Irvine triggered a chain reaction accident into the first corner taking out Johnny Herbert, who had qualified his Lotus fourth.

At the re-start, Alesi took command, leading until his first pit-stop when his car declined to select first gear. This left Hill and Coulthard out front, until the latter ran out of fuel at the last corner, promoting Gerhard Berger into second, much to the joy of the tifosi.



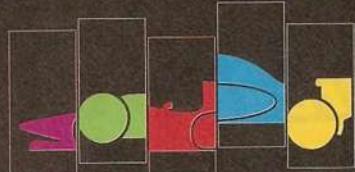
The first corner accident that stopped the race

### LAST YEAR'S TOP SIX

Pos	Driver	Fastest lap
1	Hill	1:25.930
2	Berger	1:26.541
3	Hakkinen	1:27.432
4	Barrichello	1:27.449
5	Brundle	1:28.185
6	Coulthard	1:26.607



Schumacher was mighty at Spa



# Moody's blues s

## HOW DID YOU SCORE IN BELGIUM

### Drivers

No	Selection	Pts	Total
1	Schumacher	44	77
2	Hill	27	55
3	Alesi	2	7
4	Berger	0	35
5	Coulthard	0	38
6	Herbert	0	36
7	Hakkinen	-3	1
8	Frentzen	19	37
9	Panis	0	17
10	Barrichello	18	27
11	Irvine	0	1
12	Brundle	24	24
13	Salo	3	-1
14	Katayama	0	10
15	Blundell	13	13
16	Suzuki	0	23
17	Morbidelli	0	0
18	Martini	0	0
19	Diniz	11	8
20	Badoer	0	4
21	Boullion	3	33
22	Moreno	8	5
23	Gachot	0	0
24	Montermini	-2	23
25	Inoue	6	3
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	-1	-6
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	7	13
50	Sospiri	0	0

### Chassis

51	Benetton	20	54
52	Williams	13	46
53	Ferrari	-4	25
54	McLaren	7	2
55	Sauber	13	39
56	Jordan	11	22
57	Ligier	14	38
58	Tyrrell	0	7
59	Arrows	-1	-8
60	Minardi	0	-1
61	Forti	0	-5
62	Pacific	-2	-6

### Engines

63	Renault	20	60
64	Ferrari	0	32
65	Mercedes	13	13
66	Ford Zetec	14	42
67	Peugeot	12	24
68	Yamaha	11	23
69	Mugen	16	42
70	Hart	0	0
71	Ford ED	0	22

**W**ith the Belgian Grand Prix having been one of the most exciting and most spectacular races for some time, it will not surprise you to learn that the dramatic proceedings have had a profound effect on the fourth Fantasy Grand Prix standings.

Our latest Fantasy winner Stuart Moody, can be sure that his victory is a direct result of Martin Brundle's storming drive in the Ligier-Mugen. Indeed, all three elements along with Pedros Diniz and Lamy feature in the winning Polymorphic Racing 30 team.

For his efforts Stuart wins a magnum of champagne from Moët et Chandon, Scalextric's latest F1 set - including the new range of F1 cars - and a selection of clothing from the Savane range, all packed up and ready to go in a Savane travel bag.

Stuart, who works in investment finance, was not surprised when he got the telephone call informing him of his victory: 'I've been expecting this call as I had already worked out my score, I am absolutely thrilled that I entered 40 teams,' he said.

So, after three rounds, Michelle Nicholson's Nicholson Racing team leads the Fantasy League table, which is an astonishing achievement since she didn't even feature in the Top 100 after Hungary. In fact, things have changed so much that the hitherto leader, Ian Hartley's Start Line Jumpers, has fallen to 72nd place.

Looking forward to Monza, Ferrari should be in its element, but those who have chosen either Mugen engines or Martin Brundle seem to be onto a good thing at the moment.

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



01327 857177

## CELEBRITY FANTASY LEAGUE

### CELEBRITY LEAGUE STANDINGS

POS	TEAM NAME	OWNER	SCORE
1	Forsythe Racing	Robin Herd	133
2	Gen Tec	Robin Herd	109
3	RNR Rocketeers	Harry Nuttall	100
4	OB1	Oliver Gavin	96
5	Fortune Racing	Gualter Salles	94
6	Jensen Drivetime	David Jensen	89
7	Marky's Team	Mark Blundell	88
	Team Catch It	Will Hoy	88
9	SMART	Stirling Moss	82

### Mark Blundell MARKY'S TEAM

Brundle, Morbidelli, Lehto Jordan, Mugen Mark had a good Grand Prix in more ways than one. Not only did he finish fifth for McLaren, but he also moved up the Celebrity League table, thanks to Martin Brundle's storming drive.



### Harry Nuttall RNR Rocketeers

Moreno, Noda, Lamy Jordan, Renault The ex-BTCC racer has had a quiet year, which has given him time to concentrate on his Fantasy team. It seems to have worked. With the aid of Renault power, he moves to third in the table.



# snatch the win

**FAXLINE**  
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**top 500 worst 50**  
Calls are charged at 39p/min cheap  
 rate and 49p/min at all other times.

Martin Brundle's drive to third at Spa was a stormer, and the performance instantly made him a Fantasy GP hot property



Martin Elliott

## HOW DID YOU DO?

Here are the top Fantasy GP scorers

POS	TEAM NAME	TEAM OWNER	SCORE	POS	TEAM NAME	TEAM OWNER	SCORE
1	Nicholson Racing	M Nicholson	153		French Connection	P Wheal	138
	Stuart John Racing	S John	153	52	Hoppy's Heroes	P Hopkinson	137
	Schorfields	J Schorfield	153		Seany GP	L Newington	137
	Nervous Germans	S Scott	153		AJB Top Banana Team	A Brown	137
5	Polymorphic Racing 5	S Moody	150		CD Motorsport	C Dincmen	137
6	Polymorphic Racing 15	S Moody	144		DC Power	D Ettritch	137
	The New Real Blue Team	C Burrows	144		Morry Racers	M Morris	137
	Richies Racers	R Wickham	144	58	JCB Motor Sports	J O' Grady	136
	Push	H Barf	144		CJ Racing	C Staners	136
10	Barfbag Racing	H Barf	143		Mike and the Mechanics	M Price	136
11	Shus No One Racing	M Crowley	142		Racing Certainties	M Lewis	136
12	Team Gibblet	L Dagg	140		Sparky Spoilers	S Clark	136
	Polymorphic Racing 7	S Moody	140		Formula Grantham	M Ransom	136
	Pit Stop Panic	R Wilkinson	140		Hammer's Heroes	E Hammer	136
	Rock 'n Roll Racing	A Bowles	140		Dr Smul Spread and go	JB Broertjes	136
	Team Pittless	S Fuller	140		I will beat the husband	S Stewart	136
	Some Speed	J Barton	140		Drew's Dream Team	A Donegani	136
	Herbert For King	R Butler	140	68	Culture Racing	J Everett	135
	K9 F1	B Willis	140		Team Four	B White	135
	Quick Racing	U Christiansen	140	70	Dunno Team	J Peirce	134
	Reg E Mental Motors	The Occupier	140		Saunders Grand Prix Racing	B Saunders	134
	Andy's Aces Team 4	A Gill	140		Start Line Jumpers	I Hartley	134
23	IB Plumbing & Heating	I Brazier	139		Pull Your Finger Out	D Martin	134
	Boyz in Blue	W Purnell	139		Monte Carlo Or Bust	C Checkfield	134
	ST B3	S Blenheim	139		On a wing and a prayer	A McBain	134
	Team Dead Sure	P Burnett	139		Dream Machine	S Button	134
27	Full Of Hope F1	D Martin	138		Carol's Conquerors	C Morgan	134
	Neurotics Anonymous	A Donegani	138		Schuby Doo Racing	D Conner	134
	KAR Racing	K Riley	138		Hillbilly Racing	J Walraven	134
	Hardy's Heroes	A Hardy	138		Bailey Racing	A Bailey	134
	Lambert's Lot	E Lambert	138		Bob's Lot 3	R White	134
	Fast Beans	N Weall	138		Harry's High Hope	J Gerwat	134
	Dweeb Racing	I Stone	138		One Stop Strategy	A McMillan	134
	Spanner Racing	P Spanner	138		Road Hogs International	N Brown	134
	Willy Weber's Wunderking	M Price	138		Coulthard's Tonsils	E Coman	134
	Project 27	R Hungerford	138		Sue's Squad	Mrs Corish	134
	F1 Mix	R Shipley	138		Steve Scott Racing	S Scott	134
	Milhouse Racing	M Farmer	138		YG Racing	Y Grant	134
	Mostly Frenz	D Hill	138		Chequered Flag	j Walpole	134
	Film This Sport	D Zone	138		Nicky's Chargers	N Woodley	134
	Traction Control	A Loren	138		Hot Shots F1	J Kennedy	134
	Hill's Schwake	A Green	138		Crateswood Racing	C Redfirm	134
	Firefly F1	G Livesy	138		Sennor Sinners	B Fandlin	134
	Geordie Racing	C Bennett	138		Quick Mick Racing	T Briggs	134
	Ligier in a Timewarp	M Gough	138		In a Ligier of their own	G Fanham	134
	Ace Twelve	S Mason	138		Senna's Brazil Nuts	W Barnett	134
	The Three Stoppers	G Dent	138		F1 Retros	S Docker	134
	Zorrows Racing	M Taylor	138		Nippy Narners	B Harnett	134
	Pink Pigs Racing	P Layton	138		Woblyams 2	P Sheriden	134
	Superslicks	C Houillon	138		Give Us A Break Racing	S Wharton	134

SAVANE®



**RACE FANTASY**  
**RESULT POINTS**

<b>1</b>	<b>20</b>
<b>2</b>	<b>16</b>
<b>3</b>	<b>14</b>
<b>4</b>	<b>13</b>
<b>5</b>	<b>12</b>
<b>6</b>	<b>11</b>

**OTLINE 0891 321324**



# Unser victory sends t

**R**eigning Indycar champion Al Unser Jr showed his street racing prowess in downtown Vancouver last weekend, fighting through from ninth on the grid to complete a hat-trick of victories in British Columbia and at the same time equal Michael Andretti's record tally of 30 wins for an active Indycar driver.

More importantly, however, victory keeps the Penske-Mercedes driver in the running for a second successive Indycar title. Champion elect Jacques Villeneuve came away from his home race with just a couple of points to show for his efforts. After claiming a point for pole position, sixth place would have been enough to give Canada its first Indycar title, no matter where Unser finished.

WITH ALL THE SKILL OF A HOLLYWOOD SCRIPTWRITER, AL UNSER JR LEFT THE INDYCAR TITLE CHASE CLIFFHANGING WITH VICTORY IN VANCOUVER. GORDON KIRBY REPORTS

Villeneuve led the first quarter of the race, only to see Michael Andretti and then Unser go past. Late in the race, Villeneuve was running fourth - enough to give him the title - when he lost fifth and sixth gears. Restricted to 120mph on the straights, he would only limp home in 12th, two laps down.

Andretti, too, could have buried Unser's faint championship chance. The Newman-Haas driver was leading, chased hard by Unser, when he suffered a transmission failure. After Andretti fell by the wayside, Unser was challenged for a while by Bobby Rahal, but Rahal had to make an additional late-race fuelstop. That enabled Unser to cruise home to a comfortable win

**“Andretti and Villeneuve definitely know how to block or, I guess I should say, drive defensively”**  
AL UNSER JR

from rookie Gil de Ferran and Robby Gordon. Former Grand Prix star Stefan Johansson enjoyed one of his best races of the season with a strong drive to fourth place ahead of Rahal and Scott Pruett.

After the race, Unser was asked why he has been so successful in Vancouver and on street circuits in general. 'It takes all day to win one of these things,' he said. 'We made a good decision going with the back-up tyres that Goodyear gave us. Mercedes-Benz also gave us great power and fuel economy today, which is what's needed here. The car handled beautifully and the Mercedes got us down the straightaway really well.'

The Penske team had to change





All photos: Steve Swope

**Left: Al Unser Jr's Vancouver victory has left title favourite Jacques Villeneuve and his supporters waiting nervously for the last round at Laguna Seca. Below: Gil de Ferran claimed his best IndyCar result with second place, but a podium could not have been further from his mind after he crashed heavily at the start**

the front wings on Unser's car after a first-lap incident with de Ferran. The Brazilian crashed after banging wheels with Unser at the chicane, forcing the race to be red-flagged for half an hour. A number of other cars were damaged in a chain reaction, but all those involved were able to take the restart, de Ferran resorting to his team's back-up car.

Of the accident, Unser said: 'I was able to get by Gil on the first start. We were all protecting our positions and Gil came around the outside of two of us at the hairpin. I thought that was a pretty good line, so I tried the outside at the chicane. He climbed over me and got launched.'

'It reminded me a lot of what Emerson and I did a few years ago,' he continued. 'I was on two wheels looking at the walls and Emerson was underneath me. This time I was underneath, looking at the bottom of Gil's car.'

De Ferran had a slightly different view of the collision. 'As Al said,' explained de Ferran, 'he passed me on the start. I got a good line around the outside of the hairpin and he tried to do the same at the chicane. There wasn't enough room and he gave me a stiff neck.'

After the restart, Unser ran in ninth place for a handful of laps. He then began to move up steadily, passing de Ferran, Robby Gordon, Rahal and Villeneuve, then taking the lead when Andretti hit trouble.

'To pass Michael Andretti is one of the toughest things in the world,' said Unser of his climb to the front. 'He and Jacques definitely know how to block or, I guess I should say, drive defensively. I almost drilled Mikey one time going into the hairpin. I had to lock-up and flat- ▶

## POLES APART

### WITH HIS FIFTH POLE OF 1995, VILLENEUVE LOOKED ALL SET

Jacques Villeneuve began his campaign to clinch the 1995 IndyCar World Series at Vancouver with his fifth pole position of the year, more than any other driver this year. After so much bad luck on homeground in his short career, it was a good start.

'I'm really happy we got the pole here,' said Villeneuve. 'In 1994 we had a terrible weekend here and in Toronto. So it's nice to have had a good couple of days.'



**Five pole Villeneuve**

'My car was great on new tyres,' continued the 24-year-old. 'It's pretty good on old tyres as well but, like everyone else, the performance goes down as the tyres wear down, so we've got some work to do tonight to try to make the car better for the race.'

Villeneuve said he was a little surprised to improve by as much as he did from Friday in Saturday's hotter mid-day qualifying conditions. 'The car was slightly better today,' noted Villeneuve. 'It was warmer than yesterday so the tyres would come in quicker. It took only two laps to bring in the tyres so we could use more of the grip from the new tyres.'

An impressive second fastest in Vancouver was Jimmy Vasser. This was the fourth time this year that Vasser has qualified second and the third time he's shared the front row with Villeneuve.

'The car has been very good all weekend,' noted Vasser. 'It's been working quite well on new tyres. We've been in the top three in every session except yesterday's qualifying. I don't want to sound like a complainer, but we just didn't get a clear lap yesterday. I have to say I'm getting kind of tired of being second, especially to Jacques. Maybe we can be on pole next weekend.'

Also impressive in qualifying was Bobby Rahal, who was third fastest despite suffering from what was thought to be infected throat. Rahal was running a fever of 101 degrees on Saturday and his neck was swollen. IndyCar's director of medical affairs Dr Steve Olvey recommended that Rahal skip Saturday morning's practice session, but Rahal didn't take that advice.

'The car is very good,' commented Rahal before going out to qualify. 'It's good enough to take the pole, so I'm going to give it my best shot. Then I'm going straight back to the hotel room to lay down.'

After beating all but Villeneuve and Vasser in qualifying, Rahal went to IndyCar's medical centre for treatment. 'I just wish I didn't feel this bad,' said Rahal, 'because I think we have the car to win this race.'

# itle to the wire



# THE ART OF MOTOR RACING

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• RED LETTER DAY •

Gerhard Berger won the 1994 German Grand Prix for Ferrari  
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• BALANCE OF POWER •

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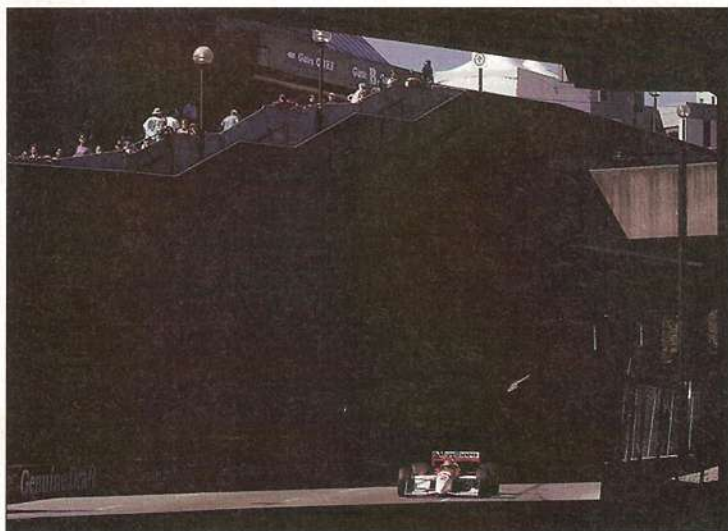
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Unser's team mate Emerson Fittipaldi bursts into the sunlight in the second Penske

« spotted my tyres. I was a little quicker on the straightaways, which told me he was running more downforce. I knew I was going to have to catch him in a mistake.»

Andretti's car started jumping out of gear, however, and Unser passed on the straight. A few laps later, Andretti stopped for good after second gear exploded, allowing Unser to enjoy an unmolested run to the finish once Rahal's challenge had disappeared.

De Ferran drove a good race to finish 15s behind in second, his best result from a difficult rookie year. De Ferran raced his spare car after it underwent wholesale changes prior to the restart. Among the list of new items installed by the Hall team in the 30-minute break were all four suspension units, gear

ratios, rear wing, brake pads, steering wheel and seat.

'When I saw myself flying into the barrier,' explained de Ferran, 'I thought, "Oh no, another weekend gone." Then I saw the red flag and I thought, "Great, we have a chance to run the spare car." The team did a great job of getting it ready in the short time available. They put exactly the same set-up on it and the car was really good. The only thing that was difficult was there no water bottle in the car.

'In the beginning,' added de Ferran, 'I flat-spotted a few tyres and had to stop early for fresh rubber. I just kept driving hard, and eventually the race came to us. I was concerned with fuel at the end. The fuel warning light came on and I was squeezing it to get to

### THE GRID

JACQUES VILLENEUVE	55.226
55.503	JIMMY VASSER
BOBBY RAHAL	55.523
55.637	SCOTT GOODYEAR
MICHAEL ANDRETTI	55.622
55.666	TEO FABI
ROBBY GORDON	55.870
55.932	GIL DE FERRAN
AL UNSER JR	56.040
56.047	SCOTT PRUETT
MAURICIO GUGELMIN	56.258
56.344	PAUL TRACY
CHRISTIAN FITTIPALDI	56.415
56.423	EMERSON FITTIPALDI
BRYAN HERTA	56.463
56.547	ANDRE RIBEIRO
STEFAN JOHANSSON	56.559
56.632	ALESSANDRO ZAMPEDRI
ADRIAN FERNANDEZ	56.722
56.819	RAUL BOESEL
ELISEO SALAZAR	56.893
57.007	PARKER JOHNSTONE
CARLOS GUERRERO	57.325
57.523	JUAN MANUEL FANGIO II
BRIAN TILL	57.570
57.940	HIRO MATSUSHITA
MARCO GRECO	58.010
58.081	MIMMO SCHIATTARELLA

the end. Otherwise I might have been able to give Al Jr a hard time.'

Third place went to Walker Racing driver Gordon who kept himself in the hunt for the runner-up spot in this year's World Series. 'We were just trying to hold on,' said Gordon. 'It seemed like our tyres only lasted 10 laps. Then they got octagon-shaped. They were shaking so bad I could hardly see down the straightaways. I think our shocks were going away during the race.'

Johansson enjoyed his best race in four months, finishing a strong fourth ahead of Rahal and Pruett despite racing without a radio. 'It



Walker Racing's Robby Gordon was third

was a nice run for a change,' said Johansson. 'The car worked well today, although the tyres seemed to go after about 10 laps. I just tried to stay out of trouble and conserve fuel. I was hoping to catch Gordon for third, but I couldn't get by him in the end.'

Pole-winner Villeneuve was lucky to make it to the finish at all. His gearbox problems contributed to a collision with Scott Goodyear. Goodyear punctured a tyre in the incident, but Villeneuve's car escaped undamaged.

As well as Goodyear, a number of other top contenders were delayed or retired through incidents. Those in trouble included Paul Tracy, Bryan Herta, Teo Fabi, Andre Ribeiro and Emerson Fittipaldi. Front-row starter Jimmy Vasser ran a strong second in the opening laps, but an undetermined engine problem brought him into the pits after seven laps. He tried to keep going, but had to stop for good after two more laps.

With next weekend's race at Laguna Seca rounding out this year's PPG Cup championship, Villeneuve has 170 points to Unser's 132. If Villeneuve fails to finish in California, Unser can still theoretically beat the Canadian to this year's championship. First he must win both the Laguna Seca finale and the appeal against his disqualification from winning at Portland two months ago. But you know what they always say about Al Jr. Never count him out... ■

### VANCOUVER (CDN)

September 3, PPG Indycar World Series, round 16, 100 laps - 170 miles

Pos	No	Driver (Nat)	Entrant/Sponsor	Car	Result
1	1	Al Unser Jr (USA)	Penske/Marlboro	Penske-Mercedes PC23	1-46:54.900
2	8	Gil de Ferran (BR)	Hall/Pennzoil	Reynard-Mercedes 951	1-47:09.013
3	5	Robby Gordon (USA)	Walker/Valvoline	Reynard-Ford 951	100 laps
4	16	Stefan Johansson (S)	Bettenhausen/Alumax	Reynard-Ford 951	100 laps
5	9	Bobby Rahal (USA)	Rahal-Hogan/Miller	Lola-Mercedes T95/00	100 laps
6	20	Scott Pruett (USA)	Patrick/Firestone	Lola-Ford T95/00	100 laps
7	2	Emerson Fittipaldi (BR)	Penske/Marlboro	Penske-Mercedes PC23	99 laps
8	3	Paul Tracy (CDN)	Newman-Haas/Kmart + Budweiser	Lola-Ford T95/00	99 laps
9	34	Alessandro Zampedri (I)	Payton-Coyne/Mi-Jack	Lola-Ford T94/00	99 laps
10	11	Raul Boesel (BR)	Rahal-Hogan/Duracell	Lola-Mercedes T95/00	99 laps
11	13	Parker Johnstone (USA)	Comptech/Motorola	Reynard-Honda 951	99 laps
12	27	Jacques Villeneuve (CDN)	Green/Player's	Reynard-Ford 951	98 laps
13	7	Eliseo Salazar (RCH)	Simon/Cristal	Lola-Ford T95/00	98 laps
14	4	Scott Goodyear (CDN)	Tasman/LCI	Reynard-Honda 951	98 laps
15	21	Carlos Guerrero (MEX)	Simon/Viva Mexico	Lola-Ford T95/00	97 laps
16	15	Bryan Herta (USA)	Ganassi/Target	Reynard-Ford 951	96 laps
17	25	Hiro Matsushita (J)	Arciero Wells/Panasonic	Reynard-Ford 951	95 laps
18	64	Mimmo Schiattarella (I)	Project Indy/No-touch	Reynard-Ford 951	93 laps
R	33	Teo Fabi (I)	Forsythe/Indeck	Reynard-Ford 951	73 laps - cooling
R	18	Mauricio Gugelmin (BR)	PacWest/Hollywood	Reynard-Ford 951	65 laps - accident
R	6	Michael Andretti (USA)	Newman-Haas/Kmart + Texaco	Lola-Ford T95/00	63 laps - accident
R	10	Adrian Fernandez (MEX)	Galles/Tecate	Lola-Mercedes T95/00	61 laps - handling
R	31	Andre Ribeiro (BR)	Tasman/LCI	Reynard-Honda 951	55 laps - accident
R	15	Christian Fittipaldi (BR)	Walker/Marlboro	Reynard-Ford 951	49 laps - exhaust
R	99	Marco Greco (BR)	Brastemp Indycar	Lola-Ford T95/00	46 laps - transmission
R	14	Brian Till (USA)	Foyt/Copenhagen	Lola-Ford T95/00	26 laps - accident
R	12	Jimmy Vasser (USA)	Ganassi-Hayhoe/Target	Reynard-Ford 951	9 laps - engine
R	17	Juan Manuel Fangio II (RA)	PacWest/Bank of America	Reynard-Ford 951	8 laps - accident
DNS	19	Ross Bentley (CDN)	Payton-Coyne/Agfa	Lola-Ford T94/00	-

Winner's average speed 95.571 mph. Championship positions after 16 of 17 rounds 1, Villeneuve, 170pts; 2, Unser Jr, 132; 3, Rahal, 124; 4, Gordon, 122; 5, Andretti, 113; 6, Pruett, 103; 7, Tracy, 99; 8, Vasser, 91; 9, Fabi, 79; 10, Gugelmin, 68; 11, E Fittipaldi, 67; 12, Fernandez, 64; etc. Scoring system. 20-16-14-12-10-8-6-5-4-3-2-1; pole, 1; most laps led, 1. Next round Laguna Seca (USA), Sep 10.



Jeff Bixham

# Cleland ready fo

SCOT JOHN CLELAND CAN LAND THE TITLE-WINNING PUNCH AS THE BTCC VISITS OULTON PARK THIS WEEKEND. LAURENCE FOSTER ASSESSES THE 1995 FRONT-RUNNERS

**J**ohn Cleland, Rickard Rydell and Alain Menu have spent a long, hard summer of skirmish and manoeuvre in the British Touring Car Championship. And now it's Cleland, a tin-top veteran from the old school against the BTCC's rising tide of single-seater invaders, who's poised to deliver the final blow.

Oulton Park, scene of the BTCC's penultimate round this weekend, marks the first time in the series' 25-race slog that the 43-year-old Scot can win the thing outright - and add to the title he won in 1989. With 48 points up for grabs from the two races in Cheshire, and the same on offer at Silverstone's finale a fortnight later, the Vauxhall ace leads Volvo's Swedish star Rydell by 52 points.

Does Cleland think he'll wrap it up this weekend? Or rather, after a season of deflecting all talk of titles, will he even admit to it being a possibility?

'I never ever thought any differently from day one,' he says bullishly. 'Right from the first time I sat in the 1995 Cavalier, I knew we could do the business. My only regret's that I didn't put money on myself at Ladbrokes. OK, I did it back in 1989, but if you



John Cleland - clear favourite for title

could only win the BTCC once, this is the year to do it. It's a classic season, it's the toughest series in the world, and these two guys, Rickard and Alain, have fought exceptionally well all season long.

'Also,' he adds, 'I'm really, really pleased that I'm in the position now to prove a point, and show you don't have to be some single-seater guy in his twenties to be competitive in this championship.'

With 24 points available for a win in each race, reducing to 18 for second, 12 for third, 10 for fourth, and

continuing down to a single point for 10th, the permutations for Cleland and Rydell are almost endless.

But boil it down to the basics and Rydell not only needs big scores himself, he also needs Cleland to non-finish, or at least finish well down the order, to reduce the current deficit to a credible target to chase at Silverstone. As it is, if Rydell's TWR Racing-run 850 saloon fails to outscore Cleland's venerable Cav' by at least four points, the title goes north of the border this weekend.

'It will be hard now,' says Rydell, who wouldn't win a gift-of-the-gab contest against Cleland - but then again, he isn't paid to. 'However, it's still possible for me to win the championship and I think my car will go well at Oulton Park, so I'm not giving up.'

The third of the title-chasing trio,



Rickard Rydell - only realistic challenger

1994 BTCC championship runner-up Menu, is 79 points behind Cleland, but as the Swiss Laguna driver freely admits, he's a title contender in the mathematical sense only now.

'Being realistic, it's basically almost impossible now,' says Menu. 'I would have to win all four of the last races, with Cleland not even getting a fourth or fifth in any of them. Now, I want to finish on a high, get a couple more wins and help Renault to win the manufacturers' title, which we can still do.'

Rydell actually led the 1995 championship from Cleland after the pair shared the spoils in the opening two rounds at Donington Park way back in April. Next time out, however, the 27-year-old Swede was knocked off the top spot by his team mate and double Brands Hatch

**"I'm pleased to show you don't have to be a single-seater guy in your twenties to be competitive"**  
JOHN CLELAND



Rydell and Cleland lead the pack at Oulton Park – scene of their showdown this weekend

# For the knock-out

winner Tim Harvey, on a soaking Indy circuit. Cleland, meanwhile, contrived to throw his car off the track at every available opportunity and came away pointless from Kent.

After that, Menu took a spell at the top following his victory at Thruxton, until Rydell regained the initiative on the Silverstone National circuit in May, and then consolidated it on the BTCC's first visit to Oulton Park later that month.

Leaving Cheshire for the first time, the Swede led Menu by 20 points, with Cleland a further four down, and it all began to look like Volvo's year.

At Brands once again for the BTCC's annual foray onto a rain-sodden Grand Prix circuit, things changed again. Menu took his third win of the year, while Cleland took second and won the other. Rydell, in contrast, followed a windscreen-misted seventh in race one with a roll onto his roof in the second race. That not only vaulted Cleland to the head of the points for the first time, but it also signalled the start of a four-race victory streak – including the BTCC's blue riband Grand Prix support event – that supplied the buffer for Cleland's current position.

'Those four wins on the trot were the turning-point of the championship for us,' opines Cleland. 'But, at the same time, you can see cases where Volvo and Renault played into our hands and threw it away for themselves – like the Grand Prix support, when Rickard and Alain both had problems with something as simple and as fundamental as de-

misting your car in a wet race. This year our whole team – Ray Mallock, my engineer, the boys and myself – have all been close to faultless up to now, if you want to tempt fate.'

Only once since taking the points lead at Brands in June has Cleland ever seemed vulnerable and that, ironically, was on the Scot's home tarmac of Knockhill. Then, Menu and Rydell shared the spoils, notching up a fourth win apiece. But Cleland was back on form for the series' third and final visit to Brands, taking a third place and a win – his sixth of the year.

Rydell managed a second and a third and Menu saw his title hopes begin to sink with a fourth and a non-finish. However, the day will,

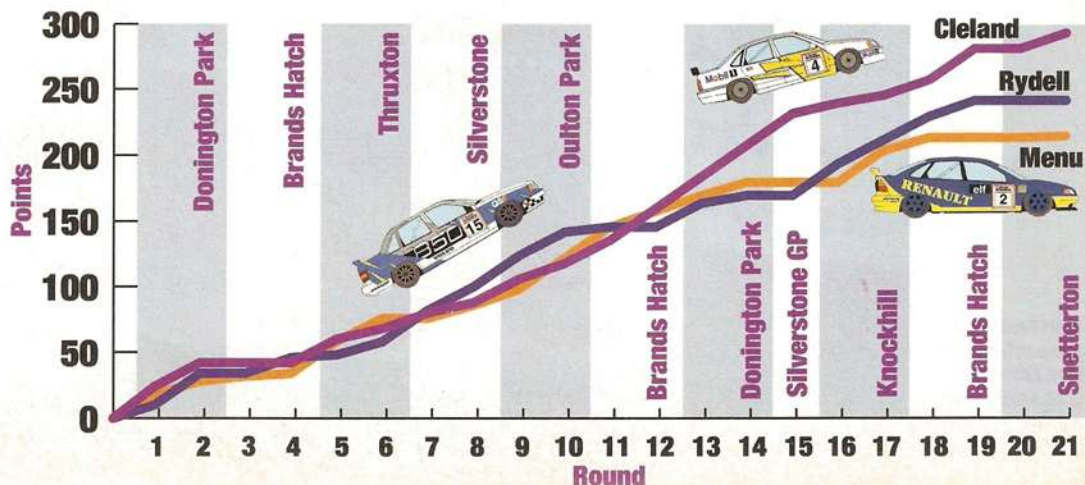


Alain Menu – mathematical chance only

unfortunately, best be remembered for the appeals that Volvo and Vauxhall saw fit to lodge after deciding the punishment meted out against each other's title contenders for two separate incidents was not severe enough.

Luckily, some Henry Kissinger-like behind-the-scenes negotiations meant both sides withdrew their appeals just prior to Snetterton's August Bank Holiday Monday round, a little under a fortnight ago.

Snetterton was crucial to the aspirations of Rydell and Menu. The Swede needed to high-score to keep Cleland – 40 points ahead by then – in his sights, whereas Menu needed big, big points just to maintain a faint whiff of title glory. ▶





Mike Gibbon

The season has seen a number of incidents between the title rivals. Here they clash entering Clearways at Brands Hatch in April

◀ Come the day, both enjoyed miserable fortunes. Menu found himself a magnet for Harvey's Volvo, and eventually recorded one non-finish and a measly 10th place, to virtually kiss his title hopes goodbye. Rydell's choice of wet tyres in the first race gave him 14th and *nil* points on a drying track, while brake failure in the second race while leading almost saw him and his car ending up in the back of an ambulance - literally - after spinning off the track and through an emergency vehicle gate at the high-speed Riches corner.

And Cleland? A 13th in race one after also going the wet route, but a third place in race two and 12 more valuable points. 'That's the happiest I've ever felt finishing 13th,' he recalls.

So, Oulton Park, 52 points lead

and the ball in Cleland's court...

'I'd like to have wrapped it up a couple of races ago,' he says, 'and if I'd have put on intermediates at Snetterton in the first race, I'd maybe have finished high enough to put the thing beyond any doubt. It's something I've obviously thought about in hindsight, but as it was, I was only interested in finishing ahead of those two.'

Tactics could play a part this weekend too, and Cleland has made no bones about the fact that, if he has to drive for points, he will - however implausible that sounds coming from the BTCC's very own Scottish terrier.

'I'll drive for whatever points I need to finish the job,' he says. 'Sure, I want to get it over with, but I'm not

going to go crazy when there's really no need now. I finished third in the second race at Snetterton when maybe I could have attacked Harvey more for second. But there's a risk in that and I'm canny enough to play the percentage game now.'

Still, there's the small matter of a certain Gabriele Tarquini and Alfa Romeo and eight wins in 1994. Cleland needs just two more to equal the Italian's record - a fact that hasn't escaped him.

'It would be fantastic to equal Gabriele's record,' says the Scot, 'and believe me, if the opportunity arises, I'll be going for it. But, at the end of the day, what would I rather have - race wins or the British Touring Car Championship title? It's no contest really, is it?' ■

## DYNAMIC NEAL

## MATT NEAL SHOULD SEW UP THE PRIVATEERS' ON SUNDAY

If you're looking for a near dead cert at Oulton Park, it isn't that John Cleland and Vauxhall will take the overall British Touring Car Championship title, but that Matt Neal and Team Dynamics will clinch the Total Cup for privateers.

But for an horrendous run of non-finishes mid-season and some heroic performances from Richard Kaye, despite a broken leg, the 28-year-old



Neal - on verge of Total Cup double

Stourbridge man would have clinched the title eons ago, giving him a second privateers' award to add to the one he picked up in 1993. As it is, a 72-point lead over Kaye's Ford Mondeo, plus a Mondeo of his own that's capable of mixing it with the top layer of works cars (fourth at Snetterton in the dry, just weeks after swapping from Michelin to Dunlop rubber, testifies to that), means Oulton should be a formality. *Should be...*

If Neal finishes ahead of Kaye's Mondeo in the first race at Oulton, that's it - Total Cup settled. But after the high of Snetterton, Neal is looking for a bit more than a 'points make prizes' tactical drive in Cheshire this weekend.

'I want to go there and qualify as fast as I can,' he says, 'then go for it in the races and turn a few heads. I want a works drive as much as the next man and, even after Snetterton, my fear is people see me as a qualifier, not a racer.'

In Total Cup terms, Team Dynamics has been likened to a man among boys budget-wise this season. But Neal is adamant it isn't just a case of spending your way to success. Rather, it's the way Team Dynamics deploys its resources.

'We're not massive cash,' he says. 'We're running what is ostensibly a two-year-old Andy Rouse car, with just one engine to our name. But we've attended to the niceties, given it a bit more finesse and not fallen into the trap of going off on a development tangent. And the driver's done his bit too.'

Team Dynamics, headed by Neal's father, former touring car racer Steve, has tendered for the Ford works deal next year. But Neal isn't naive enough to think he's guaranteed to be part of the package.

'I'd have to get the drive on merit. But the Ford Mondeo is a car that's capable of blitzing the field, and I'd love to be part of it all if it did happen.'

Steve White



Matt Neal heads fellow privateers Robb Gravett and Charlie Cox at Donington Park, at the start of a successful season



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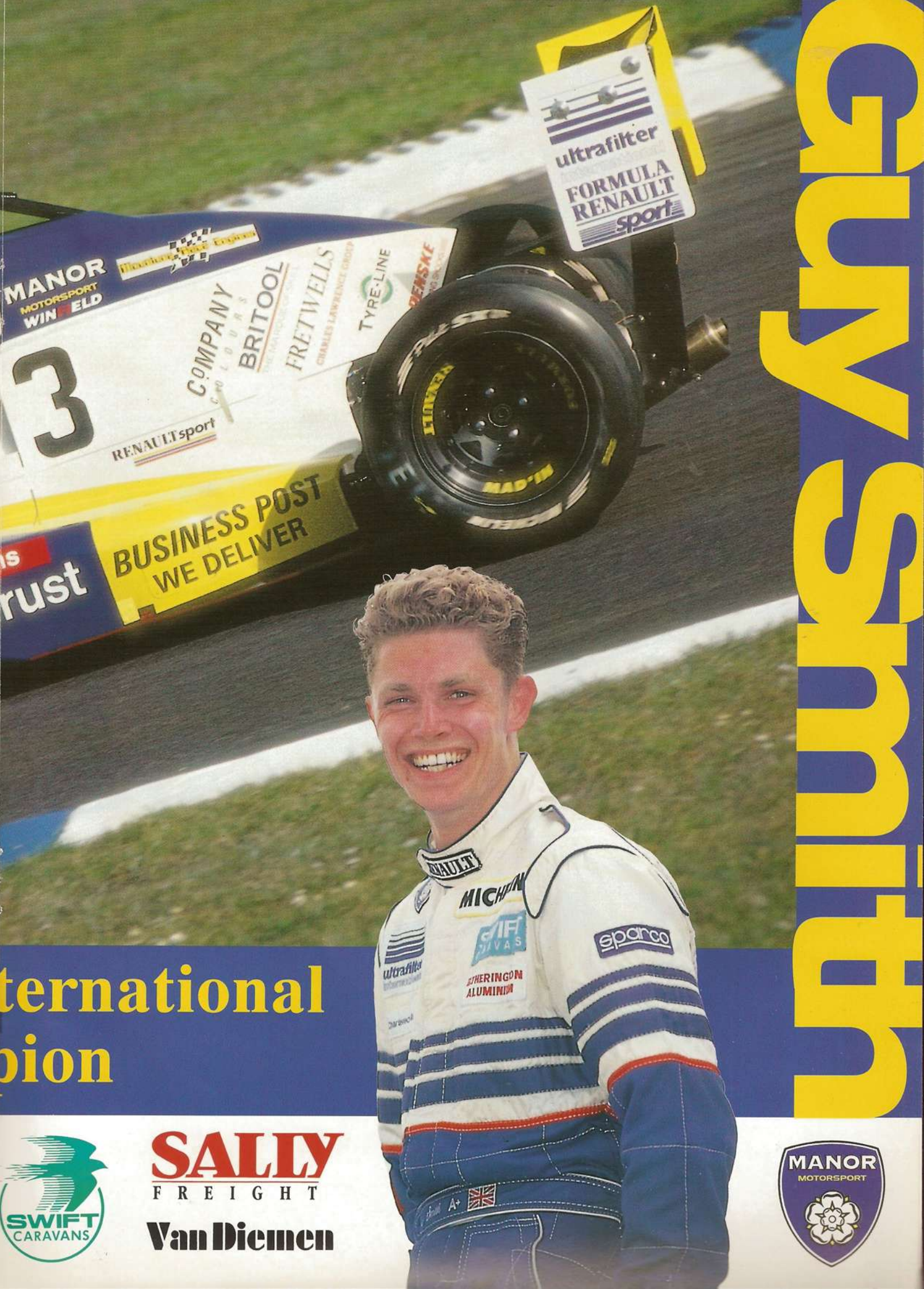
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# Congratulations

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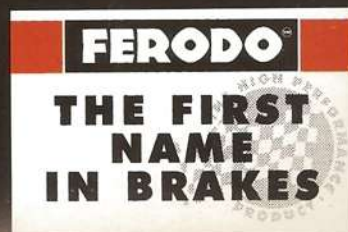
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# The Boxer's final showdown



**ANDREW FRANKEL**

Road Test Editor  
of Autocar

I first drove a 12-cylinder Ferrari in 1988. It was a Testarossa, which, as it turned out, was neither one of the better looking nor fastest Ferraris to be produced by the factory. It couldn't matter less. I was utterly blind to its faults and, were it not for a quorum of considerably more experienced and cynical hacks in *Autocar's* road test department, our report on the car could have ended up as rather less balanced than it proved.

What got me was that engine, because there wasn't much else the car did brilliantly. Its handling was deeply flawed thanks to a high centre of gravity and too-soft springing. The gearchange was poor and the interior a far cry from the svelte sculpture that makes Maranello cabins so desirable today.

But that engine! A five-litre, flat-12, 390bhp monument to all that was addictively unnecessary for the strict purposes of getting from A to B.

It started life back in 1971 when the world first gasped at the 365GTBB, or Boxer as it soon became known. In very broad terms, the engine was little more than a flattened Daytona powerplant, sharing the same cubic capacity, four-cam, 24-valve layout, and even the same conrods.

It was mighty powerful too, although the quoted 380bhp perhaps owed more to the imagination than reality. What mattered was that it created a sound and a response that is as unique today in its final iteration in the F512M. Others have much more power than the 434bhp it now boasts, but no engine on earth sounds as sweetly intoxicating as this.

A shame then that the same could not always be said for the cars it has powered. Although the Boxer and Testarossa families could scarcely look more different, they are closely related.

Both employ the same chassis layout of wishbones at each corner, with distinctive twin-tube dampers at the back, and both have the gearbox under the engine, creating a problem with the centre of gravity that exists to this day.

In truth, you'd need to be going a whole lot harder than is strictly prudent to discover the problem even in an early Boxer, but few denied its



'The shame is that, in two years, this breed will be extinct'

existence. I went looking for it on a test track one day in a Boxer, this one a 360bhp 512BB, and found only reliable, entertaining handling at first. A little understeer on the way into the corner, a little oversteer on the way out.

It was only when I provoked the car by lifting off that I found it capable of pitching into a slide that would have made many a contemporary 911 proud.

Modern tyres and the extra-wide track of the Testarossa meant that most who drove it would never feel the slightest suggestion of tail uneasiness, but drive one right on or slightly over the limit and the trait would still pop up.

Move on a decade from the Testarossa's launch. I'm at Maranello for the launch of the F512M, and Gerhard Berger has been detailed to chuck me around the track.

Sideways out of the hairpin (you'll know the one, it's where 90% of all Ferrari oversteer photos have been shot) and up to the only seriously quick corner on the track, a sweeping fourth-gear curve.

Berger turns in, there's understeer and a brief lift of the throttle to haul the nose back in. The rear shuffles out in time-honoured form, only to be stopped dead in its tracks with a precisely-metered squirt on the accelerator, allowing the remainder of the long curve to be negotiated in one wondrous drift with the steering wheel as straight as if we'd been going up the M1. It was a great moment.

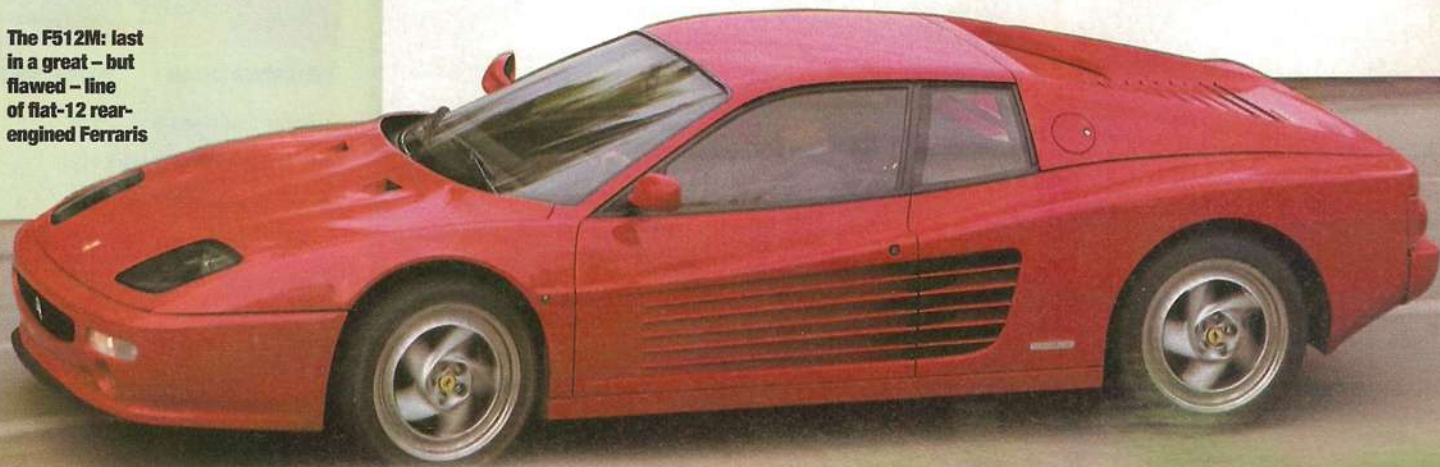
And, as it turned out, the car proved to be great too, though in a way peculiar only to mid-engined 12-cylinder Ferraris, profoundly flawed too.

The shame is that, in around two years this extraordinary breed will be extinct, because we now know the F512M's replacement will be front-engined. The flat-12 will die and with it will be buried all trace of dodgy on-limit handling.

No matter how good the replacement is – and on current form it's likely to be startling – I'll miss that engine and the cars it powered. ■

**“The rear shuffles out in time-honoured fashion, to be stopped dead in its tracks with a squirt on the accelerator”**

The F512M: last in a great – but flawed – line of flat-12 rear-engined Ferraris





Line of fire... Ralph Firman (1) heads the queue in the fiercely-competitive 1995 British F3 Championship, which has so far seen six different winners

# Grand or do

**O**liver Gavin stalling; Cristiano da Matta in the gravel or minus part of his front wing; Ralph Firman making what appears to be a beginner's mistake... All incidents that have characterised the challenges of these 1995 British Formula 3 Championship front-runners.

It's almost as if no one wants to win the title. It's like we're falling over ourselves saying: "after you" - "no, no, after you". The words shall remain unattributed, but they came, earlier in the season, from the mouth of one of the title protagonists.

A fanciful metaphor, perhaps, but the facts are undeniable: it wasn't until the mid-point of the season, rounds eight and nine at Donington Park in July, that a driver stepped on to the top of the championship podium on two different days. Sure, Firman and Gavin had each notched up back-to-back victories at the two double-header meetings that kicked off the season. But there were none of the winning streaks that have been the calling card of British F3 since even before the late Ayrton Senna won the first nine races of the classic 1983 season.

Domination by one driver, or at the very least a fearsome two-way duel in the manner of the season-long battle of the Mikas - Grand Prix drivers Hakkinen and Salo - back in 1990, is what has come to be expected. But without a Senna or a

Gary Hawkins

## CHART TOPPERS

POS	DRIVER (TEAM)	POINTS	WINS
1	Firman (Paul Stewart)	148	5
2	Castro Neves (Paul Stewart)	112	1
3	Gavin (Edenbridge)	110	3
4	Dufour (Ligier Junior)	100	1
5	Hughes (Alan Docking)	83	0
6	Salles (Fortec)	79	1
7	Arnold (Edenbridge)	66	0
8	Da Matta (West Surrey)	64	1

# And National donkey derby?

**RALPH FIRMAN MAY HAVE EDGED CLEAR OF THIS YEAR'S F3 FIELD – BUT IT'S STILL THE HARDEST-FOUGHT SERIES IN YEARS. GARY WATKINS ASKS HOW GOOD THE DRIVERS ARE**

Jan Magnussen, who last year surpassed the three-time world champion's seasonal victory record, or a Hakkinen-v-Salo struggle, should the 1995 series be regarded as substandard and lacking in talent?

Quite the reverse, in fact. That's the verdict coming loud and clear from drivers, team managers and administrators alike.

Gavin, returning to the series in which he finished runner-up in 1993 after an under-financed foray into Formula 3000, has his own views on the matter...

'After Senna, we were always looking for someone to pick up the mantle,' says the 22-year-old, currently a close third in the title race with three race wins. 'Magnussen did it last year: he'll be remembered for winning 14 out of 18 races. Because of that it was easy to focus on one driver. If there are lot of people doing well, do we say they're all good or all rubbish? If we'd had Magnussen this year, would he have ended up the runaway champion? I'd like to say "no".'

Indeed, many are beginning to describe this season as an all-time vintage. 'We're going to look back on 1995 in a few years,' says F3 veteran Warren Hughes, presently fifth in the points table, 'as one of the great seasons of British F3. We'll look to see where a lot of guys in F1 came from, and it will all point back to this year.'

Dave Price, the championship's guiding light through the Formula 3 Association, also likes what he sees. 'Any year when it is left wide-open has to be good,' he says. 'It's the strongest year we've had in some time, certainly since the start of the 1980s.' Price should know - his team ran away with the title with Johnny Dumfries back in 1984.

Team boss Alan Docking has a feeling that this year is different to the nigh-on 20 seasons he's witnessed at this level. 'There's a bunch of good drivers out there,' he says. 'I'd say there is more depth this year, perhaps more than ever before.'

And Andy Miller, the man who has guided the Paul Stewart Racing team to the past three titles, and looks a good bet for a fourth with Firman, agrees. 'You've got some very experienced drivers out there. People like Gualter Salles, who has been in it for a couple of years and has shown some pretty good form; Gavin, who won five races in 1993; and Jamie Davies, who should have won the Formula Vauxhall title last year and didn't. There's Warren, who's shown a lot of potential - if it was ever realised, he could walk away with a championship. Da Matta has come in as reigning Brazilian F3 Champion and was incredibly quick in testing. You can go on. Without thinking, you've listed a lot of drivers.'

It adds up to an unprecedented level of talent and experience. And the result, so far, has been six different race winners - that's Firman, Gavin, Helio Castro Neves, Jeremie Dufour, Salles and da Matta. With six races to go, the '95 season can still surpass the modern F3 record of eight winners from 1987 - the year that set Herbert, Gachot,

David Brabham, Hill and Donnelly on the road to F1.

Furthermore, with a third of the championship still to run, that number could yet increase. Hughes should have won at least one race, while Davies and James Matthews could have taken a victory apiece.

And the drivers' tendency to fly off into the weeds? 'Because it is so competitive,' says Dick Bennetts, boss of the West Surrey Racing team which has won titles with Senna, Hakkinen and Rubens Barrichello, to name but three, 'they are pushing their luck a little bit further.' ■

**"In a few years we'll look to see where a lot of guys in F1 came from, and it will all point back to this year"**

WARREN HUGHES



Cristiano da Matta loses his front wing in another incident among the front-runners

## STAR QUALITY?

### ONE MAN STANDS OUT IN THE THICK OF THE TITLE BATTLE

If this year's British F3 Championship is as strong as has been suggested, then Britain has a real star on its hands in Ralph Firman. Currently leading by 36 points, five-time race winner Firman has been the revelation of the season so far - at least to those outside the Paul Stewart Racing empire.

For those in the know at PSR, Firman's disappointing fourth place in last year's Formula Vauxhall series masked his true potential. 'Having worked with Ralph and



Five-time winner Firman: a revelation

experienced his driving in FVauxhall,' says PSR technical director Andy Miller, 'I knew he'd be good in F3. Owen McAuley (Firman's team mate) won it, but I knew about their relative performances in testing and qualifying.'

Miller firmly believes that Firman is a star in the making. 'You can't do what Ralph is doing at the moment without being a real talent,' he says. 'Ralph is one of the few drivers in F3 this year who has been able to tune his car to give him the confidence to go out and produce the goods. That's a great testament to a young driver at such an early stage of his career.'

'It's been a help that Ralph has done a lot of work with his father through Van Diemen, and through that he has learnt how to look at a car and change shocker settings and rideheights to improve the package. Not many people who come into F3 have that skill.'

Recently, Ralph has begun to show signs of the domination we've grown used to in F3. Since the non-championship Donington Park race in support of the International Touring Car series in July, Firman has failed to qualify on pole but once.

Comparisons with Jan Magnussen, PSR's reigning British F3 Champion, are inevitable. 'It's very difficult to compare drivers,' says Miller, 'but I think he's better than Jan in some areas and I think Jan is better in others.'

West Surrey Racing team boss Dick Bennetts adds: 'I was a judge when Ralph won the McLAREN/AUTOSPORT Young Driver award in 1993. He adapted to the F3 car very quickly. He spun on lap 1, came into the pits, they checked it out, and by the time he'd finished his 20 laps he was in the groove. He simply got on the job.'

Stuart Photographic

# Opel's battle, BMW's war

HELARY SWEEPED ALL BEFORE HIM FOR OPEL AT ALBI, LEADING HOME TWO OPEL ONE-TWOS. BUT MULLER DID JUST ENOUGH TO CLAIM THE CROWN FOR BMW

Yvan Muller clinched the French Supertourisme Championship title for BMW last weekend, when he took his ORECA-prepared 318i to two third places at the Albi circuit to edge out title rival, Opel's Eric Helary.

Although Helary took a double victory in his Vectra, supported in both races by team mate Jacques Laffite who finished second in each counter, Muller's pair of podium finishes were enough to close out the title race with two rounds of the series to go.

In both qualifying sessions, Opel drivers had a definite edge on this bumpy track on which they have won four races in the past three years. Alain Cudini claimed pole position for the first race, with Helary emulating him in the second session.

So, twice the works Opel pair closed out the front row, leaving the Peugeot 405 Mi16s of Laurent Aiello and the impressive privateer William David to snatch the second row spots. Behind them, Muller qualified in sixth and fifth places respectively.

In the first race, Helary and Cudini stormed away from the pack, with Muller slotting into third place after a brilliant getaway.

As the BMW driver held off the Peugeots, the trio came under pressure from Laffite's earlier-spec Opel Vectra; proving more than ever just how quick the German marque is around Albi.

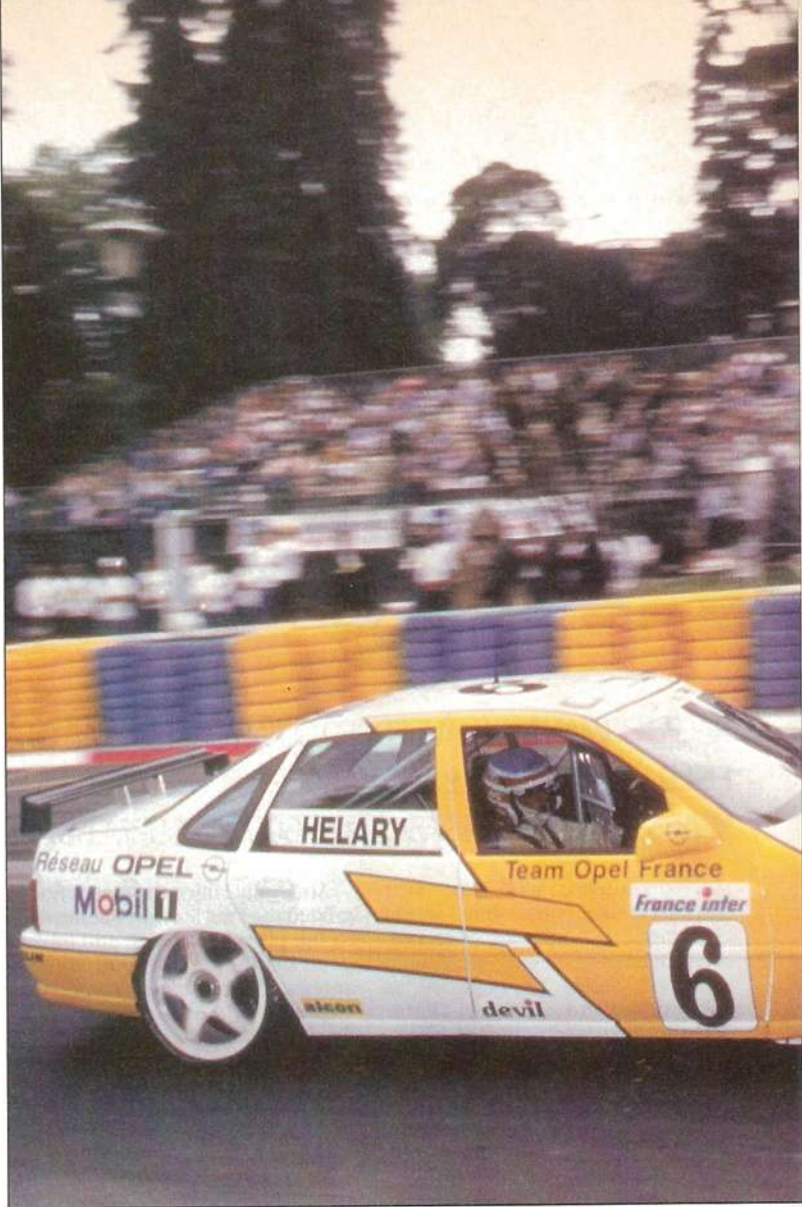
At the front, though, Cudini briefly took the lead, but on lap 15 his engine expired, allowing Helary back into top position.

Laffite, however, was on a charge, and he stormed past Helary much to the delight of the crowd. Victory looked a certainty, but the ex-Formula 1 veteran slowed on the line to allow his title-chasing team mate maximum points.

Muller inherited a fortunate third place when the works Peugeot squad of Aiello and Philippe Alliot contrived to eliminate itself while attempting to overtake his BMW. Aiello had gone one side of Muller, realised it wasn't on and come back into line, hitting Alliot...

David finished fourth, just 7.66s behind Helary to win the privateers' section, with Stephane Ortelli next up in fifth in the second ORECA BMW.

In the second race, polesitter Helary led from lights to flag, while the action behind prevented his rivals from posing the same threat



Eric Helary did all he could at Albi, but the French title has escaped him. Photo: Sutton

as they did in the first race.

Muller was up to second at the start after another flier from the lights. Likewise, Laffite had made up three spots to lie in fourth position after four laps. Mid-race, he blasted past Aiello to snatch third and three laps from the flag overtook a panicking Muller, who had an instrument panel full of flashing red lights as blue smoke poured from his car.

Needing third place to clinch the

title, the ORECA team started to fret as the smoke continued to billow and Aiello continued to close in. However, lady luck was riding with Muller and he eventually held off Aiello by just one second. After this nail-biting effort, the 1992 British F3000 Champion had done enough for, with two of the 18 rounds still to go, Muller cannot be caught after dropped scores are taken into account.

Gerard Dillman amazed onlookers by rocketing into third place at the start, but well back to finish fifth as top privateer to equal his best result of the year in his Opel, with David hot in his wheeltracks.

■ Daniel Ortelli



Two third places were all BMW's Yvan Muller needed to secure the French Supertourisme Championship title. Photo: DPPI

**FRENCH SUPERTOURISME CHAMPIONSHIP, ROUNDS 15 & 16, ALBI (F), 2 x 21 LAPS - 2 x 46.34 MILES, SEP 3, Race 1 1,** Eric Helary (Opel Vectra), 28m19.27s, 98.17mph; 2, Jacques Laffite (Opel Vectra), 28m19.52s; 3, Yvan Muller (BMW 318i), 28m25.17s; 4, William David (Peugeot 405 Mi16), 28m26.93s; 5, Stephane Ortelli (BMW 318i), 28m42.94s; 6, Marcel Tarres (BMW 318i), 28m50.42s; 7, Christophe Dechavanne (BMW 318i), 28m59.25s; 8, Gerard Dillman (Opel Vectra), 20 laps; 9, Maurice Perus (Opel Astra), 20; 10, Stephane Masson (Peugeot 405 Mi16), 19. **Fastest lap** Alain Cudini (Opel Vectra), 1m19.70s, 99.67mph. **Race 2 1,** Helary, 28m14.43s, 98.45mph; 2, Laffite, 28m27.43s; 3, Muller, 28m28.71s; 4, Laurent Aiello (Peugeot 405 Mi16), 28m29.76s; 5, Dillman, 28m32.71s; 6, David, 28m33.27s; 7, Philippe Alliot (Peugeot 405 Mi16), 28m44.39s; 8, Ortelli, 28m45.74s; 9, Tarres, 28m54.86s; 10, Dechavanne, 28m57.51s. **Fastest lap** Helary, 1m19.53s, 99.88mph. **Championship positions after 16 of 18 rounds 1,** Muller, 131pts; 2, Helary, 119; 3, Aiello, 76; 4, Cudini, 66; 5, Laffite, 54; etc. **Final rounds** Montlhéry, Oct 1.

FRENCH FORMULA 3

Redon is king

Laurent Redon enjoyed his return from France's lengthy summer break as he clinched the French Formula 3 title at Albi by easily winning the first of the two races.

This was his third win in a row for Gerard Camilli's Winfield team. But it was followed with a first lap accident in the second race. And it was not until the race had been run that he was sure the title was his, once dropped scores have been taken into consideration, with 11 of the 13 rounds to be counted.

In the first race, his team mate and championship rival Nicolas Minassian started from pole with Redon alongside, yet Redon snatched the lead. David Dussau moved into third, with Soheil Ayari fourth ahead of Alexandre Janoray - back after an operation - and Stephane Sarrazin.

While Redon held onto the lead, winning by 0.72s from Minassian, Janoray moved up ahead of team mate Ayari, and Jesse Bouhet demoted Sarrazin in what was otherwise a processional race.

Minassian made a better start to lead away in the second race. But Redon tried to pass him further around the opening lap, and it didn't work. Redon locked up and skated off across a gravel trap. Although he rejoined, the gravel



Laurent Redon won the first race, but then had to sweat... Photo: Sutton Photographic

that spewed out of his sidepods caught him out at the next corner. And so he began his period of sitting and waiting...

Minassian motored on to an untroubled win ahead of David Dussau. Amazingly, this was Minassian's 12th consecutive points-scoring drive. From 12 starts...

Janoray was unable to benefit from Redon's departure as he was taken out at the start by Fabrice Walfisch. And this helped to elevate Benjamin Roy to third, leaving him delighted with the performance of his new Mugen engine.

■ Daniel Ortelli

**FRENCH FORMULA 3 CHAMPIONSHIP, ROUNDS 11 & 12, ALBI (F), 2 x 12 LAPS - 2 x 26.48 MILES, SEP 3, Race 1 1, Laurent Redon (Dallara-Fiat F394), 14m20.71s, 110.75mph; 2, Nicolas Minassian (Dallara-Fiat F394), 14m21.43s; 3, David Dussau (Dallara-Renault F394), 14m23.74s; 4, Alexandre Janoray (Dallara-Opel F393), 14m25.45s; 5, Soheil Ayari (Dallara-Opel F394), 14m29.27s; 6, Jesse Bouhet (Dallara-Fiat F394), 14m30.69s; 7, Fabrice Walfisch (Dallara-Fiat F394), 14m33.21s; 8, Stephane Sarrazin (Dallara-Fiat F393), 14m33.47s; 9, Didier Andre (Dallara-Fiat F394), 14m39.11s; 10, Stephane Daoudi (Elise-Fiat 392), 14m53.43s; etc. **Fastest lap** Minassian, 1m10.71s, 112.34mph. **Race 2** 1, Minassian, 14m25.33s, 110.16mph; 2, Dussau, 14m28.37s; 3, Benjamin Roy (Dallara-Mugen Honda F394), 14m37.37s; 4, Xavier Pompidou (Dallara-Fiat F394), 14m42.07s; 5, Jeremy Charon (Dallara-Fiat F393), 14m45.78s; 6, Andre, 14m45.97s; 7, Anthony Beltoise (Dallara-Seymaz Honda F394), 14m49.94s; 8, Gregoire de Gatzain (Dallara-Opel F394), 14m54.37s; 9, Daoudi, 14m55.18s; 10, Daniel Derichebourg (Dallara-Seymaz Honda F394), 14m55.81s; etc. **Fastest lap** Minassian, 1m11.14s, 111.66mph. **Championship positions after 12 of 13 rounds** 1, Redon, 130pts; 2, Minassian, 121; 3, Dussau, 108; 4, Janoray, 102; 5, Bouhet, 87; 6, Roy, 37; 7, Ayari & Charon, 33; etc. **Final round** Le Mans, Sep 23.**



JAPANESE FORMULA 3000

GILBERT-SCOTT LED THE WAY AS LOLA STEAMROLLED REYNARD

Andrew Gilbert-Scott has had a troubled year in Japanese Formula 3000, with various mechanical niggles sidelining his Stellar International Lola. Well, the team gave him a new tub for the meeting at Fuji.

Ninth after qualifying, things got better in the race.

Toshio Suzuki started from pole ahead of Tom Kristensen and Kazuyoshi Hoshino. But it was Kristensen who led the Hoshino Racing pair into the first corner. The Dane was soon struggling with oversteer, though, and Hoshino took over in the lead.

But what of Gilbert-Scott? Well, he was on the move, revelling in his car's handling as he picked off his opponents. On lap 16, he passed Hoshino for a lead he was to keep until flagfall, despite a half spin at the first corner, with the Japanese veteran finishing 1.4s down.

Suzuki was able to finish third with Kristensen fourth. Lola's works driver Mauro Martini was in trouble in qualifying by a down-on-power engine,



Tom Kristensen led into the first corner, but finished fourth

but he raced well and climbed from 18th to fifth.

On a poor day for Reynard runners, Masahiko Kageyama was the Bicester marque's top finisher, in sixth place.

■ Jiro Takahashi

**ALL-JAPAN FORMULA 3000 CHAMPIONSHIP, ROUND 5, FUJI (J), 45 LAPS - 124.99 MILES, SEP 3 1, Andrew Gilbert-Scott (Lola-Mugen T93/50), 59m05.74s, 126.74mph; 2, Kazuyoshi Hoshino (Lola-Mugen T95/50), 59m07.16s; 3, Toshio Suzuki (Lola-Mugen T94/50), 59m10.44s; 4, Tom Kristensen (Lola-Mugen T94/50), 59m19.30s; 5, Mauro Martini (Lola-Mugen T95/50), 59m26.23s; 6, Masahiko Kageyama (Reynard-Mugen 95D), 59m32.07s; 7, Hidetoshi Mitsusada (Lola-DFV T93/50), 59m39.06s; 8, Marco Apicella (Reynard-Mugen 95D), 59m54.97s; 9, Takuya Kurosawa (Reynard-Mugen 94D), 59m57.47s; 10, Jeff Krosnoff (Lola-Judd T94/50), 59m57.83s. **Fastest lap** Katsutomo Kaneishi (Lola-DFV T94/50), 1m17.83s, 128.48mph. **Championship positions** 1, Kristensen & Suzuki, 21pts; 3, Hattori, Hoshino, Martini & Takagi, 11; 7, Gilbert-Scott, 10; etc. **Next round** Fuji, Oct 15.**

JAPANESE FORMULA 3

De la Rosa again

Spanish driver Pedro de la Rosa just can't stop winning in the All-Japan Formula 3 Championship. He arrived at Fuji already champion with five wins under his belt from six starts, and simply added another in the lead TOM'S-entered Dallara-Toyota.

Starting from pole, de la Rosa outdragged Juichi Wakisaka's Mugen-powered Dallara and led what was to turn into a typical Fuji slipstreamer. Positions changed almost every lap right down the order. After five laps, Austrian driver Philipp Peter had the cheek to lead de la Rosa, but it didn't last.

De la Rosa was soon back in front, with their breakaway group being joined by Wakisaka and Hiroki Kato. And it was when Wakisaka started attacking Peter that de la Rosa made his escape.

■ Jiro Takahashi

**ALL-JAPAN FORMULA 3 CHAMPIONSHIP, ROUND 8, FUJI (J), 21 LAPS - 58.33 MILES, SEP 3 1, Pedro de la Rosa (Dallara-Toyota F395), 32m18.67s, 108.01mph; 2, Juichi Wakisaka (Dallara-Mugen F395), 32m19.40s; 3, Hiroki Kato (Dallara-Mugen F395), 32m21.22s; 4, Philipp Peter (Dallara-Opel F395), 32m21.74s; 5, Ryo Michigami (Dallara-Toyota F395), 32m26.54s; 6, Keiichi Nishinomiya (Dallara-Opel F393), 32m26.80s; 7, Atsushi Kawamoto (Dallara-Toyota F395), 32m33.61s; 8, Takeshi Souda (Dallara-Toyota F395), 32m33.61s; 9, Satoshi Motoyama (Dallara-Mugen F395), 32m35.03s; 10, Takeshi Tsuchiya (Dallara-Toyota F394), 32m44.94s. **Fastest lap** Wakisaka, 1m31.54s, 109.23mph. **Championship positions** 1, de la Rosa, 60pts; 2, Motoyama, 33; 3, Michigami, 21; 4, Kato, 20; 5, Peter, 17; 9, Wakisaka, 9; etc. **Next round** Suzuka, Sep 24.**

SANDOWN 500

FORDS DOMINATED IN THIS PRE-BATHURST SHAKEDOWN

Dick Johnson and John Bowe continued their amazing run of success with a solid victory in the Sandown 500, a 500km event dominated by Ford Falcons.

Amazingly, the victory came despite a 10s stop-go penalty that was imposed on Bowe over an incident involving the passing of a recovery service vehicle.

Falcons filled the first four places and Johnson's joy was heightened by the excellent third place secured by his son Steven who was sharing the Shell team's second Falcon with the efficient Charlie O'Brien.

Sandwiched between the Shell cars was the Glenn Seton/Allan Grice entry, while fourth, a lap down, were Tony Longhurst and Wayne Park. Fifth, and best Holden, was Larry Perkins and new team mate Russell Ingall.

■ Bob Jennings

**SANDOWN 500, SANDOWN (AUS), 161 LAPS - 310.14 MILES, SEP 3 1, Dick Johnson/John Bowe (Ford Falcon), 3h30m22.82s, 88.45mph; 2, Glenn Seton/Allan Grice (Ford Falcon), 3h31m20.80s; 3, Steven Johnson/Charlie O'Brien (Ford Falcon), 3h31m31.40s; 4, Tony Longhurst/Wayne Park (Ford Falcon), 160laps; 5, Larry Perkins/Russell Ingall (Holden Commodore), 160; 6, Paul Romano/Troy Dunston (Holden Commodore), 159; etc. **Fastest lap** Craig Lowndes (Holden Commodore), 1m13.76s, 94.02mph.**

**MONT BLANC RALLY**

**RENAULT WAS HEADING FOR A ONE-TWO, UNTIL...**

Renault driver Philippe Bugalski took the 47th Mont Blanc Rally after inheriting the lead from French Championship leader Patrick Bernardini, when the Ford Escort driver left the road on the second stage while flat-out in sixth.

Bernardini escaped with bruising, but the Escort was written off, leaving the way clear for Bugalski to snatch a lead he would never lose.

Behind him, Peugeot 306 Maxi pilot Gilles Panizzi and Renault's Serge Jordan enjoyed a tremendous battle to close the gap to Bugalski. After 14 stages, the pair were tied for second. But Panizzi spun in his efforts to push harder and Jordan took second.

Sadly for Jordan, his hard work wouldn't be rewarded, for he punctured, handing the runner's-up spot back to Panizzi. Jean Ragnotti took fourth, complaining that his Clio was not 'wild' enough for him.

David Limage

**FRENCH RALLY CHAMPIONSHIP, ROUND 7, MONT BLANC RALLY (F), SEPTEMBER 1-3 1,** Philippe Bugalski (Renault Clio Maxi), 3h16m15s; **2,** Gilles Panizzi (Peugeot 306 Maxi), 3h16m25s; **3,** Serge Jordan (Renault Clio Maxi), 3h17m08s; **4,** Jean Ragnotti (Renault Clio Maxi), 3h18m40s; **5,** Fabien Doenlen (Peugeot 306 Maxi), 3h18m51s; **6,** Philippe Brun (BMW M3), 3h30m07s; etc.



# BMW's big day

BMW HADN'T WON IN ITALY IN '95 UNTIL LAST SUNDAY. JULIAN THOMAS REPORTS

**TOYOTA ATLANTIC**

**EMPRINGHAM AND CHAOS REIGNED IN VANCOUVER**

David Empringham strengthened his bid for a third successive Toyota Atlantic title by winning a chaotic race at Vancouver.

Empringham qualified easily on pole and led throughout the 32-lap race which finished under yellow and included one red-flag stoppage as well as three separate full-course cautions.

'It's not the way you want to win a race,' said Empringham, 'but hey, we'll take it.' The Canadian's fifth win of the season brought him within two points of series leader Richie Hearn, who finished second, with just one race remaining — at Laguna Seca.

Felipe Giaffone made an excellent start and seemed set for second until he ground to a halt seven laps out. Case Montgomery claimed third.

Jeremy Shaw

**TOYOTA ATLANTIC CHAMPIONSHIP, ROUND 11, VANCOUVER (CAN), 32 LAPS - 54.50 MILES, SEP 2,** David Empringham (Ralt RT41), 1h01m17.44s, 53.35mph; **2,** Richie Hearn (Ralt RT41), 1h01m23.09s; **3,** Case Montgomery (Ralt RT40), 32 laps; **4,** Patrick Carpentier (Ralt RT41), 32; **5,** Lee Benthall (Ralt RT41), 32; **6,** Clint Mears (Ralt RT41), 32; **7,** Paolo dal Cin (Ralt RT40), 32; **8,** Michael David (Swift DB4), 32; **9,** Bobby Scolo (Ralt RT40), 31; **10,** Craig Simmiss (Reynard 92H), 31. **Fastest lap** Empringham, 1m05.066s, 94.224mph. **Championship positions** 1, Hearn, 185pts; 2, Empringham, 183; 3, Carpentier, 129; etc. **Final round** Laguna Seca, Sep 10.

Gianni Morbidelli took BMW back to the winner's circle for the first time in over a year with a sensational double victory at the fast lakeside track at Pergusa. Indeed, the former F1 driver was unbeatable in Sicily, setting pole and fastest lap in his CiBiEmme BMW 318i.

Less than a second covered the top six after qualifying, with Morbidelli just a shade faster than team mate Emanuele Naspetti. The two Nordauto Alfas of Fabrizio Giovanardi and Antonio Tamburini lined up on the second row, with Rinaldo Capello just ahead of Audi team mate Emanuele Pirro.

Giovanardi shot off at the start and was ahead of the BMWs before the field reached the first chicane.

It took until lap 4 before Morbidelli moved into a lead he wasn't to lose.

Pirro suffered in the early laps, being nudged into a spin by Opel's Roberto Colciago. He rejoined last and did well to climb back up the order. Colciago, meanwhile, was less fortunate, being pitched into a sequence of barrel-rolls by Tamburini. Colciago escaped, but the car was destroyed.

Tamburini came in for a stop-go penalty for his move on Colciago and dropped to seventh. He then clashed with Oscar Larrauri as he fought his way back, leaving the Argentinian's Jolly Club Alfa in a gravel trap. Already out was Naspetti who had damaged his car by clipping a chicane tyrewall.

Giovanardi and Capello finished

second and third, with Tamburini climbing back to fourth just ahead of Pirro. Moreno Soli was the top privateer in sixth.

In the second race, Giovanardi again got the jump on the BMWs. He lasted longer in the lead this time around, but Morbidelli was in front on lap 10 and stayed ahead for the remaining eight laps.

Naspetti was eliminated by Larrauri shortly after the start, leaving Tamburini to take third.

On an uncompetitive day for the Audis, Capello suffered tyre problems and slipped down to fifth, while Pirro's clutch was malfunctioning and he had to make do with fourth. Gherardo Cazzago won the privateers' class.

Despite the result, Pirro is likely to wrap up the title at Varano.



Fabrizio Giovanardi led both races, but had to settle for a pair of second places

**ITALIAN SUPERTURISMO CHAMPIONSHIP, ROUNDS 15 & 16, ENNA-PERGUSA (I), 2 x 18 LAPS, 2 x 55.69 MILES, SEP 3,** **Race 1** 1, Gianni Morbidelli (BMW 318i), 32m49.11s, 101.81mph; **2,** Fabrizio Giovanardi (Alfa 155), 32m51.15s; **3,** Rinaldo Capello (Audi A4), 33m18.47s; **4,** Antonio Tamburini (Alfa 155), 33m24.74s; **5,** Emanuele Pirro (Audi A4), 33m25.39s; **6,** Moreno Soli (Alfa 155), 34m08.65s; **7,** Gherardo Cazzago (Alfa 155), 34m09.99s; **8,** Mauro Trione (Peugeot 405 Mi16), 34m12.18s; **9,** Gianluca Roda (Alfa 155), 34m12.68s; **10,** Yolanda Surer (BMW 318i), 34m23.86s. **Fastest lap** Morbidelli, 1m48.34s, 102.80mph. **Race 2** 1, Morbidelli, 32m33.46s, 102.63mph; **2,** Giovanardi, 32m34.39s; **3,** Tamburini, 32m46.34s; **4,** Pirro, 33m03.83s; **5,** Capello, 33m38.34s; **6,** Surer, 33m39.24s; **7,** Oscar Larrauri (Alfa 155), 33m39.93s; **8,** Cazzago, 33m59.88s; **9,** Trione, 34m05.26s; **10,** Giovanni Oglio (Alfa 155), 34m18.32s. **Fastest lap** Giovanardi, 1m47.72s, 103.39mph. **Championship positions** 1, Pirro, 283pts; 2, Capello, 197; 3, Tamburini, 149; 4, Giovanardi, 131; 5, Morbidelli, 120; etc. **Next round** Varano, Sep 17.





Gianni Morbidelli scored BMW's breakthrough by winning at Enna, then followed it up with a second win in the second race... Photos: Sutton Photographic



Per Eklund was second behind local hero Martin Schanche. Photo: Tim Whittington

EUROPEAN RALLYCROSS

Home rule

Even flood conditions couldn't keep 25,000 Norwegians away, and they got what they wanted when Martin Schanche scored his third successive win and cut Kenneth Hansen's series lead.

Schanche lost the qualifying battle to Hansen, but Hansen's car lurched forward at the start of the final and faltered. Thus Schanche took a lead he was to hold to the flag, pursued by Tommy Kristofferson and then, when the Audi driver retired, Per Eklund and B final winner Martin Iversen.

Eivind Opland scored his fifth Showroom win of the year, taking his home win from Ingvar

Carlsson's Toyota and the sensational Stig Olov Walfridsson. ■ Tim Whittington

**FIA EUROPEAN RALLYCROSS CHAMPIONSHIP, ROUND 9, DRAMMEN (N) SEP 2/3, Supercar (6 laps)** 1, Martin Schanche (Ford Escort RS2000 4x4 Turbo), 3m58.16s; 2, Per Eklund (Subaru Impreza 555), 4m09.10s; 3, Martin Iversen (Ford Escort RS Cosworth), 4m11.23s; 4, Bjorn Skogstad (Ford Escort RS Cosworth), 4m12.86s; 5, Kenneth Hansen (Citroen ZX 16v 4x4 Turbo), 4 laps; 6, Tommy Kristofferson (Audi Coupe S2), 3 laps. **Showroom (6 laps)** 1, Eivind Opland (Mitsubishi Lancer Evolution), 4m12.26s; 2, Ingvar Carlsson (Toyota Celica GT4), 4m14.35s; 3, Stig Olov Walfridsson (Mitsubishi Lancer Evolution), 4m19.54s; 4, Lars Sallstrom (Ford Escort RS Cosworth), 4m20.50s; 5, Gunnar Kittilsen (Ford Escort RS Cosworth), 5 laps; 6, Gunde Svan (Toyota Celica GT4), 5 laps. **Showroom 1400 (6 laps)** 1, Manfred Beck (Citroen AX Sport), 4m36.53s; 2, Ko Kasse (Citroen AX GTI), 4m38.84s; 3, Jean Michel Laurant (Peugeot 106 XS), 4m47.11s; 4, Peter Nielsen (Rover Metro GTI), 4m48.77s; 5, Johan Nystrom (Peugeot 205 Rallye), 4m49.12s; 6, Juha Lehtonen (Citroen AX Sport), 4m52.69s. **Championship positions** — **Supercar** 1, Hansen, 141pts; 2, Schanche, 140; 3, Eklund, 105. **Showroom** 1, Opland, 147; 2, Svan, 120; 3, Jos Kuypers (Mitsubishi Lancer Evolution), 104. **Showroom 1400** 1, Kasse, 135; 2, Beck, 129; 3, Pavel Novotny (Citroen AX GTI), 94. **Next round** Finland, Sep 9/10.

INDY LIGHTS

MOORE WAS HEADING FOR ANOTHER WIN, BUT THEN...

The penultimate Indy Lights round was running to plan, with Greg Moore delighting his home crowd by racing into a clear lead from pole. His 10th victory from 11 starts appeared to be a formality. But a couple of full-course cautions tightened up the field. And, quite clearly, Pedro Chaves hadn't been given a copy of the script.

Moore was on cruise mode when the race re-started, and when he erred on the side of safety by braking slightly early for the Turn 3 hairpin, he wasn't expecting Chaves to make a bid for the lead. Mistake.

The Portuguese driver locked his brakes, but he wasn't able to dodge around the Canadian and punted him into a spin. Chaves nipped through on the inside and motored away to a controversial victory.

'I think he braked very early,' explained Chaves, after being jeered on the rostrum, 'just to be cautious because we were all on cold tyres. And when he moved across to the right to block me, it was too late for me to avoid him. I'm sorry to win the race this way and spoil the Player's party, but it was just a racing incident.'

Moore, who spun again, and finished fifth was philosophical about it all, although not too inclined to accept the accident as an unavoidable one.

Buhl blew second place when he spun on lap 39, while Nick Firestone held off a determined Doug Boyer until the last corner when he braked too late and shot up the escape road. Boyer nipped through to claim his third podium finish from his last four starts, while Buhl recovered to claim third from Affonso Gialffone, who had had a terrible time in qualifying and started down in 12th place.

■ Jeremy Shaw

**INDY LIGHTS CHAMPIONSHIP, ROUND 11, VANCOUVER (CDN), 44 LAPS - 74.93 MILES, SEP 3** 1, Pedro Chaves, 51m29.01s, 87.33mph; 2, Doug Boyer, 51m37.52s; 3, Robbie Buhl, 51m48.80s; 4, Affonso Gialffone, 51m49.47s; 5, Greg Moore, 52m05.32s; 6, Alex Guzman, 52m07.43s; 7, Bob Reid, 52m11.06s; 8, Diego Guzman, 52m12.96s; 9, Nick Firestone, 43 laps; 10, Trevor Selbert, 43. **Fastest lap** Moore, 1m01.46s, 99.76mph. **Championship positions** 1, Moore, 219pts; 2, Buhl, 140; 3, Gialffone, 106; 4, Boyer, 94; 5, Chaves, 87; etc. **Final round** Laguna Seca, Sep 10.

ITALIAN FORMULA 3

LUCA RANGONI'S DOUBLE SUCCESS MOVES AT BINETTO HIM TO THE HEAD OF THE TABLE

Luca Rangoni scored a pair of brilliant victories — his fourth and fifth of the season — at the tight 1-mile Binetto circuit near Bari to knock Andrea Boldrini off the championship lead with just two rounds to go.

In the first race, Rangoni blasted away from the front row in his Fiat-powered EF Project Dallara to head poleman Gianantonio Pacchioni's PreMa Powerteam example into the first corner. Not missing a chance, Gianluca Paglicci and Thomas Biagi — in the unusual-for-Italy Opel-powered RC Motorsport Dallara — followed him through in second and third.

However, anxious to atone for his slow start, Pacchioni soon got back up

to second when his rivals clashed. Meanwhile, Boldrini, who had had major problems in qualifying and started on the fifth row, worked his way up to fourth place at the flag, by which stage Michele Gasparini was the only other driver within spitting distance.

In the second race, Rangoni scored a lights-to-flag victory after another monotonous race which sadly offered very little in the way of excitement. Pacchioni, Paglicci and Boldrini dived around to fill the next three places, with Luca Riccitelli a distant fifth, albeit still ahead of promising Argentinian driver Gaston Mazzacane.

With these two victories, Rangoni now holds a three-point cushion over Boldrini,

with 80 points still up for grabs.

■ Julian Thomas

**ITALIAN F3 CHAMPIONSHIP, ROUNDS 15 & 16, BINETTO (I), 2 x 42 LAPS - 2 x 41.4 MILES, SEP 3, Race 1** 1, Luca Rangoni (Dallara-Fiat F395), 31m28.70s, 78.90mph; 2, Gianantonio Pacchioni (Dallara-Fiat F395), 31m29.88s; 3, Gianluca Paglicci (Dallara-Fiat F395), 31m30.43s; 4, Andrea Boldrini (Dallara-Fiat F395), 31m30.72s; 5, Michele Gasparini (Dallara-Fiat F395), 31m33.04s; 6, Luca Riccitelli (Dallara-Fiat F395), 31m45.54s; 7, Gaston Mazzacane (Dallara-Fiat F395), 31m48.17s; 8, Tony Kanaan (Dallara-Fiat F395), 31m48.53s; 9, Thomas Biagi (Dallara-Opel F395), 31m53.83s; 10, Oliver Martini (Dallara-Fiat F395), 31m56.60s. **Fastest lap** Boldrini, 43.80s, 80.68mph. **Race 2** 1, Rangoni, 31m21.97s, 79.19mph; 2, Pacchioni, 31m22.53s; 3, Paglicci, 31m26.11s; 4, Boldrini, 31m26.32s; 5, Riccitelli, 31m34.82s; 6, Mazzacane, 31m36.55s; 7, Danilo Tomassini (Dallara-Fiat F395), 31m40.55s; 8, Danilo Rossi (Dallara-Fiat F395), 31m43.07s; 9, Gasparini, 31m43.58s; 10, Biagi, 31m43.94s. **Fastest lap** Rangoni, 44.12s, 80.43mph. **Championship positions** 1, Rangoni, 196pts; 2, Boldrini, 193; 3, Pacchioni, 157; 4, Paglicci, 119; 5, Biagi, 95; 6, Kanaan, 84. **Final rounds** Imola, Sep 17.



Left: Double Italian F3 winner Luca Rangoni. Photo: Martyn Eloff. Right: Pedro Chaves took the Indy Lights spoils in a controversial manner. Photo: Michael Levitt





Manuel Giau was looking good for victory until Jason Watt made a bid for gold on the 13th lap. Photo: Sutton Photographic

dropped back with a damaged front wishbone.

Mid-race, Watt eased back to preserve his tyres and Giau pulled out a 3s lead over his rival. But then, over the remaining few laps, Watt piled on the pressure cutting his lead to half a second in just two laps.

The fateful crash occurred two laps from the flag, as Watt shaped up to outbrake Giau into the final chicane.

Out of the corner, Watt led, but Giau, on cleaner track, had better traction and rode over the lead car, spinning them both into retirement on the startline.

Thus Westbrook inherited victory, heading home Watt's AR Motorsport team mate Donny Crevels and Draco Racing's Luiz Fernando Uva. Coronel had crashed out while battling with Westbrook in the early stages.

After the race, both title rivals were summoned to the stewards, and Giau was disqualified from his ninth-place classification and given a warning over his race conduct.

■ Willem Staat

# Westbrook's gift

The Formula Opel Euroseries title race was rocked by controversy at Zolder last Saturday when title rivals Jason Watt and Manuel Giau crashed out while fighting for the lead.

The incident means that the title will go to the wire in Mondello Park this weekend, with Watt now leading the series by 15 points,

while Giau awaits his appeal against disqualification from victory at the Nurburgring.

The main beneficiary of the Zolder race incident was Britain's Richard Westbrook, who inherited his third win of the season for the David Lloyd Motorsport team.

Up until the shunt, the Belgian crowds had witnessed a superb

display of racing, with Giau leading the early stages from pole position as Westbrook took second spot from Giau's team mate Tim Coronel, who soon slipped to fourth as Watt began his charge up the field.

Westbrook then lost second to the Dane when the pair touched. Watt was through and Westbrook

**FORMULA OPEL EUROSERIES, ROUND 13, ZOLDER (B), 15 LAPS — 36.00 MILES, SEPT 2** 1, Richard Westbrook, 25m20.57s; 2, Donny Crevels, 25m26.67s; 3, Luiz Fernando Uva, 25m31.34s; 4, Jörg Bergmeister, 25m34.17s; 5, Sebastian Mordillo, 25m40.12s; 6, Pontus Morth, 25m55.18s; 7, Philippe Sager, 26m01.15s; 8, Filippo Francioni, 23m55.42s; 9, Jason Watt, 12 laps; DQ, Manuel Giau, 13 laps. Fastest lap: Giau, 1m39.40s; 94.16mph. **Championship positions** 1, Watt, 17pts; 2, Giau, 161; 3, Crevels, 125; 4, Westbrook, 106; 5, Andre Couto, 90; 6, Uva, 81; etc. **Next round** Mondello Park, Sep 9.

## NASCAR WINSTON CUP

### GORDON DISPLAYED THE MAKINGS OF A WINSTON CUP CHAMPION

Jeff Gordon answered any questions about racing cautiously to protect a points lead at Darlington. On a track where all but a handful of the 42 starters were involved in spins or accidents, Gordon came from 14th after a spin of his own to beat Dale Earnhardt by several car lengths on NASCAR's most treacherous superspeedway.

Gordon's sixth win of the season — the 18th by a Monte Carlo driver — gave Chevrolet the manufacturer's title with eight races remaining.

Gordon secured his position in the drivers championship on a day when Sterling Marlin, second in the points, was hit by Bobby Labonte in Turn 1 and finished 10th. Mark Martin, third in the points, hit the wall early and lost ground on his rivals.

John Andretti started on pole for the first time, and had his finest day until an engine misfire slowed the Kranefuss/Haas Ford. Andretti ran among the leaders for the first 200 of the 367 laps, leading four times for 41 laps.

Gordon, running fourth at the time of

his spin in Turn 2, did not lead until 207 laps had passed. Earnhardt led five times for 208 laps, the dominant player until Gordon recovered. 'They bit the bullet and gave up track position to pit for tyres,' said Earnhardt's crew chief, Andy Petree. 'They worked on the car and got it better for the track conditions than we did.'

At the finish, Gordon escaped despite several late re-starts as Earnhardt's oversteering Chevrolet did battle with Rusty Wallace's Ford for second position. They

passed each other four times in the final 30 laps before Earnhardt, who moved to third in the points, prevailed.

■ Jonathan Ingram



Jeff Gordon heads for another win

**NASCAR WINSTON CUP, ROUND 23, DARLINGTON (USA), 367 LAPS — 500 MILES, SEP 3** 1, Jeff Gordon (Chevrolet Monte Carlo), 4h08m07.00s, 121.23mph; 2, Dale Earnhardt (Chevy Monte Carlo), 4h08m07.66s; 3, Rusty Wallace (Ford Thunderbird), 367 laps; 4, Ward Burton (Pontiac Grand Prix), 367; 5, Michael Waltrip (Pontiac Grand Prix), 367; 6, Ricky Rudd (Ford Thunderbird), 367; 7, Hut Stricklin (Ford Thunderbird), 367; 8, Bobby Labonte (Chevrolet Monte Carlo), 367; 9, Lake Speed (Ford Thunderbird), 367; 10, Sterling Marlin (Chevrolet Monte Carlo), 367. **Championship positions** 1, Gordon, 3540pts; 2, Marlin, 3323; 3, Earnhardt, 3246; 4, Martin, 3144; 5, Musgrave, 3066; etc. **Next round** Richmond, Sep 9.

## ZOLDER 24 HOURS

### Porsche domination

The fifth running of the annual Zolder Car Glass Cup 24 hours race saw 66 starters and a fantastic battle for the lead between the Peka Porsche of Paul Kumpen/Albert Vanierschot/Georges Cremer and the GL example of Kurt Thiers/Vincent Dupont/Eric Bruynoghe.

The latter entry had led from midnight. After a period of rain and an extended pace car period when the sixth-placed de Radigues/Koentges/Wuydt Honda NSX lost a wheel, they were six laps ahead by breakfast time on Sunday. But then the Peka 993 started to close the gap. Down and down came the gap, then the lead swapped hands in the final hour thanks to the Peka team's superior pit strategy. With Vanierschot at the wheel, the gap extended to a lap by flagfall. Just one lap after 696...

Third place went to another Porsche, the 911RS of Alfons Tael/Philippe de Craene/Patrick Schreurs, a further 10 laps down.

The Marc Duez/Jean-Pierre Libert/'Davit' 911 RS had been expected to feature strongly, but it lost 25 minutes in the opening hour due to fuel pick-up problems and then struggled home in 10th place.

■ Willem Staat

## REPORTS IN BRIEF

**Mark Martin** won the Busch Grand National race at Darlington for the third year in a row. Johnny Benson Jr finished a close second to improve his points lead over Chad Little.

**Christophe Bouchut** was triumphant again in the French Porsche Carrera Cup race at Albi. Sebastien Guerin scored a French Renault double, with Franck Montagny and Oriol Servia taking a second place apiece. While Patrice Gay won both FF1800 counters to claim the title.

**Enrique Bernoldi** won the Formula Europa Boxer race at Binetto ahead of Cram team mate Giovanni Anapoli. Massimo Saccomano won the Italian Prototype counter. Federico Gemmo came out on top in the Superformula (super F3) race from Alberto Pedemonte.

**Marco Werner** was a guest star in the Interserie race at Siegerland. Driving a Kremer-Porsche CK7, he won the first race after a battle with Robbie Stirling. Gearbox problems slowed him in the second race, with Stirling taking victory in his Lola.

**Jimmy Morales** won the Mexican Prototype race at Pachuca. Team mate Freddy Tame fell from second to fourth when he ran out of fuel.

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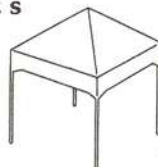


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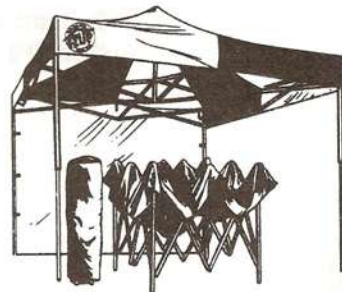
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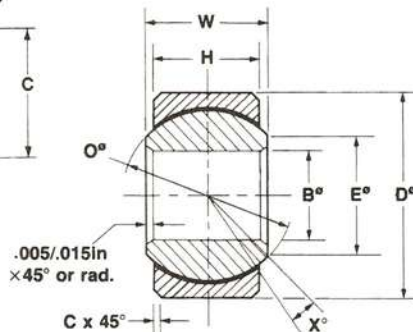
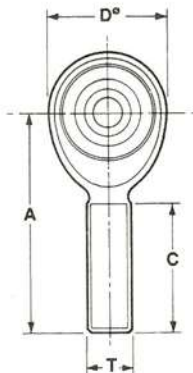
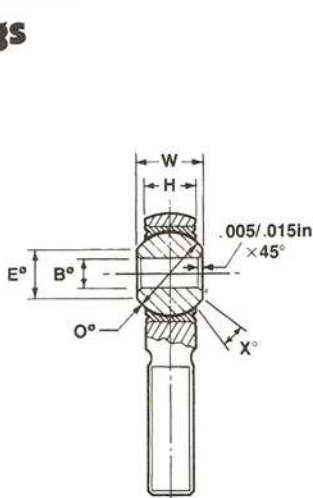
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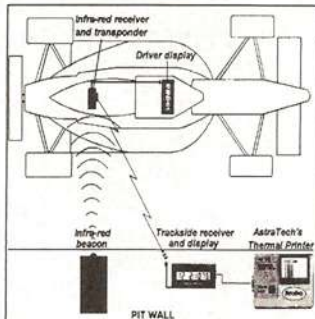
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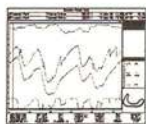
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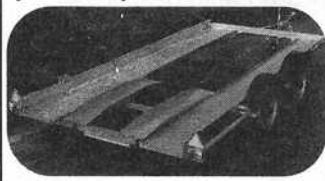
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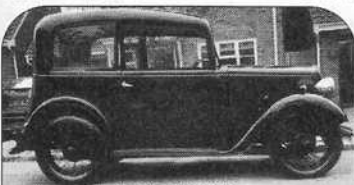
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### B

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### C

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### D

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**MGB GT** 1979. Black, chrome wheels, many new parts including engine, all bills, s/s exhaust, restored, excellent condition, sunroof (factory fitted). MoT. £2,700. Tel: 01634 407407/404374 (Kent). (17007)

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# CLUB AUTOSPORT

■ ALL THE NATIONAL RACE, RALLY & HISTORIC NEWS PLUS FULL RESULTS ROUND-UP ■

EDITOR **MARCUS PYE** ASSISTANT EDITORS, **TOM CLARKSON, KEITH OSWIN, SIMON STRANG**



Works Swift drivers **Bas Leinders** and **Miku Santavirta** have experience of ACB10s in the Euroseries and slicks in Britain. Photo: Jeff Bloxham

## Treads for Festival, slicks for '96

The Ford Motor Company has fulfilled its commitment to continental Formula Ford teams to stage next month's Duckhams Formula Ford Festival at Brands Hatch on treaded Avon tyres.

When the organiser of the Britain's Slick 50 Championship decided to switch to slick tyres and wider wheels for 1995, European competitors opted to continue using Avon's ACB10 treaded tyre.

As a concession—and, no doubt, with an eye to attracting a more representative Zetec entry this year—they received assurances

that this would be the only package eligible for this year's Festival, the class's end-of-season showdown.

For 1996, however, all Zetec FFord cars at the Festival will be fitted with the latest tyre/wheel package, reflecting the fact that the technical specifications pioneered in Britain this year will have been adopted in the majority of Europe's national championships.

'The changes implemented in Britain's Slick 50 Championship this year have proved beyond a doubt that closer racing is encouraged by the slick/wide

wheel combination,' said Peter Gillitzer, Ford's director of European motorsport.

'It has been something of an experiment, but one that has proved very successful. We are now pushing to have these changes implemented across Europe as soon as possible.'

The Festival, on October 20-22, could be the closest in years, with the European competitors' possible advantage of a full season of running on ACB10s likely to balance their British counterparts' greater familiarity with the Indy circuit.

### FORMULA FORD FESTIVAL TYRE SWITCH

#### TREADED TYRES ARE NO DISADVANTAGE SAY MANUFACTURERS

##### **Robin Webb, Swift**

'I am very confident every time we go out on treaded tyres. The change from slicks is no problem at all for our SC95Z, as our customers proved when they dominated the opening Euroseries round.

'After one week of testing, the British Championship runners should be right on the pace. We are very confident of success at Brands.'

##### **Ralph Firman, Van Diemen**

'The Slick 50 Championship runners will

not be at a disadvantage. In the past it has been the Europeans who have been at a disadvantage, having not raced much at Brands Hatch. But treaded tyres will level the playing field a bit.

'Initially, the British-based runners will have to come to terms with a car which feels worse on the smaller rims and less grippy tyres. But we know exactly

where the Van Diemen RF95 is on treaded tyres. We're winning races abroad on Avon ACB10s.'



**Ralph Firman**

##### **Stuart Cox, Vector Cars**

'This year's Vector chassis is a development of the car in which Jason Watt won the 1994 Festival, so converting it to treaded tyre spec won't be a problem. We've also learned a bit this year which should benefit older cars. It might take British runners one test to get back in the groove. That's all.'

## Ronta flies in Snetterton test

Ron Tauranac's Ronta Formula Renault Sport prototype is to debut in the final round of the British Championship at Silverstone, following a highly encouraging test at Snetterton last Thursday.

Jamie Hunter drove the sleek car (which was shaken down at Goodwood a week earlier by FF racer Mads Gisselbaek) and lapped within 0.1s of his best in his regular Swift—with a standard engine...

'It went OK,' said the ever conservative Tauranac. 'I'll know a lot more when the race engine is in.' The veteran Australian is now building five production chassis.

Fred Hunter, Jamie's father and head of Frepau Racing, was more forthcoming: 'It's brilliantly built, no doubt about it. Some of Ron's ideas are mind-boggling, and they work. Jamie was flat through Coram in five laps, and said that it responds superbly to tiny changes. It's a winner, for sure.'

Gisselbaek is to debut it at Silverstone with AEM. Hunter will race it in Monza's Euro Cup finale.

## Ray gearing up for Renault Sport debut

Ray Formula Cars could enter the Formula Renault Sport arena this weekend at Oulton Park with Neil Riddiford, but it is more likely that the prototype FRS95 will race for the first time at Silverstone.

The car was not ready as we closed for press, but a deal with Bert Ray to run it under the Tarry Motorsport banner, with a view to next year, had been completed.

'The car has yet to turn a wheel,' said FR1700 ace Riddiford. 'So I think Silverstone, where we can give a good account of ourselves, is a more realistic target.'

## PSR eyes hillclimb champ for FV seat

Double Formula Vauxhall champion team Paul Stewart Racing has its eye on RAC British Hillclimb champion Andy Priaulx, 22, for a place in next year's line-up.

The Guernseyman impressed PSR in his first circuit test last year. Engineer Marc Julyan and team manager Graham Taylor were at Prescott on Sunday to see him win his ninth hill round from 12 starts!

'Andy has a lot of talent, and we think he could do the job in the Winterseries. It's down to a deal,' said Julian. 'Beyond that...'

HUMBLEPYE

CATERHAM RACERS SHOULD  
BE LOOKING TO ROLL CAGES  
AS WELL AS ARM RESTRAINTS



MARCUS PYE

I drove a set of Caterham racers recently at Oulton Park - basic 1600cc Ford powered Classic, peaky 1400cc Rover K Series and full-blown 2-litre Vauxhall-engined rocket - and was reminded of their adrenalin-coursing qualities, as seen in arguably Britain's most entertaining one-make racing.

Having watched the Vauxhalls with heart in mouth at flat-out Castle Combe last summer, I have to say in retrospect that I do not understand why only Shaun Balfe runs the optional full roll cage. The thought of one flipping horrifies me.

When I first tested the prototype Caterham-Vauxhall racer in 1991, I said that it rewrote my parameters of speed. I stand by that, and underline it in the cornering league table. It's a fantastic ride, but in the three years since I raced one, the squat 650kg slickshod cars are lapping ever quicker. And closer.

I appreciate that competitors feel that the factory-supplied angled rollover bar offers a significant weight-saving over its (admittedly unsightly) full cage, but better head-saving properties in the very real scenario of a series of rolls? I think not. Graham Morris's shunt at Oulton last year should have been the warning bell.

Caterham Cars took a responsible line, duly lauded in AUTOSPORT, by engineering improved fuel tank protection and issuing the kit to competitors - free of charge - following Art Markus's well-publicised inferno at Brands Hatch in 1993 - yet it seems strangely reticent to make full cages mandatory.

Caterham is, however, prepared to supply competitors with arm restraints (again without charge) to prevent upper limbs flailing in the case of a roll, such as the one in which Guy Hudson broke a wrist at Mallory in July. While these harnesses - obligatory in the USA - do their job well, they do not protect heads.

One top team designed an improved full cage in conjunction with leading manufacturer Safety Devices in 1993, went to the expense of having it FIA homologated, and offered to market it for Caterham to no avail. It can't even use it in championship events. Where is the sense in this? Answers, please.

PREVIEW

Kane can seal  
FVauxhall title  
at Oulton Park

A sixth race victory for Jonny Kane at Oulton Park this weekend will wrap up Paul Stewart Racing's third successive Formula Vauxhall Championship with a round to run.

The Ulsterman has a 12-point lead over Darren Manning and Martin O'Connell, for whom the pressure to produce a result is really on. Manning need a first win to keep his title hopes alive, while five-time victor O'Connell has to finish ahead of Kane to prolong his chances.

Things are also very tight at the top of the FVauxhall Junior table. Ben Collins has a one point cushion over Marc Hynes and Darren Malkin. But Justin Wilson, winner of the last round at Snetterton, still has a chance of snatching the title.

The Slick 50 FFord race is still wide open, but Kevin McGarrity and Bas Leinders, split by four points, are closest to the crown.

John Bintcliffe and Lee Brookes can wrap up the Fiesta and Clio titles. So, much depends on Oulton!

Jonny Kane has won the last five Formula Vauxhall races for PSR. Photo: Jeff Bloxham



Greg Hart's impressive-looking JG95 on its maiden run at Snetterton. Photo: Richard Styles

Hart's Supersport Vauxhall stunner

Greg Hart shook down his eagerly awaited JG95 Supersport Vauxhall contender at Snetterton last Friday, and intends to debut it in Sunday's championship round at the circuit.

The former Steigenberger International SuperSports champion - who has raced March 74S and Group 6 Lola T212 chassis in recent years - has built the new car with his father John, with who he cut his racing teeth on the hills with a modified Brabham BT38.

Like the hillclimber, the new machine has its roots in a Ron Tauranac design, for it is based on

the running gear from a Ralt RT37 Formula 3 car. Aided by numerous friends, the Harts have made their own chassis to replace the original carbonfibre tub, and the bodywork.

The Hart is the fourth rear-engined car to hit the tracks in the first year of the new regulations. Mallock, Jade and Phantom chassis have already run, and several more (notably the Slique), are close.

Mike Swinnerton's third place at Oulton Park in the Mallock Mk32 last time out has given the rear-engined brigade a real lift. Which will be the first to win a race?

Fiestas confirmed for  
1996 TOCA package

Ford Motorsport's current specification 1.8-litre Fiesta Si model will be eligible for one more year of competition within the Ford Credit Fiesta Challenge.

The only junior saloon series on the TOCA package for 1996, it is, says Ford, the 'the only viable option for drivers with their sights on Super Touring competition.'

A maximum of 35 registrations will be accepted. Priority will be given to current competitors who submit a deposit of £1250 to Ford Motorsport by December 1. Entries will be open thereafter.

Weston impresses  
in Redgrave test

Formula Ford 1600 racer Alistair Weston lapped within 0.8s of Redgrave Racing team leader Darren Turner at Oulton Park last week, in preparation for his FRenault Sport debut this weekend.

Driving with slicks and wings for the first time, on an unfamiliar circuit and for the first time since last October's FFord Kent Festival, Weston greatly impressed team owner Richard Redgrave: 'He was superb to watch, and didn't aggravate the car in any way. He's capable of a very good result.'



## Porsche 924 stars chase Spiders with Rennsport

Paul Stephens and Gerry Taylor, who currently lie first and second respectively in the Hankook Tire Porsche 924 Championship, are planning to graduate to the Renault Spider Cup next season, with the Wixoe-based Rennsport equipe.

'We feel we've done well enough this season to move on to another stage, and are some way down the line with the budgets,' said team partner David Palmer last week. 'We are also discussing the possibility of tapping the engineering expertise of a top Formula Renault Sport team.'

## Brundle to drive factory Tuscan

Robin Brundle will drive a factory TVR Tuscan at this weekend's double-header at Snetterton.

Younger brother of Ligier Formula 1 star Martin Brundle, Robin has recently become a TVR dealer and returns to racing after a two-year sabbatical.

The 31-year-old former BTCC racer scored 13 class wins in the 1988 Uniroyal Production Saloon Car Championship and last raced in the 1993 Willhire 24 Hours. 'From what I've heard the latest Tuscan is a real education. A lot of serious fun,' he said.

## Monza calls Khan after Donington win

Having scored his first European Ferrari Challenge victory at Donington Park on Saturday, former BTCC racer Ian Khan had to preserve his 355 in Sunday's race as it was due to leave for Monza's non-championship Italian Grand Prix supporting race this weekend.

Former F3 team mate and fellow Touring Car graduate Tom Waring is also tackling the European Ferrari Challenge in the ex-John Brown 348. Now based in Britain once more, Waring hopes to be able to finish the season in a Bob Houghton-prepared 355.

## Aitken and Hewland to fight out Pro-Sport title

The 1995 Prosport championship looks set to go to the wire between Matt Aitken and William Hewland.

With four races to go and only 10 best scores to count, Hewland's best eight to date give him a one point advantage over Aitken.

Four new drivers — from very different backgrounds — made their debuts at Brands Hatch on Bank Holiday Monday. Former FF1600 ace David Button, Mini racer Jon Lee, Kevin Sherwood from ARP Formula 3 and David Wood all set times within a second of race winner Aitken.



McLaren team boss Ron Dennis (shown here leading Bobby Verdon-Roe) plus Grand Prix stars David Coulthard and Mika Hakkinen were among the celebrities who took part in the annual fun day organised by AUTOSPORT's Derek Redfern in aid of the Make-A-Wish Foundation at Blackbushe. As ever, the response from within motorsport and the motor industry was tremendous, and over £100,000 was raised for the children's charity.

## NEWS IN BRIEF

**Having confirmed** John Bintlcliffe's Ford Credit Fiesta Challenge title following his wins at Snetterton over the Bank Holiday weekend, Ford Motorsport learned after the issue had closed for press that it is not all over. Series steward Pierre Aumonier's assertion that Rob Hall may drop his zero score from Brands in April means that he can still beat Bintlcliffe's score.

**Former FRenault champion** and BTCC driver Bobby Verdon-Roe — now sporting a trendy goatee — joined the all-star line-up for Saturday's ultra-successful Make-A-Wish charity day at Blackbushe.



Bobby — funday

**The winner** of this weekend's Canadian Formula Ford 1600 Shoot-Out at Shannonville will race alongside Michael Vergers in Andy Welch Racing's Swift-Zetec team in next month's FF Festival at Brands Hatch. The prize is courtesy of Ford of Canada and supported by the Canadian Racing Drivers's Association.

**Formula Vauxhall Class B** champion Wayne Douglas will step up to Class A at Oulton Park this weekend, in a singleton PTM Motorsport entry. The Ulsterman tested impressively for the team last week.

**Despite winning** the last two rounds at Alastaro on Sunday, Jani Virtanen finished runner-up to fellow Van Diemen driver Janne Koistinen in the Finnish FF1600 Championship. Jussi Lailavuo was third behind Koistinen in both events. Swift pilot Mikko Lempinen was third in the final table.

**Mads Gisselback** has called a halt to his Slick 50 Fford programme, having concluded a deal to graduate to FRenault Sport in 1996 with Anglo European Motorsport. Ken Stanford's equipe has yet to select its chassis, but ran the Ronta at Snetterton last week (see separate story).

**Sidlow-backed** Rob Schirle, can clinch the Lucas VW Vento VR6 Challenge at Snetterton's penultimate round on Sunday. The 28-year-old from Tamworth enjoys a 30-point advantage over Colin Wells, who won last time out at Brands Hatch.

**Steve Deeks rejoins** the VW Vento VR6 series at Snetterton. Having parted company with Gemini team, the indefatigable Anglo-Trinidadian corporate host will run his W Grose Eurocar, SST Computers, PPP Print Services and Copystore-backed car under the Hyperion Motorsport banner.

**Nigel Greensall** is seeking drives in next February's Daytona and Sebring classics in the USA as he bids to make the break into long distance racing. The all-rounder's ambition is to contest the Indy 500!

**Rover Turbo racer** Paul Lind broke his back when his road car was crushed by a cement lorry during a rain storm last month. Paul, who was fitted with a body brace at Nottingham's Queens Medical Centre, is recovering at home but will be out of action for at least four months.

**Steve Tranter makes** his seasonal ARP F3 debut at Silverstone on Saturday, with his Reynard run by Verdan Racing. Continued backing from leading disc duplicator TIB plc has been bolstered by support from the company's French counterpart MPO and JT Packaging.

**Victory and fastest lap** at Lydden on Sunday moved David Hardisty to the top of the Kent County FF1600 table. With two rounds to run (at Lydden this weekend and Brands Hatch on October 1, Hardisty is four points ahead of Peter Alexander. Hardisty's gamble to buy team mate John Hayden's RF90 looks to be paying off.

**Kent FF1600 frontrunner** Peter Alexander has taken over Jamun Racing's ex-Mark Marchant M94 for the last three rounds. He finished second first time out at Lydden on Sunday, following string of disappointing results in his own Swift FB91, but lost the lead to David Hardisty.

**Paul Sleeman's late seasonal debut** at Lydden on Sunday netted an impressive win in the BARC/BRSCC Classic FF1600 round. Budgetless since he rebuilt his Jamun T2 last winter, Paul was backed for the race by his old pal Ray Howard of the Copper Kettle Restaurant at Rye, 15 years to the day since the establishment first put its name on one of his cars!

**Motorsport PR man** Chris Needell (younger brother of TV 'hearthrob' Tiff) was to have made a racing comeback in the Kent FF1600 counter at Brands over the Bank Holiday weekend, but a qualifying shunt rendered his Tiga FF84 *hors de combat*. He will try again at the Festival.

**Whichford Super Coupe Cup** frontrunner John Evans, 35, shaved 0.3s from BTCC racer Patrick Watts's eight-year-old Honda CRX lap record for Brands Hatch's Indy circuit on Bank Holiday Monday. Advertising executive Evans's car is tended by Paul Heath and Alan Kellett. The former used to prepare Watts's Edenbridge Honda.

**The final round** of the Cancer Relief Macmillan Fund's second National Karting Team Challenge takes place at Buckmore Park on Sunday for the Denbigh Trophy, presented in memory of The Earl of Denbigh. Known in motorsport circles as 1960s Ferrari and F3 racer Rollo Fielding, he founded the event which has raised in excess of £40,000 for the charity.

**'Kari' Karivaradhan**, 41, one of the prime movers in Indian motorsport, has been killed in a flying accident. The engineering and textile industrialist, who started racing motorcycles and progressed to Formula 3, built low-cost single-seaters to make the sport more accessible on the sub-continent, and was instrumental in helping young drivers to come to Europe. 'Kari' had only recently started making microlight aircraft. AUTOSPORT offers its condolences to his wife and young sons.

NEWS IN BRIEF

**Wil Arif returned to racing** after four years away at Lydden on Sunday, in Graham Fanner's ex-Ian Forrest spaceframe Imp. Arif recently tested a Ferrari P4 replica, which he plans to run in next year's BRDC GT series. A Chevrolet V8 engine is being lined up to replace its current Renault V6!

**Neil Hasler and Andrew Booth** jointly lead the Toyo Tyres Super Road Saloon series after Lydden's round on Sunday. Circuit debutant Booth finished third in class in Kent, but Hasler won outright. Brands and Mallory are the next ports of call, each hosting double-headers.

**Formula Vee racer** Warwick Barnes has gained backing from TR Fastenings. 'I'm a bit like Pedro Diniz at the moment - always qualifying 24th,' said the rallycrosser turned Sheane driver.

**Following Snetterton's** Drayton Manor Park MG Metro Cup round on Sunday, eight drivers are covered by four points at the head of the table. Four rounds remain.

**Castle Combe bids farewell** to chief commentator Richard Davies at next month's finals meeting. A faithful servant for 27 years - during which time he has missed only one meeting - Richard and his wife Carol are moving to Spain where they will run golfing holidays.

**Lydden Circuit needs marshals** for its Sevenoaks & DMC race meeting on September 24. Offers, please, to Gary Turtell on (01483) 584485 or 589545.

**A winter series** for Formula Junior Yamaha karters, with Senior grids subject to numbers, will be run at four different venues, starting in October.

**Rob Turnbull** was invited to share David Grace's Pilbeam MP58 at Prescott, following an invitation from its co-owner Noel Le Tissier, but stood down when his lanky frame did not fit its cockpit.

**Margaret Blankstone backed up** her Loton Park Ladies record with a second successive mark at Prescott in the Worfield Garage Pilbeam-Vauxhall MP62.

**Midland Hillclimb Championship** backer Doug Pound bowed out after Sunday's title decider at Prescott. His Kidderminster-based Pound Timber Buildings concern had sponsored the hugely popular series for eight years.

**EUROCAR racer** Mike Manning returned to his rallycross roots at Lydden on Bank Holiday Monday, with a new Ford Fiesta, built on the ex-Tommy Graham shell with a new atmospheric Cosworth YB engine. Second in the Modified class, he has no plans to quit circuit racing.

**Our thoughts** are with rallycrosser Trevor Hopkins and family following the death of his father Ernie last Tuesday after a short illness. Ernie was well known throughout the sport's fraternity.

PREVIEW



Veteran sprinter Les Edmunds won last year's Brighton Speed Trials in his BRD-Rover Thundersports racer. Alas, injury precludes him from defending his title. Photo: Jerry Sturman

Brighton Trials's 90th birthday

Single-seater drivers Mike Lee (Lyncar-BDG) and Richard George (Pilbeam-Hart MP62) take on Le Mans racer Justin Bell's 8-litre Chrysler Viper sports car in the battle to win Saturday's Frosts Brighton National Speed Trials.

The event commemorates the 90th anniversary of the first trials (actually held in July, 1905) on the fashionable Sussex town's seafront, when pioneer motorist Clifford Earp (Napier) set the best

time on a 1675yd course running from east to west.

A round of the RAC British Sprint Championship from 1974-1993, the Brighton & Hove MC's annual showpiece now stands alone as a piece of motorsport history, run continuously since 1946, with the sole exception of 1969.

Now staged over a quarter-mile course on Madeira Drive, and with open wheelers over 2-litres no longer eligible, it attracts a strong

entry of clubmen wanting to wring out high performance sports and saloon cars, and a large contingent of Vintage Sports Car Club members (see *Autoclassic*).

Former Grand Prix driver Tony Marsh plans to debut his fearsome twin-turbocharged GTD40 among the usual strong marque entry. And, having run a Vauxhall Lotus Carlton and a Viper in recent years, sponsor Simon Frost is wheeling out a Ferrari Testarossa this time.

Mendoza races on for cancer research fund

Formula Ford racer Richard Mendoza, 26, has raised around £2,000 for the Imperial Cancer Research Fund this year, through his efforts in the BARC Lydden and Kent County FF1600 series.

The Lloyds underwriter, who last raced in 1990 - before his funds ran dry - underwent four months of chemotherapy treatment for cancer in 1993.

He is racing his ex-Pedro Martinez de la Rosa Van Diemen RF90 with help from Epping Forest Golf & Country Club and Mapra Technik on a 'pounds for points' basis.

ERC back to sport's Lydden birthplace?

The European Rallycross Championship is likely to return to Lydden Circuit next year, the first time it has visited the sport's birthplace since the Kent venue hosted the 1992 season opener.

Subject to the FIA's satisfactory observation of a Lydden Winter Series round, the BRSCC will run the ERC counter in June. Championship dates are expected to be announced within 14 days.

Britain did not stage an ERC round in 1993 but it moved to Croft in '94 and Brands this season.



Anita Makela's Buracaps rail set a European speed record in the final. Photo: Andy Willsheer

Anita's no chicken at Pod Nationals

Reigning European Top Alcohol drag racing champion Anita Makela stamped her authority over a field of 17 cars in five second fashion at Santa Pod's Summer Nationals on Bank Holiday Monday.

The Finnish chicken farmer was top qualifier with a 5.98s quarter mile (and 224mph terminal speed) in her Bob Meyer-built Buracaps rail, heading off Swede Mickie Kagered's Quaker State Mustang Funny Car. Anita pulled sensational European ET and TV records of 5.92s and 234mph to win the final, in which they met again.

Local man John Spuffard was also in record-breaking form with Bob Jarrett's Pontiac Firebird-bodied Showtime nitro-burning Funny Car. Having set a brilliant 5.46/246, he backed it up with 5.52/260, both times being the quickest on this side of the Atlantic.

Dave Mingay nabbed ProModified laurels, storming his Vauxhall Calibra-bodied Hellraiser IV past Alan Packman's Boss Ford Scorpio to win 7.07/197 to 7.12/199. Peter Lane's Earsplitenloudenboomer Chevrolet Camaro topped 20 Super Gassers with a fine 9.901.

SPECIAL OFFER

AUTOSPORT POUND DAY

# Go racing for £1



**Y**ou want to take your kids for a day at the races, when you'll all be entertained by some of the country's best club racing and all the frantic, tyre-screaming action that it offers. But you know that you'll have to disappoint them, as it costs too much for a family day out these days. Right? Wrong! For AUTOSPORT and Brands Hatch have combined forces to bring you the AUTOSPORT Pound Day at the Kent circuit on 24 September.

As the name of the meeting suggests, admission is £1 per head, with children getting in for free. Now that's what you might call affordable... So, there are no excuses to do anything but load up the car and head for Brands Hatch.

As part of the Racing Ahead programme, there's a packed bill with 13 races split between Formula 4, Formula Vee, Super Road Saloons, Hot Hatches, Roadsports, Renault 5TSs, MGs and Thoroughbred sportscars. Don't miss it!

NEWS IN BRIEF

**Mike Whatley** made his Historic F1 debut at Donington in the Ensign MN04 which Gijs van Lennep drove to sixth place in the 1975 German Grand Prix. Despite being ordered to lower its wing by 3in on Saturday, Whatley qualified strongly, but he spun in the race (when second and third gears refused to stay engaged on overrun) and was collected very lightly by Graham North's Lotus 92.

**A piece of steel** hewn from the side of a Chinese-made two ton trolley jack was used to repair the rear suspension sandwich plate on Steve Hartley's Ensign MN09 following rocker bearing failure in practice for Sunday's FIA F1 race at Donington. The Heath Robinson 'fix' enabled him to finish the race 13th, but the jack now requires major surgery.

**Having raced Bob Juggins's** European F2 title-winning March 712 to a stirring second in class in Saturday's HFRC round at Donington, 1988 Monoposto Kent champion Chris Fox wants to take on one or two customer cars to run alongside Juggins next year. Bob intends to defend his title, and may forsake the ex-Robin Chretien 712 for one of the rare Lola T240s, most of which were sold to the USA for FB (Atlantic) use.

**John Harper's RetroSport team** is to field a third March 712 F2 car in domestic and European events next season. Class aspirant Philip Walker will race one of the equipe's current pair for the third time in the Euroseries finale at Dijon-Prenois on September 24.

**Gerry Wainwright's team** did a superb job to paint and build Dave Abbott's March 761 around a fresh Adams McCall skinned tub in four days prior to Donington. The chassis was damaged at Brands in June. Abbott rewarded them with eighth place in Sunday's race.

**Having won his class** at Silverstone on Bank Holiday Monday in the car, FFord veteran Dave Morgan scored his first single-seater race win in Don Clements ex-Danny Sullivan Elden Mk8 at Donington on Saturday. Morgan, who has raced FF1600 since 1973, took victory when Guy Evans, who was first past the flag by 0.33s, was penalised 10 seconds for tapping Kevin Stanzl off.

**Emma Beasley**, 24, daughter of long time racer John, won a super scrap with Barry Hargreaves (Lotus 61) in her third Historic FFord race at Donington. Winfield Racing School graduate Emma is enjoying the ex-John Pearson Merlyn Mk20 so much that her father is tempted to buy another to join her...

**Big Healey hero** Denis Welch debuted the ex-Reg Skeels/Mike Littlewood Formula Junior Merlyn to stunning effect at Donington on Saturday, with a fine second place in a fraught class. Welch's only previous experience of single-seaters was a season of Formule Libre events in an ex-works F3 Merlyn in 1970.

## Villeneuve's Ferrari makes Historic debut

John Fenning's Stockbridge Racing team made history at Donington on Sunday by being the first privateer outfit to race a modern 3-litre Formula 1 Ferrari in Europe in almost two decades.

Fenning and Littlewood tested the ex-Gilles Villeneuve car (312 T5 MAT:048, in which he finished sixth in the 1980 British Grand Prix) for the first time last year, but a major transmission failure in the spring forced the team, under legendary F1 crew chief Roy Topp, to have a new gearbox made.

Littlewood debuted the chassis (a plated spaceframe bristling with beautiful castings), with typical aplomb, running as high as eighth: 'It's brilliant to drive, and such an honour that I'd sooner be 10th in it than stand a chance of winning in John's Shadow DN9.

'The engine felt really strong in the race, and it was one of the quickest cars through the Craner Curves. If Roessler hadn't passed me under yellows, I think I could've matched Ronchi's Brabham!'

**Mike Littlewood finished 10th in Stockbridge Racing's Ferrari 312T5 at Donington Park. Photo: Steve White**



## Drivers plea for safety in Historic F1

Frontrunners in Sunday's FIA Thoroughbred Grand Prix Car round at Donington Park once again expressed their concern over the conduct of slower drivers on the circuit.

Three of the leading competitors – Geoff Farmer, Bob Berridge and Mike Littlewood – were tripped up while lapping cars in the race, and the speed differentials in a record field – whose lap times were covered by 18 seconds – were also a major concern during qualifying.

Berridge, who had to spear off the track and damage his RAM March in avoidance of the incident

which removed Farmer's Tyrrell from third place, was most outspoken: 'What annoys me most is that more attention is currently paid to wing heights and chassis weights than to competitor safety.

'I appreciate that the cars and drivers will never be equal, but we should all look in our mirrors and obey flags. Those are the rules.'

Farmer was sportingly prepared to let his moment go, but Littlewood (debuting the Ferrari, see above) was not happy about being forced into the gravel at McLeans: 'Something has to be done about driver conduct, as a priority.'

## Evans wins, even with the brake on

Ricky Evans attempted a stage with the handbrake on, but not even that error could prevent him winning the BTRDA Gold Star category of Sunday's Woodpecker Stages.

Local driver Steve Mantle tried in vain to catch the champion-elect, but Evans rattled off his seventh successive win, 25s clear of Mantle and Dave Weston's Vauxhall Nova.

Paul Dyas debuted his long-awaited Ford Escort RS2000 on the Ludlow-based event, but a broken steering arm sent him into retirement, very close to a sheer drop, on the third stage.

## Sewell victorious on FJunior debut

Barry Sewell had his first single-seater race at Donington in Malcolm Rickett's Formula Junior Lotus 22 on Saturday – and won it!

Sewell's only previous open-wheel experience was in an FJ Britannia 'on a wet Tuesday club night at Aintree 30 years ago!

'I'd really love to do more of this, but can't afford a car,' said Sewell, who has raced the ex-John Carden Marcos GT since 1968. 'The right-hand gearchange took a while to get used to, but Malcolm's car is beautiful, so forgiving to drive.'



**Ermanno Ronchi finished a splendid fourth in Sunday's FIA Thoroughbred Grand Prix Car round at Donington, in the ex-Neelson Piquet Brabham BT49/9 which is superbly prepared by Simon Hadfield's team. The delighted Italian, who graduated from Historic Formula 2 this year, scooped the huge Adelphi 'Driver of the Day' trophy, with which he intended to surprise the car's owner – F1 boss Bernie Ecclestone – over dinner in London. Photo: Marcus Pyle**



NEWS IN BRIEF

**Ford Mustang ace** John Young is now contesting Historic GT events in the ex-Jack Lambert Jaguar E Type which he and Mike Cann recently acquired. Chassis number 16 had only its third race in 15 years at Donington when Young took second place in the Corgi Classic GT race on Saturday.

**The RJB Mining Championship battle** will be resolved at Donington's TOCA Shoot-Out on October 22, as Chevron drivers Richard Evans (B26) and Peter Lee (B8) both won their classes there on Sunday. Another class win for Evans would secure the title regardless.

**Following a major rebuild** necessitated by a shunt at Brands Hatch in July, David Hudson's Sturdgess returned to the RJB Mining series at Donington. 'Huddy' dedicated his class result to long time mechanic Edward Parks, who has recently undergone neurosurgery.

**Former De Tomaso** Mangusta racer Freddie Moss debuted an Iso Rivolta in Sunday's Historic Saloon race at Donington. Moss's first race for three years ended abruptly with an engine explosion which dumped oil all over the track. The slick caught out the two leaders, causing both to spin out!

**The Deep Sanderson** sportscar which creator Chris Lawrence and Gordon Spice raced at Le Mans in 1963 turned a few heads at Donington on Saturday. Former Terrapin hillclimber John Crowson bought the aluminium-bodied machine (which was road registered 2 ARX) three years ago, and totally rebuilt it. He has now raced it four times in the HSCC's Classic Sportscar series. Around 30 roadgoing versions were apparently built.

**Two men accused with** Lord Brocket of being involved in a £4.5m classic car racket have been committed for trial in the Crown Court. Ferrari collector Brocket and two other men face fraud charges pertaining to rigged car theft and insurance claims between 1989-94.

**George Robinson clinched** the Maxol Northern Ireland Stage Championship at the weekend with third place on the Lakeland Stages. The event was won by Stephen Harron whose keeping Derek McGarrity in second slot was enough to hand Robinson the crown. He is now aiming to turn his All-Ireland series lead into a second title.

**Mickey Farrell won Sunday's** Partway Galway Summer Rally and now has only Stephen Murphy to beat for the Coras/Vard Irish National crown.

**Piggy Thompson** - father of BTCC racer James - will return to rallying in a Malcolm Wilson Motorsport Escort Cosworth on the Trackrod Forest Stages on September 23. Piggy has been out of the limelight for around five years but has contested some historic events in his Porsche 911.



Andy Burton gets his Alfa-Ferrari sideways en route to the Silver Star title. Photo: Bearne

## Burton clinches Silver Star crown

Andy Burton clinched the Clear System Solutions BTRDA Silver Star Rally Championship on Sunday with a 22-second victory on the Woodpecker Stages.

Burton and his awesome Alfa-Ferrari hybrid hammered fellow Hereford driver Mark Perrott into second place on the day, the Escort Cosworth man now having to fend off the Escort of Michael Watson for runner up slot in the series on the final round, the Cambrian Rally on October 7.

Burton was uncatchable from the start, early sun and choking

dust hampering the efforts of the chasing pack, led by Perrott and third-placed Roger Duckworth.

Perrott was lucky to make the start as his new five-speed gearbox arrived from Denis Osborne only the night before the event.

Richard Gough's bid for a third Woodpecker victory was dashed as early as the first stage when his Escort clobbered a stout post and was then outgunned throughout the day. He eventually finished fifth, 10 seconds ahead of John Price's MG Metro 6R4 on a rare forest appearance.

## Shell redesigns '96 scholarship

Next year's Shell Rally Scholarship will have a new 'grassroots' look, following the decision by the management committee to return the programme to its intended aim of nurturing promising new talent.

While Shell will complete the intended programme with current scholars Jock Armstrong and Neil Simpson, the next generation will come from the Club Scholarship scheme launched earlier this year.

Each regional association, plus the BTRDA, has nominated the driver which it feels has the greatest future potential.

The scholarship committee will assess the line-up later this month and the winner will receive 'substantial support' towards next season's rally programme.

A change of management and a reduction in Shell's motorsport budget for 1996 forced the realignment of the scholarship. However, the committee felt that the innovative scheme was due for a revamp, as the gap between the candidates' catchment area and the British Rally Championship was becoming too great.

Scholarship feature, page 92



Paul Dyas could run his new Ford Escort RS2000 on the Gold Star series. Photo: Bearne

## BTRDA series expanding for 1996

The 1996 Peugeot Sport BTRDA Gold Star Championship has been expanded by one round, to nine events, for 1996.

However, the addition of the Gliddons Somerset Stages will not increase costs, as competitors will still score only their best six results from the first eight events they choose to enter. This reflects the competitors' opinions after they were canvassed earlier in the season. They considered that a wider choice of north/south events, with no increase in overall cost, was the most desirable option.

The format of the series will remain the same, with the Formula 2-based Gold Star Championship contenders leading the pack and the Silver Star crews following in 'open' category vehicles.

The provisional calendar is: February 10, Wyedean Stages; March 2, Malcolm Wilson Lakeland Stages; March 17, Gliddons Somerset Stages; March 30, North Humberstone Forest Rally; April 27, Plains National; June 22, Dukeries Rally; July 27, Quinton Forest Stages; September 1, Woodpecker Stages; October 5, Cambrian Rally.

DONINGTON SEP 2/3

# Historic F1 – better than the real thing!

THE HISTORIC FORMULA 1 RACE WAS A CLASSIC.  
MARCUS PYE AND PAUL LAWRENCE WERE TRACKSIDE

**T**he harmonious tenor bark of four Cosworth DFVs in full song, and the sight of four very different chassis slithering out of the chicane nose-to-tail as John Wilson, Sean Walker, Geoff Farmer and Bob Berridge frantically disputed the lead of the FIA Thoroughbred Grand Prix race for much of its distance, were a far cry from contemporary Formula 1 racing on Sunday.

Equally heartwarming at the focus of the HSCC's Corgi Classics showpiece was the shrill mezzo-soprano voice of the ex-Gilles Villeneuve Ferrari 312T5, which made its Historic debut in the skilled hands of Mike Littlewood (see *Autoclassic*), within a wonderfully evocative 24-car field.

As last September, albeit this time in dry conditions, Walker won the race for Classic Team Lotus in the ex-Elio de Angelis 87B, but he had to work mighty hard for it.

Wilson pegged pole position at 1m04.50s, quickest in both days' qualifying sessions in his ex-Keke Rosberg Williams FW08C. Farmer was 0.08s slower after winding the preload from the diff of his ex-Stefan Bellof Tyrrell 012 to stop it understeering. Having blown a fresh DFV engine in testing on Thursday, Geoff's Adelphi crew installed the less powerful DFV from his Theodore.

Walker gridded third, ahead of Bob Berridge, whose handling of the Empress-run RAM March was awesome. Just 0.38s blanketed the top four. 'Row three' on the staggered grid was filled by Ian Giles's ex-Martin Brundle Tyrrell 012 and Italian Ermanno Ronchi, who is really getting to grips with Bernie Ecclestone's ex-Nelson Piquet Brabham BT49.

Series leader Martin Stretton had Simon Bull's Derek Gardner-engineered Tyrrell 005 flying in the 1m05s bracket, ahead of German Wido Roessler's Lanzante-prepped Williams and Littlewood's Stockbridge Racing Ferrari. Alain Filhol's ex-Keegan Hesketh 308E rounded out the top 10, just ahead of the ever improving Graham North's ex-Mansell Lotus 92.

Stretton made a sensational start to demote Ronchi and Giles, but Wilson led Farmer, Berridge and Walker into the first corner.

Farmer's brake pedal had gone to the floor on the warm-up lap, and needed pumping thereafter. Thus it was no surprise when Walker, having picked off Berridge, took advantage at Redgate on lap six and whittled back Wilson's 1.5s advantage in five laps.

'There was nothing much to choose between any of us in the first few laps,' said Sean, 'but I was quicker out of Coppice than Bob and went around him into the chicane. When I pressured John, he missed a gear out of the Old Hairpin, but he stayed where he was, didn't weave to block me, which was just as well as I had the others on my gearbox.'

Walker dived through and built a lead of 1.38s in a lap, then stretched it to 2.21s, but Wilson wasn't spent. Setting fastest lap at two-thirds distance, he threw caution to the wind among some slow backmarkers and clawed back the deficit to less than 0.4s. He could get no closer, despite superior traction at the chicane.

Farmer and Berridge were not so fortunate. Still locked in combat for third, Geoff went outside Dr Richard Gann's McLaren M26 on the left-hand side before McLeans, and the cars touched. 'He only moved over slightly, but we touched and I went across his nose to the left.' A couple of wishbones were bent. Berridge hit the brakes and speared right, the 140mph autocross session shearing a joint on the RAM's front pullrod.

This promoted Giles to third, it having taken him nine laps to usurp Stretton. Ronchi took five laps longer, but once through he reeled in Giles before settling for fourth. Ermanno was a popular choice as Adelphi Driver of the Day. Stretton was caught by Roessler on the final lap, and Wido's optimistic lunge into the final corner succeeded only in spinning them both out, at the cost of a Tyrrell wheel. Martin recovered to finish sixth, but his rival was stranded.

The Ferrari ran strongly and was tracking Roessler around the outside of Graham Willcox (Lotus 91) at McLeans when the latter moved over on them. 'Roessler had two wheels on the grass, and I went through the gravel trap,' said Littlewood, who was to recover.

Briton Steve Hitchins scored an extraordinary victory in the FIA



Cup GT round, for his AC Cobra languished on the seventh row of the capacity grid, having shed a rear wheel after a bare minimum of qualifying laps. Steve's mechanic repaired extensive but superficial damage, and he blasted past six cars before the first corner.

Runaway poleman Tony Dron (in Kerry Horan's TVR Griffith) had been outdragged by the Jaguar E-types of Roberto Tonetti and Giampaolo Benedini by this time, but scrambled back past the Italians to restore home honour by the end of the opening lap. Dron's charge was halted when the Ford V8 engine's valve gear disintegrated on lap four.

Tonetti's Jaguar, chased by the

Cobra, then made the running from Swede Tommy Brorsson's Lotus Elan, Benedini's temporarily brakeless E having slipped back to fifth behind John Young's version.

Hitchins swept into the lead on lap six and, despite Tonetti's energetic sideways efforts, and the Cobra trying to shed its left-hand exhaust, had his measure. Brorsson's Elan trailed a small smoke haze towards the end, but was a safe third from the recovering Benedini and Young.

As early battle commander David Bennett's Marcos wilted with a detached rear brake lining, Barry Sewell forged his example free of Malcolm Ricketts's Lotus 26R to earn a fraught class win and



A last lap lunge by Wido Roessler (51) on Martin Stretton ended in tears. Photo: Steve White



Sean Walker, driving the ex-Elio de Angelis Lotus 87B, was made to work hard for Thoroughbred Grand Prix honours. Photo: Mick Walker



Steve Hitchins stormed through from row seven to win the GT race. Photo: Mick Walker

an increasingly brakeless John Young (Jaguar E).

The domestic programme opened with a Richardson Hosken Classic Sports round, which boiled down to a straight fight between Marcos ace Dave Methley and local hero Chris Reece in his FIA-approved Cafe del Ugo Lotus Elan. Methley made 'my usual dreadful start,' and was led briefly by Dave Bennett's Marcos, but was ahead by the end of the first lap, with Reece in his mirrors.

'I lost fourth gear after I snatched it and mashed the synchro rings up again,' said Methley, 'and revved the living daylights out of it in third

to try and stay ahead of Chris.' Reece inevitably flew by into Redgate, but his engine was gripped by a misfire and Methley retook the lead as they scythed through traffic. Bennett almost caught them both.

Farther down, the tussles between Marcos men Charles Allison and Simon Park and Elan drivers Richard Hayhow and Paul Dobson raged throughout.

Like a slingshot in a straight line, but ably manhandled through the twiddly bits too, Mike Whatley's mighty F5000 Surtees bellowed clear of the Historic Formula Racing Car championship field. ▶

**ONE TO WATCH**

**THE EUROPEAN EXPLORER**

Gil Nickel, 56, proprietor of the Far Niente vineyard and Greenleaf Nursery in California's Napa Valley, started racing 12 years ago, with a 1951 Ferrari 340 America. 'Those cars were a bit like racing tractors, so I switched to a Lotus Elan 26R, then bought the Lotus 23B in which George Chapman won the 1965 Canadian Drivers Championship.

'This year, we added a single-seater – the Formula Junior



Lotus man Gil Nickel

Lotus 27 – to the stable for the first time, to make the most of our first foray into Europe. We put our 40ft GMC transporter on a roll-on, roll-off ferry in Baltimore on April 1, landed it in Antwerp, and set up near Lake Como in Italy.

'We did Monza, Brno, Croft, Zolder, and the Nurburgring prior to here, with only one non-finish. That's a tribute to my mechanics Chris Chesbrough and John Vantress. This has been a big adventure for us. I always dreamed of racing on Europe's famous tracks, and it is great to win at Donington, the hardest circuit I've ever had to learn in one weekend!'

■ Marcus Pye

almost catch van Havre on the line.

The FIA European Trophy round for Historic Sport Cars attracted only three entries, but was amalgamated to good effect with the Brooks series counter. Gary Pearson rumbled Groveair's Lister-Jaguar through between the front row men at the start, but poleman Gil Nickel clung to the inside line at Redgate and rocketed away, his pristine Lotus 23B never to be headed thereafter.

Christian Bultiauw took a couple of laps to find a way round Pearson, then made inroads into Nickel's lead with his Elva-BMW Mk7S. Having nibbled it back to four seconds, Bultiauw spun out of the chicane and had to start again. Pearson waved him by this time, but the Belgian's engine broke a rocker.

Nickel and Pearson were joined on the podium by Simon Hadfield, who barely saw another car all race from Bob Tabor's ex-Peter Ashdown Team Lotus 11, which humbled all the 1500cc versions. Ian Donaldson guided Andrew Pisker's Jaguar D, brakeless for the first three laps, back past Bruce Montgomery's Healey into fourth.

Roberto Tonetti kerb-hopped his Jaguar E to what became a convincing victory in Saturday's GT race once Giampaolo Benedini pitted his similar car. Interest then switched to the battle for second as Malcolm Ricketts (Elan) and Nick Baird (Marcos) hunted down

**EUROPEAN FERRARI CHALLENGE**



John Hugenoltz leads Ian Khan and the Ferrari pack into Redgate. Photo: Mick Walker

**Wins for Khan and Hugenoltz**

Ian Khan finally broke the stranglehold that John Hugenoltz and Lucien Guitteny have held on the European Ferrari Challenge by winning a thrilling race on Saturday. 'If I didn't win here, I wasn't going to,' he said.

Starting from the second row, Khan capitalised on a poor start by poleman Guitteny to take second behind Hugenoltz in Saturday's race. Mark Peters grabbed third, with Guitteny fourth.

Khan scythed inside Hugenoltz on lap three as they dived into the chicane.

Lap after lap the four were tied together, but it was the many backmarkers that would shape the closing stages.

Khan was more ruthless in traffic and

Hugenoltz – with his points score on his mind – slipped back a few yards. Even when squeezed onto the grass at the Old Hairpin, Khan remained unruffled.

Hugenoltz judged Sunday's start superbly, and slotted cleanly into the lead. Khan tucked in behind as, once more, Guitteny and Peters joined them as the class of the field.

Hugenoltz eased away from Khan who despite being edged onto the grass on the pit straight by a challenging Guitteny, went similarly clear in second.

Peters was a constant shadow to Guitteny, but the places did not change again.

■ Paul Lawrence

## CLUB REPORTS

◀ A sensational battle for second place among the F2 cars captivated the audience, though, as wily John Harper tried everything he knew to shake the tigerish Chris Fox off.

Fox's March (in which Bob Juggins has won the European F2 title) enjoyed a decided power advantage, which he made tell briefly out of the chicane on lap four, but Harper (in the 712 normally rented to Peter Hannen) braved it out on the outside at Redgate and moved back ahead after a hairy side-by-side traverse of old Fred Craner's curves. 'I had to work like a bastard for that,' grinned Harper later. 'Chris drove really well, but it's a worry when a rival's mechanic is that good.'

Ross Hyett drove John Beasley's Brabham BT36 to a sound fourth, ahead of Ulstermen Arnie Black and Billy Gowdy who in turn picked off Philip Walker (on his second outing in Harper's regular 712) with their shapely Crossles. Behind them, Paul Bason (712) and Phoebe Rolt (Elfin) enjoyed a real ding-dong for most of the race.

Guy Evans had to drive a wider than normal Merlyn to stave off Dave Morgan's ex-Danny Sullivan Elden in the Historic Formula Ford thrash, but as Guy assisted poleman Kevin Stanzl's Lotus 61 through the Old Hairpin gravel trap on lap three, the stewards saw fit to impose a 10 second penalty – which left him third, ahead of the

aggrieved party.

Such was the intensity of the lead tussle – they were abreast entering the chicane on the penultimate lap – that Philip Green closed right up.

The Formula Junior section was even harder fought, pure magic involving single-seater debutant Barry Sewell (Lotus 22), returnee Denis Welch (Merlyn), Kevin Welsh (Lotus 20/22) and Gil Nickel, now in his Lotus 27.

Each had a nose ahead at some point, amid frantic place changing at every corner, but Sewell engineered a run at leader Welsh out of Coppice on the final lap and eased serenely ahead into the chicane. Welsh left his braking a fraction too late and went straight on over the grass, which let Welch through. Just 2.46s covered them at the chequered flag!

Richard Evans knew that beating the McLaren M8C of Richard Dodkins into Redgate from the rolling start for Sunday's RJB Mining Championship round was a tall order for his Chevron B26. Sure enough, Dodkins led the first lap until Evans pulled off his favourite passing move at McLeans.

Dodkins promptly blasted back ahead on the straight, but Evans made it through for good with a bold move into the Old Hairpin on the second lap. Although Evans reeled off the laps for another victory, he was troubled by a lack



Gary Pearson's ex-Jack Brabham Cooper T51 leads eventual Pre-'65 winner John Harper



Richard Dodkins came home second in the RJB Mining race on Sunday in his Lola T70

of grip and the McLaren – clutchless in the closing stages – was never far behind.

Up to battle with them should have come Mike Wilds after a fuel metering unit belt broke early in qualifying. Mike was quickly up to fourth, but that was as far as he got when the RJB Chevron's engine died on the fifth lap.

Peter Lee had to work hard to beat off first Andrew Jackson and later Michael Schryver to win the Chevron B8 class and prolong his title bid.

You couldn't help but feel that John Harper had something in hand in Vijay Mallya's BRM P261 as he raced with Gary Pearson (Cooper T51) and Paul Alexander (Lotus 24) in the Pre-'65 Single-Seater event. Despite a smokey engine and an increasing misfire, Harper later pulled away from his sparring partners to win easily.

Tony Bailey was a grateful winner of the Historic Saloon Car race which closed the meeting. Initially, his Jaguar had run just behind Peter Trent's similar car and Peter Austin's Ford Falcon. It all went very wrong, however, when the engine of Freddie Moss's Iso Rivolta exploded on the pit straight. A massive oil slick went down and both Trent and Austin spun as they braked for Redgate.

A great battle raged for what became second place with the Mini Coopers of 'Willie Wynn' and

Norman Grimshaw locked in combat with the Lotus Cortinas of Thomas Lailey de Ville, Ron Cosgrove and Richard Bateman. Lailey de Ville took the place but 'Wynn' starred with a brilliant last lap which took him up to a class-winning fourth.

**CORGI CLASSICS FIA CUP FOR THOROUGHbred GRAND PRIX CARS, ROUND 4 (20 LAPS)** 1, Sean Walker (3.0 Lotus-Cosworth/Swindon DFV 87B-3), 22m04.08s, 106.43mph; 2, John Wilson (3.0 Williams-Cosworth/J&F FW08C-09), 22m04.45s; 3, Ian Giles (3.0 Tyrrell-Cosworth/DFV/Richardson 012-6), 22m26.30s; 4, Ermanno Ronchi (3.0 Brabham-Cosworth/J&F BT49-9), 22m30.23s; 5, Martin Stretton (3.0 Tyrrell-Cosworth/Richardson DFV 005), 22m40.27s; 6, Alain Filhol (3.0 Hesketh-Cosworth/Richardson DFV 308E-4), 23m02.49s; 7, Wido Roessler (3.0 Williams-Cosworth/Nicholson McLaren DFV FW08-08), 19 laps; 8, David Abbott (3.0 March-Cosworth/Merlin 761-5), 19; 9, Paul Gardner (3.0 Penske-Cosworth/Gardner PC3-02), 19; 10, Mike Littlewood (3.0 Ferrari 312T5-048), 19. **Pre-1971** 1, Michael Schryver (3.0 Lotus-Cosworth/J&F 72-5), 99.45mph. **Fastest lap** Schryver, 1m08.90s, 102.26mph. **Record. Post-1972 Non-Ground Effect** 1, Stretton, 103.60mph. **Fastest lap** Stretton, 1m06.35s, 106.19mph. **Ground Effect & Flat Bottom cars** As overall. **Fastest lap** Wilson, 1m04.69s, 108.92mph. **record.**

**CORGI CLASSICS FIA EUROPEAN CHAMPIONSHIP FOR HISTORIC SPORTS CARS & BROOKS HISTORIC CAR CHAMPIONSHIP (15 LAPS)** Overall 1, Gil Nickel (1.6 Lotus-Ford/Lotus/c 238), 21m12.91s, 83.03mph; 2, Gary Pearson (3.8 Lister-Jaguar), 21m39.18s; 3, Simon Hadfield (1.1 Lotus-Climax 11), 15 laps; 4, Ian Donaldson (3.8 Jaguar D), 15. **FIA Class CB** As overall. **Fastest lap** Nickel, 1m22.75s, 86.15mph. **FIA Class C4** No classified finishers. **Fastest lap** Ean Pugh (1.1 Lotus-Climax 11), 1m38.34s, 71.65mph. **Class A1** 1, Hadfield, 80.01mph. **Fastest lap** Hadfield, 1m26.82s, 81.15mph. **record. Class A2** 1, Peter Austin (1.5 Lotus-Climax 11 Le Mans), 78.28mph. **Fastest lap** Austin, 1m28.26s, 79.83mph. **Class A3** As overall. **Fastest lap** Pearson, 1m24.96s, 82.93mph. **Class B1** 1, Adrian Hall (2.0 AC Ace-Bristol), 76.58mph. **Fastest lap** Hall, 1m30.68s, 77.70mph. **Class B2** 1, Bruce Montgomery (3.0 Austin-Healey 3000), 78.98mph. **Fastest lap** Montgomery, 1m28.38s, 79.72mph.

**CORGI CLASSICS FIA CUP FOR HISTORIC GT CARS (15 LAPS)** 1, Steve Hitchins (4.7 AC Cobra), 21m11.44s, 83.12mph; 2, Roberto Tonetti (3.8 Jaguar E), 21m12.08s; 3, Tommy Brorsson (1.6 Lotus Elan), 15 laps; 4, Giampaolo Benedini (3.8 Jaguar E), 15. **Class G12** As overall. **Fastest lap** Tony Dron (4.7 TVR Griffith-

CADWELL PARK SEP 3

## Hardman relights the fire

Guest driver Don Hardman's superb win in the Pre-'90 FF1600 race was one of many highlights in an entertaining afternoon at Cadwell on Sunday.

Some 20 years after his first race at the Lincolnshire venue, Hardman took pole position in his Reynard and was never headed in the race, beating Darren Rayfield's Ray by almost five seconds. Rayfield had passed Gary Duffill's Reynard for second on lap six, but Duffill never gave up and after an entertaining scrap with the Swift of the fiesty Mark Jackson, he finished the race on Rayfield's tail.

Automotive star of the day was without doubt the Ferrari Dino of Mark Skeggs, but sadly it suffered gearbox maladies in the Italian Intermarque Challenge and dropped from first to 11th in the second half of the race. Skeggs's only realistic challenge for overall victory had come from Pete Cate, but his pole-sitting Alfaud was forced to retire when the gearbox blew up. Thus the 33s of Terry Davies and Dave Walker crossed the finish line first and second, while the handsome 164 of Jane Cheffings was a very distant third.

Cate's luck was better in the Alfa Romeo Classes A-E race, finishing third after a race-long fight with Chris Snowdon's GTV6, but neither of them could trouble the awesome Alfa 75 Turbo of Graham Presley which took a thoroughly deserved victory.

Phil Snelling's dominant win in the Class F race was overshadowed by a collision between the 33s of front row men Mark James and Mike Ticehurst on the opening lap, which brought out the red flags. The impact and consequent rebound off the tyre wall was enough to put Ticehurst on his roof, but both drivers were thankfully unhurt.

As usual the Slick 50 Road Saloons gave the spectators great value for money. Grant Elliott walked the Classes A & C race in his Honda Civic VTec, winning by 21 seconds from Tony Brass's Ford Capri. But Brass was kept honest by the Rover Vitesse of David Porter and Peter Collis.

The Class B event saw the well-driven Golf GTI of Paul Rose cross the line just half a second ahead of Dennis Powers' Peugeot 205 GTI.

As victory margins go, the largest of the meeting went to Robin Dawe in the Monoposto/Monokent race. His Lotus finished 40 seconds ahead of Keith Pashley's Reynard, while Peter Cocks won the Kent class with third overall. ■ David Malsher

**CHRIS KNOTT INSURANCE ALFA ROMEO CHAMPIONSHIP CLASS F (10 LAPS)** 1, Phil Snelling (Alfaud Ti), 18m54.66s, 68.85mph; 2, Dave Ashford (Alfa 33), 19m10.74s; 3, Graham Neels (Alfaud Ti), 10 laps; 4, Steve Molyneux (Alfa 33), 10; 5, Peter Healey (Alfa 33), 10; 6, Stephen James (Alfa 33), 10. **Fastest lap** Snelling, 1m51.78s, 69.89mph.

**BRSC PRE-'90 FORMULA FORD 1600 CHAMPIONSHIP (10 LAPS)** 1, Don Hardman (Reynard FF89), 16m23.93s, 79.40mph; 2, Darren Rayfield (Ray 89), 16m28.74s; 3, Gary Duffill (Reynard FF89), 10 laps; 4, Mark Jackson (Swift FF89), 10; 5, Simon Davey (Reynard FF89), 10; 6, Jonathan Barnes (Van Diemen RF88), 10. **Fastest lap** Hardman, 1m37.18s, 80.39mph.

**SLICK 50 ROAD SALOON CHAMPIONSHIP, CLASSES A & C (10 LAPS)** 1, Grant Elliott (Honda Civic VTec), 19m05.72s, 68.18mph; 2, Tony Brass (Ford Capri), 19m26.55s; 3, David Porter (Rover Vitesse), 10 laps; 4, Peter Collis (Rover Vitesse), 10. **Class A** 1, Brass. **Fastest lap** Porter 1m54.03s, 68.51mph. **Class C** 1, Elliott. **Fastest lap** Elliott 1m51.44s, 70.10mph.

**CHRIS KNOTT INSURANCE ALFA ROMEO CHAMPIONSHIP CLASSES A to E (10 LAPS)** 1, Graham Presley (Alfa 75), 16m41.12s, 78.03mph; 2, Chris Snowdon (Alfa GTV6), 16m56.00s; 3, Pete Cate (Alfaud Ti), 10 laps; 4, Richard Sikes (Alfa 33), 10. **Class A** 1, Presley. **Fastest lap** Presley 1m37.62s, 80.02mph. **Class B** 1, Cate. **Fastest lap** Cate, 1m40.16s, 78.00mph. **Class C** 1, Sikes. **Fastest lap** Sikes, 1m47.26s, 72.83mph. **Class D** 1, Martin Parsons (Alfa 164), 18m31.75s, 70.27mph. **Fastest lap** Parsons, 1m48.98s, 71.98mph. **Class E** 1, Clive Hodgkin (Alfa 75), 9 laps. **Fastest lap** Hodgkin, 1m51.93s, 69.79mph.

**MONOPOSTO/MONOKENT CHAMPIONSHIP (10 LAPS)** 1, Robin Dawe (Lotus Ford), 15m29.26s, 84.07mph; 2, Keith Pashley (Reynard SF89), 16m09.26s; 3, Peter Cocks (Van Diemen RF88), 10 laps; 4, Ian Fernihough (Delta T80), 10. **Class P** 1, Dawe. **Fastest lap** Dawe 1m30.52s, 86.30mph. **Class K** 1, Cocks. **Fastest lap** Cocks 1m34.90s, 82.32mph.

**SLICK 50 ROAD SALOON CHAMPIONSHIP CLASS B (10 LAPS)** 1, Paul Rose (VW Golf GTI), 18m51.07s, 69.07mph; 2, Dennis Powers (Peugeot 205 GTI), 18m51.62s; 3, Carlo Lanza (VW Golf GTI), 10 laps; 4, Samantha Wicks (VW Golf GTI), 10; 5, Spencer Shirley (Peugeot 205 GTI), 10; 6, Colin Johnson (Ford Fiesta XR2), 10. **Fastest lap** Rose, 1m51.45s, 70.09mph.

**BRSC ITALIAN INTERMARQUE CHALLENGE CLASSES A, B, D & E (10 LAPS)** 1, Terry Davies (Alfa 33), 18m02.77s, 72.15mph; 2, Dave Walker (Alfa 33), 18m04.11s; 3, Jane Cheffings (Alfa 164), 10 laps; 4, Andy Curtis (Alfaud), 10. **Class A** 1, Mark Skeggs (Ferrari Dino), 9 laps. **Fastest lap** Skeggs, 1m44.56s, 74.71s. **Class B** 1, Davies. **Fastest lap** Pete Cate (Alfaud Ti), 1m43.97s, 75.14s. **Class D** 1, Cheffings. **Fastest lap** Cheffings, 1m49.87s, 71.10mph. **Class E** 1, Peter Healey, 19m15.21s, 67.62mph. **Fastest lap** Healey, 1m53.39s, 68.89mph.



The Chevron B6 of Andrew Jackson just keeps Peter Lee's B8 behind him in the RJB Mining series race. Photo: Steve White

Ford), 1m23.03s, 84.86mph. **Class G11** 1, David Methley (1.8 Marcos-Volvo GT), 79.93mph. **Fastest lap** David Bennett (1.8 Marcos-Volvo GT), 1m25.83s, 82.09mph. **Class G10** 1, Brorsson, 82.54mph. **Fastest lap** Brorsson, 1m24.21s, 83.67mph. **Class GTP** 1, Barry Sewell (2.0 Marcos-Volvo GT), 80.69mph. **Fastest lap** Sewell, 1m25.65s, 82.26mph. **Class G8** No classified finishers. **Fastest lap** Milan Zetek (1.1 Skoda Felicia), 2m07.53s, 55.25mph. **Class G7** 1, Antonio Andolfato (3.8 Jaguar E), 76.35mph. **Fastest lap** Dino Morazzoni (3.8 Jaguar E), 1m30.76s, 77.63mph. **Class G3** 1, John Hopwood (1.0 Austin-Healey Sprite), 70.67mph. **Fastest lap** Hopwood, 1m37.93s, 71.95mph. **record.** **Class G2** No classified finishers. **Fastest lap** Tim Burrett (2.5 Lancia Aurelia B20), 1m44.34s, 67.53mph.

**EUROPEAN FERRARI CHALLENGE, RACE 1 (15 LAPS)** 1, Ian Khan, 19m54.42s, 88.48mph; 2, John Hugenholz, 19m56.06s; 3, Mark Peters, 15 laps; 4, Lucien Guiltyeny, 15; 5, Francois Lafon, 15; 6, Alain Li, 15. **Fastest lap** Khan, 1m18.10s, 90.22mph.

**EUROPEAN FERRARI CHALLENGE, RACE 2 (15 LAPS)** 1, Hugenholz, 19m48.75s, 88.91mph; 2, Khan, 19m51.53s; 3, Guiltyeny, 15 laps; 4, Peters, 15; 5, Li, 15; 6, Lafon, 15. **Fastest lap** Khan, 1m18.15s, 90.16mph.

**HSCC HISTORIC FORMULA RACING CAR CHAMPIONSHIP (10 LAPS)** 1, Mike Whately (5.0 Surtees-Chevrolet/EDA T58), 11m44.88s, 99.96mph; 2, John Harper (1.6 March-BDA/Richardson 712), 11m54.46s; 3, Chris Fox (1.6 March-BDA/Richardson 712), 10 laps; 4, Ross Hyett (1.6 Brabham-BDA BT36), 10. **Over 1600cc** As overall. **Fastest lap** Whately, 1m09.24s, 101.76mph. **Up to 1600cc with wings** 1, Harper, 98.63mph. **Fastest lap** Fox, 1m09.74s, 101.03mph. **Up to 1600cc without wings** 1, Stephen Foster (1.6 Brabham BT21), 85.39mph. **Fastest lap** Foster, 1m20.79s, 87.21mph.

**HSCC HISTORIC FORMULA FORD & FORMULA JUNIOR CHALLENGE (10 LAPS) Overall & Fford** 1, Dave Morgan (1.6 Elden Mk8), 13m44.64s; 2, Philip Green (1.6 Merlyn Mk20), 13m45.42s; 3, Guy Evans (1.6 Merlyn Mk11A), 10 laps; 4, Kevin Stanzl (1.6 Lotus 61), 10. **Fastest lap** Green, 1m20.97s, 87.02mph. **Junior** 1, Barry Sewell (1.1 Lotus-Ford 22), 14m20.29s, 81.90mph; 2, Denis Welch (1.1 Merlyn-Ford), 14m21.12s; 3, Kevin Welsh (1.1 Lotus-Ford 20/22), 10 laps; 4, Gil Nickel (1.1 Lotus-Ford 27), 10. **Fastest lap** Welch, 1m23.42s, 84.46mph.

**RICHARDSON HOSKEN CLASSIC SPORTS CAR CHAMPIONSHIP (10 LAPS)** 1, David Methley (1.8 Marcos-Volvo GT), 14m28.41s, 81.14mph; 2, Chris Reece (1.6 Lotus Elan S1), 14m30.40s; 3, David Bennett (1.8 Marcos-Volvo GT), 10 laps; 4, Malcolm Ricketts (1.6 Lotus Elan 26R), 10. **Class GTP** 1, Ricketts, 78.00mph. **Fastest lap** Ricketts, 1m27.15s, 80.85mph. **Class G11** As overall. **Fastest lap** Methley, 1m25.23s, 82.67mph. **Class G10** 1, Reece, 80.95mph. **Fastest lap** Reece, 1m25.31s, 82.59mph. **Class G9** 1, John Crowson (1.3 Deep Sanderson), 68.67mph. **Fastest lap** Crowson, 1m39.00s, 71.71mph. **Class**

**G5** 1, Simon Ham (1.6 TVR Grantura), 67.01mph. **Fastest lap** Ham, 1m42.00s, 69.08mph. **Class G4** 1, Bob Tabor (1.2 Lotus Elite-Climax), 72.36mph. **Fastest lap** Tabor, 1m35.01s, 74.16mph. **Class G2** 1, Tim Hassall (2.7 Austin-Healey 100), 70.98mph. **Fastest lap** Hassall, 1m36.61s, 72.93mph.

**CORGI CLASSICS GRAND TOURING CAR CHALLENGE (12 LAPS)** 1, Roberto Tonetti (3.8 Jaguar E), 16m56.96s, 83.14mph; 2, John Young (3.8 Jaguar E), 17m25.44s; 3, Malcolm Ricketts (1.6 Lotus Elan 26R), 12 laps; 4, Nick Baird (1.8 Marcos-Volvo GT), 12; 5, Francois Guy (1.6 Lotus Elan), 12; 6, Antonio Andolfato (3.8 Jaguar E), 12. **Class winners** Tim Burrett (2.5 Lancia Aurelia), 10 laps, 66.49mph. **Fastest lap** Burrett, 1m43.83s, 67.86mph. John Hopwood (1.0 Austin Healey Sprite), 11 laps, 70.76mph. **Fastest lap** Hopwood, 1m37.92s, 71.95mph. Young, 80.88mph. **Fastest lap** Young, 1m25.78s, 82.14mph. Milan Zetek (1.1 Skoda Felicia), 8 laps, 54.23mph. **Fastest lap** Zetek, 2m07.22s, 55.38mph. Guy, 18m20.59s, 76.82mph. **Fastest lap** Chris Reece (1.6 Lotus Elan S1), 1m25.64s, 82.27mph. Baird, 17m26.27s, 80.81mph. **Fastest lap** Baird, 1m25.37s, 82.53mph. Tonetti. **Fastest lap** Tonetti, 1m23.50s, 84.38mph. Ricketts, 17m26.05s, 80.83mph. **Fastest lap** Ricketts, 1m25.21s, 82.69mph.

**RJB MINING CHAMPIONSHIP (15 LAPS)** 1, Richard Evans (2.0 Chevron-BDG/Mass B26), 17m39.53s, 99.75mph; 2, Richard Dodkins (6.3 McLaren-Chevrolet M8C), 17m43.56s; 3, Mike Wrigley (2.0 Chevron-BDG B19), 15 laps; 4, David Gathercole (1.8 Coldwell-BDG C14B), 15; 5, Stephen Gibson (2.0 Chevron-BDG B19), 15; 6, Peter Lee (2.0 Chevron-BMW B8), 14. **Class winners** Evans. **Fastest lap** Evans, 1m09.60s, 101.23mph. Lee, 91.17mph. **Fastest lap** Lee, 1m15.84s, 92.90mph. George Douglas (1.6 Ginetta-Lotus G12), 85.64mph. **Fastest lap** Douglas, 1m20.45s, 87.58mph. Dodkins, 99.37mph. **Fastest lap** Dodkins, 1m10.11s, 100.50mph.

**CORGI CLASSICS PRE-'65 SINGLE-SEATER CHAMPIONSHIP (12 LAPS)** 1, John Harper (2.5 BRM P261), 16m23.14s, 86.00mph; 2, Gary Pearson (2.5 Cooper-Climax T51), 16m27.95s; 3, Paul Alexander (2.0 Lotus 24), 12 laps; 4, Malcolm Ricketts (2.5 Lotus 32B), 12; 5, Rob Hall (1.5 Lotus 24), 12; 6, Jeremy Agace (2.5 Lotus-Climax 18), 12. **Class winners** Harper. **Fastest lap** Harper, 1m19.81s, 88.28mph. Kevin Welsh (1.1 Lotus 20/22), 17m09.33s, 82.14mph. **Fastest lap** Gil Nickel (1.0 Lotus 27), 1m23.92s, 83.96mph.

**CORGI CLASSICS HISTORIC SALOON CAR CHALLENGE (10 LAPS)** 1, Tony Bailey (3.8 Jaguar MK2), 15m51.08s, 74.08mph; 2, Thomas Lallely de Ville (1.6 Ford Lotus Cortina), 15m58.04s; 3, Ron Cosgrove (1.6 Ford Lotus Cortina), 10 laps; 4, Willie Wynn (1.3 Morris Cooper S), 10; 5, Richard Bateman (1.6 Ford Lotus Cortina), 10; 6, Norman Grimshaw (1.3 Austin Cooper S), 10. **Class winners** Wynn, 15m58.95s, 73.47mph. **Fastest lap** Wynn, 1m33.12s, 75.66mph. Lallely de Ville, 73.54mph. **Fastest lap** Jim Utting (1.6 Lotus Cortina), 1m33.52s, 75.34mph. Bailey. **Fastest lap** Bailey, 1m30.14s, 78.17mph.



Ticehurst's lunge inside James failed and red-flagged the race. Photo: Chris Walker

SNETTERTON SEPT 2

## Warwick banks on slicks to win

Warwick Banks's choice of slicks in the Moss Europe BCV8 field proved an inspired choice, when series leader Richard Finney's wets overheated in the opening laps.

David Heynes's fast-starting Aston Martin DB4 was quickly engulfed, first by Finney, and then by Warwick two laps later. Finney mustered everything in those two laps, attempting to build a cushion, but it quickly became apparent that the track was somewhat drier than his tyre choice would suggest.

Banks quickly closed in on the increasingly twitchy leader. And after several moments at Coram, Finney finally gave way.

In-fighting amongst the Aston contingent allowed Tom Stewart to taste third, but a swift re-group by Heynes and Pete Foster prevented an all MG podium.

Roy McCarthy closed the gap to Finney in the overall Moss Europe BCV8 championship stakes, winning the Class A and B race when pole man Geoff Pyke was swamped on the line.

Howard Brearley's TVR quickly reeled in and passed the leading TR5 of Joe Henderson on a drying track in the Thoroughbred Sportscar race. Harvey Cooke also used the early laps to suss out

conditions before scything through to third.

Edward Reeve dealt well with the dry-then-wet approach to the Russell complex in the Class A and B Midget encounter, while a disgusted Graeme Adams slithered off in pursuit. The subsequent yellow prevented a chasing Karl Barras from attacking Dave Shannon for second. David Ecob took Class B honours.

Peter Hall won the Roadgoing Class race from reigning champion Terry Farmer. Bill Lancashire's last lap assault failed to unsettle Farmer, but he managed to spin to fifth place.

Nigel Minay suffered a last lap drama when a huge tankslapper flung him across the bows of the following pack during the Pit Stop race. Confusion over pitlane procedures and race distances gave the Cox/Beer pairing the win from Suzie Hart-Banks's solo entry.

David Ecob made a blinding start to leapfrog the front row of the Phoenix Petroleum grid, but was instantly devoured by victor Julian Sole's confident pass at the Esses.

Backmarkers caused the Metro Cup leading trio to concertina at Riches and Russell. Dennis Robinson and a tenacious George Bryan beat Paul Ellis, who tripped up on the final lap.

Colin Pendle dominated the TR race as the battle for third opened with a three-abreast fist waving entry into Riches. Paul Smeeth took the T-Register category win. ■ Julian Carter

**PHOENIX PETROLEUM CHALLENGE (10 LAPS) Overall 1,** Julian Sole (1.3 MG Midget), 17m02.52s, 67.49mph; 2, David Ecob (1.3 MG Midget), 17m06.48s; 3, Andrew Scothern (1.3 MG Metro Turbo), 10 laps; 4, Dick Trevett (1.3 MG Metro Turbo), 10 laps. **Class A 1,** Sole. **Fastest lap** Ecob, 1m39.02s, 69.69mph. **Class B 1,** Neil Cawthorn (1.7 MGA), 18m09.46s, 63.34mph. **Fastest lap** Cawthorn, 1m41.01s, 68.32mph. **Class C 1,** George Edney (1.5 MG TB), 18m49.80s, 61.08mph. **Fastest lap** Dave Callender (1.3 AH Sprite), 1m44.13s, 66.27 mph. **Class D 1,** Alan Brooke (1.3 MG Metro), 9 laps. **Fastest lap** Brooke, 1m53.32s, 60.90mph. **Class E 1,** Scothern, 17m25.72s, 65.99mph. **Fastest lap** Andrew Talbot (1.3 MG Metro), 1m39.74s, 69.19mph.

**DRAYTON MANOR PARK MG METRO CUP Overall 1,** Dennis Robinson (1.3 MG Metro), 18m01.78s, 63.79mph; 2, George Bryan (1.3 MG Metro Turbo), 18m02.12s; 3, Paul Ellis (1.3 MG Metro Turbo), 10 laps; 4, George Noble (1.3 MG Metro Turbo), 10 laps. **Class A 1,** Glenn Bowker (1.3 MG Metro), 9 laps. **Fastest lap** Bowker, 1m55.49s, 59.75mph. **Class B 1,** Trevor Grooms (1.3 MG Metro), 18m53.41s, 60.88mph. **Fastest lap** Robert Croft (1.3 MG Metro), 1m50.51s, 62.44mph. **Class C 1,** Robinson. **Fastest lap** Robinson, 1m45.04s, 65.70mph.

**HALFORDS MG MIDGET CHALLENGE CLASSES A & B (10 LAPS) Overall 1,** Edward Reeve (1.5 MG Midget), 16m34.79s, 69.37mph; 2, Dave Shannon (1.4 MG Midget), 16m56.01s; 3, Karl Barras (1.4 MG Midget), 10 laps; 4, David Ecob (1.3 MG Midget), 10 laps. (1.4 MG Midget), 1m36.49s, 71.52mph. **Class A 1,** Reeve. **Fastest lap** Chris Montague (1.4 MG Midget), 1m36.49s, 71.52mph. **Class B 1,** Ecob, 17m08.80s, 67.08mph. **Fastest lap** Ecob, 1m39.59s, 69.29mph.

**GOLDSMITH AND YOUNG THOROUGHbred SPORTS CAR CHAMPIONSHIP CLASSES A, B & C (10 LAPS) Overall 1,** Howard Brearley (4.7 TVR Griffith), 16m45.94s, 68.60mph; 2, Joe Henderson (2.5 Triumph TR5), 17m05.12s; 3, Harvey Cooke (3.8 Jaguar E-Type), 10 laps; 4, Neil Cawthorn (1.7 MGA), 10 laps. **Class A 1,** Paul Whight (4.0 Aston Martin DB4), 17m38.48s, 65.19mph. **Fastest lap** Whight, 1m42.54s, 67.30mph. **Class B 1,** Cawthorn, 17m17.33s, 66.52mph. **Fastest lap** Cawthorn, 1m39.00, 69.70mph. **Class C 1,** Brearley. **Fastest lap** Brearley, 1m36.64s, 71.41mph.

**MOSS EUROPE BCV8 CHAMPIONSHIP CLASSES C & D WITH**



**GOLDSMITH AND YOUNG THOROUGHbred SPORTS CAR CHAMPIONSHIP CLASS D (10 LAPS) Overall 1,** Warwick Banks (3.9 MGB), 14m31.36s, 79.20mph; 2, Richard Finney (3.9 MGB GTV8), 14m58.10 s; 3, David Heynes (4.5 Aston Martin DB4), 10 laps; 4, Pete Foster (4.2 Aston Martin DB4), 10 laps. **Moss Europe Class C 1,** Tom Stewart (3.9 MGB GT), 15m06.54s, 76.12mph. **Fastest lap** Suzie Hart Banks (3.9 MGB), 1m27.00s, 79.32mph. **Moss Europe Class D 1,** Banks. **Fastest lap** Banks, 1m23.41s, 82.73mph. **Goldsmith and Young Class D 1,** Heynes, 15m05.32s, 72.22mph. **Fastest lap** Foster, 1m26.45s, 79.82mph.

**MOSS EUROPE BCV8 CHAMPIONSHIP CLASSES A & B (10 LAPS) Overall 1,** Roy McCarthy (2.0 MGB), 15m17.65s, 75.20mph; 2, Brian Lambert (2.0 MGB), 15m28.79s; 3, Joe Parrington (3.5 MGB GTV8), 10 laps; 4, Geoff Pyke (2.0 MGB), 10 laps. **Class A 1,** Steve Mannings (2.9 MGC GT), 16m53.22s, 68.11mph. **Fastest lap** Mannings, 1m34.98s, 72.65mph. **Class B 1,** McCarthy. **Fastest lap** McCarthy, 1m29.26s, 77.31mph.

**HALFORDS MG MIDGET CHALLENGE CLASS C (10 LAPS) 1,** Peter Hall (1.3 MG Midget), 16m11.35s, 71.04mph; 2, Terry Farmer, 16m13.85s; 3, Mick Mercer, 10 laps; 4, John Faux, 10 laps; 5, Bill Lancashire, 10 laps; 6, Hugh Coleman, 10 laps. **Fastest lap** Lancashire, 1m35.67s, 72.13mph.

**COX AND BUCKLES TR REGISTER CHAMPIONSHIP (10 LAPS) Overall 1,** Colin Pendle (3.9 TR7 V8), 14m40.61s, 79.80mph; 2,

Joe Henderson (2.5 TR5), 14m42.90s; 3, Phillip Britten (2.2 TR4A), 10 laps; 4, Steve Chapman (TR4), 10 laps. **Class A 1,** Michael McKenna (2.2 TR4), 9 laps. **Fastest lap** McKenna, 1m37.29s, 72.23mph. **Class C 1,** Chapman, 15m17.53s, 76.59mph. **Fastest lap** Chapman, 1m28.71s, 79.22mph. **Class D 1,** Nick Anderson (2.5 TR6), 15m24.61s, 76.00mph. **Fastest lap** Mike Hughes (2.5 TR5), 1m29.38s, 78.62mph. **Class E 1,** Henderson, 79.59mph. **Fastest lap** Henderson, 1m26.74s, 81.01mph. **Class F 1,** Pendle. **Fastest lap** Pendle, 1m26.21s, 81.51mph.

**MGCC T-REGISTER DRIVERS CHAMPIONSHIP (9 LAPS) Overall 1,** Paul Smeeth, (1.4 TC), 14m37.71s 72.06mph; 2, Graham Coles (1.6 MGA), 14m41.29s; 3, Dornonic Sutton (1.4 TD), 9 laps; 4, Terry Bryant (1.6 MGA), 9 laps. **Class B 1,** Richard Green (1.4 TC), 8 laps. **Fastest lap** Peter Edney (1.4 TA), 1m45.01s, 66.92mph. **Class C 1,** Smeeth. **Fastest lap** Smeeth.

**TWO DRIVER PIT STOP RACE (9 LAPS) Overall 1,** Peter Cox/Malcolm Beer (3.9 MGB G TV8), 14m19.01s, 72.30mph; 2, Suzie Hart Banks (3.9 MGB), 14m48.73s; 3, Joe Parrington/Mark Burnside (3.5 MGB GTV8), 9 laps; 4, Paul Hurst/Nigel Minay (1.4 MG Midget), 9 laps. **Class A 1,** Chris Bull/Richard Bull (2.3 Triumph TR3), 8 laps. **Fastest lap** Dave Callender (1.3 AH Sprite), 1m35.37s, 72.30mph. **Class B 1,** Parrington/Burnside, 14m52.95s, 69.55mph. **Fastest lap** Peter Tipper (1.4 MG Midget), 1m29.64s, 79.98mph. **Class C 1,** Cox/Beer. **Fastest lap** Beer, 1m25.03s, 81.61mph.

## ONE TO WATCH

### PUTTING HER HART INTO IT

A series of strong finishes in the Moss Europe BCV8 has positioned Suzie Hart-Banks well to fight for the 1995 Class C honours. After finally sorting the car at Croft, Suzie has consistently challenged for class wins and claimed fastest laps.



Suzie Hart-Banks

Having graduated from Leeds University, Suzie now finds herself in a job which satisfies her racing appetite as a Silverstone and Jim Russell school instructor. The desire to race stems from a combination of support from dad Warwick and a sympathetic boss who, while she was on work placement, allowed her time off to race karts.

The spell in karts produced 10 wins before she joined Warwick in racing MGs, taking an allcomers race at Oulton and coping admirably with an ill-handling car at Snetterton.

Top priority now is to find a budget to run in TOCA's Ford Credit Fiesta Challenge in 1996.

■ Julian Carter



Dick Trevett hustles his MG Metro through the chicane in less than ideal conditions



Pete Foster made sure that MGs didn't have it all their own way in the Sports Car race, finishing third in his Aston Martin DB4. All photos: Richard Styles

## Eyre sparkles in Serrano's fog

Martin Eyre and Simon Hutchinson put on a sparkling display of Formula Vee racing when impresario Andres Serrano encountered mechanical woes, having dominated the first race.

When Serrano's Scarab transformed into a smoke machine, Hutchinson toughed it out in the smog to slipstream past, also taking Eyre further along at Riches. However, Eyre's strength through Russell put him in close enough proximity to draft up alongside Hutchinson and squeeze between him and the kerb at Riches.

After claiming Eyre's favoured line into Riches beforehand, Hutchinson left the door wide open on the penultimate lap. Eyre needed no invitation, scything past and defending solidly to the flag.

It was Hutchinson who led into the second lap in race one, but Serrano and a fired up Martin Eyre quickly swept past. Serrano dealt succinctly with backmarkers unlike Hutchinson, who spun out of contention at Coram while hotly pursuing Eyre.

Equally fascinating racing was served up with a healthy grid of 750 Trophy cars. Bill Needham scored the win in race one, with Roger Rowe eventually pulling out enough in the corners to avoid losing second to William Mahany. Race two saw Rodney Delves thrash his Kieft to victory, David Stevenson coming from the back to finish second.

A series of red flags shortened the Formula 4, Hot Hatch and F1300 events. Bob Davis's relentless Formula 4 assault from 10th on the grid proved unstoppable to John Moore and Daron Bland. The action was cut short when Mike Boxford spun at Coram shortly after Alan Hicks had edged out Bland for third. Race abandonment followed after an accident at the restart left Pete Northover with a tyre-marked helmet.

The Hot Hatch Challenge fell foul of beached cars at Russell, but not before David Garthwaite's Golf had understeered wide, allowing Jason Jackson to move calmly into the lead.

Two exemplary starts were followed up by blistering opening laps from Chris Emery, notching up yet another dominant F1300 win. Martin Ennis came home second, the top four remaining fairly strung out.

John Millicevic claimed both Roadsports rounds from Mick Hyde, who showed strongly in race two. Martin Stewart's third made it a Caterham top three. Nick Olson took third from Stewart in race two, thus ruining the Caterham symmetry.

The mighty Morgans also indulged in some on the limit manoeuvres as the blare of V8s complimented high speed dicing. Klaus Nesbach's ballistic Plus 8 stormed to an 11 second lead and overall honours, with Matthew Wurr second, ahead of Peter Garland.

Julian Carter

**750 TROPHY RACE, RACE ONE (8 LAPS)** 1, Bill Needham (500cc Cooper Mk4), 14m31.0s, 64.54mph; 2, Roger Rowe (803cc A7 Anco), 14m32.0s; 3, William Mahany (1188cc HRG 1100), 8 laps; 4, Roger Windley (803cc A7 Single seater), 8; 5, Paul Hewes (500cc Cooper Mk3), 8; 6, Graham Goode (748cc A7 Special), 8. **Fastest lap** Roy Hunt (500cc Jason 500), 1m42.2s, 68.76mph.

**RACE TWO (8 LAPS)** 1, Rodney Delves (498cc Kirtt), 13m35.3s, 68.95mph; 2, David Stevenson (500cc Cooper Mk4), 13m40.7s; 3, Needham, 8 laps; 4, Windley, 8; 5, Mahany, 8; 6, Rowe, 8. **Fastest lap** Delves, 1m38.9s, 71.05mph.

**FORMULA VEE CHAMPIONSHIP, RACE ONE (8 LAPS)** 1, Andres Serrano (Predator Bowles), 11m11.8s, 83.68mph; 2, Martin Eyre (Scarab Mk2), 11m14.6s; 3, Simon Hutchinson (Scarab Mk2), 8 laps; 4, Lash McCall (Predator GAC), 8; 5, Brian Robinson (Scarab), 8; 6, Geoff Cross (Sheane 94), 8. **Fastest lap** Hutchinson, 1m21.1s, 86.65mph.

**RACE ONE (8 LAPS)** 1, Eyre, 11m15.5s, 83.22mph; 2, Hutchinson, 11m15.7s; 3, Ian Jordan (Royale RP26), 8 laps; 4, Jon Randall (Kalmann), 8; 5, Cross, 8; 6, Richard Lewis (Scarab Mk2), 8. **Fastest lap** Hutchinson, 1m22.4s, 85.28mph.

**WESPREY CASTINGS 750 FORMULA CHAMPIONSHIP, RACE ONE (8 LAPS)** 1, Mick Harris (Darvi 877), 11m32.8s, 81.15mph; 2, Pete Knipe (DNC), 11m40.7s; 3, Bob Simpson (SS Reliant), 8 laps; 4, Bob Couchman (BCR 750 Special), 8; 5, Anthony Raine (Centaur), 8; 6, Tim Cousins (Darvi Mk5), 8. **Fastest lap** Harris, 1m24.5s, 83.16mph.

**RACE TWO (8 LAPS)** 1, Harris, 11m43.1s, 79.96mph; 2, Couchman, 11m54.8s; 3, Cousins, 8 laps; 4, Keith McPherson (Marrow), 8; 5, Simpson, 8; 6, Dick Harvey (Darvi 91D), 8. **Fastest lap** Harris, 1m26.0s, 81.71mph.

**RADICAL ROADSPORTS CHAMPIONSHIP, RACE ONE (8 LAPS) Overall** 1, Jon Millicevic (1.7 Caterham Super Sprint), 10m54.7s, 85.87mph; 2, Mick Hyde (1.7 Caterham Super Seven), 11m00.9s; 3, Martin Stewart (2.0 Caterham Seven), 8 laps; 4, Howard Brearley (4.7 TVR Griffith 400), 8. **Fastest lap** Hyde, 1m20.1s, 87.73mph. **Class A** 1, Dave Broadway (1.3 MG Midget), 12m10.9s, 76.92mph. **Fastest lap** Kevin Ginger (1.3 Triumph Spitfire), 1m28.0s, 78.85mph. **Class B** 1, Ian Jones (1.6 Lotus Elan), 11m31.6s, 81.29mph. **Fastest lap** Jones, 1m24.8s, 82.87mph. **Class C** Phil Abbot (2.4 Mazda RX72), 11m27.3s, 81.79mph. **Fastest lap** Olson, 1m22.5s, 85.18mph. **Class D** 1, Brearley, 11m20.8s, 82.58mph. **Fastest lap** Brearley, 1m22.7s, 84.97mph. **Class E** 1, Grant Tromans (1.4 Caterham K Series), 12m04.2s, 77.83mph. **Fastest lap** Tromans, 1m28.7s, 79.22mph. **Class F** 1, Millicevic. **Fastest lap** Hyde.

**RACE TWO (8 LAPS) Overall** 1, Millicevic, 10m50.2s, 86.46mph; 2, Hyde, 10m52.9s; 3, Olson, 8 laps; 4, Stewart, 8. **Fastest lap** Millicevic, 1m19.4s, 88.50mph. **Class A** 1, Broadway, 12m02.7s, 77.79mph. **Fastest lap** Ginger, 1m27.5s, 80.31mph. **Class B** 1, Jones, 11m37.0s, 80.86mph. **Fastest lap** Jones, 1m25.5s, 82.19mph. **Class C** 1, Olson, 11m10.1s, 83.89mph. **Fastest lap** Olson, 1m21.7s, 86.01mph. **Class D** 1, Brian Cowan (5.3 Aston Martin Vantage), 11m54.2s, 78.71mph. **Fastest lap** Cowan, 1m25.4s, 82.29mph. **Class E** 1, Keith McKenzie (1.4 Caterham K Series), 12m03.1s, 77.75mph. **Fastest lap** McKenzie, 1m27.2s, 80.59mph. **Class F** 1, Millicevic. **Fastest lap** Millicevic.

**YOKOHAMA FORMULA 4 (8 LAPS) Overall** 1, Bob Davis (Davis T6D), 10m27.0s, 89.66mph; 2, John Moore (Ethyl Jay), 10m28.4s; 3, Alan Hicks (Delta T79 TAD), 8 laps; 4, Daron Bland (Reynard SF 79), 8. **Fastest lap** Davis, 1m15.7s, 92.83mph. **Class A** 1, Davis. **Fastest lap** Davis. **Class B** 1, Hicks, 10m29.3s, 89.33mph. **Fastest lap** Hicks, 1m16.0s, 92.46mph.

**MARSHALL TYRES/FASTCAR HOT HATCH CHAMPIONSHIP (6 LAPS) Overall** 1, Jason Jackson (1.6 Ford Fiesta XR2), 9m13.0s, 76.24mph; 2, David Garthwaite (1.6 VW Golf GTI), 9m17.0s; 3, Stuart Cooling (1.6 Ford Escort XR3i), 6 laps; 4, Colin Stothart (1.6 Vauxhall Nova GTE), 6. **Class A** 1, Ian Smith, (1.4 Citroen AX GT), 9m54.5s, 70.92mph. **Fastest lap** Smith, 1m36.2s, 73.05mph. **Class B** 1, Jackson. **Fastest lap** Jackson & Garthwaite, 1m30.5s, 77.65mph.

**FORMULA 1300 CHAMPIONSHIP (8 LAPS) Overall** 1, Chris Emery (1.3 WEV Sports), 10m24.2s, 90.06mph; 2, Martin Ennis (1.6 Messer Mk6), 10m27.5s; 3, Richard Gilmour (1.6 Mallock), 6 laps; 4, Colin Feyerabend (2.0 Tigo SC79), 6. **Class A** 1, Emery. **Fastest lap** Emery, 1m16.6s, 91.74mph. **Class B** 1, Feyerabend, 10m49.1s, 86.61mph. **Fastest lap** Feyerabend, 1m19.3s, 88.62mph. **Class C** 1, Mark Hobbs (1.6 Van Diemen), 7 laps. **Fastest lap** Simon Ridge (1.6 Multisports), 1m26.3s, 81.43mph.

**MORGAN MOTOR CO. CHALLENGE (10 LAPS) Overall** 1, Klaus Nesbach (4.6 Plus 8), 13m30.0s, 86.76mph; 2, Matthew Wurr (4.5 Plus 8), 13m41.4s; 3, Peter Garland (4.4 Plus 8), 10 laps; 4, James Edgerton (4.5 Plus 8), 10. **Class A** 1, Nesbach. **Fastest lap** Nesbach, 1m19.3s, 88.62mph. **Class B** 1, Alan Wickenden (3.9 Plus 8), 14m34.0s, 80.40mph. **Fastest lap** Wickenden, 1m24.8s, 82.87mph. **Class C** 1, Stephen Lockett (2.0 Plus 4), 9 laps. **Fastest lap** Lockett, 1m35.9s, 73.28mph. **Class D** 1, Mark Longmore (3.6 Plus 8), 9 laps. **Fastest lap** Longmore, 1m29.6s, 78.43mph. **Class E** 1, Jack Bellinger (3.5

## WESPREY CASTINGS 750 FORMULA



Mick Harris was dominant all weekend in his Darvi, setting pole and winning both races

## Harris storms to clean sweep

Mick Harris took a clean sweep in the two 750 Formula Racing Ahead events. His pole-setting pace was matched by an ability to claw back from behind.

Damon Bland beat Harris away from the line, but yielded to pressure at the Esses. Bland also fell to Pete Knipe's well executed slipstreaming before retiring a lap from home.

Behind, Bob Couchman and Simpson traded fourth spot. Simpson finally escaped when Anthony Raine began to harry Couchman. Another scrap ensued with Couchman eventually holding down

fourth place.

Pete Knipe fared less well in the second encounter, as he led Harris away. A jump on the brakes at the Esses also caught the accelerator and sent Knipe down to ninth.

Bob Couchman was again busy tussling with Bob Simpson, who lost out at Russell when Keith McPherson's Marrow steamed through. Tim Cousins also moved up onto Couchman's heels. The latter did just enough to keep second from the Darvi driver.

Julian Carter

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CROFT SEP 3



Tony Sugden presses on at the chicane in his Skoda Cosworth. Photo: Tim Whittington

## Gain makes the earth move

There was no passing, but the earth moved as Gerry Cain and Peter Barnes hustled their V8 monsters around in close formation at the head of the Falken Tyres Mod Prod race.

Class C winner Scott Austin's Escort started from pole, but could not keep with the leaders.

Class B and D had plenty of fun in their race, with Craig Davies tearing through the field to lead. But alas, his Sierra fell sick and stopped on lap nine, so Michael Helm's Fiesta took victory.

David Kimber snatched the MGOC Marshall Tyres Class A lead on lap seven, but almost immediately spun, leaving Jim Baynam to cruise home.

The Maestro-monopolised Class B thrash saw Adrian Olsson lead until Darryl Davis stormed past to win.

Tony Sugden took a clear win in the invitation race. While John Pinkney won a mind-numbing Allcomers Handicap that concluded the afternoon's racing and Croft's 'Renaissance Season'.

■ Tim Whittington



Michael Helm goes kerb-hopping during the Mod Prod race. Photo: Tim Whittington

**BARC/MGOC FALKEN TYRES CLASS A (10 LAPS)** 1, Jim Baynam (MGB Roadster), 15m30.45s, 69.64mph; 2, Nigel Woodcott (MG Midget), 15m57.26s; 3, David Kimber (MGB), 10 laps; 4, Mick Mercer (MG Midget), 10; 5, Phil Gladman (MGB Roadster), 10; 6, George Tarrant (MGB GT), 10. **Fastest lap** Kimber, 1m30.02, 71.98mph **record**.

**BARC/MGOC FALKEN TYRES CLASS B (10 LAPS)** 1, Darryl Davis (MG Maestro), 14m38.72s, 73.74mph; 2, Guy Gerrish (MG Maestro), 14m42.14s; 3, Adrian Olsson (MG Maestro), 10 laps; 4, Ian Evans (MG Maestro), 10; 5, Barry Benham (MG Maestro), 10; 6, Simon Clarke (MG Maestro), 10. **Fastest lap** Davis, 1m25.20s, 76.06mph **record**.

**FALKEN TYRES MODIFIED PRODUCTION SALOONS CLASSES A & C (11 laps)** 1, Gerry Cain (Rover SD1), 13m39.14s, 87.02mph; 2, Peter Barnes (Holden Commodore), 13m40.76s; 3, Scott Austin (Ford Escort RS2000), 11 laps; 4, Trevor Shaw (Ford Escort RS2000), 11. **Class A** 1, Cain. **Fastest lap** Cain, 1m12.83s, 88.97mph **record**. **Class C** 1, Austin. **Fastest lap** Austin, 1m14.37s, 87.13mph **record**.

**FALKEN TYRES MODIFIED PRODUCTION SALOONS CLASSES B & D (11 laps)** 1, Michael Helm (Ford Fiesta), 14m14.87s, 83.38mph; 2, Richard Shepherd (Ford Fiesta XR2), 14m17.04s; 3, David Willoughby (VW Golf GTI 16v), 11 laps; 4, Tony Dolley (Vauxhall Nova), 11. **Class B** 1, Willoughby. **Fastest lap** Craig Davies (Ford Sapphire Cosworth), 1m16.22s, 85.02mph **record**. **Class D** 1, Helm. **Fastest lap** Helm, 1m15.23s, 86.14mph **record**.

**BARC SPORTS AND SALOON INVITATION RACE (10 LAPS)** 1, Tony Sugden (Skoda 130RS), 12m14.72s, 88.20mph; 2, Chris Maries (Mini), 12m38.10s; 3, John Roberts (Ford Escort RS2000), 10 laps; 4, Bob Claxton (Skoda), 10; 5, Michael Bloomfield (Ford Sierra Cosworth), 10; 6, John Pinkney (Caterham Super 7), 10. **Fastest lap** Sugden, 1m11.64s, 90.45mph **record**.

**ALLCOMERS HANDICAP (10 LAPS)** 1, John Pinkney (Caterham Super 7), 12m48.96s, 84.27mph; 2, Chris Maries (Mini), 12m59.84s; 3, Tony Dolley (Vauxhall Nova), 10 laps; 4, John Roberts (Ford Escort RS2000), 10; 5, Colin Stott (Ford Capri), 10; 6, Michael Helm (Ford Fiesta), 10. **Fastest lap** Tony Sugden (Skoda 130RS), 1m05.83s, 98.44mph **record**.

LYDDEN SEP 3



Bill Richards (26) won the Special Saloon race despite this shunt. Photo: Kerry Dunlop

## Richards passes crash test

Bill Richards's self-built Metro-Cosworth demonstrated its strength after surviving a spectacular last lap crash to win a thrilling Special Saloon race.

The Ashford engineer started from pole position, but was beaten to the first corner by Graham Smith's 1.7 Stiletto-Ford. The race then developed into a battle of wits as Richards constantly tried to find ways past.

Then disaster struck. Smith overcooked it at the Devil's Elbow and spun at the apex. Richards had nowhere to go, slammed into the stricken car and ran over its roof. Incredibly, Richards was able to continue and took a clear win over Cary, with Mary Grinham in third place.

The first Toyo Saloons race featured entertaining dices all through the field, but Neil Hasler led throughout from Brian Long. Jaimes Baker snatched third from Andrew Booth at mid-distance.

Paul Sleeman eased past Nigel Lingwood on the second lap of the Classic Formula Ford race and then steadily pulled away to win. Andy Powell was constantly challenging Steve Pearce for third place, but he lost out to Peter Chippindale on the last lap.

Peter Fiddes led the Toyo Class C race until the third lap when he was passed on either side by Matt Edwards and Paul Ling. Stephen Miles took third from Andy Pyke on the penultimate lap after Fiddes had spun on his own oil.

The first four on the Renault 5 grid, Simon Cope, Geoff Hood, Simon Spearing and Duncan Lea-Jackson ran in that order until the last named ran wide and let James Levy through.

While Dave Hardisty maintained a slight advantage throughout the Kent County FF1600 Championship round, the real race was for second as Peter Alexander successfully fought off a strong challenge from Steve Dunn and Steve Mead.

Les Lyons was romping away with the Modified Saloons race until his Escort spluttered to a crawl. Michael

Bentley inherited a huge lead over Derek Burt, who drove well to keep his faithful Avenger Tiger head of Peter Osborne's Renault 5 GT Turbo.

■ Kerry Dunlop

**TWMC SILHOUETTE GT & SPECIAL SALOON CHAMPIONSHIP RACE (15 LAPS)** Overall 1, Bill Richards (1.3 Rover Metro-Cosworth), 11m30.9s, 78.15mph; 2, Thomas Carey (2.6 Vauxhall Chevette HSR), 12m18.3s; 3, Mary Grinham (1.3 Maquire Hill), 14 laps; 4, Wil Arif (1.0 Sunbeam Stiletto), 14. **Class B** 1, Carey, 73.14mph. **Fastest lap** John Woods (2.6 Vauxhall Chevette HSR), 47.5s, 75.78mph. **Class D** 1, Richards. **Fastest lap** Richards, 44.4s, 81.08mph.

**TOYO TYRES SUPER ROAD SALOONS CLASSES A, B & D (15 LAPS)** Overall 1, Neil Hasler (2.2 Talbot Sunbeam Lotus), 12m44.6s, 70.62mph; 2, Brian Long (2.9 Ford Sierra XR4i), 12m46.0s; 3, Jaimes Baker (3.9 Rover SD1), 15 laps; 4, Andrew Booth (2.0 Ford Escort RS Turbo), 15. **Class A** 1, Long, 70.49mph. **Fastest lap** Baker, 50.0s, 72.00mph. **Class B** 1, Hasler, 72.28mph. **Class D** Roger Lott (1.4 Citroen AX GT), 13m15.4s, 67.89mph. **Fastest lap** Lott & Ian Roberts, 51.3s, 70.17mph.

**BARC/BRSCC CLASSIC FF1600 CHAMPIONSHIP (15 LAPS)** Overall 1, Paul Steeman (Jamin-Connaught T2), 11m29.3s, 78.34mph; 2, Nigel Lingwood (Van Diemen-Bold RF80), 11m33.9s; 3, Steve Pearce (PRS-Bold RH02), 15 laps; 4, Peter Chippindale (Royale-Soutar RP26), 15. **Class A** 1, Sleeman. **Fastest lap** Sleeman, 45.1s, 79.82mph. **Class B** 1, Lingwood, 77.82mph. **Fastest lap** Lingwood & Andy Powell (Royale-PowellspeedRP26), 45.3s, 79.47mph.

**TOYO TYRES SUPER ROAD SALOONS CLASS C (15 LAPS)** 1, Matt Edwards (1.8 Ford Escort), 12m37.7s, 71.26mph; 2, Paul Ling (1.8 Ford Escort), 12m44.8s; 3, Stephen Miles (1.8 Ford Escort), 15 laps; 4, Andy Pyke (1.6 Ford Fiesta XR2), 15; 5, Tim Watson (1.6 Ford Fiesta), 15; 6, Ian Currow (1.6 Ford Fiesta XR2), 15. **Fastest lap** Edwards, 49.6s, 72.58mph.

**DAILY STAR RENAULT 5TS (15 LAPS)** 1, Simon Cope, 13m26.4s, 66.9mph; 2, Geoff Hood, 13m27.9s; 3, Simon Spearing, 15; 4, James Levy, 15; 5, Duncan Lea-Jackson, 15; 6, Keith Spencer, 15. **Fastest lap** Cope & Hood, 53.2s, 67.66mph. **KENT COUNTY FF1600 CHAMPIONSHIP** 1, Dave Hardisty (Van Diemen-Auriga RF90), 11m11.0s, 80.47mph; 2, Peter Alexander (Jamin-Auriga M94), 11m12.0s; 3, Stephen Dunn (Van Diemen-Auriga RF90), 15 laps; 4, Steve Mead (Ray-Connaught FF87), 15; 5, Richard Mansell (Van Diemen-Auriga RF90), 15; 6, Matthew Hayes (Jamin-Minister M89), 15. **Fastest lap** Hardisty & Mead, 44.0s, 81.81mph.

**TWMC MODIFIED SALOONS AND MODIFIED SPORTS CARS (15 LAPS)** Overall 1, Michael Bentley (1.8 Ford Escort), 12m40.0s, 71.05mph; 2, Derek Burt (1.8 Hillman Avenger Tiger), 12m50.6s; 3, Peter Osborne (1.4 Renault 5 GT Turbo), 15 laps; 4, Nathan Anthony (1.6 Ford Fiesta XR2), 15. **Class B** 1, Bentley. **Fastest lap** Les Lyons (1.8 Ford Escort), 47.7s, 75.47mph. **Class C** 1, Anthony, 13m00.8s, 69.15mph. **Fastest lap** Anthony, 50.7s, 71.00mph. **Class D** 1, Andy Belcher (1.3 Ford Fiesta), 13m17.6s, 67.70mph. **Fastest lap** Belcher, 51.9s, 69.36mph. **Class E** 1, Burt, 70.07mph. **Fastest lap** Burt, 50.6s, 71.14mph. **Class F** 1, Osborne, 12m51.5s, 69.99mph. **Fastest lap** Osborne, 50.6s, 71.14mph. **Class G** Martin Yallop (1.4 Caterham-Rover 7), 13m26.1s, 66.98mph. **Fastest lap** Yallop, 52.2s, 68.96mph.

PRESCOTT SEP 3

## Priaulx hits a straight six

Just 0.14s stood between Andy Priaulx and Prescott's fourth hill record of 1995 as the new British champion swept to his sixth successive RAC victory of the year.

It was the Guernseyman's ninth of the series and a win at either Wiscombe, or in the final round at Doune, will equal Roy Lane's unique maximum score of 100 points, set with the Formula 5000 McRae-Chevrolet back in 1976.

As it turned out, only the awards presentation was dampened by the forecast rain, but as black clouds rolled in and the temperature dropped, the critical fast left hander at Orchard lost grip. 'I should really have gone for that record on my second qualifier,' said Priaulx after a tail-out moment had cost him any chance of improvement in the run-off.

'Not quick enough for a Prescott school instructor yet!' grinned course record holder Lane, but the hill maestro's own weekend had started badly – a rare mistake in practice resulted in him smashing a front corner of the Steel King Pilbeam against the Ettore's bank. Then, after battling through to second from a fifth qualifying slot, he succumbed to a final attack by outgoing champion David Grace.

Having qualified second, albeit almost one second behind the flying Priaulx, Patrick Wood's challenge faded as the Target car slipped to fourth. Andy's father Graham's determined final shot was within an ace of demoting Wood's Pilbeam-DFZ/R further.

Tim Mason netted a best ever British Championship score with fifth, despite an all-out bid by Peter Harper in the shrill methanol-fuelled Vision Viper which closed to within 0.04s of the lusty Pilbeam-Judd V8.

Just half that margin stood between Alister Douglas-Osborn and the first sub-40s climb in a 2-litre car, the 1977 RAC champion's qualifier in the works Pilbeam having denied arch rival Roger Moran the class win – and the record – thus postponing his second successive Leaders title, at least for the time being.

But with hard charger Justin Fletcher waiting in the wings to pick up the final point, it was Moran who topped the MP62 line-up in the run-off as perennial sparring partners Deryk Young and Malcolm Orme rounded off the 12 in their Pilbeam-Harts.

The fight for the Bugatti Owners' club's prestigious Gold Cup – based on improvement over last year's records – was a cracker. Peter Voigt's blitz on Tim Barrington's 1994 classic mark back in April with the magnificent TechCraft-Buick – a low 43s shot without wings or slicks – had looked a cert for the trophy all year. But a determined Mike Hall twice thrust the bellowing Morgan Plus 8 inside the roadgoing ModProd mark to snatch back the advantage.

After breaking his third driveshaft joint in as many weeks, Voigt's single shot failed to produce the goods and Hall collared the coveted trophy.

Series front-runners Clive Kenrick and Rob Stevens set two new standards in their showdown for the Midland title, though a win was all Stevens needed to become champion for a record third time, scoring the first major title for Steve Owen's OMS marque.

A bad day with the Mallock saw Martin Groves end up fourth in the series, rising Clubmans star Alan Thompson leading home Chris Merrick while twice knocking on the door of early Midland leader Groves's tough record.

In the hardest fought class of the day, a brush with the Esses barrier in the composite OMS left early 1100 Racing Car leader Mark Lawrence only fourth, while Phil Cooke emerged victorious from a frenetic battle.

■ Jerry Sturman

## ONE TO WATCH

### THOMPSON COMES OF AGE

In only his second year on the hills, Alan Thompson has already made his mark within the ultra-competitive Clubmans class. After several meetings knocking on the door of success, his win at Prescott, achieved with a brace of runs that nudged Martin Groves's June record, has established the 20-year-old medical student as one to beat.

Several years in the hard school of karting netted Alan the Junior and Senior Winter Series titles at Buckmore Park. His move to cars was predictable, having grown up with hillclimbing alongside father Richard, himself no stranger to the winner's circle during a long career.

Their highly developed Mallock-Ford Connaught Mk21/24 is typical of the 'budget' machines in this restricted formula which produces some of the sport's closest competition, not to mention its future RAC champions!

■ Jerry Sturman



Alan Thompson



Clive Kenrick broke another 2-litre ModProd record in the Caterham-BDG



Peter Voigt thundered up in the magnificent ex-Roy Lane TechCraft-Buick

## Forrest blasts valiant Wishart

The double-header feature event for the Goodyear Eagle Road Saloons provided some spectacular dicing throughout the large entry.

Unfortunately the first race coincided with a downpour, and although Andrew Forrest had his Sierra Cosworth on pole position, it was the Fiesta of Marshall Wishart that led the opening lap and harried the more powerful car throughout the race.

Indeed, the little car eased ahead in the closing laps, only to be beaten on power at the run to the flag. Tony Caig took third despite a spin, holding off Douglas Anderson and Kevin Adam.

In the second, much drier race, Forrest blasted away, keeping safely ahead of a terrific second place war between Wishart, Anderson and Kevin Adam. The latter snatching the place in the closing laps. Caig dropped back early on, but recovered to battle up to sixth behind a lonely Keith MacAskill.

Chris Higson got the best of the 2CV start, hotly pursued by Graham Harper until he spun to third while under pressure from Ian Gibbon who then took up the chase of the leader. This group opened a huge gap to the fourth place battle in which Brian Sarafilovic was caught and passed by brother Andre on the last lap.

The promised FF1600 Barney somewhat fizzled out on the streaming track. Ricki Steedman led from his accustomed pole, but always with forceful Stewart Roden menacingly in tow. Within three laps the latter had sneaked past.

At the same time, Andrew Kirkaldy tried to pass Stuart Thorburn and the pair tangled. At half distance Steedman and Roden eliminated themselves at Clark, promoting the following David Taylor into a welcome lead. Graham Payne and Roy Low both overwhelmed Neil Fisher for second and third.

On a drying track, the Historic Ecosse race lead was swapped between Allan McGregor, Bob Birrell and Tom McWhirter. The latter proving again to be a fine wet weather driver, and

although McGregor crossed the line first, an added 10 second penalty demoted him behind the other pair.

In the second race McGregor firmly established himself in front of Birrell and Marshall Bailey, leaving behind a frantic dice for fourth between Grant Stephen and Geoff Temple.

Although Matthew Johnson's Metro 6R4 got the power down first at the start of Supersaloon/Supersports/Kitcar race, Colin Gallie's immaculate BMW M3 streaked in front and stormed away to the flag. John Muir battled past Johnson to take second. All three rocketed away from David Jones who had overcome Kath Paterson to take fourth. Ken Thomson stormed up to sixth in a magnificent drive to finish leading kit car.

Bill Henderson

**SMRG CITROEN 2CV (12 LAPS)** 1, Chris Higson, 16m46.74s, 55.79mph; 2, Ian Gibbon, 16m46.77s; 3, Graham Harper, 12 laps; 4, Andre Sarafilovic, 12; 5, Brian Sarafilovic, 12; 6, Roy Low, 12. **Fastest lap** Harper, 1m21.82s, 57.20mph.

**FF1600 (12 LAPS)** 1, David Taylor (Van Diemen-Polestar RF91), 12m48.52s, 73.08mph; 2, Graham Payne (Swift), 12m55.31s; 3, Roy Low (Reynard), 84; 4, Neil Fisher (Swift-Minister), 12; 5, James Javidson (Van Diemen-Taylor), 12; 6, Bill Dolan, 12. **Fastest lap** Andrew Kirkaldy (Van Diemen-Scholar RF92), 58.25s, 80.34mph.

**KIT CARS/SUPERSPORTS/SUPERSALOONS (12 LAPS)** 1, Colin Gallie (2.0 BMW M3), 12m40.97s, 73.80mph; 2, John Muir (2.0 Toyota Starlet), 12m54.52s; 3, Matthew Johnson (2.5 Metro 6R4), 12 laps; 4, David Jones (2.3 Ford Escort Cosworth), 12; 5, Kath Paterson (2.0 Darrlan), 12; 6, Ken Thomson (2.0 Darrlan T90), 12. **Fastest lap** Gallie, 1m01.86s, 75.65mph.

**LIBRE CARS (12 LAPS)** 1, Charles Jaffrey (2.0 Vauxhall Lotus), 11m20.06s, 82.42mph; 2, Bill Carr (2.0 Tiga Cosworth), 11m26.24s; No other finishers. **Fastest lap** Ron Cumming (2.0 March), 51.10s, 91.05mph.

**GOODYEAR EAGLE ROAD SALOONS, COMBINED (24 LAPS)** **Overall** 1, Andrew Forrest (2.0 Ford Sierra Cosworth), 27m42.93s, 67.50mph; 2, Marshall Wishart (1.6 Ford Fiesta), 27m42.60s; 3, Douglas Anderson (1.9 Peugeot 205), 24 laps; 4, Kevin Adam (2.0 Ford Sierra Cosworth), 24. **Up to 1400cc** 1, John Dobson (1.3 Citroen), 29m33.37s. **Fastest lap** Dobson, 1m08.68s, 68.14mph. **1400-1800cc** 1, Wishart. **Fastest lap** Wishart, 1m04.35s, 72.73mph. **record. Over 1800cc** 1, Forrest. **Fastest lap** Anderson, 1m03.84s, 73.31mph. **record.**

**HISTORIC ECOSSE, COMBINED (24 LAPS)** **Overall** 1, Bob Birrell (1.6 Brabham), 28m03.56s, 66.72mph; 2, Allan McGregor (1.1 Cooper T59), 28m07.29s; 3, Grant Stephen (1.1 Elva), 24 laps; 4, Marshall Bailey (1.5 Cooper T39), 24. **Class B** 1, Birrell. **Fastest lap** McGregor, 1m00.67s, 77.14mph. **Class D** 1, Bailey, 29m30.76s. **Fastest lap** 1m02.39s, 75.01mph. **record. Class C** 1, Darren McWhirter (2.0 Tojeiro-Bristol), 24 laps. **Fastest lap** McWhirter, 1m07.08s, 69.77mph. **Pre-War** 1, Tom Richardson (1.1 Riley), 30m40.40s. **Fastest lap** Richardson, 1m28.01s, 53.18mph.



Left: Prescott was Andy Priaux's sixth successive win, and his ninth this year. Can anyone beat the newly-crowned champion? Below: Keith Walker blasts his Judd-powered Atol away from the line towards Orchard corner. All photos: Jerry Sturman



**RAC BRITISH HILLCLIMB CHAMPIONSHIP, ROUND 14; RAC MSA HILLCLIMB LEADERS CHAMPIONSHIP, ROUND 11; POUND TIMBER BUILDINGS MIDLAND HILLCLIMB CHAMPIONSHIP, ROUND 9.**

**BTB** Andy Priaux (4.0 Pilbeam-Cosworth MP58-4), 38.17s.  
**Top 12 Run-off** 1, Priaux, 38.17s; 2, David Grace (3.5 Pilbeam-Hart MP58-5), 38.44s; 3, Roy Lane (4.0 Pilbeam-Judd MP58-9), 38.59s; 4, Patrick Wood (3.5 Pilbeam-Cosworth MP58-3), 39.21s; 5, Graham Priaux (4.0 Pilbeam-Cosworth MP58-4), 39.24s; 6, Tim Mason (3.5 Pilbeam-Judd MP50-M), 40.06s; 7, Peter Harper (2.5 Vision Viper/Beattie V2H), 40.10s; 8, Roger Moran (3.0 Pilbeam-Vauxhall MP62-4), 40.15s; 9, Alister Douglas-Osborn (2.0 Pilbeam-Vauxhall MP62-1), 40.55s; 10, Justin Fletcher (2.0 Pilbeam-Vauxhall MP62-10), 40.66s; 11, Deryk Young (2.5 Pilbeam-Hart MP53-1), 40.94s; 12, Malcolm Orme (2.5 Pilbeam-Hart MP57-3), 41.08s. **Class winners** Paul Reynolds (1.3 Westfield-Ford SE), 47.37s; Clive Kenrick (2.0 Caterham-BDG Super 7), 44.50s. **record**, Roger Thomas (2.0 Westfield-Vauxhall SE), 44.53s. **record**, Mike Hall (4.4 Morgan Plus 8), 45.35s. **record**, Mark Waldron (5.0 TVR Tuscan), 45.02s; Alan Thompson (1.7 Mallock-Ford/Connaught Mk21/24), 42.04s; Rob Stevens (1.3 OMS-Suzuki SC1/3), 42.84s. **record**, Paul Parker (6.2 Royale-Chevrolet/Donovan RP42), 44.32s; Terry Beddis (0.5 Jedi-Suzuki 040), 45.10s; Phil Cooke (0.5 Jedi-Suzuki), 42.27s; Tony Tewson (1.6 Pilbeam-BDA/Hickman MP62), 41.89s; Douglas-Osborn, 40.01s. **record**, Andy Priaux, 38.29s; Phil Chapman (5.0 Chapman-

Mercury), 55.38s (H/cap); Richard Neale (0.5 Smith-JAP Mk3), 50.92s.  
**RAC British Hillclimb Championship positions** 1, Andy Priaux, 98pts; 2, Grace, 88; 3, Lane, 76; 4, Mark Colton (3.5 Pilbeam-Judd/Merlin MP72-2), 72; 5, Graham Priaux, 71; 6, Wood, 41.  
**RAC MSA Hillclimb Leaders position** 1, Moran, 69pts; 2, Mark Coley (0.5 Jedi-Suzuki 021), 61; 3, Thomas, 59; 4, Waldron, 57; 5, Stevens, 54; 6, Peter Millington (1.1 Clan Crusader-Imp) and Tony Lambert (3.0t Ferrari 308 GT4), 53.  
**Next rounds** Wiscombe Park, Sep 10.  
**Pound Timber Buildings Midland Hillclimb Championship, final positions** 1, Stevens, 69pts; 2, Kenrick, 67; 3, Moran, 65; 4, Martin Groves (1.7 Mallock-Ford Mk20B), 65; 5, Reynolds, 63; 6, Thomas, 59.  
**AVON/BMTR Top 10 Challenge, final positions** 1, Lane, 66pts; 2, Wood, 58; 3, Moran, 52; 4, Andy Priaux, 44; 5, Graham Priaux, 32; 6, Grace, 29.  
**Paul Matty Sports Cars Classic Challenge, final positions** 1, Nick Thompson (2.5 Triumph TR6), 32pts; 2, Steve Collins (4.7 TVR Tuscan), 30; 3, Ian Ritchie (1.6 Piper GTT), 21; 4, Richard Mason (3.0 Austin-Healey 3000), 18; 5, Rob Welch (3.0 Austin-Healey 3000), 18; 6, Reg Barker (2.0 Alfa Romeo GT), 18.  
**Prescott Gold Cup, final positions** 1, Hall, -1.35s; 2, Peter Voigt (3.5 Techcraft-Bulck), -1.13s; 3, Chris Rutherford (4.3 Dutton-Rover Phaeton), -0.83s; 4, Stevens, -0.66s; 5, Phil Jefferies (0.59 HiTech-Norton DP1100), -0.53s; 6, Lane, -0.45s.



Colin Gallie's immaculate BMW M3 won the Supersaloon race. Photo: Graeme Brown

## NATIONAL FOCUS

### THE KIDS FROM FAME

SHELL'S RALLY SCHOLARSHIP HAS BEEN THE STARTING POINT FOR MUCH OF BRITAIN'S RECENT RALLYING SUCCESS

There can be little doubt that the Shell Rally Scholarship has been the most innovative 'find a driver' scheme in recent years and has contributed much to the works careers of Britain's up-and-coming hotshoes.

Richard Burns, Dom Buckley, Mark Higgins, Martin Rowe and Robbie Head have all had a factory-run or supported drive at some point. And none of them actually won the scholarship which is now into its fourth season.

British Championship leader Alister McRae nabbed the first drive, Jonny Milner lost out in 1992 but came out tops the following year, Ashley Blenkhorn was the chosen one last season and now we have Jock Armstrong and Neil Simpson sharing the role.

Yet, after the first group of six hopefuls lined up before the committee to bid for the 1992 drive (a prize which was – and still is – discussed from one side of the globe to the other), interest has never quite reached the fever pitch of year one.

Yet the scheme is still the highest profile attempt to get promising drivers noticed by team managers with a budget and a spare seat.

The scholarship will continue into 1996 at least with the committee about to sit in judgement on the next gang of hopefuls. But the emergence of a regional scholarship (to date embraced most enthusiastically by the Northern Ireland association) shows the way the scheme is likely to develop in the coming years.

From the first, the Shell Scholarship has sought to promote and nurture potential works drivers of the future and, largely, it has succeeded. In a few years' time will we be looking at the likes of Mark Fisher and Mike Brown in factory cars on the British Rally Championship or is there a new Colin McRae lurking as yet undiscovered among the regions? If so, the scholarship will find them.

**'Got to keep smiling! Got to keep smiling!'**  
AUTOSPORT's Keith Oswin casts a queasy eye over Jock Armstrong's rallying style



# A ride on the

**T**here are times in this business when you wonder what the hell you are doing. I mean here we were in a flat spin at Albemarle airfield, the scenery whistling past my window, then the windscreen, then his window, then behind me and once more past my window.

We lost it on one map reference and were passing one or two others with no sign of the speed dropping. And the only thought in my mind when we were sideways was for the Dunlop tyres: 'For God's sake don't grip now!'

**SHELL RALLYING SCHOLAR JOCK ARMSTRONG IS CHASING THE AUTOSPORT AMATEUR AWARD ON THIS YEAR'S BRITISH RALLY CHAMPIONSHIP. HE TOOK KEITH OSWIN FOR A SPIN!**

And we were only the bloody course car...

Now that my heart rate is back to normal and other parts of my anatomy have returned to their allotted position, allow me to explain. You see Jock Armstrong is, along with Neil Simpson, one of this year's Shell Scholars. The pair drive Nissan Sunnis on the British Rally Championship and while Neil's smoother style was predicted by the scholarship committee to be the better of the two, it is Jock who has achieved the results this year, although neither have had the best of luck in the reliability stakes.

With Ulster out of the way and only the Manx to go, Jock is seventh in the championship (Neil a distant 20th) and effectively just one point adrift of Mark Lawn for the amateur category once dropped scores are taken into account.

Jock's problem is that he hasn't had a lot of asphalt experience, hence the outing on the Nissan Yellow Brick Road Rally and a chance to assess the lad from close quarters. Neil has had a bit better luck on the hard stuff although he

did once wipe out a Belgian village's power supply when he clobbered an electricity pylon...

In theory, both Harry Hockley Motorsport cars were competing on the event but, while Neil went on to a dominant Formula 2 category win (partnered by Alister McRae's co-driver, David Senior) we were out of it after only two stages when a

**“The only thought in my mind when we were sideways was for the Dunlop tyres: ‘For God’s sake don’t grip now!’”**





All photos: Gavin Lodge

## ■ RALLYING'S TOP PRIZE

### Sideways to victory? Shell Scholarship winner Jock Armstrong powers on

But what's he like as a driver? Pictures of his Scottish Rally roll adorned his local paper and he proudly waved the cutting before my eyes, not to show me the inverted Nissan but to show that he was getting bigger headlines than David Coulthard.

I expected a wild man, but got nothing more than a very determined young driver who has the necessary streak of aggression to land himself a works drive in pretty short order. Yet his dilemma is all too common. Does he give up the day job and throw everything into being a professional driver, or does he wait for the big drive before burning his bridges? Unfortunately, I had no answer to that one.

He was smoother than I had expected (on and off the stages!) and his lines were not the lurid epics that had been predicted. The two scholars were matching times pretty well equally on the second day, and it would have been fun to see how things had turned out if we were both competing at the finish.

The spin? Ah well, that was a patch of loose gravel which we had seen on the first lap but caught badly wrong on the second. Jock's only mistake of the weekend and probably the only way you'll get one of Harry's superb clubman specification machines out of shape big time.

And we were *both* grinning when it stopped! ■

# wild side

misfire got bad enough to stop the engine at about the same time as a wheel stud sheared.

We got the car back to the Nissan plant at Sunderland, fixed the engine, replaced the stud and then went out for day two as course car to complete the test session.

We were going pretty well until the engine finally let go properly in a cloud of blue smoke, probably a legacy of the previous day's maladies. Happily, we got the dramas out of the way before Ulster where they would probably have been the final nail in Jock's championship hopes - even though he will still have to drop one score thanks to his consistency this season.

You can't help but like Jock, he of the permanent grin and ridiculous spiky hairstyle thanks to a bucketful of gel. Oh, he gets cross enough when things don't go well, but it's never long before the grin is back, along with the constant wisecracks and dubious remarks every time a female marshal ventures close to the car.

There's never a dull moment and you have to keep on your toes or you'll get dragged into the next scam, probably ending up with the blame at the same time. His usual co-driver, John Richardson, was probably glad to have a day away from the stress... ■

Shell scholar Jock Armstrong (right) has used his rallying prize to full effect in 1995



## CLUBSPORT

### Sat/Sun Sep 9/10: OULTON PARK (GB)

Auto Trader British Touring Car Championship. 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/Sun 0900; Racing: Sat/Sun 1630/1200. Admission: Sat/Sun £8/£16, children free/£2. Tel 01829 760301

### Sat/Sun Sep 9/10: SNETTERTON (GB)

A British Formula 3 Championship Racing Ahead meeting. BRDC National GT Championship, TVR Tuscan Challenge, British Engine Insurance Formula Renault 1700, Unipart DCM Mini Miglia & Se7ens, Dunlop Rover GTi, Pirelli Porsche Cup, BARC Production Cars, BRDC/BARC Supersports Vauxhall Championship, BRC FF1600, Lucas VW Vento VR6s. Qualifying: 0900; Racing: Sat/Sun 1500/0945. Admission: Sat/Sun £4/£8, children free. Tel 01953 887303

### Sat Sep 9: SILVERSTONE (GB)

A RSCC meeting. Boss Formula for Single-Seaters, ARP/Toyota Formula 3, Alliance & Leicester F2000, Formula First, Prosport 3000, Ford Modified Saloons. Qualifying: 0900; Racing: 1330. Admission: £6, children free. Tel 01327 857271

### Sun Sep 10: DONINGTON PARK (GB)

A BARC meeting. Neweys Supersports, BARC MGOC Championship, Westfield SE Sports cars, Falken Tyres Modified Production Saloons, Lynton Trailers Sports/Saloons. Qualifying: 0900; Racing: 1400. Admission: £9, children free. Tel 01332 810048

### Sat/Sun Sep 9/10: MONDELLO PARK (IRL)

The Leinster Trophy. GM Euroseries, Irish Formula Opel, FF1600, Formula Vee, Fiat Ritmos and Unos, Irish Touring Cars, Historic racing and Peugeot 205s. Qualifying: Sat/Sun 0900/1430 Racing: 0900. Admission: £7, children free. Tel 00 35345 860200

### Sun Sep 10: LYDDEN (GB)

A BARC meeting. Kent County FF1600, AstraTech FF1600, SEAT Single Seaters, URS Pre-'83 FF2000, Saloons, Harlow Renault 5 Turbos, BMW Car Club, Firestone 2CVs. Qualifying: 1230; Racing: 1445. Admission: £6, children free. Tel 01304 830557

### Sun Sep 10: MALLORY PARK (GB)

A BRSCC meeting. EUROCARs, BARC/BRDC Sports 1600, Hankook Tyres Porsche 924s, Modified Saloons, Hill House Hammond Ford XRs. Qualifying: 0930; Racing: 1345. Admission: £6.50, children free. Tel 01455 842931

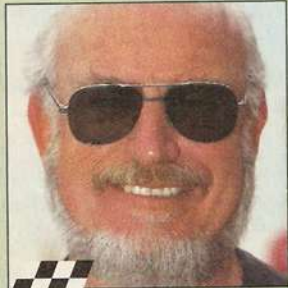
### Sun Sep 10: WISCOMBE (GB)

The penultimate round of the RAC British Hillclimb Championship. Practice: 0830; Timed runs: 1300. Devon, 6 miles south of Honiton, via A375.

### Sat Sep 9: BRIGHTON (GB)

Frosts 90th National Speed Trials. Action starts at 0900. Admission: £10, children free. Full details see *National News*.

# Bonne chance, Jacques



GUEST COLUMN

**GORDON  
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**A**fter two years in Indycars, Jacques Villeneuve jumps to Formula 1 next year. At 24, he is one race away from becoming the youngest Indycar champion in history, a few months younger than Mario Andretti in 1965 and AJ Foyt in 1960. That fact in itself says something about the precociousness of Jacques's talent and provides a small hint of what he may achieve in F1.

It's difficult to compare Villeneuve to any other F1 rookie, whether it's from Indycars or any other formula. Most aspiring F1 drivers go to Europe to develop their careers and establish a foothold on the ladder. Jacques however, cut his teeth in Europe and Japan, then moved to North America for a year of Toyota/Atlantic before graduating to Indycars and now F1. Not a single driver before him has taken this particular route.

Jacques is also unlike most other drivers in that he grew up in Monaco and Switzerland and is therefore entirely unimpressed by living in those surroundings. Monaco has been his home since he was seven years old and in the next month he'll move back to the principality with his girlfriend, Montrealer Sandrine Gros d'Aillon.

With plans to jump almost immediately into a full winter test programme with Williams, learning the car and the tracks he'll race on next year, Jacques will be much better prepared than Michael Andretti was a few years back; nor will he struggle with any of the cultural adaptations that worked against Michael.

Quebec-born, Villeneuve moved to Europe when his father Gilles joined Ferrari in 1978. He went to school in Monaco and Switzerland and learned to speak Italian and English as well as French.

When Jacques was 15 his mother sent him to Quebec to attend the Jim Russell school at the challenging Mt

Tremblant-St Jovite road circuit in the Laurentian Mountains, 90 miles north of Montreal.

He started his racing career the following year, spending three years in Italian F3, where he acquired a reputation for being fast but rather wild. At the end of 1991 he raced an F3 car at Macau and Fuji and showed well enough to open the door to a Japanese F3 deal with TOM'S Toyota for '92. He scored his first win that year, finished third at Macau, and drove a Toyota Group C car.

Near the end of that year he went to Trois Rivieres in his native Quebec to race a Player's-backed Atlantic car in the famous street race. The deal was put together by new manager Craig Pollock and the car was run by experienced CanAm and Indycar team manager Barry Green.

'That was a fun weekend,' recalls Villeneuve. 'But that race had a lot of importance for my career. That's why I've been here racing Indycars with Barry for the past two years.'

At 21 therefore, Jacques was a well-travelled young man who was ready to establish himself in his chosen profession. He raced Atlantic cars with Green's burgeoning team in 1993, and then moved up to Indycars with great success

in '94. His first Indycar victory came at Road America in September 1994, and this year he started with a win in the season-opener in Miami and followed that up with a great, come-from-behind victory at Indianapolis.

Jacques is cool and analytical, a tremendously fast learner who has been well trained by Barry Green and his widely-experienced engineer Tony Cicale. Green and Cicale are two of the calmest, most analytical guys I've ever met in racing and have taught Villeneuve volumes.

'He's such a fast learner,' says Green. 'If I look back, every time I saw a problem with Jacques, one or two races later it was gone. He's a heck of a learner and maybe he can pull this off in F1.'

Cicale has more than 20 years of racing experience as a driver, car builder and race engineer, and has been Villeneuve's mentor in the past three years as much as his engineer.

'Jacques is a very, very bright young man,' says Cicale. 'He's a very quick learner of racetracks. That really hasn't seemed to slow him down at all in Indycar racing. I don't think that will be a problem. The technical side of the cars will not be a problem. He will understand intimately the technical side very, very quickly.'

Cicale says Villeneuve matured at a very rapid rate during his three years with Team Green. 'He's become a very professional race car driver in every way,' says Cicale. 'He knows how to drive hard, when to drive hard, when not to drive hard, when to push, when not to push. I think he's matured fantastically over the past three years, much quicker than I think anyone ever expected, certainly myself.'

Cicale has no doubts that Villeneuve will be successful in F1. 'I know he's going to be very successful. He will win races at some point. He will be fast and he will be intelligent. He's the type of person who, if he decides to do something, will be successful at it.'

'I don't think anyone really knows if he has the ability to match what Senna did in his short career,' notes Cicale. 'Only time will tell if he's going to be absolutely spectacular. I don't really know that he will be spectacular, but he'll certainly be competitive. There's no question of that in my mind.'

As we watch Jacques develop, it must be remembered that there are at least four or five Indycar drivers capable of running right with him and often, ahead of him. These include Al Unser Jr, who I and many observers regard as the world's greatest active racing driver, as well as Michael Andretti, Paul Tracy, Robby Gordon and Bobby Rahal.

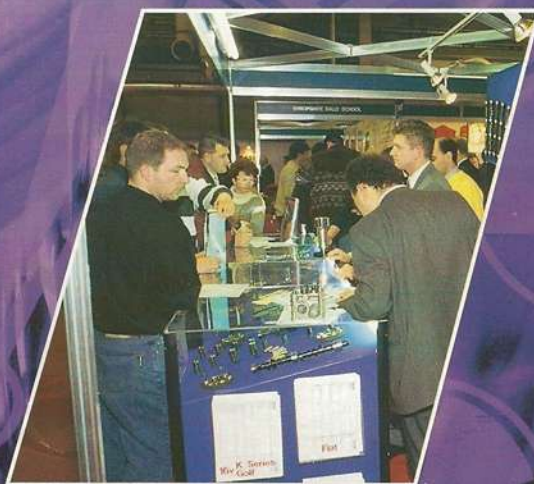
And unless Messrs Mosley and Ecclestone figure out a way to make F1 more competitive, I wouldn't be at all surprised to see Jacques return to Indycars in four or five years in search of the wheel-to-wheel competition he loves so much. ■

**I don't think anyone knows if Villeneuve can match Senna. Time will tell if he's going to be spectacular**



**A delighted Villeneuve gets the thumbs up for Formula 1 from manager Craig Pollock**

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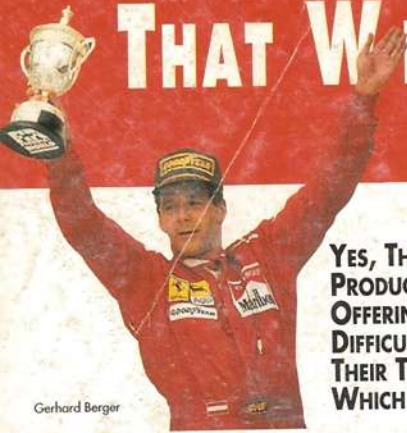
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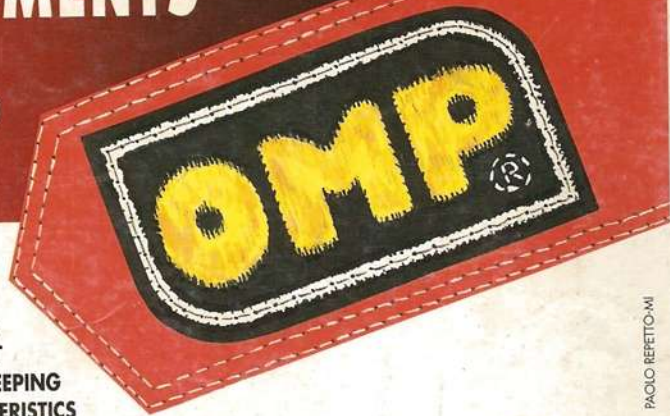
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