

VOLVO TURBO



**The Volvo 240 Turbo
Group A Touring Car Racing
Articles 1984 - 1987**

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Group A Touring Car Racing
Articles 1984 - 1987**

JOHNNY CECOTTO and THOMAS LINDSTROM
VOLVO 240 TURBO

RAS SPORT (BELGIUM)



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FRONT COVER

Pictured on our front cover this week is the pair of Ralt-Hondas that dominated the International Trophy race at Silverstone, Mike Thackwell scoring the victory, with team mate, Roberto Moreno, coming in second. Full report, page 20. Photo: Jeff Bloxham. Below: Derek Warwick brings us the second of his columns as the Renault team driver makes his way to Kyalami for the second race of the season. Photo: IPA.

NEXT WEEK

Full report from the South African Grand Prix: who will overcome the fuel restrictions to take victory? — The second round of the European F2 series takes the runners to the fast Hockenheim circuit where the Ralt-Hondas will be in their element again. Don't miss Ian Phillips' report — More ETC action, this time from Vallelunga — Plus all our usual news and features.*

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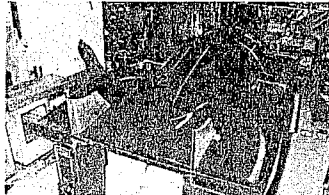
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AUTOSPORT

PIT & PADDOCK 4



Porsche's Le Mans boycott latest — Zakspeed to produce F1 car — Revised Mazda for Le Mans — Acheson for CART — Martini-Lancia line-up.

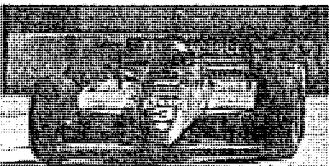
COMMENT 10

Comment looks at the major news item of the week — Correspondence provides an opportunity for you to voice your opinions — Then as Now? looks back on the world of motor racing as we used to know it 10 and 25 years ago — Catchpole provides his own commentary on the world ...

DEREK WARWICK 13

This is the second of Derek Warwick's columns for AUTOSPORT, the British driver looking back on the events at Rio where he looked a sure winner until the front suspension broke on his Renault.

LONG BEACH GP 14

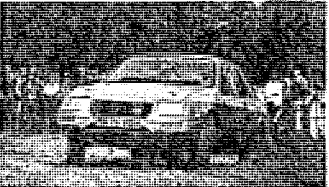


Mario Andretti started the CART Indycar season off well with a victory at the round-the-streets circuit of Long Beach. Gordon Kirby reports from America.

MONZA ETC 17

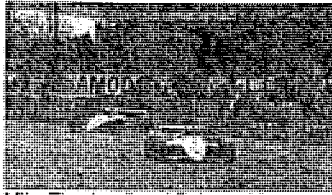
Tom Walkinshaw and Hans Heyer won the opening round of the European Touring Car Championship in the works TWR Jaguar, beating the BMW of Kelleners and Brancatelli into second place.

SPECIAL STAGE 18



Initial success for Metro 6R4 in Yorkshire — Latest from Safari — Porsche getting better — Visa homologated — New 80 Quattro — Latest national news.

SILVERSTONE F2 20



Mike Thackwell and Roberto Moreno put on a tremendous display for the crowds (and TV cameras) at Silverstone, that saw the two Ralt-Hondas indecently, even embarrassingly, quick. Ian Phillips provides the low-down on the opening race of the European F2 season.

SILVERSTONE F3 25

Johnny Dumfries scored his fourth victory of the national F3 series in a sensible drive that saw him take the lead as others fell by the wayside. Jeremy Shaw reports from Silverstone.

SILVERSTONE GROUP A 26



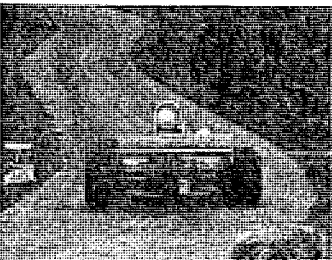
Tony Pond, having flown down from the York National Rally where he had dominated proceedings, did exactly the same on the circuits in his works TWR Rover Vitesse, taking his maiden Trimoco victory. Jeremy Shaw witnessed the event.

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Marcus Pye takes a look at the fancied runners for the RAC British Hillclimb championship that kicks off this weekend at picturesque Wiscombe Park.



YORK RALLY 36

Undoubted star of the show was the four-wheel-drive MG Metro 6R4 of Tony Pond, which dominated the second round of the Shell Oils/ AUTOSPORT National Rally championship. An alternator put paid to Pond's chances, however (fortunately, for he had to be at Silverstone for the Trimoco Group A race!), allowing Darryl Weidner to pick up the victory spoils, as Peter Foubister reports.

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Does the new 220-litre tankage work for Formula 1, or does it hinder drivers while they watch their fuel gauges instead of racing? We asked a racing driver, an engine builder, a team owner, and a circuit promoter for their views ...

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All the usual book, video and model reviews, as well as your favourite competitions, plus a new item, an Armchair Enthusiast crossword.

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Tiff Needell usually does his testing on the tracks in race cars, but we thought we'd let him loose on the roads to try two of Janspeed's Ford conversions — the Sierra XR4i turbo and Orion Ghia turbo. Our track tester was pleased to say the least ...

BRANDS FF2000 51

In the appalling conditions at Brands Hatch, Maurizio Sandro Sala overcame the opposition to take his second successive Racing Displays British FF2000 championship counter, as a frozen Marcus Pye reports.

SPORTSCARD 53

International race wins for Maurizio Sandro Sala, Chip Robinson, Vern Schuppan and Harald Huysman — National racing from Oulton Park, Brands Hatch and Silverstone — Tony's Targa Florio — Other rally wins for Jean-Claude Andruet, Ken Wood and Bertie Law — Plus off-track round-up ...

AUTOSPORT GRAND PRIX TV GUIDE SUPPLEMENT

This is the second in our full colour previews to each Grand Prix that build into a neat little folder to provide you with a comprehensive guide to the F1 season. If you're going to be glued to the box, watching the South African GP from Kyalami over the weekend, then this guide will prove invaluable.



Tom Walkinshaw and Hans Heyer shared the winning Jaguar XJ-S, here leading one of the Volvo 240 Turbos, to take the lead in the ETC series.

Jaguar's first blood

Walkinshaw/Heyer win by just 7.7secs — Sensational Volvo leads — Rovers fail — Eight BMWs in top 10 — Sourd/Dorchy a splendid third — Disappointment for Quester/Stuck

An enthralling opening round of the 1984 FIA European Touring Car Championship saw the lead change hands numerous times before Tom Walkinshaw and Hans Heyer guided their works Jaguar XJ-S home the narrow victors.

Run throughout in wet conditions, the British Jaguar and Rover cars took control at the start, just as they had done in qualifying, although, one-by-one they fell by the wayside until only the eventual winners remained in contention.

In their wake came a horde of BMWs, several of which challenged hard during the 500 Kms distance, as well as one of the amazing Volvo 240 Turbos, which, with Thomas Lindstrom at the wheel, actually briefly led the event.

QUALIFYING

A vast army of Group A cars and drivers congregated at Monza last weekend for the traditional season-opening 500 Kms race around the fast Milanese circuit.

As expected, BMW 635CSi cars dominated the entry, more than two dozen being present, although all of them were eclipsed during the two days of qualifying by a handful of British cars. The three TWR/Motul Jaguars were clearly the fastest cars around, while the pair of Austin Rover Fleet Vitesses

proved themselves to be almost on a par on straight-line speed and certainly capable of out-running the multitude of Bee-Emms.

In the end, two of the Jaguars annexed the front row positions, Walkinshaw and new recruit Heyer lapping fractionally over 1sec faster than Win Percy/Chuck Nicholson. The third XJ-S, crewed by Martin Brundle and Enzo Calderari was afflicted by a few niggling faults but nevertheless qualified fast enough for a row 2 starting position, alongside the fastest Rover, that of Steve Soper/Jeff Allam.

So where were all the BMWs? Well, the best they could manage was a fourth row starting position, for Thomas Lindstrom's Volvo Turbo created a real sensation by sizzling round sixth fastest.

Formula 3 drivers Gerhard Berger and Roberto Ravaglia thoroughly enjoyed their first proper taste of Group A saloon racing to be the quickest of the 635s, their Schnitzer-prepared car running Dunlop's Denloc tyres and proving 0.03sec faster than Walter Brun's 635. Indeed, mere fractions separated several other BMWs, with reigning champion Dieter Quester, partnered this time by Hans Stuck, qualifying unaccustomedly low down on the fifth row.

Even further back, though, were Grand Prix drivers Marc Surer/Johnny Cecotto, whose Hartge-powered Wurst 635 refused to run cleanly for most of the timed sessions, and, indeed, for the race.

RACE

Practice had taken place in primarily dry conditions, which brought a marked change from the dismal drizzle that drenched everyone in the days preceding the race, although the rain returned again on Sunday, ensuring that everyone would start on grooved tyres.

The trio of Jaguars soon established themselves at the head of the enormous field, but none was able to make a break in the wet conditions. For the first 20 laps or so, a spectacular snake of nine cars disputed the lead with Walkinshaw, Brundle, Lindstrom in the Volvo, Brancatelli and Berger taking turns at holding the lead in some of the most exciting touring car racing seen for many years.

By the end of the first hours, however, both Rovers had hit trouble, Soper's being the first to be delayed when the steering column broke. He rejoined after losing much time, only for Allam to fall foul of one of the BMWs and be nudged into one of the sand traps.

The Brundle Calderari Jaguar was also delayed when a stone penetrated its radiator, while a thrown fanbelt and over-heating eventually brought about the retirement of the Percy/Nicholson XJ-S.

With a third of the race completed, Lindstrom's Volvo still led, but only just from Walkinshaw, with Brancatelli's BMW Italia 635 still very much in contention.

Then, when Walkinshaw came in to hand over to Heyer and take on fuel and new tyres, one of the rear wheels jammed in place. After a slight delay, Heyer was sent on his way, to complete a couple of slow laps and hopefully allow the offending hub to cool. Happily, the wheel was changed at a second attempt, Heyer by now sent out on intermediate rubber as a drier line had started to show through.

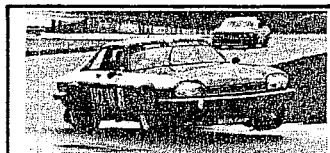
By the end of the second hour, Heyer had worked the Jaguar back up into fourth place behind a trio of BMWs. Kelleners/Brancatelli had by now established themselves in the lead, with Ravaglia/Berger chasing hard and Frenchmen Marc Sourd/Roger Dorchy also running strongly, on Michelin tyres, in Dominique Fornage's 635CSi.

The race really built up to a climax in the closing 90mins or so. The chasing Jaguar managed to regain the lead but promptly lost it again during its final fuel stop, with Walkinshaw resuming fourth, some 52 secs behind the leading BMW. In an exciting climax, Walkinshaw proceeded to pick off the German interlopers, finally taking the lead for good with 12 laps to go. The Scotsman's final margin of victory was just 7.7secs after almost 3½ hours of racing.

Brancatelli/Kelleners maintained their fast and reliable run to annex second place, although Ravaglia spun off at one of the Lesmo corners while chasing after the German and smashed his car's oil tanks.

Thus, Sourd/Dorchy took over a fine third place as the only other crew to complete the full distance. Umberto Grano/Sigi Mueller Jr brought the second Eggenberger/BMW Italia 635 into fourth place, while the Lindstrom/Simons Volvo finally slipped back to sixth, losing time when it damaged its front on the rear end of another car and also with Simons unable to match Lindstrom's pace. A second Volvo, this a brand new one crewed by Belgians Michel Delcourt and Pierre Dieudonné, came through to finish 12th.

Martin Brundle fought mightily with his delayed Jaguar, setting the race's fastest lap in a fine climb back to 13th place, while Stuck/Quester's dismal weekend ended well before half distance with engine problems.



Martin Brundle — fastest lap.

MONZA (I)

Apr 1

European Touring Car Championship, round 1

87 laps — 500 Kms

- 1, Tom Walkinshaw/Hans Heyer (5.3 Jaguar XJ-S), 3h 25m 31.7s, 91.53mph;
- 2, Helmut Kelleners/Gianfranco Brancatelli (3.5 BMW 635CSi), 3h 25m 39.4s;
- 3, Marc Sourd/Roger Dorchy (3.5 BMW 635CSi), 3h 26m 53.4s;
- 4, Umberto Grano/Sigi Mueller Jr (3.5 BMW 635CSi), 86 laps;
- 5, Alain Cudini/Dirk Vermeersch (3.5 BMW 635CSi), 86 laps;
- 6, Thomas Lindstrom/Valentin Simons (2.0t Volvo 240 Turbo), 86 laps;
- 7, Walter Brun/Harald Grohs (3.5 BMW 635CSi), 86 laps, 8, Willi Bergmeister/Pierre-Alain Thibaut (3.5 BMW 635 SCi), 85 laps; 9, Marco Vanoli/Rene Hollinger (3.5 BMW 635CSi), 85 laps; 10, Kris Nissen/Peter Elgaard (3.5 BMW 635CSi), 85 laps.

Class winners — Division 1 (up to 1600cc): John Nielsen/John Poulsen (1.6 Toyota Corolla), 77 laps; Division 2 (1601-2500cc): Rinaldo Drovandi/Emilio Zapico (2.5 Alfa Romeo GTV6), 83 laps; Division 3 (over 2500cc): Walkinshaw/Heyer.

Fastest lap: Brundle, 2m 15.3s, 95.89mph.



The large ETC field of BMWs and Alfas chase after the leading Jaguars, Fleras and Volvos.

QUALIFYING

1	Tom Walkinshaw (GB)/Hans Heyer (D)	Jaguar XJ-S	2:00.71
2	Win Percy (GB)/Chuck Nicholson (GB)	Jaguar XJ-S	2:01.78
3	Steve Soper (GB)/Jeff Allam (GB)	3.5 Rover Vitesse	2:03.01
4	Martin Brundle (GB)/Enzo Calderari (I)	5.3 Jaguar XJ-S	2:03.30
5	Marc Duez (B)/Armin Hahne (D)	3.5 Rover Vitesse	2:03.32
6	Thomas Lindstrom (S)/Valentin Simons (B)	2.0 Volvo 240 Turbo	2:04.37
7	Gerhard Berger (A)/Roberto Ravaglia (I)	3.5 BMW 635CSi	2:04.40
8	Walter Brun (CH)/Harald Grohs (D)	3.5 BMW 635CSi	2:04.43
9	Gianfranco Brancatelli (I)/Helmut Kelleners (D)	3.5 BMW 635CSi	2:04.46
10	Hans-Joachim Stuck (D)/Dieter Quester (A)	3.5 BMW 635CSi	2:04.58

April 12, 1984
Vol 95 No 2

FRONT COVER

Main picture: Niki Lauda displayed all his old skill to lead home a McLaren one-two in an exciting South African Grand Prix. Read about the trials and tribulations of Kyalami in Nigel Roebuck's report, starting on page 14. Photo: IPA. Bottom: The MG Metro 6R4's competition career started on the York National recently with Tony Pond at the helm. Pond gives his views on the car, beginning on page 46. Photo: Tony North.

NEXT WEEK

Full report from the Granite City Rally, the third round of the Shell Oils/AUTOSPORT National Rally Championship — Euro F3 and Marlboro F3 action from Zolder — Historic F1 cars take to the tracks at Donington — Tiff Needell tests the latest Formula 2 March, the 842 — Previews to three major motor sport events: the Safari Rally; the first round of the World Endurance Championship at Monza; and the Circuit of Ireland — Plus details of all the Bank Holiday action.*

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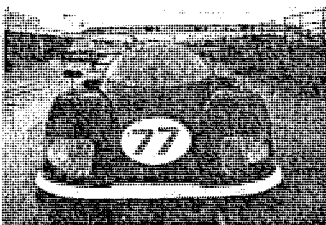
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Autosport

PIT & PADDOCK 4



The Donohue case: Goodyear to appeal against court decision — Group C Ferrari — Ecosse car unveiled — Sandown work commences.

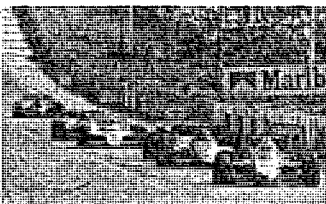
MONACO GP COMPETITION 11

Your chance to take an exclusive trip to the Monaco Grand Prix travelling on Concorde to attend the most glamorous event in the Formula 1 season. All you have to do is answer a few simple questions and you could be on your way . . .

COMMENT 12

We discuss the controversial findings in the Donohue-Goodyear court case — You give us your opinions in *Correspondence* — *Then as Now?* looks back on 10 and 25 years ago — And *Catchpole* tries to please everyone . . .

SOUTH AFRICAN GP 14



Niki Lauda took his first GP victory in nearly 18 months with a convincing drive to the chequered flag ahead of team mate Alain Prost. It's the Frenchman who heads the Drivers Championship, however, with British hopes currently resting on AUTOSPORT columnist Derek Warwick, who took a fine third in South Africa. He spent much of the Kyalami race battling with Rosberg's Williams, but by the finish the promise from both Williams and Brabham had faded, as Nigel Roebuck reports.

HOCKENHEIM F2 26

The Ralt-Honda domination first seen at Silverstone was evident again in Germany, although, as Ian Phillips reports, victory this time went to Roberto Moreno. Mike Thackwell chased him home, and Michel Ferté gave the latest Martini a good run to third spot.

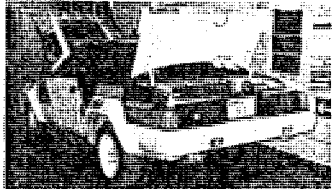
SPECIAL STAGE 31

All the rallying news — Volkswagen debut latest Group A Golf GTi — Tony Pond switches to rear wheel drive Opel Kadett for the weekend — RAC Rally moves to Nottingham — Lovell's German trip — Latest from the National Championship.

PREVIEW: GRANITE CITY RALLY 34

The third round of the Shell Oils/AUTOSPORT National Rally Championship, and attention switches to the rocky forests round Aberdeen, where Champion, Daryl Weidner, will be attempting to keep his turbocharged Audi 80 Quattro ahead of the pack. Keith Oswin looks ahead at a fascinating battle.

BACKSTAGE 36



Getting first hand experience of National championship rallying on the York event, Keith Oswin sat alongside British Junior Team member, Mark Lovell, in a Nissan 240RS. It is a car Bill Blydenstein believes offers all the advantages of Group B rallying, but at the right price.

PREVIEW: HISTORIC F1 40

A resurgence of interest in F1 within the ranks of the HSCC has been rewarded with the announcement of an exclusive four race series for former Grand Prix cars. Marcus Pye sets the scene . . .

FROM OUR CORRESPONDENT: 42

Peter Greenslade speculates on moves to revive the once-famous Tasman series. Co-ordinating events in both Australia and New Zealand into a series before Christmas could be the first steps towards the return of an international championship on the other side of the world.

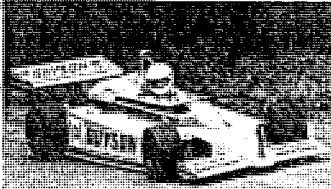
INSIGHT: TONY POND 46

Austin Rover's superstar crams a great deal of action into a few days. Recently, he drove a tank, an articulated lorry, and even a JCB before settling back into the MG Metro 6R4 to debut the four-wheel-drive rally car on the York National. Then there was a bit of helicopter flying, followed by an outstanding performance at the wheel of a Rover Vitesse which marked Pond's first international racing victory.

ROAD CAR 50

Volkswagen put the latest Golf GTi on the market, and the Metro hits the number one spot in the SMMT sales charts for March, deposing the Vauxhall Cavalier and the might of Ford. There is the latest Fiat Regata, the latest turbo Renault 11, a diesel addition to the Ford Escort range, and lots more road news.

SPORTS EXTRA 55



Impressive Gould, Anson and Pilbeam-Reppo newcomers at hillclimb opener — Huysman to contest 20 British FF1600 races — BRP attract West Hyde to sponsor Seedhouse.

VALLELUNGA ETC 58

Alain Cudini and Dany Snoeck found their BMW on the back of the grid for the second round of this year's European Touring Car Championship, but they survived a dramatic moment when their 3.5-litre 635 CSI rolled, and eventually took their revenge on the Jaguars, demoting Tom Walkinshaw & Co to third place. Joe Saward reports.

SPORTSCARD 60



Whittingtons' home success at Road Atlanta — F3 wins for Dallara and Martini — National racing from Silverstone, Donington Park, Ingliston and Lydden Hill — Brindley's Open victory — Demuth's Quattro hat-trick on Saarlund — National rallying sees Smith take Plains victory — Roy Lane wins opening round of National Hillclimb Championship — John Welch on top at Brands Hatch rallycross.

CENTRESPREAD

This week's centrespread pictures Keke Rosberg at the wheel of his Williams-Honda FW09, the turbocharged engine being kept running smoothly by Mobil oil. Photo: IPA.



The Jaguars looked set for victory again, until a flat battery robbed Percy Schlessler of victory, allowing Cudini/Snobeck (inset) to win.

BMW level the score

Fine win for Cudini/Snobeck — Jaguars unlucky, although Walkinshaw salvages third — Soper's wet challenge — Volvo again leads — Dramatic pit-lane fire — Report: JOE SAWARD — Photography: JSI.

The second round of the FIA European Touring Car Championship found weather conditions in Italy equally as inhospitable as they had been one week earlier. Steady rain on race-day threatened to throw several teams' plans into confusion, although another fascinating event unfolded, with the BMW 635CSi of Frenchmen Alain Cudini and Dany Snobeck finally coming through with 12 laps to go to take a victory that had seemed well within the grasp of the TWR Jaguars.

Win Percy/Jean-Louis Schlessler had been heading for what would have been a fine win, until a flat battery brought Percy in just a dozen laps from the end. Thankfully, Jaguar honour was salvaged by Monza winners, Tom Walkinshaw/Hans Heyer, who overcame an early delay to finish third, thereby maintaining their championship points advantage.

Reigning ETC champion, Dieter Qvester, finished second in partnership with Hans Stuck.

QUALIFYING

After a thoroughly soggy weekend splashing around Monza, the ETC circus moved south to the Mickey Mouse circuit of Vallelunga in the hope that the weather would improve and the cars would be able to size each other up in the dry.

Once again the promised Ford Mustangs failed to appear, but the entry boasted a few interesting wild cards in the form of Stefan Johansson, teamed this weekend with Czech Denny Vojtech in the Würth Hartge BMW — the car driven last weekend by Surer and Cecetto — while Vojtech's seat at Jaguar was being filled, for this race at least, by Frenchman Jean-Louis Schlesler. Compatriots, and long-time saloon car exponents Alain Cudini and Dany Snobeck joined the line-up in one of the two Bastos sponsored Juma BMWs.

Practice was divided into two sessions on Saturday, and in the morning the

weather was perfect: not too hot, and thankfully without a hint of rain. Almost immediately Tom Walkinshaw showed that he was in no mood to be beaten by anyone, hoping to capitalise on his victory at Monza. He hurled his 'Big Cat' round in 1:23.03 — nearly half a second clear of team-mate Win Percy. Another all Jaguar front row looked in prospect, although Hans Stuck put his Schnitzer BMW onto the third spot. The evergreen Hans spent the morning in qualifying trim, leaving it till the afternoon to work out a really good race set-up. Conversely the Rover of dynamic duo Steve Soper and Jeff Allam did the opposite, preparing for the race in the first session, and leaving a qualifying time to the afternoon.

Unfortunately, the weather gods decided to have some fun and spoil these well laid plans. Rain, that most irritating of four letter words, began to fall at midday and the sensible retired to motorhomes to watch the goings-on in South Africa. Soper and Allam looked a bit crestfallen: "We had some quicker

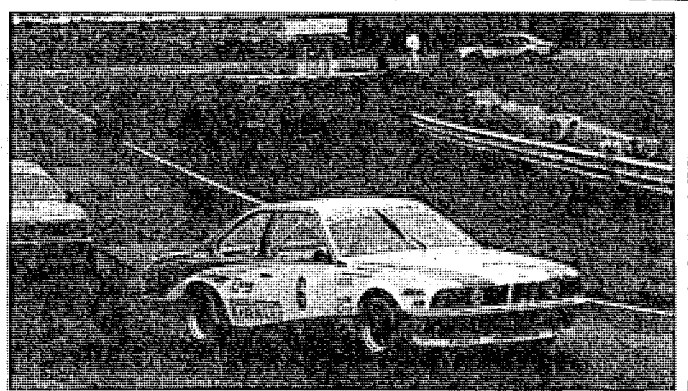
tyres for this afternoon, but it looks like we've been caught out by the weather," the Rover languishing on the eighth row of the grid.

They would make interesting viewing in the race. "There'll be a lot of damaged Bee Ems about!" remarked Soper mysteriously.

The afternoon practice was only for the brave and the desperate, as the rain got worse and drivers looked distinctly unstable through the twisty infield section of circuit, the Rover of Soper and Allam looking particularly twitchy as they tried in vain to bump themselves up the grid. The third Eggenberger car of Vanoli/Hollinger was really having a go, while the antics of Michel de Deyne kept everyone amused as he forced his Jambon des Ardennes car sideways down the straights, before spinning harmlessly away into the infield.

It got steadily darker and darker, and the rain kept coming. With headlights blazing only the desperate remained out on the track, but in the end it was hopeless — the morning practice times would determine the grid. There would be no second chance.

Behind the Jaguar front row, it was the Schnitzer team which monopolised the second row with the Roberto Ravaglia/Gerhard Berger car lining up alongside Hans Stuck and Dieter Qvester. But for some traffic when the car was on qualifying rubber, the second car — the Trivellato Formula 3 team past and present — might well have outqualified their more experienced team-mates. On the third row, not to be outdone by the other manufacturers, Austin Rover had the Duez/Hahne Vitesse, with the leading Eggenberger entry of Helmut Kelleners and Gianfranco Brancatelli alongside. Only one second separated the next 10 cars, with the second Eggenberger car of Umberto Grano and Sigi Muller leading the way. Next up was the first of the Volvos which showed so well at Monza, in this case it was the Ulf Granberg/Greger Peterson car that led the way, ahead of the massed ranks of BMWs.



The Brancatelli/Kelleners BMW finished fourth and set fastest lap.

QUALIFYING

First practice session times remained unchanged in second session.

1	Tom Walkinshaw (GB) Hans Heyer (D)	5.3 Jaguar XJ-S	1:23.03
2	Win Percy (GB) Chuck Nicholson (GB)	5.3 Jaguar XJ-S	1:23.47
3	Hans-Joachim Stuck (D) Dieter Qvester (A)	3.5 BMW 635CSi	1:24.00
4	Roberto Ravaglia (I) Gerhard Berger (A)	3.5 BMW 635CSi	1:24.51
5	Armin Hahne (D) Marc Duez (B)	3.5 Rover Vitesse	1:24.64
6	Gianfranco Brancatelli (I) Helmut Kelleners (D)	3.5 BMW 635CSi	1:24.69
7	Sigi Muller Jr (CH) Umberto Grano (I)	3.5 BMW 635CSi	1:24.87
8	Ulf Granberg (S) Greger Peterson (S)	2.0 Volvo 240 Turbo	1:24.98
9	Zdenek Vojtech (CS) Stefan Johansson (S)	3.5 BMW 635CSi	1:25.00
10	Marc Sourd (F) Roger Dorchy (F)	3.5 BMW 635CSi	1:25.01
11	Bretislav Enge (CS) Jacques Isler (CH)	3.5 BMW 635CSi	1:25.05
12	Michael Middelhaufe (D) Axel Felder (D) Helmut Gall (D)	3.5 BMW 635CSi	1:25.18
13	René Hollinger (CH) Marco Vanoli (CH)	3.5 BMW 635CSi	1:25.26
14	Thomas Lindstrom (S) Valentin Simons (B)	2.0 Volvo 240 Turbo	1:25.32
15	Giancarlo Nadeo (I) Maurizio Micangeli (I)	3.5 BMW 635CSi	1:25.59
16	Steve Soper (GB) Jeff Allam (GB)	3.5 Rover Vitesse	1:25.83
17	Jean-Louis Schlesler (F) Enzo Calderani (I)	5.3 Jaguar XJ-S	1:25.88
18	Pierre Dieudonné (B) Michel Delcourt (B)	2.0 Volvo 242 Turbo	1:26.05
19	Alain Cudini (F) Dany Snobeck (F)	3.5 BMW 635CSi	1:26.16
20	Georges Bosshard (I) Giuseppe Briozzo (I)	3.5 BMW 635CSi	1:26.67

et cetera

At the head of this phalanx of Stuttgart cars was the Würth/Hartge car of Johansson and Vojtech — with the flying Czech actually setting the fastest time in practice, clearly Tom Walkinshaw had lost a mighty talent. Alongside was the Bavaria Automobiles Bee Em of Marc Sourd and Roger Dorchy — a combination that finished third in Monza.

The leading Hartge works car of the second rapid Czech, Bretislav Enge and Jacques Isler, was 11th, four places ahead of team-mates Maurizio Micangeli and Giancarlo Naddeo. In between came the BMWs of Axel Felder/Helmut Gall/Michael Middelhaufe, and the third Eggenberger entry of Marco Vanoli and Rene Hollinger, and the second of the Swedish privateer Volvos — driven by the revelation of Monza, Thomas Lindstrom and his less experienced team-mate Valentin Simons.

Soper and Allam might have been a little lonely on the eighth row of the grid had it not been for the problems which restricted the third Jaguar of Enzo Calderari and Jean-Louis Schlesler. In the morning session, their XJ-S had suffered a failed alternator which in turn caused a severe misfire to develop. In the afternoon theirs was the only Jaguar to venture out of the pitlane in the treacherous conditions. "We don't want to wear out the others, do we?" intoned crusty, but benign "Uncle Tom", happy that two-thirds of the Jaguar challenge was firmly at the front. Alongside the ailing Jaguar, the only Belgian Volvo to qualify was that of Pierre Dieudonné and Michel Delcourt. The team had only just acquired modified shock absorbers and were badly caught out when the heavens opened — the second car of Patrick Neve failed to qualify despite being the most desperate of the desperate in the afternoon session.

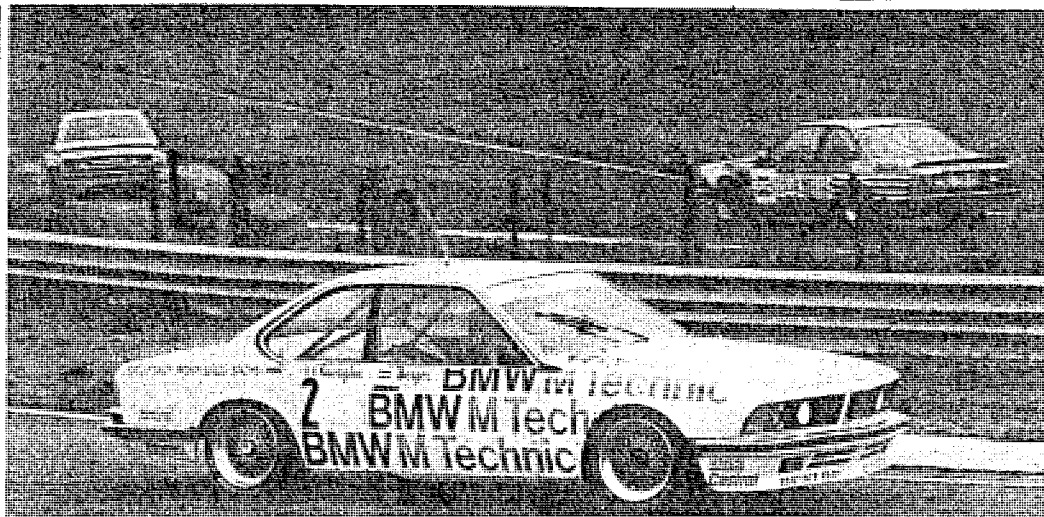
Of the class 2 cars, Alfa Romeo had a field day with all six slots going to GTV6s, the leading car being that of Rinaldo Drovandi and Emilio Zapico, the Monza winners, who qualified well clear of Giorgio Francia/Lella Lombardi. And, in class 1, there were only five entries, led by the Belgian VW Club GTi of Pierre Fermine and Serge De Liedekerke.

With the grid positions not entirely representative of the speed of several of the cars, everything looked good for a really interesting race; with many eyes firmly fixed on Soper and Allam and the Calderari-Schlesler car. There were more than a few people praying to the weather gods in the paddock on Saturday night...

RACE

Well, come morning, the rain had stopped, but it was miserably overcast and there was just a hint of drizzle in the air. There were a few worried looks around the paddock. While Metro turbos thrashed endlessly round, oblivious to their big brothers' worries, the sun hinted that if begged enough it might just emerge. In the Rover camp, a few smiles returned and plans were laid to test some new rubber in the warm-up. The Walkinshaw Jaguar holed a radiator, but there were no other major dramas, and the teams settled back to wait for the start of the race, cautiously eyeing the sky, which just before midday let the rain begin — there was to be no let up.

The 32-car grid rolled away for the final warm-up lap and into a thunderous rolling start from which the Jaguars emerged ahead of their opposition. At the end of the first lap it was Walkinshaw ahead of Percy, from Stuck and Duez, but already Steve Soper had carved his way up to 10th! His progress was to continue at this rate.



Although starting fourth on the grid, the Flavuglia/Berger BMW ended up in the sand, purified there by the similar 635CSI of Kelleners/Brancatelli.

Lap 2 was an eventful affair for Jaguar with Calderari depositing his XJ-S into the sand and finding himself stuck for three laps; at the same time, it became clear that all was not well with the Walkinshaw car, a suspicion that was confirmed when both Percy and Stuck got by on lap 3.

Tom had chosen to start on intermediate tyres and with the rain not abating he slipped slowly down the order. Revelation of the race continued to be Soper who was up to fourth place by lap 5, but while all eyes were on the Rover the front runners were pulling ahead in the now appalling conditions, although the Volvo of Granberg and Peterson showed threateningly, following Soper up the order.

By lap 20 of 157, Soper was through into second place, and the Volvo was harrasing third placed Stuck. Further back Alain Cudini, who had qualified a lowly 19th had carved his way up and was embroiled in a fabulous scrap for fifth place with Gerhard Berger, Marc Duez and Marc Sourd. This battle continued unabated for some 29 laps. By lap 33 Soper's challenge began to fail when his Vitesse holed a radiator and he had to pit for repairs, with Stuck slipping back to the battle and Granberg fighting his way up to second.

The first Jaguar pitstop went without problems, but it was Schlesler who took over from Percy, to roar back out in second place ahead of the Volvo. At the front Stuck pitted and Granberg moved into the lead, although Schlesler was pushing him all the way. While this was going on, the race further down the order went slightly berserk with Cudini tangling with Hollinger — in the course of

which the Eggenberger car took off and landed heavily on the roof of the Juma BMW! The back end of Cudini's car remained undamaged at ground level although the roof was knocked in about 6 inches.

Ten laps later, with pitstops going on all around, the Würth Hartge car suddenly burst into flames in the pitlane (see *Pit and Paddock*). One of the Würth mechanics was seriously burned and the pitlane was thrown into confusion with cars screaming in to refuel to find the pitlane full of fire marshals. Out on the track the action remained frantic with Berger being rather rudely punted into the sand by the Kelleners/Brancatelli car.

Out of the chaos of the pitstops Quester emerged in the lead ahead of Cudini, driving with somewhat redesigned aerodynamics, with Percy after his second stop harrying all the way. With 30 laps to go it looked for all the world as if the race would belong to Jaguar as Percy fought his way past the damaged Bastos car and after the flying Quester. On lap 135, he found a way past, but just when it looked as though the race was sewn up Cudini came back with vengeance. He took the lead for good with just 12 laps to go.

Further back the Soper/Allam Rover suffered its second holed radiator of the day and the Duez/Hahne car expired in a cloud of smoke, dropping oil at the infield hairpin, causing the Lindstrom Volvo to spin, luckily without hitting anything substantial.

With Cudini rapidly pulling away from Percy, the Englishman dived into the pits and amid some confusion the battery was hurriedly changed. Sounding akin to a

tank the Jaguar rejoined with a dreadful misfire, but by then he was well down the order. This promoted the delayed Walkinshaw car to third, although at the end of the race Tom complained that for the last section of the race he had hardly any brakes.

The Bastos BMW duly crossed the line, with Quester in second place, and the pitlane occupants wandered out to look at the remains of the Juma team car's roof. All in all, it had been a remarkable race. Two laps down came the Kelleners/Brancatelli car, followed home by the Micangeli/Naddeo car itself a lap ahead of team-mates Enge and Isler.

The other stragglers splashed home, hoping that in a few weeks time when the ETC comes to Donington they will at last get a chance to race in the dry. But with Donington in April, who knows...



Soper — early sensation.

**VALLELUNGA (I)
Apr 8
FIA European Touring Car
Championship, round 2
157 laps — 502.4 kms**

- 1, Alain Cudini/Dany Snobeck (3.5 BMW 635CSI), 4h 5m 11.96s, 76.39mph;
 - 2, Hans-Joachim Stuck/Dieter Quester (3.5 BMW 635CSI), 4h 5m 32.13s;
 - 3, Tom Walkinshaw/Hans Heyer (5.3 Jaguar XJ-S HE), 156 laps;
 - 4, Helmut Kelleners/Gianfranco Brancatelli (3.5 BMW 635CSI), 155 laps;
 - 5, Maurizio Micangeli/Giancarlo Naddeo (3.5 BMW 635CSI), 155 laps;
 - 6, Brestislav Enge/Jacques Isler (3.5 BMW 635CSI), 154 laps;
 - 7, Umberto Grano/Sigi Müller Jr (3.5 BMW 635CSI), 154 laps; 8, Enzo Calderari/Chuck Nicholson (5.3 Jaguar XJ-S HE), 154 laps; 9, Stefan Johansson/Zdenek Vojtech (3.5 BMW 635CSI), 153 laps; 10, Pierre Dieudonné/Michel Delcourt (2.0 Volvo 242 Turbo), 153 laps; etc.
- Division 1 (up to 1600cc):** 1, Pierre Fermine/Serge de Liedekerke (1.6 Volkswagen Golf GTi), 139 laps (20th); 2, John Nielsen/Erik Hoyer (1.6 Toyota Corolla), 138 laps. **Division 2 (1601-2500cc):** 1, Marcello Cipriani/Daniele Toffoli (2.5 Alfa Romeo GTV6), 150 laps (15th); 2, Xavier Boucher/'Spiffero' (2.5 Alfa Romeo GTV6), 148 laps. **Division 3 (over 2500cc):** 1, Cudini/Snobeck; 2, Stuck/Quester; 3, Walkinshaw/Heyer.

Championship positions: 1, Walkinshaw/Heyer, 45pts; 3, Nielsen/Hoyer, 40; Cudini, 39; 6, Kelleners/Brancatelli, 34; 8, Cipriani/Toffoli, Boucher/'Spiffero', 30; etc. **Next round:** Apr 29, Donington Park (GB).

The Lindstrom Volvo was placed well until spinning on some Rover oil.



April 26, 1984
Vol 95 No 4

FRONT COVER

Ralt Hondas were again setting the pace in Formula 2, but as Roberto Moreno was forced into retirement it was team mate Mike Thackwell who took the honours on a glorious day at Thruxton. Ian Phillips' report starts on page 26. Photos: Jeff Bloxham. The traditional Bank Holiday race meetings provided plenty of entertainment with occasional moments of drama — rather like these S2000 cars earlier this year. Photo: Jeff Bloxham.

NEXT WEEK

Extensive coverage of the first European Grand Prix of the season at Zolder — Full details of the Donington Touring Car Championship confrontation — A close look back at the Circuit of Ireland, and the challenge it represents — Previews of World Championship Rallying in Corsica — A look ahead to the Welsh International Rally — Road test of a very special BMW Alpina — PLUS the fourth Grand Prix TV Guide to help you through the San Marino race, to be held at Imola.*

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Autosport

PIT & PADDOCK 4

Prost fastest at Imola testing — Rosberg heads Dijon times — Penske to run Marches at Indy — Wollek's Ford IMSA drive — Fittipaldi to miss Indy?

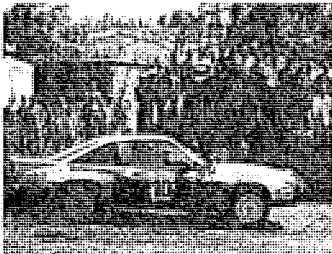
COMMENT 8

We discuss one of the major issues while our correspondence bag this week is filled with a few most interesting opinions. *Catchpole* is there to entertain us all, and *Then as Now?* looks back at how the world of sport used to be...

MONZA 1000kms 10

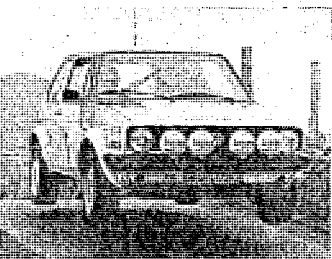
The Porsche works cars dominated the opening round of the World Endurance Championship, but the winning car of Bellof/Bell was disqualified, along with the third placed Lancia. As Quentin Spurring reports, it was the Porsche of Ickx and Mass, therefore, that collected maximum points.

MARLBORO SAFARI RALLY 14



Perhaps the surprise result of the World Rally Championship calendar fell to Bjorn Waldegaard and his Toyota Celica Turbo which stayed ahead all the way to keep veteran Rauno Aaltonen, and Hannu Mikkola, in their places. Andrew Simmonds brings us this full report.

CIRCUIT OF IRELAND 18



The toughest event in the Open championship, and one of Europe's hardest, the Circuit this year took an enormous toll on machinery, with virtually all the top seeds retiring before the event reached Waterford at the weekend. Approaching the Belfast finish, the Irish were joyous, with Bill Coleman set for a sensational victory, reported by Rupert Saunders.

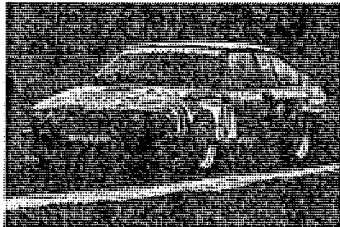
SPECIAL STAGE 20

All the rallying news — Audi already set for the World titles? — Welsh rush for GM Dealer Sport — Aaltonen's A seeding — Top teams head for New Zealand — Latest news from the Shell Oils/AUTOSPORT National Rally Championship.

PREVIEW: DONINGTON ETC 23

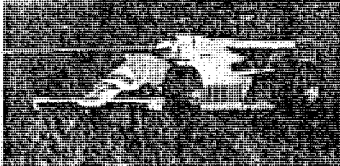
The first chance for British fans to see the European Touring Car contenders is at the Donington track near Derby, and a full line up should guarantee plenty of excitement. Apart from the continuing battle between Jaguar and BMW there will be strong opposition from the Rovers, Volvos, and many more...

TRIMOCO GROUP A 24



Full reports from both Easter rounds of the National saloon car championship, in which James Weaver put his BMW 635CSi up front on Friday's Oulton Park race, beating Andy Rouse's Rover Vitesse. As the teams dashed to Thruxton, however, it was Rouse who was back on form with a convincing win. Marcus Pye and Jeremy Shaw bring you details on a series which is now led by Richard Longman in his Ford Escort...

THRUXTON F2 26



Mike Thackwell romped to another Ralt win — and the lead in the European Formula 2 championship — after quickly dispensing with early resistance from Philippe Streiff's AGS. But as Ian Phillips reports, Ralt's ninth consecutive F2 victory also saw disappointment for Thackwell's team mate Roberto Moreno whose car suffered an uncharacteristic mechanical failure.

THRUXTON F3 29

Johnny Dumfries tightened his grip on the Marlboro F3 Championship with his fifth win of the year. But Mario Hytten gave sterling chase along with Andrew Gilbert-Scott, as Jeremy Shaw reports.

BIRMINGHAM'S CIRCUIT 31

The subject of a race circuit around the centre of Birmingham has been discussed before, but with enthusiastic backing from the city itself competition in the streets is becoming ever-more likely. Hugh Thompson investigates.

JIM CRAWFORD 33

A look at the CART scene in America, and the RK Racing team who helped Jim Crawford to fourth place in the first CART event of 1984 at Long Beach. Tiff Needell found out more about the British team's set up for its Stateside activities.

PROFILE: ROGER CLARK 38

As the World Rally Championship continues to grow, there is still only one British driver to have scored outright success on a qualifying round, and he 'retired' from active service some time ago. Graham Robson looks back on the career of Roger Clark.

THUNDERSPORTS 42



The second season of Thundersports racing opened with an Easter double at Oulton Park and Brands Hatch. After the big Lola fell by the wayside, the Mazda engined version of Ian Taylor/Peter Lovett lifted the Gold Cup on Friday, while John Brindley/John Foulston got revenge in a thrilling event on Monday. Marcus Pye reports.

ROAD CAR 46

The Austin Rover Group this week launch their Montego, an important new car which they hope will prove to be much more than a Maestro-with-a-boot. Keith Oswin went to France to try the new car.

SPORTSCARD 48

All the weekend sport — International reports from Australia and America — National racing with coverage of all the supporting races at Oulton Park, Thruxton, Brands Hatch, and Snetterton. Plus off track coverage with rallycross action, trials, and rally results from Britain and abroad.

CENTRESPREAD

This week's centre spread depicts René Arnoux driving the Gould sponsored Ferrari 126C4 at Kyalami in the recent South African Grand Prix. Photos: John Townsend.



Win Percy and Chuck Nicholson seen at Monza, where the Jaguars scored an impressive victory.

DONINGTON

Donington dust-up

The third round of the ETC championship takes place at Donington this weekend.

JOE SAWARD outlines the major front-runners.

Donington plays host his weekend to the third round of the European Touring Car Championship, and the race should see the best of the British Group A drivers taking on the Europeans.

Despite planning to inaugurate the new section of track at this meeting, the racing will be on the conventional circuit, and with an entry of 48 cars — 34 of them in the largest class — there should be plenty of action for the saloon car enthusiast.

It is refreshing to see the ETC in such a healthy state — there are four major manufacturers entered — while others are looking seriously towards entering the series. And since the arrival of Jaguar in the series, ETC has ceased to be a backwater. It is now a big budget operation for the major teams, with hefty rewards in the manufacturers' battle to sell cars.

Having sat on pole position for the first two races, surrounded by his teammates, Tom Walkinshaw will be looking for a hat-trick of poles. This weekend, the Jaguar line-up looks to be Walkinshaw/Heyer, Percy/Nicholson and Calderari/Schlesser — Martin Brundle being otherwise engaged in Belgium.

The stiffest challenge to the Jags will come from the numerous BMWs, headed by the Schnitzer car of Stuck/Quester, while other leading combinations include Schnitzer team-mates, Ravaglia and Berger, who have looked very good to date this year and the Eggenberger duos of Kelleners/Bran-catelli and Grano/Muller.

Donington will have a few extra BMW wildcards, however, with Johansson and Vojtech together for the second race in the Wuerth Hartge car. The Bastos Juma car — with drivers to be announced — may well be right up at the front following their extraordinary victory at Vallelunga, with the probable pairing of Alain Cudini and Dany Snoeck again.

From the British series there are the Bee Ems of Sytner, Kennedy and Weaver. At the moment, they are all in

ENTRY LIST

Class A

1	Walkinshaw/Heyer	Jaguar XJ-SHE	TWR Jaguar Racing
2	Percy/Nicholson	Jaguar XJ-SHE	TWR Jaguar Racing
3	Calderari/Schlesser	Jaguar XJ-SHE	TWR Jaguar Racing
5	Kelleners/Bran-catelli	BMW 635 CSI	BMW Italia
6	Grano/Muller Jr	BMW 635 CSI	BMW Italia
7	Vanoli/Hollinger	BMW 635 CSI	Eggenberger Motorsport
8	Stuck/Quester	BMW 635 CSI	Team Schnitzer
9	Berger/Ravaglia	BMW 635 CSI	Team Schnitzer
10	Johansson/Vojtech	BMW 635 CSI	Wuerth Racing
11	Vojtech/TBN	BMW 635 CSI	Wuerth Racing
12	Engel/Isler	BMW 635 CSI	Hartge Motorsport
14	Naddeo/Michangeli	BMW 635 CSI	Hartge Motorsport
15	TBN/TBN	BMW 635 CSI	Bastos Jumas Racing
16	Bergmeister/Thibaut	BMW 635 CSI	Bastos Jumas Racing
17	Elgard/Nissen	BMW 635 CSI	TRD/Peter Elgard
18	Sytner/TBN	BMW 635 CSI	Sytner BMW Racing/gsi
19	Felder/Gall/Middelhaufe	BMW 635 CSI	Auto Budde Team
20	Maljean/Wilens	BMW 635 CSI	Willi Maljean
21	Briozzo/Boshard	BMW 635 CSI	Eggenberger Motorsport
22	Kennedy/TBN	BMW 635 CSI	Grundy International/BS Automotives
23	Metge/Hazebrouck/Dorchy	BMW 635 CSI	Bavaria Automobiles
24	Dorchy/Sourd/Fornage	BMW 635 CSI	Bavaria Automobiles
25	Woodman/Weaver	BMW 635 CSI	BMW (GB) Ltd
26	Soper/Allam	Rover Vitesse	Austin Rover Group
27	Hahne/Duez	Rover Vitesse	Austin Rover Group
28	TBN/TBN	Rover Vitesse	Austin Rover Group
29	Sawyer-Hoare/TBN	Rover Vitesse	Equipe Esso/Daily Mirror
31	Petersson/Granberg	Volvo 242T	Sport Promotom
33	Neve/Pimay	Volvo 242T	GTM Engineering
34	Delcourt/Dieudonné	Volvo 242T	GTM Engineering
36	Lindstrom/TBN	Volvo 242T	TL Racing
37	Stureson/Persson/Tobiasson	Volvo 240T	IPS Racing
38	Kuist/TBN	Volvo 240T	Robert Kuist
40	Jahn/TBN	Ford Mustang	Autoveri Motorsport
42	Newman/TBN	Ford Capri	Burlington Wallcoverings
48	Brodie/TBN	Colt Starion	Colt Cars Dealer Racing Team

Class B

51	Lombardi/Francia	Alfa Romeo GTV6	
52	Sustei/Caramatti	Alfa Romeo GTV6	
53	Cipriani/Toffoli	Alfa Romeo GTV6	
55	Cremer/Swissen	Alfa Romeo GTV6	Luigi Racing
56	Boucher/Curti	Alfa Romeo GTV6	Luigi Racing
59	Dooley/Kirby	Alfa Romeo GTV6	Napolina Alfa Romeo Dealer Team
61	Watts/Brundle	MG Metro Turbo	Computervision Racing with Esso
63	Pirrenne/Guysux	VW Golf	Belgian VW Club
65	Vogt/Becker	BMW 323i	Linder Rennsport

Class C

70	Nielsen/Hoyer/Poulsen	Toyota 1600 Coupé	Team Toyota Castrol
71	Larsson/TBN	Toyota Corolla GT	Team Toyota Castrol
72	Bushler/Schmidlin	Toyota Corolla	Ecurie Basileisk
75	Fermine/de Liedekerke	VW Golf	Belgian VW Club
76	Ley/Stallman	VW Golf GTI	Belgian VW Club

need of a second driver, but Weaver may well have Woodman alongside if Vince feels fully recovered from his Donington shunt at the first Trimoco meeting this year.

The Austin Rover Vitesse will also be mounting a strong challenge with their European regulars — Soper/Allam and Hahne/Duez — being joined by a British car with the probable pairing of Lovett and Pond, but, as yet this is not confirmed. In addition, Charles Sawyer-Hoare has entered his Vitesse, although sadly out of the line up is Andy Rouse after his accident at Silverstone.

The potential winners do not end, though. There is the Volvo challenge — from both Sweden and Belgium. The Swedish cars have been showing very impressive form in particular. Indeed, a Volvo has led in both races this year. This weekend, in addition to the Belgian cars of Delcourt/Dieudonné and Pirnay/Neve, the Swedish company will have four cars — all 'privateers'. The very rapid Thomas Lindstrom has yet to announce his partner (although it was clear in the first two races that his inexperienced team-mate was no match for him).

The Volvo 'team' has a habit of entering an extra car, which is used as a test vehicle. And, although Volvo seem to be keeping the project at arm's length, the Swedish racing budgets and development potential are huge.

To round off the top class there are a few assorted cars: the long-awaited Ford Mustang, Dave Brodie's Colt Starion, and Mike Newman's Ford Capri.

In class B, the Alfa GTV6s will have their work cut out to stay in front of the flying MG Metro Turbo of Watts/Brundle, although the Lombardi/Francia car should provide a fairly stiff challenge. Jon Dooley and Rob Kirby should be able to make their presence felt too.

Class C has only five declared entries and will be a straight fight between Toyota and Volkswagen. John Nielsen (not the F3 John Nielsen) and Erik Hoyer will be very hard to beat, but if anyone can do it, Pierre Fermine and Serge de Liedekerke in their VW Golf will be the ones to watch. Barry Lee and Friedrich Stallman will also be campaigning a similar model and should provide some spectacular action.

Such is the splendid and varied entry for the race — and with the series really hotting up — Donington will provide some spectacular saloon racing, starting at 1.30pm on April 29.



Above, Alain Cudini who will be driving one of the quickest BMWs, while below are the Volvo pair of GJ Granberg and Gregor Petersson.



FRONT COVER

The red cars from Maranello returned to form in a big way at Zolder, Michele Alboreto (pictured) taking pole and winning the race, while team mate, René Arnoux, finished third behind Britain's Derek Warwick (Renault). Read Nigel Roebuck's full report starting on 14. Photo: Jeff Bloxham. Bottom: Jaguar were victorious at Donington, the third round of the European Touring Car Championship, Win Percy and Chuck Nicholson took the honours, beating the BMWs, Volvos and Rovers. Read Jeremy Shaw's report of the race, starting on page 28.

NEXT WEEK

Nigel Roebuck files his report from the San Marino Grand Prix at Imola. Will Ferrari retain their new found form in front of the tifosi? — Full rally reports from Wales and Corsica — Euro F3 from Magny Cours — Preview to Silverstone 1000Kms — Bank Holiday action — Armchair Enthusiast — plus all our usual news and features.*

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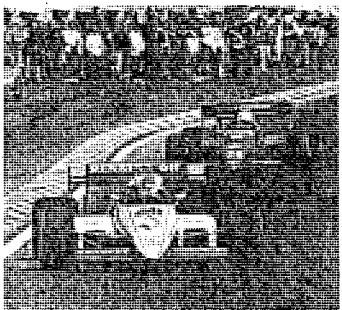
PIT & PADDOCK 4

All the international motor racing news — Full Le Mans entry list — Jaguar return to Le Mans — Big entry for Silverstone 1000Kms — Schlessler: reserve Spirit driver — Michael Andretti fastest of the Indy rookies.

COMMENT 12

Our views on the major topic of conversation this week in *Comment* — Your views are expressed through the *Correspondence* columns — *Then as Now?* looks back on the events of 10 and 25 years ago — *And Catchpole* provides his won commentary on the motor racing world . . .

BELGIAN GRAND PRIX 14

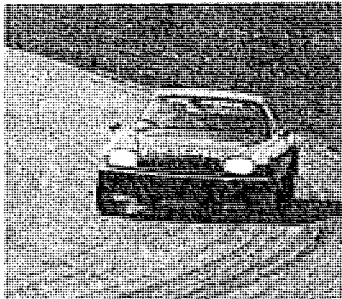


Pole position for Michele Alboreto — and victory — gave the Italian team a much needed lift after a disappointing start to the season. Moreover, René Arnoux finished third in a Ferrari too, the red cars being split only by Britain's Derek Warwick in the yellow Renault. Nigel Roebuck brings his report from Zolder on the exciting Belgian Grand Prix.

SPECIAL STAGE 24

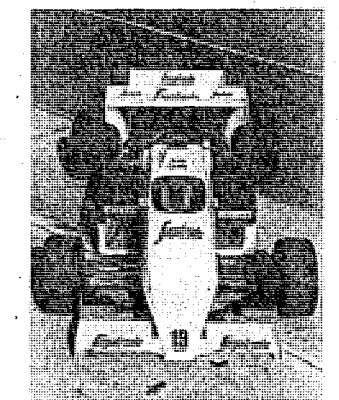
Forest fires threaten Welsh Rally — Toivonen wins for Porsche — Pond out of Welsh and Manx — Junior fortunes in Sardinia — Rallysearch winner.

DONINGTON ETC 28



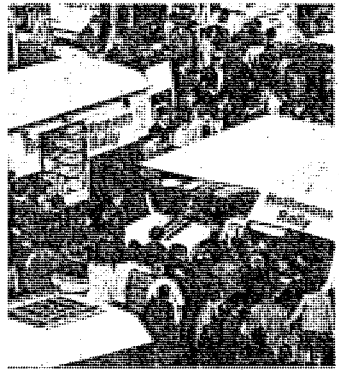
Win Percy/Chuck Nicholson won for Jaguar with James Weaver/Vince Woodman second for BMW, Jeremy Shaw was our man on the spot to bring his report from this eventful race, the third round of the ETC series.

NEW RACING CARS 32



Toleman's new Formula 1 challenger the TG184 — a return to a more conventional looking racing car. Plus a Japanese 956 — oops! (LM04C we mean, of course.)

CIRCUIT OF IRELAND 34



Billy Coleman won the Circuit of Ireland Rally, but at the expense of Austin McHale, who had driven magnificently, only to have victory snatched from his grasp at the very last moment. Brian Patterson brings his full report of this classic rally to fill out the facts missed from our interim report last week.

FILE UNDER Q 46



Quentin Spurring looks back at the first round of the World Endurance Championships at Monza that saw both the winning Rothmans-Porsche 956 and third placed Lancia Martini disqualified. It also saw a promising bunch of cars start in the Group C category, too.

PREVIEW: CORSICA 51

Keith Oswin looks forward to the new cars on view at the next round of the World Rally Championship — namely, the new short Quattro and Peugeot 205 Turbo 16 — held on the beautiful island of Corsica.

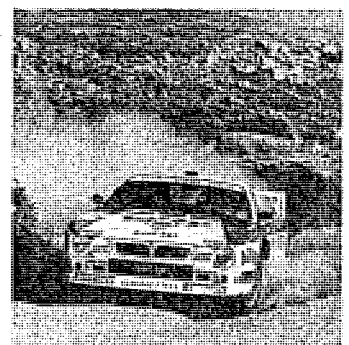
PREVIEW: WELSH 53

The next round of the Open championship is the Welsh. Keith Oswin takes a look at the leading runners and riders.

SPORTS EXTRA 55

Olympus copy Sala's efforts — Van Diemen FF2000s revised — Hoy takes to Sports 2000 — Wright's novice bid — Roly poly, Pel mell at Oulton.

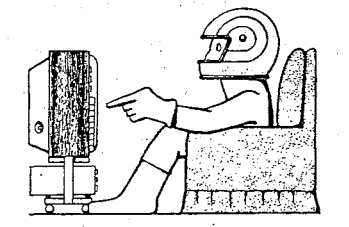
SPORTSCARD 58



Bodine wins at Martinsville — Whittington's close victory at Riverside — National racing reports from Mondello, Knockhill, Castle Combe, and Silverstone — Toivonen wins on the Costa Smeralda — Colman Tyres Rally report — Plus the Easter hillclimb, sprint and rallycross events.

GRAND PRIX TV GUIDE

Autosport GRAND PRIX TV GUIDE



This week's all colour Grand Prix TV Guide, provided free with AUTOSPORT, looks ahead to the San Marino GP at Imola. It provides you with all the facts and figures to keep you fully informed from your armchair vantage point while watching the BBC's broadcast of the event.



The trio of TWR Jaguars led the Pirellis and BMWs away from the rolling start of the Donington 500.

Jaguar takes the flag

Percy/Nicholson score popular win for Jaguar — Other TWR cars delayed — Weaver/Woodman claim marvellous second place — Rovers hit trouble again — Volvos impress — Drama-filled race — Report: JEREMY SHAW — Photography: JOHN COLLEY.

One wasn't sure whether to congratulate or commiserate with Tom Walkinshaw after Sunday's action-filled European Touring Car Championship race at Donington. His own 'number 1' Jaguar XJ-S had been delayed by a broken wheel and damaged brakes, such that his championship lead was eroded after finishing only ninth, although on the other hand his second-string Jaguar had come through to win the race, handled expertly by Win Percy and Chuck Nicholson.

Their's was a popular victory, crowning a thrilling race for the partisan crowd, while James Weaver, after a sterling 102-lap opening stint, handed over for Vince Woodman to bring BMW (GB)'s 635CSi into a worthy second place, just under 30secs behind.

The Jaguars had proved themselves very much the class of the field, qualifying comfortably in the top three positions and filling the same placings for a time during the race. That they all finished says a great deal for the TWR *equipe's* meticulous preparation although their hopes of a 1-2-3 result were dashed by a series of niggling problems. As ever, BMWs filled out most of the top 10 placings, although a couple of Volvos looked capable of upsetting the apple-cart until being delayed.

QUALIFYING

The European Touring Car Championship has improved immeasurably over the past few seasons. Gone are the days of small fields, often dominated by one team, replaced by over-subscribed entries with hectic qualifying sessions as drivers desperately pound round in order to ensure themselves of a position on the starting grid.

The opening two rounds of this year's ETC series were both held in Italy — traditionally strong in touring car racing — and each attracted healthy entries, with the competition proving to be very fierce indeed. This was carried forward to Donington last weekend, where a total of 40 cars to attempt to qualify for the 30 available places.

The situation would have been eased had Donington been able to complete their circuit extension, but the extensive flooding at last month's European F3 meeting, plus the track's busy schedule in preparing for the big Transatlantic motor cycle meeting over Easter meant that the work could not be carried out. Thus, the regular 1.9573-mile track would be in use, licenced to start just 30 cars. Several teams were going to be unlucky.

The ETC regulars arrived at this country with the series finely poised. Jaguar and BMW each having one win apiece to their name. On home ground —

and popular winners of this race last year — Tom Walkinshaw's trio of Motul-sponsored Jaguar XJ-S HEs would start as clear favourites, but the relatively tight nature of the circuit, it was thought, may prove beneficial for the rather more nimble BMWs, especially given their excellent braking capabilities.

Spurred on by his fine performance at the similar Oulton Park circuit over the Easter weekend, James Weaver's BMW (GB) Ltd CC Motorsport 635CSi actually set the initial pace, lapping in an impressive 1:19.11 on only his fourth flying lap. Soon, however, the Jaguars began to make their presence felt.

Win Percy, anxious to put behind him

Lindstrom's turbocharged Volvo again ran well, here he leads Hahne.



the disappointment of last Monday, when he crashed his Toyota Supra on the first lap at Thruxton, posted several quick times, the best of which would annex him pole position. The other two Jaguars also broke into the 1m1's bracket, Walkinshaw's effort blunted when he was held up on his quickest lap, but all three were easily faster than everyone else after running on the softest available Dunlop Denloc rubber. Such was their dominance, indeed, that Walkinshaw himself remained at the circuit only long enough to organise a few routine maintenance checks before returning home for the afternoon, trying to shake off an uncomfortable bout of gastric 'flu.

"We're finished for the day," stated Win Percy, quite matter-of-factly. "We're not likely to go much quicker than that and we've done all we wanted to do. If anyone else goes faster this afternoon, well, good luck to them!" When asked why his mechanics then set about dismantling the transmission of his car, Win explained: "The lads got bored! There was nothing to do, so they've decided to have a look at the clutch, just to make sure it's OK." In fact, unknown to Win, a cracked bell-housing had been located, so his crew also changed the gearbox.

And that was about the story of the Jaguar team's practice. They had proved themselves to be comprehensively fastest in qualifying trim, why bother to risk wearing the cars out in another session?

There was a similar confident air about the TWR Rover *equipe*, at least after the

second session. Steve Soper again displayed his class in setting fourth best time overall on the grid. His car, shared with — despite using nothing other than normal race rubber — while the sister car of Armin Hahne set the fastest time of all in the afternoon, improving to sixth overall in the grid. His car, shared with Marc Duez, suffered a down-on-power engine in the morning, as well as a few other niggling troubles, necessitating a change of V8 power unit as well as the fitment of a shorter rear axle ratio. The work was completed with only 30 mins to go in the final session, but both drivers expressed their appreciation of the changes, leaving Soper and Jeff Allam to spend all their time in carrying out full tank test in preparation for the 'morrow. The Vitesses had not proved reliable enough to last the distance in either of the first two races of the season, but everyone was confident that their record could be improved upon this time.

James Weaver's early time remained good enough to split the two Rovers, although James looked rather pensive after the final qualifying session, during which he had been running the car in race trim with harder tyres and full tanks. "For some reason, we've lost the balance of the car," said James, "and the car's oversteering really badly."

The team had switched to harder rear springs after Friday testing, leading James to ponder whether they had made the right decision. Nevertheless, they were, significantly, fastest of the large BMW contingent.

The fourth row of the grid comprised a couple of the very impressive turbocharged Volvos, the Swedish company obviously having made startling progress over the winter in their development of the still cumbersome-looking cars. As at Monza and Vallelunga, Thomas Lindstrom's self-run car proved to be the quickest, although this time his chances of a good finish were enhanced by having taken on experienced F3 and saloon driver Anders Olofsson as co-driver.

The team changed several components on the car between sessions, mainly in a quest of making the car easier to drive. "We are not really satisfied with it yet," affirmed Olofsson. "This is a difficult circuit to set the car up properly for — maybe we will never be satisfied? — but we are sure it could be better."

A change of rear springs mid-way through the later session changed the car's basic handling characteristic from one of understeer to oversteer, while there was also a tendency for the turbocharger to run rather hotter than usual. On the whole, however, the team remained optimistic. "I think the difference between us and the Jaguars will not be as great in the race," predicted Lindstrom.

The similar Magnum Racing Volvo of Ulf Granberg/Greger Petersson, running Pirelli Tyres as opposed to the TL Racing car's Dunlops, added further weight to the Volvo challenge by qualifying just 0.04sec slower. The Swedish cars were obviously going to be a threat.

Hans Stuck and Dieter Quester spent the whole of the morning session trying to obtain a balance on their imaginatively liveried Team Schnitzer BMW 635Si, running the car on full tanks and hard race tyres. Thus, there were quite a few startled faces along pit-lane in noting that they had set only 18th best time.

"Ha, there is no problem," beamed Stuck, "this afternoon we will go for a time." True to his word, the lanky German was at the wheel when a new set of Dunlop qualifying rubber was fitted, Hans returning two fast laps to move the car up to ninth fastest overall — and second of the BMWs, quickest of all bar Hahne's Rover in the afternoon session.

Quester took over for the final half-hour or so of practice, still trying to



TWR crew at the ready for No. 2.

improve their race set-up: "we have no major problems," he said, "but some minor ones, mainly in finding the right suspension settings to use with full tanks. The car is oversteering too much and making the tyres too hot."

Experienced Frenchmen Alain Cudini and Dany Snoeck posted their usual highly competent performance in rounding out the top 10 with their Vallelunga-winning Bastos/Juma Racing BMW, although team-mate Thierry Tassin, sharing with former VW Scirocco driver Pierre-Alain Thibaut, was unable to get in a clear lap while running on qualifying tyres and so could manage only 18th place on the grid.

Strangely, neither of the Eggenberger/BMW Italia cars looked good in qualifying, both Helmut Kelleners (sharing with Gianfranco Brancatelli) and Sigi Muller (paired with Umberto Grano) complaining that their cars slid around rather more than they would have wished. The brightly painted cars therefore starting unaccustomedly far back.

Andy Rouse moved up a couple of places by improving his time in Charles Sawyer-Hoare's gaily-painted Rover Vitesse during the afternoon, but admitted that the engine was nowhere near as powerful as the one in his regular ICS Vitesse — "I'm keeping that one for the sprint races."

Another Trimoco regular, Frank Syner, was content with his placing in the Ted Grace International BMW, this car run on very much a privateer basis and without the use of any qualifying rubber. The Nottingham BMW dealer had co-opted Barrie Williams to co-drive, 'Whizzo' contented at being back at the wheel of a competitive motor car.

A little further back, both of the Belgian GTM Engineering Volvo Turbos had trouble with overheating engines during practice, although at least they qualified easily enough, the battle for the final few places proving very hot indeed. A late effort by René Hollinger in Marco Vanoli's Eggenberger-run BMW saw

The James Weaver/Vince Woodman BMW 635CSI finished second, having led for a while.



AUTOSPORT, MAY 3, 1984

QUALIFYING

Both sessions warm and dry		Record: Helmut Kelleners (BMW 528i), 1:24.36	
1	Win Percy (GB) Chuck Nicholson (GB)	3	5.3 Jaguar XJ-SHE Dunlop 1:17.24 No time
2	Tom Walkinshaw (GB) Hans Heyer (D)	3	5.3 Jaguar XJ-SHE Dunlop 1:17.53 No time
3	Jean-Louis Schlesser (F) Enzo Calderari (I)	3	5.3 Jaguar XJ-SHE Dunlop 1:17.97 No time
4	Steve Soper (GB) Jeff Allam (GB)	3	3.5 Rover Vitesse Dunlop 1:18.78 1:20.55
5	James Weaver (GB) Vince Woodman (GB)	3	3.5 BMW 635 CSI Goodyear 1:18.11 1:21.93
6	Armin Hahne (D) Marc Duez (B)	3	3.5 Rover Vitesse Dunlop 1:20.29 1:19.34
7	Thomas Lindstrom (S) Anders Olofsson (S)	3	2.11 Volvo 242 Turbo Dunlop 1:19.47 1:20.06
8	Ulf Granberg (S) Greger Petersson (S)	3	2.11 Volvo 242 Turbo Pirelli 1:19.51 1:20.33
9	Hans-Joachim Stuck (D) Dieter Quester (A)	3	3.5 BMW 635 CSI Dunlop 1:20.67 1:19.53
10	Alain Cudini (F) Dany Snoeck (F)	3	3.5 BMW 635 CSI Pirelli 1:19.77 1:21.18
11	Rune Tobiasson (S) Per Stureson (S)	3	2.11 Volvo 240 Turbo Pirelli 1:20.06 1:21.14
12	Sigi Muller Jr (D) Umberto Grano (I)	3	3.5 BMW 635 CSI Pirelli 1:20.12 1:21.04
13	Andy Rouse (GB) Charles Sawyer-Hoare (GB)	3	3.5 Rover Vitesse Dunlop 1:20.51 1:20.25
14	Roberto Ravaglia (I) Christian Danner (D) Hans-Joachim Struck (D)	3	3.5 BMW 635 CSI Pirelli 1:20.28 1:21.89
15	Helmut Kelleners (D) Gianfranco Brancatelli (I)	3	3.5 BMW 635 CSI Pirelli 1:20.28 1:20.54
16	Frank Syner (GB) Barrie Williams (GB)	3	3.5 BMW 635 CSI 1:20.51 1:20.94
17	Michel Delcourt (B) Pierre Dieudonne (B)	3	2.11 Volvo 242 Turbo Pirelli 1:20.63 1:21.31
18	Thierry Tassin (B) Pierre-Alain Thibaut (B)	3	3.5 BMW 635 CSI Pirelli 1:20.64 1:21.44
19	Eje Elgh (S) Jean-Marie Pimay (B)	3	2.11 Volvo 242 Turbo Pirelli 1:20.70 1:20.81
20	René Hollinger (CH) Marco Vanoli (CH)	3	3.5 BMW 635 CSI Pirelli 1:21.05 1:20.70
21	Zdenek Vojtech (CS) Stefan Johansson (S)	3	3.5 BMW 635 CSI Goodyear 1:20.71 1:22.73
22	Patrick Watts (GB) Robin Brundle (GB)	2	1.3t MG Metro Turbo Dunlop 1:21.54 1:27.59
23	Giorgio Francia (I) Lella Lombardi (I)	2	2.5 Alfa Romeo GTV6 Pirelli 1:22.15 1:23.82
24	Georges Cremer (B) Dany Swyssen (B)	2	2.5 Alfa Romeo GTV6 Pirelli 1:22.54 1:25.44
25	Marcello Cipriani (I) Daniele Toffoli (I) Massimo Siena (I)	2	2.5 Alfa Romeo GTV6 Pirelli 1:22.65 1:25.68
26	Rinaldo Drovandi (I) Emilio Mapico (E)	2	2.5 Alfa Romeo GTV6 Pirelli 1:23.42 1:23.11
27	Abele Tanghetti (I) Dagmar Suster (I)	2	2.5 Alfa Romeo GTV6 1:23.26 1:23.14
28	Pierre Fermine (B) Serge de Liedekerke (B)	1	1.6 Volkswagen Golf GTI Michelin 1:27.77 1:28.56
29	Friedrich-Wilhelm Stallman (D) Hans-Jorn Ley (D)	1	1.6 Volkswagen Golf GTI Dunlop 1:28.45 No time
30	Erik Hoyer (DK) Jorgen Poulsen (DK) John Nielsen (DK)	1	1.6 Toyota Corolla Dunlop 1:29.44 1:30.49
31	Bretislav Enga (CS) Jacques Isler (CH)	3	3.5 BMW 635 CSI Goodyear 1:20.97 1:21.77

* Did not start; † Started as first reserve from back of grid.

Division 1 = Up to 1600cc; Division 2 = 1601-2500cc; Division 3 = Over 2500cc.

First-named driver set qualifying time; those in italics started the race.

him equal Eje Elgh's best in the slower of the two Belgian Volvos, these two just 0.01sec faster than a dreadfully disappointed Stefan Johansson/Zdenek Vojtech. Their Würth/Hartge Motorsport 635 ran into all sorts of problems, including a couple of blown head gaskets, but the lavishly-equipped team were unable to take advantage of their complete, spare 635 because it was not properly set up for the track. "It's undrivable," moaned Stefan, "it just oversteers like a pig." Thus, what had started as one of the favourites only just crept onto the grid when it was realised that there was not a full complement of Division 1 (up to 1600cc) cars present!

In the middle class, the 'long-distance-specification' Computervision MG Metro Turbo — the car used at the Tourist Trophy last year — of Patrick Watts/Robin Brundle proved easily fastest in the morning, the Roger Dowson-run team then setting to in installing their 'race engine'. In the interests of trying to ensure a finish, the little hatchback was fitted with a slightly detuned engine, the car also being set up slightly less stiffly than it would be for a Trimoco race.

The Totip/Autolodi GTV6 of Giorgio Francia/Lella Lombardi proved fastest of the Alfa Romeo contingent, much as

expected, although championship contenders Xavier Boucher/'Spiffero' failed to qualify their similar car.

The smallest capacity class drew only three runners, following the late withdrawal of a couple of Toyotas, the tatty RAS Sport Golf of Pierre Fermine/Serge de Liedekerke easily faster than the pretty 16-valve Toyota of Jorgen Poulsen/Eric Hoyer.

RACE

The gorgeous spring weather continued into race-day, although a stiff and chill easterly breeze served to keep temperatures fairly low. During the warm-up session on Sunday morning, the only major drama came in the Austin Rover pit, where one team member was injured by a flailing air hose that had burst open, he having to be removed to hospital for several stitches to be put in a cut eye.

On the circuit, Walkinshaw underlined Jaguar's supremacy once again by setting comfortably the fastest time, with the Danner-Ravaglia car fastest of the BMWs, just shading out the Weaver/Woodman car. The main talking point, however, was strategy. Most cars would be able to complete the distance on a single stop for fuel and a driver change, although a few decided to run a slightly

softer compound with the intention of making a quick extra stop for new rubber only. Among them was the BMW (GB) car, Vince Woodman explaining that the car would be hopelessly uncompetitive on the harder Goodyear tyre. "Assuming we don't have any problems, we're sure it'll work out quicker in the long run," said Vince before the start.

Shortly before the 1.15pm start, the Stallman/Ley Golf refused to fire up, so the Engle/Isler BMW was allowed to take up position on the back of the grid as first reserve, the field then taking off for their warm-up lap prior to the rolling start. The two front row Tom Walkinshaw Racing Jaguars dutifully followed the XJ-SC course car around the obligatory pace lap, with Walkinshaw himself gunning the gorgeous-sounding 'number 1' car into the lead as the large field accelerated away towards Redgate for the first time.

By the end of the first lap, Tom was already a few lengths clear of Percy's similar car, with a hard-charging Soper up into third place after out-braking Schlesser at the Old Hairpin. On lap 2, James Weaver also moved his BMW up ahead of the third Jaguar, James already running hard, determined to make full use of his softer rubber.

Weaver made up another place, at the expense of Soper, when he slipped through under braking for the chicane on lap 5, although he was already more than 6 secs adrift of the two leading Jaguars, running serenely away at the front.

Weaver remained under some pressure from both the Rover and Schlesser's conservatively-driven Jaguar, with Lindstrom's Volvo holding down a good sixth place after passing Hahne's Rover. Already, though, Thomas found his Dunlop tyres beginning to overheat.

By lap 15, the order had settled down with Walkinshaw running a couple of seconds or so ahead of Percy, with Weaver a further 11secs back in third place. Schlesser had fallen back slightly from the first of the BMWs, but was already edging clear of Soper, soon to fall back into the clutches of Hahne's similar Vitesse. Granberg was now the first of the Volvos, moving ahead of Lindstrom, content to try and preserve his tyres, with Quester also maintaining contact with this group.

Gianfranco Brancatelli had been charging along in his Arcus Air/BMW Italia 635, working his way through a tight mid-field group. But had to stop for a tyre change before he quickly began



to make good progress up the lap chart once more.

Also in trouble were de Lièdekerke, who brought the sole Golf in after only three laps to replace a plug lead, and Toffoli, whose Alfa had already run out of brakes.

Just after the 20-lap mark, however, came the first major drama when the second placed Jaguar suddenly slowed through the Craner Curves. "There was suddenly this horrible vibration," related Percy afterwards. "I thought, to be perfectly honest, that the steering rack had come apart, but in fact it was just that the balance weights had fallen off one wheel. You couldn't believe how bad it felt." Happily, Win nursed his car round to the pits, where his well-drilled team soon had the car back out on the circuit with four new tyres and a replenished fuel tank, now in 12th place.

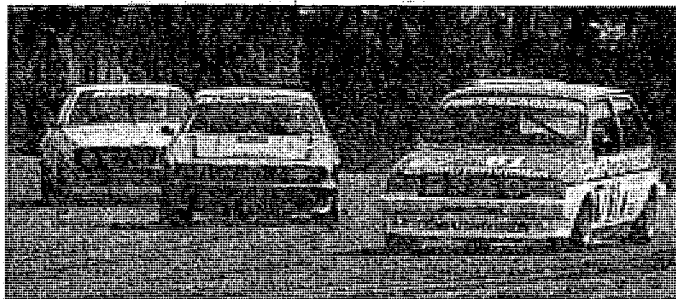
At around the same time, Granberg began to move up in his yellow Volvo, passing both Rovers to install himself in a most creditable fourth place. With his tyre problems, Lindstrom had been content to follow the two Vitesses, but decided to come in to the pits after 30 laps for a new set of tyres. In a rather slower stop, Lindstrom lost a full lap before rejoining, although worse was to come when an improperly located wheel parted company after only a further lap. Lindstrom was able to limp back to the pits on three wheels and a disc, although enough damage had been caused to necessitate the complete rebuilding of one corner.

By one-quarter distance, lap 40, Walkinshaw still led by some 25secs from the Weaver BMW, although Schlessler was beginning to move in again, soon to relegate the Englishman to third place once more. The Granberg Volvo whistled quietly on in fourth, having established a slight breathing space over Soper and Hahne, although the latter became the next pits caller on lap 41 after his gear lever broke off. The mechanics efficiently rigged up a repair, but five full laps had been lost before Marc Duez was able to run the race.

Further down the field, in 16th place to be exact, Stefan Johansson was still fighting the unwilling Würth BMW, nevertheless enjoying himself in a marvellous tussle with the Volvos of fellow Swede Eje Elgh and Belgian Pierre Dieudonné. In the middle class, which incidentally had been officially amalgamated with the smallest class due to the paucity of starters, Watts's MG Metro had led away from the start, although he soon settled back into a relaxed pace and slipped well behind the leading Alfas. Francia gratefully took over the class lead, running a few seconds ahead of a super little tussle between Zapico and Swyssen, who changed places several times before their pitstops.

The first scheduled stop among the leaders came on lap 47, when Weaver brought in the third-placed BMW for a change of tyres. The CC crew quickly had all four wheels changed, also having time to throw a bucket of cold water over the hard-working driver, who rejoined, still on the same lap, in eighth place. Anxious to make up time, Weaver was soon back up to racing speeds, closing quickly on Quester's Schnitzer BMW, which the Englishman then rudely punted aside when he dived through under braking for the Old Hairpin on lap 56. Quester had little option but to take to the grass, although he was able to continue with only a few seconds lost, both cars showing signs of the bodily contact but neither seriously delayed.

By this stage, Percy had worked his way back up ahead of Soper and Granberg, thereby assuming third place after Weaver's stop. The Jaguars now again running in impressive 1-2-3 forma-



The Watts/Brundle MG Metro reentered second in class before training.

tion, albeit some distance apart.

On lap 60, Walkinshaw brought the leading Jaguar in for its first routine stop, the TWR outfit swiftly changing all four wheels, topping up with fuel and sending Heyer back out into the fray still in fourth place behind new leader Schlessler, Percy and the dependable Soper. Heyer, though, was quickly caught by Weaver, still driving like a man possessed, James moving ahead of the Jaguar on lap 64.

This pair moved up into second and third places when they passed Soper's Rover on lap 74, Schlessler having by this time pitted to hand over to Calderari, leaving Percy to become the race's third leader — all of them Jaguars. With all three having made one stop, the Jaguars now lay in first, third and fifth places at the half-way point in the race, split only by Weaver and Soper. Walkinshaw had reason to look pleased with progress. Quester brought his BMW in from sixth place to hand over to Stuck after 79 laps, elevating the steady Cudini, with Hollinger also running well in seventh place. This pair had enjoyed a good battle for much of the previous 30 laps, also mixed in with Thibaut until he tangled with Brancatelli at McLeans on lap 72, depositing both BMWs in the sand.

Positions at 80 laps: 1, Percy; 2, Weaver; 3, Walkinshaw/Heyer; 4, Soper; 5, Schlessler/Calderari; 6, Cudini (79 laps); 7, Hollinger; 8, Quester/Stuck; 9, Granberg/Petersson; 10, Johansson.

Soper brought his Rover in for its only scheduled stop exactly on half-distance, handing over to Allam, who ran steadily along in fourth place for another 20 laps or so before a broken crankshaft damper stranded him at McLeans.

On lap 85, Win Percy finally came in for his routine change to Chuck Nicholson, who resumed in fourth place with new tyres and a full tank of fuel. This stop elevated the mighty Weaver into the lead for the first time, James having managed to fight off Heyer's Jaguar, which then hit trouble on lap 94 when its left front wheel broke up at Coppice. Fortunately, Hans was able to get the car back to the pits, but was a whole lap down by the time he rejoined. Worse was to come, too, because the errant wheel had torn off the vital brake scoops. It wasn't long before Heyer began experiencing braking difficulties, which he tried to combat by winding the braking bias more to the rear. This, in turn, led to him screaming into the pits again on lap 121 with the rear brakes virtually afloat, the mechanics having to bleed the system through before Walkinshaw was able to take over, by now back into 10th place and having to contend with fading brakes for the remainder of the distance. Exit the hopes of one Jaguar.

The real star of the race, however, was Weaver, whose stint consisted of a total of 102 laps before he came in to hand over to Woodman, thus relinquishing their hard-won lead. Calderari and Nicholson then assumed the lead positions — upholding Jaguar honour admirably — although Nicholson then also suffered a broken wheel on lap 108. As he made carefully for the pits, Win Percy was hurriedly readied to take over for what they hoped would be their final stint, Win resuming in third place and with enough

fuel to last the distance.

The next major change came on lap 115, with Calderari sweeping his leading XJ-S into the pits to complain about a total lack of brakes. Three minutes were lost in bleeding the system before Schlessler went charging out again, now down in eighth place. The team's hopes now rested squarely with Percy.

Woodman, however, took over the lead, amusing himself by being involved in a good tussle on the road with the similar BMWs of Snobeck, who had relieved Cudini in the fourth-placed Bastos car, and Barrie Williams, who was a further lap down in Sytner's 635. At this stage, Woodman held a lead of around 12secs over Percy, although, barring any other problems, the Jaguar looked the best bet for honours, Win gradually closing in for the kill. On the 124th lap, Percy duly reclaimed a well-deserved lead, thereafter cruising away in effortless style to take a most accomplished victory.

Woodman also drove admirably, backing up Weaver's tremendous opening stint to assure the BMW (GB) team of a fine second place as the only other unappalled runner. Hans Stuck was unable to make any impression on the British BMW but still claimed a steady third place, accumulating valuable championship points, while Grano/Muller also enjoyed a a trouble-free drive into

fourth place.

Spare a thought for Snobeck, though, who pitted just six laps from the end with a punctured tyre, thus dropping he and Cudini from fourth to sixth (behind the Schlessler/Calderari Jaguar) and thereby losing the opportunity of taking over the championship points lead.

Sytner/Williams were justifiably happy with their run into seventh place, while the Granberg/Petersson Volvo salvaged eighth, despite two longer-than-normal pitstops. Having run a fine fourth earlier on, the crew lost time in changing a wheel and then were delayed when Petersson, in handing back to Granberg, was too exhausted to be able to assist properly in the changeover. Nevertheless, their speed bodes well for the future.

Walkinshaw/Heyer had to be content with ninth place after their time-consuming wheel and brake troubles, with Hahne/Duez running perfectly apart from their early stop to salvage 10th position.

An unscheduled stop to replace a punctured tyre was all that was needed to rob Francia/Lombardi of the class victory, the honours instead falling to Cremer/Swyssen by just over 1min, although Watts/Brundle had worked their way up to second in class before transmission failure forced them out after 115 promising laps. Also on the list of retirements was the Rover of Rouse/Sawyer/Hoare, which went out with engine failure, the Vanoli/Hollinger BMW, which spun off at the Old Hairpin, and the Johansson/Vojtech BMW, which looked a real handful all weekend but finally lost a top 10 finish just two laps from the end when the gearbox seized solid.

Percy's success was enthusiastically greeted by the large crowd, and particularly the large Jaguar contingent, his success making up for the disappointments suffered by the other two crews. As Tom Walkinshaw pointed out, though: "We've got a bloody good team this year."



With an arm aloft, Win Percy takes the chequered flag, winning by 29secs.

DOINGTON PARK (GB)

Apr 29

The Donington 500

FIA European Touring Car Championship, round 3

16 laps — 504 Kms (3.3.17 miles)

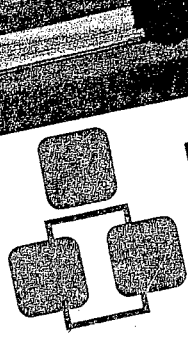
- 1, Win Percy/Chuck Nicholson (5.3 Jaguar XJ-S HE), 3h42m42.55s, 84.37mph;
- 2, James Weaver/Vince Woodman (3.5 BMW 635CSI), 3h43m11.33s;
- 3, Dieter Quester/Hans-Joachim Stuck (3.5 BMW 635CSI), 159 laps;
- 4, Umberto Grano/Sigi Muller Jr (3.5 BMW 635CSI), 159 laps;
- 5, Jean-Louis Schlesler/Enzo Calderari (5.3 Jaguar XJ-S HE), 159 laps;
- 6, Alain Cudini/Dany Snobeck (3.5 BMW 635CSI), 159 laps;
- 7, Frank Sytner/Barrie Williams (3.5 BMW 635CSI), 158 laps, 8, Ulf Granberg/Greger Petersson (2.1t Volvo 242 Turbo), 158 laps; 9, Tom Walkinshaw/Hans Heyer (5.3 Jaguar XJ-S HE), 158 laps; 10, Armin Hahne/Marc Duez (3.5 Rover Vitesse), 156 laps; 11, Eje Elgh/Jean-Marie Pimay (2.1t Volvo 242 Turbo), 153 laps; 12, Rune Tobiasson/Per Stureson (2.1t Volvo 240 Turbo), 153 laps; 13, Dany Swyssen/Georges Cremer (2.5 Alfa Romeo GTV6), 152 laps; 14, Giorgio Francia/Lella Lombardi (2.5 Alfa Romeo GTV6), 152 laps; 15, Thomas Lindström/Anders Olsson (2.1t Volvo 242 Turbo), 148 laps; 16, Dagmar Suster/Abele Tanghetti (2.5 Alfa Romeo GTV6), 148 laps; 17, Pierre Dieudonné/Michel Delcourt (2.1t Volvo 242 Turbo), 147 laps; 18, Jürgen Pousen/Erk Hoyer (1.6 Toyota Corolla), 145 laps; 19, Danieli Toffoli/Marcello Cipriani/Massimo Siena (2.5 Alfa Romeo GTV6), 142 laps.

Fastest lap: Walkinshaw, 1m19.33s, 88.82mph (record).

Division 1/2: 1, Swyssen/Cremer, 80.08mph; 2, Francia/Lombardi; 3, Suster/Tanghetti. **Fastest lap:** Swyssen, 1m24.77s, 83.12mph (record). **Division 3:** 1, Percy/Nicholson; 2, Weaver/Woodman; 3, Quester/Stuck.

Championship positions (provisional): 1, Walkinshaw/Heyer, 47pts; 3, Cudini, 46; 4, Heyer, 45; 5, Cipriani/Toffoli 38; 7, Stuck/Quester, 37; 9, Snobeck, 36; 10, Kelleners/Brancatelli, 34; etc. **Next round:** May 13, Enna-Pergusa (I).

Note that Division 1 and 2 were officially amalgamated due to insufficient starters.



Istel



RAC

**TOURIST
TROPHY**

Round 10 of the FIA European Touring Car Championship



Grand Prix Circuit

Silverstone

SUNDAY SEPTEMBER 9



Plus Esso Formula Ford 1600, British Car Auctions MG Metro Challenge, & Grand Prix
International British Sports 2000.



Official Programme £1.20



Eight years on...

by Bob Constanduros



The Jaguars head the field at the start of the Spa 24 Hours. Photo: Keith Sutton.

Surely the best field ever to contest a round of the European Touring Car championship in Britain is assembled at Silverstone this weekend for the Istel RAC Tourist Trophy. This 500 kilometer race, the tenth round of the ETC series has attracted a tremendous entry from all over Europe, challenged by our own, home-grown Jaguar, Rover and BMW teams. What a battle is in prospect around one of the fastest circuits in the world, so well suited to just this kind of racing: that's this weekend's Istel Tourist Trophy.

Newcomers to this form of racing may not realise that most of the cars that you see here today have already participated in nine races all over Europe. This series began in April at Monza, near Milan, and then moved south to Vallelunga, near Rome, a week later. At the end of the month, the contestants came to England to race at Donington, near Derby, and two weeks later, they were to be found at the Sicilian circuit of Enna. In June came the first of three races in eastern

Europe: the popular race at Brno in Czechoslovakia which was followed a week later by a round of the championship at the Osterreichring near Zeltweg. At the start of July, there was another double-header with a round at the Salzburgring, near Salzburg, followed by the important event at the new Nurburgring in West Germany. From there it was just across the border to the classic Spa 24 hours, the 'Le Mans' of saloon car racing at the picturesque but often damp Spa-Francorchamps circuit. After the exceptionally tough event, the competitors have had a month's rest before coming to Silverstone where the close, flat-out racing so far enjoyed this year will once again be a feature, no doubt. The championship continues from Silverstone to Zolder in Belgium, terminating at the attractive Mugello circuit north of Florence.

The European Touring Car championship is a series for mass-produced production cars retaining the original bodyshape and engine specification,

although various parts which have been produced in sufficient quantity, may be added. These parts are homologated by scrutineers of the Federation Internationale du Sport Automobile, or FISA as it's known, who also organise the championship. Generally speaking, all rounds are 500 kilometers in length, apart from Spa, so at least two drivers, and sometimes three, may be found in each car.

The championship is not only for drivers, but also manufacturers, scoring in each of three classes: over 2500cc, 1601cc to 2500cc and 1001cc to 1600cc. At this stage, after nine rounds, the drivers' championship is led by Scotsman Tom Walkinshaw with 165 points, ahead of his own Jaguar teammates, Germany's Hans Heyer and Englishman Win Percy with 155 points each. Fourth are Danes Jorgen Poulsen and Erik Hoyer with 117 points, the latter leading class C, up to 1600cc. The manufacturers' leader, however, is Alfa Romeo who have won Class B on every occasion and therefore have 180 points

to Jaguar's 160 after Jaguar defeats at both Vallelunga and Nurburgring.

But the story of the European Touring Car championship is really Jaguar's domination. Eight years ago, at this very circuit, Jaguar returned to the ETC with the XJ12C. It was a campaign, run by Broadspeed, that most of the people involved would prefer to forget. In the 12 months in which the cars raced, their best was a second at the difficult Nurburgring. But for the most part, the campaign was plagued by mechanical problems. The memory of that disaster no doubt caused Jaguar's somewhat more cautious return a couple of years ago. With the programme being entrusted to Tom Walkinshaw's talented preparation firm at Kidlington, near Oxfordshire, Jaguar returned to the ETC trail and the drivers were soon in the winner's circle. Last year, they narrowly failed to win the title, but this year, with Walkinshaw out in front, followed by teammates Heyer and Percy, the Jaguar men are clearly in with a very good chance of taking the title. If Walkinshaw finishes in the top ten today, he can only be beaten by the championship by his own teammates.

The Jaguar effort has comprised three cars for most of the year, and again, this weekend, there are three cars present. At Spa, however, the team ran just two cars. The campaign began with a win for Walkinshaw and Heyer at Monza, but they were the only Jaguar men at the finish. They were only third at Vallelunga, the next round, and again, the only Jaguar drivers to score points. At Donington, they were well down the order, but teammates Win Percy and Chuck Nicholson claimed victory. At Enna, it was a Jaguar 1-2-3 — and not the last. Martin Brundle and Enzo Calderari won from Walkinshaw/Heyer and Nicholson/Percy were third. Walkinshaw and Heyer took the chequered flag at both Brno and the Osterreichring, with Percy/Nicholson second and Calderari sharing with David Sears to complete another 1-2-3. Percy and Nicholson finished second at Osterreichring as well but it was their turn to win at Salzburgring where Calderari/Sears finished second, but the team patron and his German teammate failed to finish. The Jaguar run of wins came to an end at Nurburgring, but Walkinshaw still salvaged more points even though his car was seriously delayed. He jumped into the car started by Win Percy which, in spite of being delayed as well, finished fifth, giving Tom ten points which his teammate could not claim, for neither of the other two Jaguars finished in the top ten. At Spa, the team ran just two cars for Calderari/Teddy Pilette/Sears



Current European Touring Car Champion, Dieter Quester, will be leading the BMW challenge with Hans Stuck in the Schnitzer entry. Photo: Keith Sutton.

and Walkinshaw/Heyer/Percy, and while the former car was crashed, the latter made light of appalling conditions to win the most prestigious saloon car race in the world, making headlines on the very day that Jaguar was offered for sale to private ownership.

So the team is quite obviously the favourites for this weekend's 107 lap race. The Jags' long legs will be ideal on this very quick circuit, and they certainly don't lack driving talent, even though neither cars nor drivers are infallible. The line-up for the Motul-sponsored team is fairly regular, with Walkinshaw and Heyer again sharing the number one car. Neither lacks experience: Walkinshaw has won countless ETC races, and Heyer is a former ETC champion. He can also claim to be an ex-Grand Prix driver, having started the German Grand Prix at Hockenheim in an ATS — even though he hadn't actually qualified to do so. He also has his own collection of Grand Prix cars and runs a large tamac business in Germany. In the number two car, Enzo Calderari has the support of Jaguar Switzerland, and the charming Enzo now shares his car with David Sears who has replaced the injured Martin Brundle. Both came from Norfolk, of course, and Sears is a well-known name in Jaguars. David's father, Jack, used to race Jaguars himself, and is now a director of the BRDC, organisers of today's race. In the third car are Chuck Nicholson and Win Percy, two true Englishmen from Lincolnshire and Dorset respectively. Nicholson has driven Jaguars since their return to competition, being Walkinshaw's regular co-driver for some time and a former TT winner,

while Percy is regarded by some of his rivals as the best touring car driver today. Clearly the Jaguars have a lot going for them, but the competition is tough.

If the Jaguars are not to win, then there will be many of you cheering on the Rovers. Although plagued by various problems since the beginning of their European Touring Car championship campaign, the three Austin Rover Group-entered cars have shown more promise of late with a second at Nurburgring and an eighth place in the Spa 24 hours. But in spite of considerable speed, the Rovers have proved to be fragile this year, although Silverstone is well-known to the works team and the two privateers entered today. And the works team's driver line-up is enormously talented and qualified to give the rest of the field a run for its money. Rally driver Tony Pond and former French Grand Prix driver Jean-



James Weaver had a fine result in Belgium. Today he is partnered by Mike Thackwell and they will be leading contenders. Photo: Keith Sutton.



Steve Soper, winner of last year's TT with Rene Metge, looks to be having a very serious conversation with Thierry Tassin. Photo: Keith Sutton.

Louis Schlessler share one car; Britain's Jeff Allam and the diversely talented Belgian Merc Duez share the second; and talented ex-Metro champion Steve Soper shares the third with the experienced German Armin Hahne, cousin of Hubert Hahne. The cars are quick, the drivers qualified to do the job, but can the combination challenge the Jaguars and remain reliable? That's the problem.

Of course, the two privateers in Rover Vitesses may also have their say in matters. Andy Rouse has been competitive in this form of racing for years, being a member of that ill-fated Broadspeed Jaguar team eight years ago, after several years of racing Triumph Dolomite Sprints with success. He is a former British Touring Car Champion and now runs the Industrial Control Services-sponsored Rover from workshops near Southam in Warwickshire. His co-driver could be the talented Belgian Eddy Joosen who raced Rovers in Belgium, Charles Sawyer-Hoare, a former Formula Three driver and Renault 5 racer, has blue chip sponsorship of Esso and the Daily Mirror for his Rover Vitesse. Numerically, of course, the BMW contingent of no less than 13 cars has the greatest chance, although in terms of speed, even the BMW men themselves would admit that the Jaguar is superior. They feel that they are just being left behind by the Jags and Volvos at the moment, and although they have a four valve head which is used on the M635 CSi, is isn't homologated and isn't produced in sufficient numbers to be so. For this reason, sad to say that the company who did so much to keep the ETC going during its weaker years is unlikely to be

officially represented during the next few years. However, BMW have a say in two teams currently, the Schnitzer effort from Freilassing just over the German border from Salzburg, and the BMW Italia team run by Switzerland's Ruedi Eggenberger. The actual engine development of the BMWs was done by Burkhard Bovensiepen's Alpina company near Munich, but then Schmitzer added their refinements. One car is driven by the enormously experienced duo of Hans Stuck and Dieter Quester, the latter a two-time ETC winner, including the 1983 title holder. The Schnitzer team, in fact, epitomises ETC currently: two experienced 'elder' drivers and two young lions in the second car. In this case, the elder statesmen (and Quester, let me

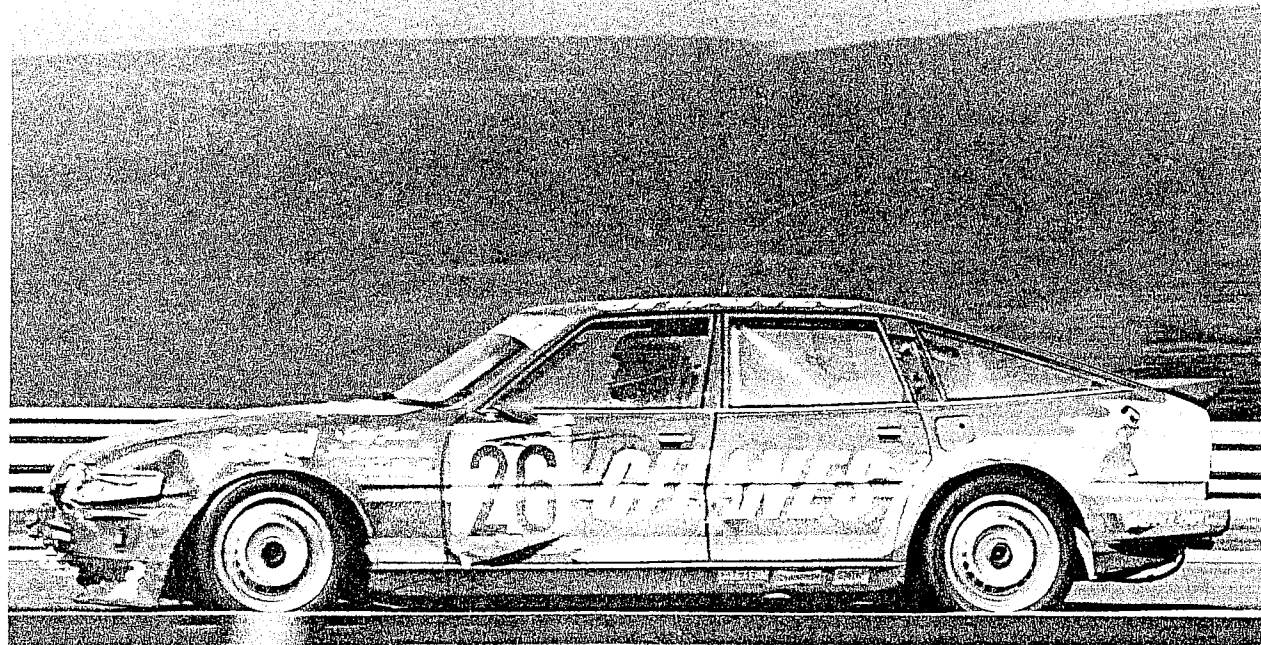
tell you, is well over 40) are by far the more successful with 81 points in the championship. Their best results in this extremely competitive year, are a second at Vallelunga, and two thirds: Donington and Spa. They drive the car sponsored by BMW's Original Spare Parts department. The other 635 is sponsored by Wurth, who make screws, and this is driven by F3 drivers Roberto Ravaglia and Gerhard Berger. Ravaglia is from Venice and although successful in F3, hasn't been too well off in the ETC, while Berger recently made his debut at the Austrian Grand Prix in at ATS, which, with his European F3 campaign, makes for a busy season for this Austrian. The team boss of the Schnitzer outfit is Herbert Schnitzer, while his half-brothers, Charlie and Herbert Lamm may also be found in this enthusiast team.

While the Schnitzer cars run on Dunlops, Ruedi Eggenberger's two BMW Italia-entered cars are run of Pirellis, and generally speaking, although the Jaguars perform excellently on Dunlops, BMWs perform better on Pirellis. Eggenberger actually began BMW's Group A development with the 528i some years ago, and he has been producing customer cars for quite some time. Those of Rene Hollinger and Genovan Pino Briozzo have both been built by Eggenberger, although they are now run by the cars' owners, in spite of Eggenberger being named as entrant.

Eggenberger's own team is enormously experienced. For most of this year, Gianfranco Brancatelli and Helmut Kelleners have been teamed together, and they are the most successful BMW drivers in the championship, having 109 points in the championship from a win



Both Rover and Volvo will provide strong opposition to the Jaguars and BMWs. Photo: Keith Sutton.



The Joossen/Jabouille/Pond Rover at Spa. Photo: Keith Sutton.

in Nurburgring, a second at Monza, a third at Salzburgring and two fourths. Umberto Grano and Sigi Muller Jnr have 68 points from a third at Osterreichring and two fourths, so quite what the driver pairing will be this weekend is unsure. The team is actually administered by Grano, the former ETC champion from Verona in Italy. Now more busy with his Pirelli and BMW Italia commitments, the former leather goods shop-owner has won the ETC with Helmut Kelleners in the past. But the German veteran has been teamed this year with the man that Grano says is possibly the fastest driver in touring cars today: Gianfranco Brancatelli from Rome. The fourth member of the team is young Sigi Muller, son of a former ETC champion and in spite of youth, experienced in touring cars and even in driving the big BMW M1 Procar that Eggenberger used to prepare for him.

Challenging these two semi-works BMW teams are no less than three more two car teams, including the British arm of the Munich company. The BMWs normally seen in the British Touring Car championship are run by Pete Clark's CC Racing company from Co. Durham, and very different in suspension set-up they are to the

regular works cars. This is a source of amusement if not consternation to most of the Munich men, but it is certainly not unsuccessful. The cars — on Goodyear tyres — have been winners in the British series, and James Weaver and Vince Woodman finished a fine second at the Donington ETC round earlier this year. The two drivers are now in separate cars, with Weaver sharing his car with Mike Thackwell, while Woodman, so long a keen and devoted Ford driver, shares with his usual teammate Jonathan Buncombe. Once again, this is a team of experience and youth, for Thackwell and Weaver are not thought of as regular saloon car drivers, more single seater men. Of course New Zealander Thackwell is this year's F2 champion, but he's been branching out a bit, having already had a Porsche 956 drive this year at the Nurburgring, and two Grand Prix drives. However, this isn't his first saloon car race: he drove a Lotus-Cortina last year! Weaver, of course, is known for his F3 exploits, but has turned his hand quite easily to saloon car racing. When veterans Stuck and Quester heard that they were to share their BMW with Weaver at Spa, their initial reaction was "Who? "Why?" One of them was on the

point of ringing BMW executives in Munich to get the young Englishman out of the car. After an hour of two of practice, they were quite glad they didn't. The trio went on to finish third, giving Weaver a second and a third in only two ETC starts.

There are two cars entered by another English team, that run by Nottingham BMW dealer Frank Sytner. His cars are actually built by Ted Grace, the man who used to build Camaros for Stuart Graham — and he's an ex-TT winner too. Sytner's entry wasn't too clear at the time of going to press, but the man himself has lots of experience in various different racing cars, and bearing in mind he wants to sell BMWs to all of you, he'll be doing his best to impress.

The third two car team (if it appears) is that of brothers Herbert and Rolf Hartge from the Saar region of Germany (near Saarbrücken). I say if they appear because I'm sure both of their cars were crashed by one driver at Hockenheim during Grand Prix weekend. Hopefully I'm wrong, for the Hartges turn out original and interesting cars with independent thinking behind them. It may not always be right, but it is interesting . . . The Hartges, inci-

dentally, also turn out some interesting cars from their tuning shop: how would you fancy a 3.5 litre engined three series BMW? They have quite an interesting driver line-up too. In one car are the Michangeli brothers from Rome who are enthusiastic but talented amateurs, formerly seen in Alfa Romeos. Maurizio is the older, and the two of them run a worldwide, international construction company. In the other car, Bretislav Enge, the former Skoda ace, shares with American Regards Taylor. Completing the BMW line-up are the privateer Eggenberger-built cars and two singleton entries. The first is for Dutchmen Axel Felder and Josef Brohling in the Auto Budde entry, the latter being a large BMW dealership in the Essen area. The two drivers have taken a step up from the 1600cc class in which they used to race. And finally there is the Bob Sparshott Automotive/Grundig entry which David Kennedy has raced this year. Hopefully Christian Danner will be one of the drivers in this car, for Danner races for Sparshott's Milton Keynes-based F2 team and hopes to get a ride in the BMW.

British interests, and the huge BMW entry should not be allowed to detract from one of the new names in the European Touring Car championship: Volvo. If you, like me, always thought of

a Volvo being driven by a glamorous lady with a headscarf, dark glasses, at least two children and probably a couple of labradors in the back, then you and I are exactly the people that the Volvo marketing department want to get at. A Mr Wikas was employed by Volvo to change the company's image, and if you haven't seen these cars racing before, then I think that when you do, you will agree that his ideas have worked.

Volvo have set about the job in quite an intriguing way. Last year, the works quietly prepared some of their turbos with Eje Elgh doing much of the driving, went round as many of the ETC circuits that they could a couple of weeks after the race. And Elgh simply tested and developed the car, comparing its performance to that of the regular competitors a couple of weeks before. It was an experiment that worked well, but it was not going to be for Volvo's own use — yet. For the moment, they have built engines for the Swedish entrants to use, and any ETC regular will tell you just how quick the cars are. Around 360 bhp is mentioned, and of course, with a turbo, the power is on tap.

There are three cars from Sweden entered this weekend, and another two from Belgium. The basic model is the

242 which is used by the GTM Engineering team run by Guy Trigaux in Belgium. He used to prepare the Lucky Strike 635 that his drivers Michel Delcourt and Jean-Marie Baert used to drive. They've now been joined by that modern day Paul Frere, Pierre Dieudonné, while in the second car is Jean-Marie Pirnay, an ex-Capri racer, and the experienced Patrick Neve, the man who drove for Frank Williams at the start of his successful association with Patrick Head. Gregor Peterson's Sportpromotion car is a similar model. This is the car driven by Ulf Granberg and Eje Elgh, and there's no lack of speed here. Elgh, of course, has been driving in F2 for more than five years, and having combined his testing duties with two programmes in Japan, he not only knows the inside of a 747 better than most, but also the inside of a Volvo. Granberg is a former Volvo Cup winner in Sweden, once did F3, and won the SuperStars (racing with big American cars) series in Sweden. Peterson prepares the car at Helmstad, south of Gothenberg. This pair, incidentally, have two fourth places to their credit: at Brno and Salzburgring. The other two Volvos are a development of the original model: five hundred 240 examples have been built for the American market, using water injection

The Jaguar XJ-S is a fine motor car, but TWR Jaguar Sport have made it even finer.

After three years racing an XJ-S round the endurance circuits of Europe, including victory in the Spa 24 hours, TWR know what makes an XJ-S go, and stop.

Improvements have been carried out in every area, leaning heavily on their race track experience where performance, handling and road-holding are concerned, as well as using fine materials to trim the

interior in leather and tweed. Wind tunnel testing has resulted in valuable aerodynamic improvements, with reduced drag and lift.

We are taking orders for complete TWR XJ-S cars, and are carrying out conversions on customers' own cars, whether 5.3 litre or 3.6 litre, coupé or saloon.

For further details, and the list of TWR Jaguar dealers, contact: TWR Jaguar Sport, Station Field Industrial Estate, Kidlington, Oxford. Tel: (08675) 71555.

From Spa to Spalding via TWR





Action in the pits at the Nurburgring. Photo: Keith Sutton.

and bigger intercoolers, plus a rear wing. One of these is run by Thomas Lindstrom and he, in fact, is the most successful Volvo competitor with 34 points including a fourth at the Osterreicherung. He's an extremely experienced saloon car driver, while his teammate here at Silverstone is the ex-European F3 champion — and a man some say might have gone a lot further — Anders Olofsson. The fifth Volvo is run by Robert Kuist, a long time associate of Volvo's who has done much of the testing for them and who comes from Gothenberg. His co-driver was uncertain at the time of writing.

Generally speaking, competitors in the ETC see turbocharging as being 'the way to go.' That's true in Volvo's case, expected to be one of the principal contestants next year, and also in the case of the Mitsubishi Colt Starion turbos. Dave Brodie has worked hard with his Colt with long term development, and his Colt Cars Dealer Team entry will be joined by a second, driven on B. F. Goodrich tyres by former TVR driver Colin Blower, and someone who has watched so many Spa 24 hour races as a journalist (and driven in two) that he should know more about touring car races than most, Jeremy Walton: author, journalist, saloon car

driver and valued customer of his local pub!

That, then, is a rough run-down of the over 2500cc entries, and it is a reflection of modern-day touring car championship races that it virtually overshadows the rest of the entry. That's a good, healthy state of affairs to be in, if a little unfortunate for the

likes of Lella Lombardi who used to be able to claim a good top ten and even top six placing every now and then. Any class B car to get into the top ten these days is very lucky.

Today's class B entry is inevitably dominated by Alfa Romeos: five regular entries plus four from Britain. From the championship point of view, Rinaldo



Giorgio Francia and Lella Lombardi, front runners in their Alfa Romeo in Class B. Photo: Keith Sutton.



Alfa Romeo and Toyota have dominated Classes B and C this-year. Photo: Keith Sutton.

Drovandi is the most successful Alfa driver with 112 points and four class wins. But at the time of going to press, he wasn't actually entered, which would give Lella Lombardi and Giorgio Francia in their Scuderia Biesse GTV6 the opportunity of overhauling him. After a bleak beginning to the season, these two have had three wins and three seconds in class to score 105 points, and their nearest challengers, Boucher and 'Spiffero' are not entered either. However, Spaniard Emilio Zapico isn't far behind. A number of the Italians (and Zapico) are former AlfaSud Sprint competitors, but it's a welcome back to Silverstone to Dagmar Suster, a former VW Scirocco driver in the ETC, while Giancarlo Naddeo has his own very large car dealership although at one time, he raced both Renault F2 and sports cars.

Amongst the regulars' challengers are the Napolina Alfa Romeo team, driven as usual by Jon Dooley, Alfa's accountant, and Rob Kirby, while former F5000 and saloon car expert Terry Drury has a trio of Alfas entered.

Against the Italian cars are two Computervision and Esso-sponsored Metro turbos, a Mazda and a VW Golf. As Alfa have had a stranglehold on the class since the beginning of the season, they have a tough nut to crack but Alan Minshaw's Demon Tweaks GTi gives away nearly 700cc, so his task is doubly difficult. Metro turbos have a habit of running competitively, so Patrick Watts (a graduate from Minis and the Metro series) and Martin Brundle's younger brother Robin may have a chance. A sign of the times is the

lone Mazda entered by Scotsman Hamish Irvine. The RX7 is a former TT winner. It's down in the baby class that we find Hoyer and Polsen sharing with John Nielsen in their Castrol-sponsored Toyota. They've won the class on three occasions, and have been second on one other. But Fermine and de Liedekerke in their VW Club Golf are also former class winners and will be keen to close the 20 point gap between Toyota with 125 points, and VW with 105. The man who could upset the appcart here are Alan Curnow and Richard Longman in their Royal Mail Datapost Escort RS1600i, although so far, only Toyota and VW have won the class. But the excellently prepared Escort could just be the car to upset all that.

One thing is for certain: there will be

no lack of action of the track this weekend. The race is oversubscribed, and only (I) 44 cars can start, so there could well be one or two excluded before the race even starts. But the competition is definitely going to be extremely keen: no longer can one take any chances. There are just too many competitive cars ready to snap up that position. A friend of mine used to race in ETC, and because the entry wasn't too good, he used to finish in the top six quite often. Nowadays, he doesn't get a look in in the top ten! That's an indication of just how competitive this form of racing is these days. I'm delighted, because I find the competition good and the people charming. I'm sure that you'll agree after what I think will be the best Tourist Trophy for many years. I hope you enjoy it.



With five entries in Class C VW Golf will be looking to take valuable manufacturers points from Toyota. Photo: Keith Sutton.

Sunday
Race 4
Start 14.50 hrs



Istel **RAC TOI**

(a round of the 1984 European Touring C

No. DRIVERS

CLASS A

- 1 TOM WALKINSHAW/HANS HEYER
- 2 ENZO CALDERARI/DAVID SEARS
- 3 WIN PERCY/CHUCK NICHOLSON
- 4 HANS JOACHIM-STUCK/DIETER QUESTER/ROBERTO RAVAGLIA/
GERHARD BERGER
- 5 ROBERTO RAVAGLIA/GERHARD BERGER/HANS JOACHIM-STUCK/
DIETER QUESTER
- 6 VINCE WOODMAN/JONATHAN BUNCOMBE
- 7 JAMES WEAVER/MIKE THACKWELL
- 8 GIANFRANCO BRANCATELLI/SIGI MULLER (Jnr)
- 9 HELMUT KELLEENERS/UMBERTO GRANO
- 10 RENE HOLLINGER/X
- 11 PINO BRIOZZO/GEORG BOSSHARD
- 12 DAVID KENNEDY/X
- 14 AXEL FELDER/JUERGEN HAMBEMANN
- 15 FRANK SYTNER/BARRIE WILLIAMS
- 16 X/X
- 17 BRETISLAV ENGE/REGARDS TAYLOR
- 18 MAURIZIO MICHANGELI/MARCO MICHANGELI
- 19 TONY POND/JEAN-LOUIS SCHLESSER
- 20 JEFF ALLAM/MARC DUEZ
- 21 STEVE SOPER/ARMIN HAHNE
- 23 CHARLES SAWYER-HOARE/PAUL TAFT
- 24 PHILIPPE HAEZEBROUCK/BOSSARD
- 25 ROGER DORCHY/RENE METGE
- 26 THOMAS LINDSTROM/ANDERS OLOFSSON
- 27 MICHEL DELCOURT/PIERRE DIEUDONNE/J-M BAERT
- 28 JEAN-MARIE PIRNAY/PATRICK NEVE
- 29 ROBERT KUIST/X
- 30 ULF GRANBERG/EJE ELGH
- 31 PER STURESON/INGMAR PERSSON
- 34 COLIN BLOWER/JEREMY WALTON

CAR	cc
Jaguar XJS	5343
Jaguar XJS	5343
Jaguar XJS	5343
BMW 635 CSI	3468
BMW 635 CSI	3468
BMW 635 CSI	3453
BMW 635 CSI	3453
BMW 635 CSI	3465
BMW 635 CSI	3465
BMW 635 CSI	3465
BMW 635 CSI	3465
BMW 635 CSI	3465
BMW 635 CSI	3500
BMW 635 CSI	3475
BMW 635 CSI	3430
BMW 635 CSI	3430
BMW 635 CSI	3444
BMW 635 CSI	3444
Rover Vitesse	3532
Rover Vitesse	3532
Rover Vitesse	3532
Rover Vitesse	3500
BMW 635 CSI	3465
BMW 635 CSI	3465
Volvo 240 Turbo	2978
Volvo 242 Turbo	2127
Volvo 242 Turbo	2127
Volvo 240 Turbo	2998
Volvo 242 Turbo	2140
Volvo 240 Turbo	2130
Mitsubishi Colt Starion Turbo	2000

CLASS B

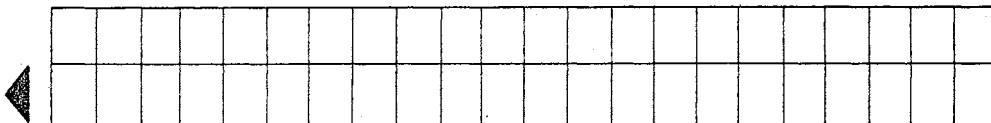
- 51 PATRICK WATTS/ROB HALL/ROBIN BRUNDLE
- 52 ROBIN BRUNDLE/TIM HARVEY/PATRICK WATTS
- 53 GEORGES CREMER/RINALDO DROVANDI
- 54 FRANCOIS-XAVIER BOUCHER/"SPIFFERO"
- 55 LELLA LOMBARDI/GIORGIO FRANCIA
- 56 MARCIELLO CIPRIANI/DANIELE TOFFOLI
- 57 DAGMAR SUSTER/MARCELLO GALLO
- 58 TONI PALMA/GIANCARLO NADDEO
- 59 EMILIO ZAPICO/MARCO MICANGELI
- 60 JON DOOLEY/ROB KIRBY
- 61 PHIL DOWSETT/PAUL SMITH
- 62 PAUL EVERETT/ALISON DAVIS
- 63 TERRY DRURY/MIKE WILDS
- 66 HAMISH IRVINE/X
- 67 ALAN MINSHAW/TONY HILL
- 68 ALEX GUYAUX/ALPHONS HOHENESTER
- 69 JOHN MORRIS/BOB MEACHAM/BILL POSTINS

MG Metro Turbo	1275
MG Metro Turbo	1275
Alfa Romeo GTV6	2492
Alfa Romeo GTV6	2492
Alfa Romeo GTV	2500
Alfa Romeo GTV	2500
Alfa Romeo GTV	2500
Alfa Romeo GT6	2500
Alfa Romeo GT6	2500
Alfa Romeo GTV6	2490
Alfa Romeo GTV6	2492
Alfa Romeo GTV6	2494
Alfa Romeo GTV6	2492
Mazda RX7	2292
VW Golf GTi	1800
VW Golf	1781
VW Scirocco	1780

CLASS C

- 71 ALAN CURNOW/RICHARD LONGMAN
- 73 JOHN NIELSEN/ERIK HOYER/JORGEN POULSEN
- 76 HANS-JOERN LEY/FRIEDRICH-WILHELM STALLMANN
- 77 PIERRE JAMIN/PHILIPPE MENAGE
- 78 GUY KATERS/THIERRY VAN DALEN
- 79 PIERRE FERMINÉ/SERGE DE LIEDEKERKE
- 80 WOLFGANG KUDRASS/HEINZ PUTZ
- 83 HAGEN ARLT/ELMAR HOLSCHER

Ford Escort RS1600i	1597
Toyota Corolla	1587
VW Golf GTi	1599
VW Golf GTi	1558
VW Golf GTi	1600
VW Golf GTi	1599
VW Golf GTi	1600
Audi AGD80 GLE	1588



A -
Brit

TOURIST TROPHY

Touring Car Championship



107 laps
313.72 miles
504.83 kms

No.	ENTRANT	NAT.	TEAM
1	Jaguar Racing with Motul	GB/D	.....
2	Jaguar Racing with Motul	CH/GB	.....
3	Jaguar Racing with Motul	GB/GB	.....
4	Team Schnitzer	D/A/I/A	.....
5	Team Schnitzer	I/A/D/A	.....
6	BMW GB Ltd.	GB/GB	.....
7	BMW GB Ltd.	GB/NZ	.....
8	BMW Italia	I/D	.....
9	BMW Italia	D/I	.....
10	Eggenberger Motorsport	CH/	.....
11	Eggenberger Motorsport	I/CH	.....
12	B.S. Automotive/Grundig International	IRL/	.....
14	Auto Budde Team	D/D	.....
15	Sytner/BMW Racing with G.S.I.	GB/GB	.....
16	Sytner/BMW Racing with G.S.I.		.....
17	Hartge Motorsport	CS/USA	.....
18	Hartge Motorsport	I/I	.....
19	Austin Rover Group Ltd.	GB/F	.....
20	Austin Rover Group Ltd.	GB/B	.....
21	Austin Rover Group Ltd.	GB/D	.....
23	Equipe Esso/Daily Mirror	GB/GB	.....
24	Bavaria Automobiles		.....
25	Bavaria Automobiles		.....
26	TL Racing AB	S/S	.....
27	G.T.M. Engineering	B/B/B	.....
28	G.T.M. Engineering	B/B	.....
29	Robert L. Kuist	S/	.....
30	Sportpromotion	S/S	.....
31	IPS - Racing	S/S	.....
34	B.F. Goodrich Tyres	GB/GB	.....
51	Computervision Racing with Esso	GB/GB/GB	.....
52	Computervision Racing with Esso	GB/GB/GB	.....
53	Luigi Racing	B/I	.....
54	Luigi Racing	B/I	.....
55	Scuderia Biesse Racing Team	I/I	.....
56	Scuderia Beisse Racing Team	I/I	.....
57	Scuderia Beisse Racing Team	YU/I	.....
58	Scuderia Autolodi Corse SRL	I/I	.....
59	Scuderia Autolodi Corse SRL	E/I	.....
60	Napolina Alfa Romeo Dealer Team	GB/GB	.....
61	Terry Drury Racing	GB/GB	.....
62	Terry Drury Racing	GB/GB	.....
63	Terry Drury Racing	GB/GB	.....
66	Hamish Irvine	GB/	.....
67	Demon Tweaks Race Rally Accessories - Triple "C" Magazine	GB/GB	.....
68	Alex Guyaux	B/D	.....
69	John Morris	GB/GB/GB	.....
71	Royal Mail Datapost	GB/GB	.....
73	Team Toyota Castrol	DK/DK/DK	.....
76	AC Bad Honnef	D/D	.....
77	Le Perron (Motor Union)	B/B	.....
78	Ecurie Baudouin Visetoise	B/B	.....
79	Belgian VW Club	B/B	.....
80	Haribo Racing Team	D/D	.....
83	Hagen Arlt	D/D	.....

KEY TO NATIONALITIES

A - Austria, B - Belgium, CH - Switzerland, CS - Czechoslovakia, D - West Germany, DK - Denmark, E - Spain, F - France, GB - Great Britain, I - Italy, IRL - Ireland, NL - Netherlands, NZ - New Zealand, S - Sweden, USA - United States of America, YU - Yugoslavia.

Crompton Driver of the Day and Driver of the Day Award

Crompton Parkinson Marketing Limited, the UK marketing organisation for Brush Fusegear Limited, are continuing their sponsorship of these awards for a sixth year in 1984.

To be contested at Silverstone's promoted meetings during the season, the Crompton Driver of the Year Award is calculated on a points basis pertaining to races at each promoted meeting, and the Crompton Driver of the Day Award (chosen by a panel of judges) is given to the competitor establishing the best performance at each of the promoted meetings. At the meetings all races will be eligible for points except heats, qualifying races and consolation races.

Points scoring — Single class races: 20-15-12-10-8-6-4-3-2-1. Races with classes: in each class: 15-12-9-6-3.

Fastest lap in class or race: 1 point (2 points if this is a new lap record).

A bonus of 3 points is awarded to the Crompton Driver of the Day.

A driver can only score in one race at any meeting. If a driver scores in more than one race, his highest score will count.

A driver's best eight scores will count towards the final positions.

Awards at each round: Crompton Driver of the Day award.

End of Season Awards: 1st £500, 2nd £250, 3rd £125, 4th £75, 5th £50.

Competitors are not required to register for this award. Except where amended above, the RAC British Motor Sports Council Regulations will apply to this award.

Current points position:

Paul South	85	Colin Blower	57
Richard Belcher	82	Rob Cox	54
Mark Newby	82	Malcolm Harrison	52
Peter Baldwin	82	Roger Jones	48
John Village	80	Will Hoy	48
Barry Webb	78	Maurizio Sandro Sala	48
Mike Donovan	74	Julian Bailey	48
Johnny Dumfries	72	Tony Trimmer	47
Mark Goddard	70	Andy McLennan	47
Dave Carvell	70	Russell Spence	46
Malcolm Jackson	68	Gary Ward	46
Keith Fine	67	Steve Bradley	45
Alvaro Buzaid	66	Tim Ransom	44
John Booth	63	Creighton Brown	41
Alison Davis	61	Martin Donnelly	41
John Pratt	57	Mark Blundell	41

Driver of the Year

March 4	Alison Davis	May 7	Tony Trimmer	July 14	Tim Llewellyn
March 18	Mark Peters	May 13	Jonathan Palmer	August 27	Keith Fine
April 1	Russell Spence	May 28	Tony Trevor	September 2	John Herbert
April 14	W. D. A. Black	June 10	John Pratt		
April 23	Paul South	June 17	Lionel Abbott		

European Touring Car Championship

The FIA European Touring Car Championship is made up of two Titles — one for Drivers and one for Manufacturers.

The 1984 Championship has twelve rounds and is open to Group A Touring Cars.

Points are scored in the Drivers Championship as follows:

General Classification: 9-6-4-3-2-1

In each class: 20-15-12-10-8-6-4-3-2-1

Manufacturers Championship:

In each class: 20-15-12-10-8-6-4-3-2-1

In each title the best nine scores count towards the final placings.

Current points positions

Driver's Championship

Walkinshaw	165	Cudini	83	Ley	50
Heyer	155	Stuck	81	Stallman	50
Percy	155	Quester	81	Arit	47
Hoyer	117	Zapico	80	Holscher	47
Poulsen	117	Calderari	79	Swyssen	42
Nicholson	116	Cipriani	74	Sears	37
Drovandi	112	Toffoli	74	Weaver	37
Kalleners	109	Cremer	72	Roti	34
Brancaatelli	109	Suster	72	Ciardi	34
Nielsen	107	Grano	68	Lindstrom	34
Lombardi	105	Mueller	68	Allam	33
Francia	105	Fermine	67	Granberg	32
Boucher	87	De Liedekercke	67	Duez	32
"Spiffero"	87	Snoebeck	57	"Tango"	32

Manufacturers Championship

Alfa Romeo	Division 2	180
Jaguar	Division 3	160
BMW	Division 3	127
Toyota	Division 1	125
Volkswagen	Division 1	105
Volvo	Division 3	52
Ford	Division 1	49
Audi	Division 1	47
Rover	Division 3	34
Volkswagen	Division 2	20
Alfa Romeo	Division 1	20
Opel	Division 2	10
Toyota	Division 3	8
BMW	Division 2	8
Ford	Division 3	1

Ralt Indycar confirmed

A Ralt Indycar will run during 1985 Ron Tauranac confirmed last week.

"I hope to have the car built and ready for a test programme in Europe by the middle of the year," he commented, "and hopefully we will contest the last two or three CART races."

Tauranac, who built Indycars for Brabham in the late 1960s, says that he does not want to get involved in

production Indycars. It is likely that he will sell Formula 3000 cars in 1986 and transfer the interests of his works racing team to the running of the Indycar.

There have been as many rumours about a Honda Indy engine as there have of the Ralt car but Tauranac is insistent that there is no Honda involvement and that he already has Cosworth DFXs on order.

Palmer to drive Arundel at Miami GP meeting

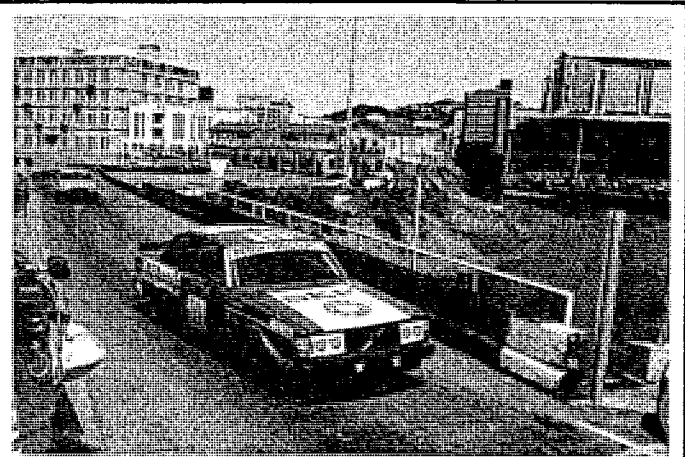
Mike Eastick's Scorpion racing have rebuilt their promising Arundel C200 sports car and Jonathan Palmer will drive it in the Miami Grand Prix next week.

The car was seriously damaged when crashed by Eddie Arundel at Brands Hatch last year and it has been modified and stiffened during the rebuild.

Eastick says that Palmer is doing the

event for him "as a favour" and he will be joined by Justin Revene who finished sixth in last year's race. James Weaver is going with the team as chief engineer and he will almost certainly get to drive the car with Revene at the Sebring 12 hours.

Scorpion then plan to bring the car back to Europe in time to compete in the opening WEC round at Mugello.



Successful NZ Gp A series

The streets and wharves of Wellington were the venue recently for the first ever Group A race held in New Zealand. Winners of the inaugural event were Michel Delcourt and Robbie Francevic driving a Volvo 240 turbo (above). Professional Sport Management, who organised this year's two race NZ series have announced plans for a similar programme next year. It is expected that Nissan NZ will again sponsor the events.



Pavesi — Ralt's first F3000 customer. . .

First Ralt for Pavesi

Luciano Pavesi has ordered the first production F3000 Ralt even though no such car is likely to exist before the middle of the season. In the meantime there is a possibility that he might buy the F2-based prototype. Likely driver is Ruggero Melgrati.

Theys with Spirit team

Belgian Didier Theys was at Silverstone last week with Spirit's John Wickham. The pair were taking a close look at the Lola F3000 car having visited March on the way there. Theys' sole commitments at the moment are the Miami GP and Le Mans.

Rothmans sponsor Dutch Alpine turbos

At the Amsterdam Motor Show, Renault Team Holland, which has won the European Renault 5 turbo series for two consecutive years with Jan Lammers at the wheel, announced that they would be fielding a Rothmans backed team in this year's Renault V6 Turbo Europa Cup, which replaces the 5 series.

The cars will be sponsored by the

cigarette giant with extra backing from Philips Car Stereos and the drivers will be Jan Lammers and Michael Bleekemolen, with a third car on occasion for German racer Peter Oberndorfer.

The exciting new series is certain to be as hotly contested as the R5 turbo has been in the past few years, with the new cars likely to be a good deal quicker.

Jan Lammers (left) and Michael Bleekemolen, a strong team for the Renault Alpine series.



Stop press: German GP at 'Ring

Late on Tuesday afternoon the AvD announced that the 1985 German Grand Prix will be run at the Nurburgring on August 4. In light of the very poor crowd at the European Grand Prix last year, there has been considerable speculation that Hockenheim might keep the German GP.

Lammers returns to single seaters?

At last week's Amsterdam Motor Show, Jan Lammers confirmed rumours that he intends to return to single seater racing this season.

For the last few years Lammers has been in the single seater wilderness following promising performances in Formula 1. The Dutchman's name has been linked with Peter MacIntosh's F3000 team, but he has also been talking very seriously with Barron Team manager, Kees van der Grint.

The Dutchman is one of several drivers to be linked to PMC. Thierry Tassin and Alex Ribiero being among the others.

JFR to Estoril with Yokohama

John Fitzpatrick Racing, having recently taken delivery of the chassis and spares shipped back from Australia after the Sandown 1000, will be off to Estoril next week for a test programme with Yokohama.

JFR ran the Japanese rubber for the first few races of the 1984 World Endurance Championships before switching to Goodyear. At this point Yokohama departed the WEC scene but Bert Baldwin, who runs the European

motor sport programme for the company, returned with new rubber at Sandown Park in December. Yokohama now feel that they can compete on more level terms with Goodyear and Dunlop in Group C racing, and the Japanese are anxious to complete a deal with a leading privateer Porsche team for 1985.

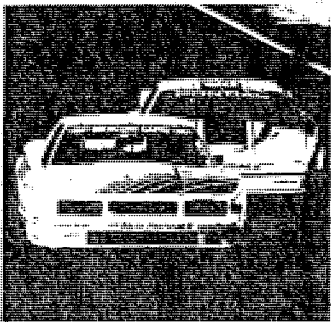
The JFR team is planning another full series of Group C1 events this year with a Porsche 956B and a 956, and will also be contesting selected rounds of the Ger-

man national series. The team has recently sold off its US facilities at San Diego, California, so as to concentrate its full effort on its Silverstone factory which houses the Porsches. The withdrawal of Skoal Bandit from sportscar racing has left JFR without firm sponsorship, and the British team's programme is still fluid as it begins to prepare for the 1985 WEC season-opener at Mugello in April.

In the absence of a firm offer from

JFR, David Hobbs has left the team to drive the TWR Jaguar Group C project (see separate story), but Thierry Boutsen has so far resisted other offers so as to await confirmation of JFR's arrangements. Franz Konrad will also be racing a JFR Porsche this season having secured backing for German championship events.

Boutsen will be doing the Yokohama testing for the team in Portugal next week.



INTERNATIONAL RACES

ZOLDER F3

In the club

Eric Bachelart won the opening round of the German Formula 3 series driving the Belgium VW Club Ralt RT3/85. Pole position, however, belonged to Volker Weidler in the latest Martini MK45, but he and fellow front row man, Dane, Kris Nissen (VW Motorsport Ralt RT30) had a coming together on the warm up lap. Both continued, but Nissen proceeded to spin off before he ever reached the grid.

Bachelart made the best start to lead, with Weidler struggling somewhat with a damaged car. On the fifth lap Weidler spun, elevating Rudi Seher (Martini MK43) to second for a couple of laps before Weidler got past again. Seher then spun at the rapid Terlamenbocht and clouted the barriers heavily.



Weidler—second after a spin.

In the opening round of the German Saloon Car Championship Harald Grohs battled through to win ahead of Roberto Ravaglia (Schnitzer BMW635CSi). Half the field chose to use wet tyres, and Gerhard Berger could manage only 8th place after a pitstop to change rubber.

WOLFGANG MONSEHR

ZOLDER (B)

Mar 24

German Formula 3 Championship, round 1
24 laps — 39.21 miles

1, Eric Bachelart (Ralt-VW RT3/85), 32m07.40s, 89.04mph; 2, Volker Weidler (Martini-VW MK45), 32m16.80s; 3, Jari Nurminen (Ralt-Alfa Romeo RT30), 33m08.08s; 4, Adrian Campos (Ralt-VW RT30), 33m09.46s; 5, Franz Konrad (Anson-AW SA484K), 33m10.80s; 6, Jo Zeller (Ralt-VW RT3/85), 33m28.43s; etc.

Fastest lap: Weidler 1m42.51s, 93.00mph.

German Production Car Championship, round 1

24 laps — 39.21 miles

1, Harald Grohs (BMW 635CSi), 46m21.06s, 82.27mph; 2, Roberto Ravaglia (BMW 635CSi), 46m29.71s; 3, Kurt Koenig (BMW 635CSi), 46m35.15s; 4, Per-Gunnar Andersson (Volvo 240 Turbo), 46m48.47s; 5, Olaf Manthey (Rover Vitesse), 46m50.30s; 6, Peter John (Chevrolet Camaro), 46m58.90s; etc.

Fastest lap: Ravaglia 1m50.80s, 86.04mph.



NATIONAL RACES

SILVERSTONE

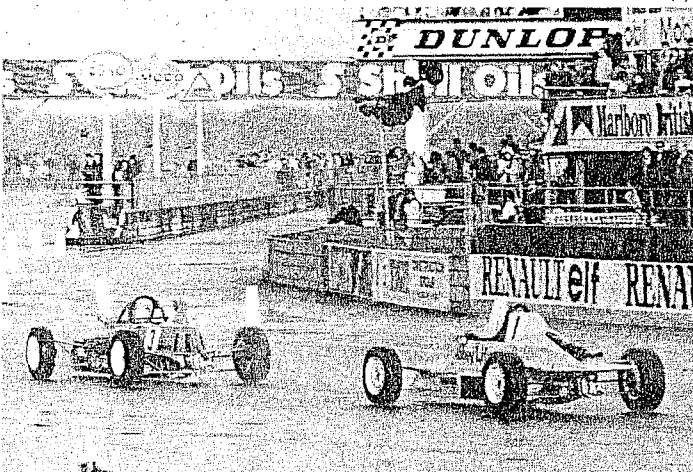
Blundell again

Following the inaugural F3000 race, the track was still wet when the Esso Formula Fordsters emerged to do battle over 10 laps of the Grand Prix circuit. This diluted — literally — Mark Blundell's superb practice lap which saw the works Van Diemen driver under John Pratt's lap record. When the lights changed, Johnny Herbert got the Quest off the line first and was followed, from the second row, by John Booth with Damon Hill third and Blundell fifth behind Brazilian team-mate Paulo Carcasci. Peter Bell made a good start but spun at Copse, resuming further down, while Damon Hill fell off at Abbey ending his race with the Ricoh Van Diemen RF85.

The adverse weather conditions certainly split up the field and robbed spectators of the close encounters that typify Formula Ford, Herbert getting away from Booth's Van Diemen RF85 and continuing the superb form he showed at the same venue a week before. Blundell grabbed second place from Booth in the course of the fourth tour, gradually reeling in the fleeing Herbert.

Gary Ward's Reynard FF85 reeled in Booth, taking third on the eighth lap,

Herbert's Quest (left) eventually succumbed to pressure from Blundell's works Van Diemen (1).



SILVERSTONE, Mar 24, BRDC

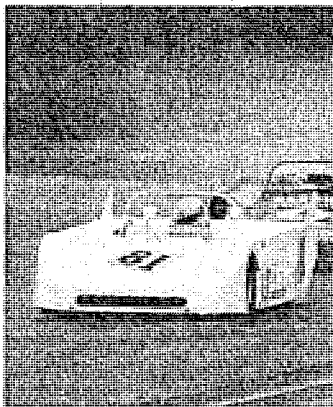
Esso FF1600 Championship race (10 laps): 1 Mark Blundell (Van Diemen RF85), 19m33.49s, 89.94mph; 2, Johnny Herbert (Quest FF85), 19m34.22s; 3, Gary Ward (Reynard FF85), 19m51.63s; 4, John Booth (Van Diemen RF85), 19m52.69s; 5, Eddie Irvine (Mondiale M65S), 20m35.8s; 6, Peter Bell (Ray 85F), 20m35.85s.

Fastest lap: Herbert, 1m54.61s, 92.09mph.

B&Q British Sports 2000 Championship race (10 laps) — Overall and Class A: 1, Mike O'Brien (Shrike P15), 17m30.96s, 100.43mph; 2, Sean Walker (Shrike P15), 17m43.41s; 3, Tony Bridge (Shrike P15), 18m18.29s; 4, Evan Clements (Royale RP37), 18m37.28s. Fastest lap: O'Brien 1m43.86s, 101.62mph. Class B (Pre-81): 1, Dud Moseley (Motus 10BX), 19m32.43s, 90.02mph; 2, Martin Chambers (Tiga SC80), 9 laps; 3, Malcolm Paul (Tiga SC79), 9 laps; 4, Stephen Mitchell (Lola T492), 9 laps. Fastest lap: Moseley, 1m 49.61s, 96.29mph.

while Carcasci ended up firmly ensclosed in the Woodcote catch fencing. At the front, Blundell took full advantage when Herbert was slowed at the chicane, the Van Diemen exiting Woodcote quicker, and forcing inside the Quest into Copse for the ninth time. Once through, Blundell drew away to win by just under a second, with Ward third ahead of Booth.

Mike O'Brien joined the B&Q Sports 2000 ranks for this, the third round, but could not match the blistering qualifying pace of Ian Flux's Aquila RO835. However, once the lights changed it was O'Brien's Shrike P15 that shot into an immediate lead, never to be headed again. Indeed, at the completion of the second tour O'Brien was 3.3s clear of Sean Walker's similar car. Flux was



Moseley — morning Class B winner.

struggling to stay in touch, the car developing a chronic misfire which eventually dropped him to eighth place. Tony Bridge assumed third with Flux's demise, having passed Evan Clements's Royale RP37 at the chicane on lap five. Dud Moseley, who had qualified his Motus 10BX an excellent third, was also having problems with a misfire but held on to finish seventh and claim the class B (Pre-81) honours. At the front, O'Brien consolidated his position to win and claim the additional point for fastest lap, with Walker a clear second from Tony Bridge in a Shrike 1-2-3.

TONY DODGINS

MONDELLO PARK

Mondiale Park

Martin Boyle won the opening round of the Motovox Formula Ford 1600 'A' Championship at Mondello Park on March 13 in a Mondiale M84S, but the stars of the first meeting of the Irish season were Alan McGarrity and the new Crosslé 60F. McGarrity came from the back of the grid to win the Shell Oils 'B' race, having had coil trouble in practice. The attractive 60F won out of the box, and is a worthy successor to the successful 55F.

The Motovox 'A' race was stopped after two laps as a result of an accident at the esses, when McGarrity's 60F mounted the 55F of Tommy Reid and the two Crosslés blocked the track. Both drivers were unhurt, but McGarrity had to start from the back of the grid again. Boyle was always in total command, dictating the pace ahead of Alan Hick (Van Diemen RF82) and Noel Roddy (Crosslé 55F) after the re-start. McGarrity drove an inspired race to finish third, and would have taken Roddy for second had the race gone another lap.

On combined times Boyle was easily the winner. Hick dropped back to fifth in the second race, but finished second overall, followed by Roddy, Dave Griffin (Crosslé 32F) McGarrity and Vivion Daly's Reynard FF85.



Martin Boyle — Motovox FF1600 victor.

Niall Kennedy posted his best performance to date by finishing second in the 'B' race in his Van Diemen RF80, comfortably in front of Donal Griffin and Eugene Heary in Crosslé 32Fs.

Welshman John Hughes spun his Scarab twice in the Formula VW race, yet he emerged the winner, passing Liam O'Sullivan's Sheane with two laps to run. There was mayhem at Shell on the opening lap of the Mini 850 race, and Ed O'Connor had no competition on his way to an easy win. Likewise, there was no real challenge to Jackie Cochrane's rorty Sunbeam Tiger in the historic sports car race.

The Ford Capri 3000's of Gerry O'Riordan and John Hayes were no match for Maurice Mitton's ex-Eddie Regan Ford Escort RS2000 in the Prod-Saloons race. Mitton drove an extremely polished race, and will be very hard to beat in prod-saloon racing this year. Frank O'Rourke celebrated his return to racing, after having his licence suspended for the last two years, by winning the 1300cc class and finishing sixth overall in an Opel Kadett SR. He was briefly challenged by the Corsa SR of Bob Montgomery.

At the end of a freezing cold day, there was a silly four-car GT 'race', won by George Crozier in his Ford-powered Maguire Mini.

BRIAN FOLEY

April 4, 1985
Vol 99 No 1

FRONT COVER

Pictured on this week's front cover is Ayrton Senna, fastest in testing at Rio, venue of the first round of the FIA Formula 1 World Championship. Read the latest F1 news in *Pit & Paddock*, while a full preview to the Brazilian Grand Prix appears in our full colour TV guide free with this issue. The race will be reported in full in next week's issue. Photo: IPA. Below: The TWR Rover team finished 1-2-3 in the opening round of the European Touring Car Championship. Report: page 14. Photo: John Colley.

NEXT WEEK

Brazilian Grand Prix from Rio — All the Bank Holiday action, including F3000 from Thruxton — Full report from the Safari Rally — Mugello WEC preview — Interview with Frank Williams — Plus Team Guide to the Ligier and Minardi F1 teams, all in full colour.*

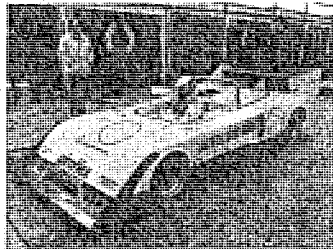
*These items correct at time of going to press.

Autosport

PIT & PADDOCK 4

All the international motor racing news — Birmingham street race a step closer — Teo Fabi signs for Winkelmann Team Lotus — JFR to run on Yokohamas — OSCAR to represent Group C participants — Dumfries confirmed at Ferrari?

PREVIEW: THUNDERSPORTS 10



Marcus Pye presents a guide to the fancied runners at the first two counters of MCD's Thundersports series, starting with the Gold Cup at Oulton Park this weekend.

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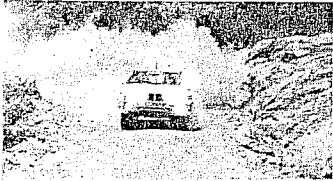
Our views on the newly formed OSCAR organisation in *Comment* — Your views through the *Correspondence* pages — A glance back in time with *Then as Now?* and motor sport from 10 and 25 years ago — And our weekly giggle from *Catchpole*...

MONZA ETC 14



Joe Saward took off to Italy for the first round of the European Touring Car Championship. Although there are no Jaguars this year, British honour was upheld with a three-car Rover entry — and the cars finished a glorious 1-2-3.

PREVIEW: SAFARI 18



At the start of the most prestigious event on the World Rally Championship calendar, the Safari Rally, Peter Foubister brings you the latest news on the entries from East Africa.

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All the international and national rallying news — Renault's Maxi 5 Turbo in France — McRae misses Costa Smeralda — Ford plan evolution RS200 — Shell to support National Championship in 1986.

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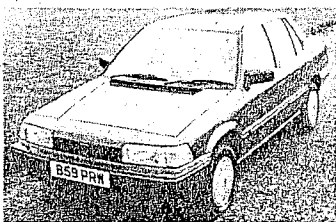


Keith Oswin examines the likely winners of the fast and furious five day Circuit of Ireland event.

TECHNICAL INSIGHT 24

Is your angle of dangle correct? Mike McCarthy looks at the problems — and solutions — facing competitors with a computerised diagnostic system.

ROAD CAR 27



The latest batch of models from Austin Rover — Plus the Japanese market for the specialised Mini.

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All the national racing news — New Grange Thundersports challenger — Wiscombe hillclimb test day — Preview to British RAC Rallycross series at Lydden — McCarthy's RF85.

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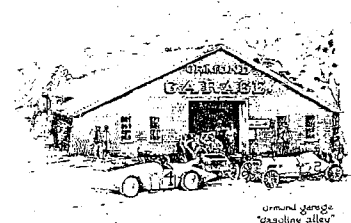


A new name featured on the second round of the Shell Oils/AUTOSPORT National Rally Championship, the York National Rally — Chris Mellors. Keith Oswin reports from Yorkshire.

PREVIEW: F3000 42

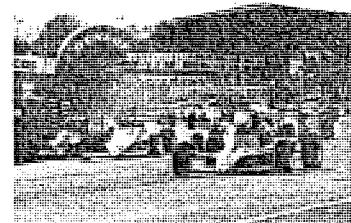
The second round of the European Formula 3000 championship takes place at Thruxton this Bank Holiday Monday. Ian Phillips provides you with all the facts for an entertaining day's racing.

ARMCHAIR ENTHUSIAST 45



Our monthly leisure guide — All our usual competitions — Book and video reviews — Plus a look at some interesting motor racing postcards.

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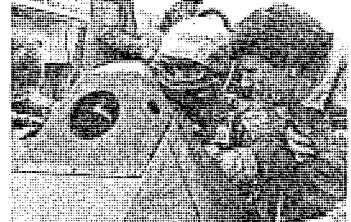


New carbon fibre Dallara wins opening Italian F3 counter — Euro MG Metro Challenge action from Monza — BMW on top in NZ — Dan Marvin wins West Coast Atlantic — National racing from Brands Hatch, Silverstone, Lydden and Mallory Park — Frequelin wins Garrigues Euro counter — Rally action from Kuwait — All the national rallies from the weekend.

AUTOSPORT GRAND PRIX TEAM GUIDE

Another in our full colour Grand Prix Team Guides looks at the Arrows, RAM and Zakspeed marques.

AUTOSPORT GRAND PRIX TV GUIDE



The first in our popular full colour TV Guides takes a pre-season look at the first round of the World Championship at Rio, the Brazilian Grand Prix.

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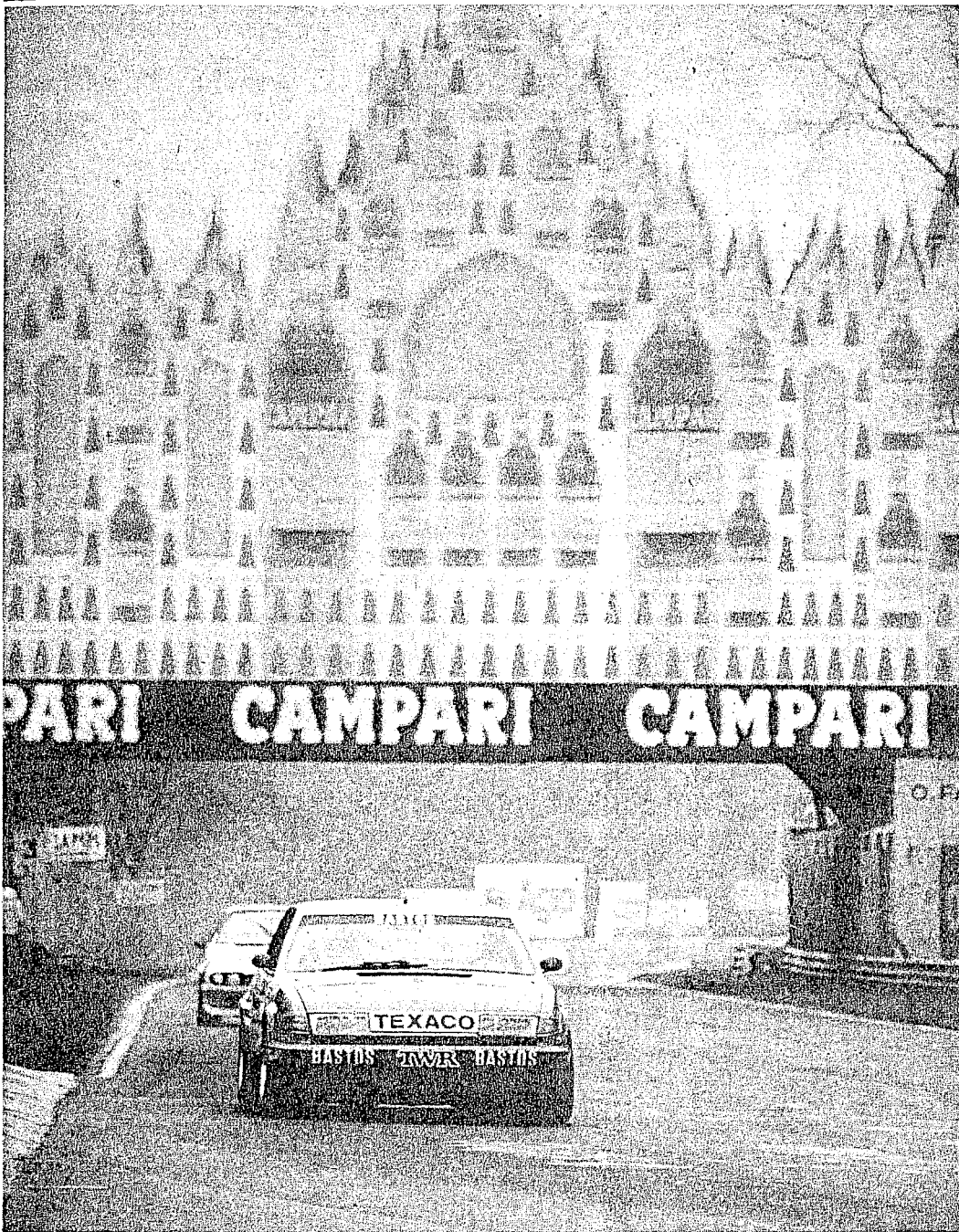
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ABC MEMBER OF THE AUDIT BUREAU OF CIRCULATIONS



Tom Walkinshaw started the ETC season in the style to which he is accustomed — winning first time out in the Bastos/Texaco Rover Vitesse.

Arrivederci Rover

Bastos/Texaco Rovers finish 1-2-3 — Walkinshaw opens title defence with victory — Volvo and BMW challenges falter after early battles — Alfa Romeo domination of Class 2 under threat from BMW 323is — Report: JOE SAWARD — Photography: JOHN COLLEY

The leading BMW635CSi ground to an expensive halt in the pitlane after 49 laps of the Monza 500Kms — the opening round of the 1985 European Touring Car Championship. The three Austin Rover Vitesse were running at the front, when, four laps later, the sun came out. It looked like being a perfect afternoon for the ARG men. In the TWR pit, however, the pressure was showing. There were still 38 laps to go and team boss Tom Walkinshaw was pacing up and down like a caged tiger. It was going to be a long, hot afternoon. "It's not over yet," he muttered, watching as lap after lap his cars came through at the front. When the chequered flag finally came out, Tom allowed himself a broad grin. They had done it. A glorious afternoon's racing, and all glory belonged to the Rovers. Walkinshaw had done it with the Jaguars last year, now is it the turn of the Rovers?

QUALIFYING

There is a new look to ETC this year. Gone are the all-conquering Jaguar XJS-HEs and in their place comes the promise of a season-long battle between Rover Vitesse, BMW635CSis and Volvo 240 Turbos. We have yet to see Ford's new challenger — the Sierra Turbo — and Mercedes have the 190 waiting in the wings. Expectations are high.

Last autumn, things looked very different. With Jaguar winning almost everything, BMW announced that they would be stepping down for a year and

concentrating on their new M3 model for 1986. That decision looks likely to be changed in the light of Jaguar's late announcement that they are withdrawing to concentrate on Group C racing. BMW had been caught on the hop.

After last year's success, Volvo increased their direct involvement in the series, and Eggenberger Motorsport wheeled out two pristine, and beautifully prepared, 240 Turbos at Monza. The cars were immediately competitive and with a talented line-up of drivers, it is surely only a matter of time before their reliability improves.

The Rovers too have come on leaps and bounds over the winter. Last year was disappointing for the ARG men, but their experience has been put to good effect. They have the driver line-up to steal the glory from the continental marques, and they might do just that . . .

When practice began on a rather overcast Saturday morning, it was the Volvos that made the first impact, with Gianfranco Brancatelli setting the early pace and annexing pole position in the first session. The 240s have been considerably updated to try and cope with their very obvious handling difficulties of last year. The cars still bounce around, but seen alongside one of last year's cars, they are positively stable. The cars will never look like thoroughbred racers but there can be no doubting that they are incredibly quick in a straight line. Brancatelli drove a Bee Em with great gusto last year and his switch to Volvo has been a major change. "In the corners, you know, the car feels as though it is flying," he commented after first practice, gesticulating furiously in an attempt to explain the oddities of Volvo handling; "But the power!" he added with a low whistle, and a roll of the eyes.

'Branca' is joined this year by fellow BMW refugee Sigi Muller Jr, and 1984 Volvo runners Pierre Dieudonné and Thomas Lindstrom. For the Swede the difference from last year is very noticeable. "On Pirelli radials, the car is quite different," he said after practice. Some things have not changed, however. After practice the Eggenberger mechanics changed an engine after one of the cars had come hissing and sneezing into the pits. The Volvo Dealer Team Europe (read Eggenberger) had laid down the gauntlet and had Brancatelli not had a brush with Winni Vogt's BMW 323i in the morning, the qualifying performance would have been nearly perfect.

Sharing the front row with the leading Volvo was the Schnitzer BMW of Gerhard Berger and Roberto Ravaglia. With only a week to go before his Formula 1 season gets underway in Rio, Berger was keen to get plenty of miles under his belt, having done no driving at all over the winter after his near-fatal road accident. Poor old Ravaglia had only 11 laps in the car in the two practice sessions as Berger thundered his way around, netting fastest time in the afternoon session. Down at the Parabolica, the Austrian was right on the edge, exiting the corner more than once with both inside wheels well off the tarmac.

Team mates Dieter Quester and Emanuele Pirro only managed eighth quickest. For Pirro it was something of a new departure and he spent most of practice getting to grips with how saloon cars work. In the end, it was he who set the fastest time of the two, despite being a bit worried with the car's handling. Most of the Bee Ems looked a bit jumpy, particularly under braking — not, you understand, in the same league as the Volvos, but skittery nonetheless.

Quite the most stable looking cars were the Rover Vitesse, and reigning ETC Champion Tom Walkinshaw used this to good effect to put his car solidly on the third grid spot, despite the fact that his car seemed to have a permanent cloud of oil smoke following it. The problem

seemed to afflict all three Vitesses at some time during practice, and it was traced to pressure — the dipsticks being blown out and oil pouring onto the engine. It did not seriously affect the cars but it looked horrible and would have upset anti-pollutionists. In the afternoon, engine seals began to suffer and the TWR mechanics were working well into the night to solve the problem for race day.

Walkinshaw, however, was unperturbed by it all when he got out on the track, and in the first session, particularly, was really going for it, to the detriment of the Monza kerbing. At one point, leaving the pits with new rubber, Tom found himself in a rather worrying position: "I was going flat out through the Lesmo corners when halfway through the realisation dawned that something was not quite right." His soft tyres were not soft at all! Spectators out at the back will probably not forget Tom's efforts to save the situation — it made interesting viewing . . .

Win Percy managed only five laps in both qualifying sessions, with a car sounding as though it only had seven cylinders, and a cloud of oil smoke to boot.

Sharing the second row of the grid, albeit a second off the pace of the front three men, was the third Rover of Jean-Louis Schlesler/Eddy Joosen/Pier-



Half a lap before his crucial first chicane the leading BMW of Gerhard Berger and Roberto Ravaglia powers away from his stop. It lasted to the second chicane, re-Alain Thibault. The car did only three laps in the first session, suffering brake problems, but in the second 'Schless' picked it up by the scruff of its neck and with the aid of some qualifying rubber was really flying, power sliding through the Parabolica in flamboyant style. The second Rover piloted by Jeff Allam and Armin 'Ariane the European Rocket' Hahne had an even worse time in

the first session, stranded in the pits with brakes locked, and then once mobile suffering a mysterious misfire. The car qualified ninth. Of regular ETC Rover man Steve Soper there was no sign, and it seems he will not be seen racing until Donington Park.

Fifth on the grid was the Luna Volvo of Ulf Granberg and Ingvar Carlsson. The 240 did not appear in the first session and judging by the number of engine changes it underwent, was causing the Swedes a few headaches.

Completing the top 10 were the two ex-Eggenberger BMW635CSis which have been acquired by a newly formed outfit CiBi Emme Sport of Umberto Grano/Giancarlo Naddeo and Maurizio Micangeli/Georges Bosshard. The team also ran a third car for Marco Micangeli/Emilio Zapico, which qualified 11th despite stumbling over a VW Golf in the first session and ending up buried well in the sand at the third chicane.

Convincing leaders of Class 2 were Rinaldo Drovandi and Lella Lombardi in the Alfetta GTV6 entered by the Auto-Bergamo team, although Winni Vogt showed well in his Rene Lezard-sponsored BMW323i, while in the baby class Paco Romero and none other than Emilio de Villota led the way in their VW Golf.

RACE

Early on Sunday morning there was a brief spell of rain, and for the warm up the track was slightly damp. The Rover team had overcome their practice problems, but none of the Vitesses sounded particularly crisp, the team opting to reduce compression rather than risk an oily debacle. Midway through the session one of many VW Golfs contrived by some miracle to lose both front wheels simultaneously as it wailed past the pits, the hapless driver watching as his front wheels raced each other to the first chicane. The car slewed to a halt without hitting anything and a much relieved driver emerged.

Major drama was to follow in the final minutes of the session when Berger's BMW cannibalised its engine and the Schnitzer mechanics rushed into action to install a new unit for the race. As the cars lined up before the off, team manager Charley Lamm was keeping his fingers crossed. Further up the pit lane Tom Walkinshaw was eyeing the clouds with some suspicion — rain would not be welcomed in the TWR camp. Dark clouds floated ponderously overhead as the cars set off on their reconnaissance lap — 47 cars coming round for the always impressive Monza rolling start.

First time round Brancatelli's Volvo leads Berger's BMW with the Rovers of Walkinshaw and Schlesler in close attendance.



MONZA (I), Mar 31, FIA European Touring Car Championship, round 1, 87 laps — 313.2 miles

Pos	Driver (Nat)	Class	Chassis/Engine	Result	Qualifying	Pos
1	Tom Walkinshaw (GB) Win Percy (GB)	3	3.5 Rover Vitesse	3:02:59.64	2:01.66	3
2	Jean-Louis Schlesler (F) Jeff Allam (GB)	3	3.5 Rover Vitesse	3:03:18.57	2:02.86	4
3	Armin Hahne (D) Eddy Joosen (B)	3	3.5 Rover Vitesse	3:04:39.67	2:03.99	9
4	Maurizio Micangeli (I) Georges Bosshard (CH)	3	3.5 BMW 635 CSI	86 laps	2:04.76	10
5	Giancarlo Naddeo (I) Umberto Grano (I)	3	3.5 BMW 635 CSI	85 laps	2:03.75	7
6	Lella Lombardi (I) Rinaldo Drovandi (I)	2	2.5 Alfa Romeo GTV6	84 laps	2:06.21	13
7	Winni Vogt (D) Walter Nussbaumer (D)	2	2.9 BMW 323i	83 laps	2:07.45	17
8	Karl Oppitzhauser (A) Georg Packer (A)	3	3.5 BMW 635 CSI	83 laps	2:06.69	15
9	Giorgio Francia (I) Georges Cremer (B)	2	2.5 Alfa Romeo GTV6	83 laps	2:08.46	21
10	Marcello Cipriani (I) Massimo Siena (I)	2	2.5 Alfa Romeo GTV6	82 laps	2:08.91	24
13	Miguel Arias (E) Santiago Cantero (E)	1	1.6 VW Golf GTI	79 laps	2:15.66	34
R	Gerhard Berger (A) Roberto Ravaglia (I)	3	3.5 BMW 635 CSI	Engine	2:01.46	2
R	Gianfranco Brancatelli (I) Thomas Lindstrom (S)	3	2.0t Volvo 240 Turbo	Engine	2:00.77	1
R	Ulf Granberg (S) Ingvar Carlsson (S)	3	2.0t Volvo 240 Turbo	Engine	2:03.42	5
R	Pierre Dieudonne (B) Sigi Muller (D)	3	2.0t Volvo 240 Turbo	Engine	2:03.47	6

Winner's average speed: 102.80mph Fastest race lap: Jean-Louis Schlesler, 2:2.23, 106.15mph. Next round: Vallelunga, Apr 21.

Bouncing to victory, Tom Walkinshaw takes the Monza kerbing. The Scot survived a tremendous battle with Berger's BMW to take the flag.



▶▶ Brancatelli took full advantage of pole and led the field at the end of the first lap, with Berger, Walkinshaw and Schlesser snapping at his heels. Into the Rettifilino for the second time Brancatelli and Walkinshaw had a brief coming together and Berger, never one to miss an opportunity, slipped through to lead. Brancatelli held second but Walkinshaw dropped away slightly, coming under pressure from team mate Schlesser.

The man making the most impressive progress was Ulf Granberg in the Luna Volvo, scything through, taking both the Rovers in one glorious passing manoeuvre as they steamed down to the first chicane on lap 3. Berger found himself with a momentary breathing space as Brancatelli began to encounter water injection problems. The team had decided to go for just one pit stop, and so Brancatelli was bidding his time, keeping the revs down. Granberg clearly had no such ideas as he pushed past the Eggenberger car and went in pursuit of the leader, finding his way through on lap 12. In those early laps the two Rovers held station, Schlesser baiting his team boss by trying to sneak ahead, while Pirro watched from behind. The leading six cars pulled well clear of the rest, led by Naddeo. Early progress was made by Armin Hahne, although, by the time he reached the front of the chasing bunch the leaders were long gone, while Dieudonné's Volvo blew a head gasket on lap 18 and the Belgian had to walk back to the pits.

Class 2 was led convincingly by the Alfa of Drovandi although in the early laps Giorgio Francia and Winni Vogt held on. Emilio de Villota's Golf was quickly passed by the Toyota of Philippe Muller and Franz Bolinger.

It was looking very good for the Volvos by lap 22 when Brancatelli, despite his self-imposed restraint, moved past Berger and into second place. Almost unnoticed was the sudden progress of the Walkinshaw Rover, within two laps battling for second spot. Three abreast the Volvo, the BMW and the Rover streamed into the first chicane. Schlesser began to move in on the battle as the three slowed each other down. Lap 26, and Walkinshaw had fought his way



The story of the race was the battle between Walkinshaw's Rover and Berger's BMW. The two swapping places several times a lap in a 20 lap battle.

through to the head of the four car fight for second, with Pirro's BMW homing in behind them. Things were getting interesting up front . . .

The whole face of the race changed dramatically at the end of lap 27, with the interest very much on the battle for second place the leading Volvo slipped quietly into the pits almost unnoticed—a head gasket had gone. Walkinshaw came through to see the P1 board, and for the next 20 laps the honour of leading was a hard fought one to win — Berger was right with the Rover, and in their slipstream came Jean-Louis Schlesser, Brancatelli and Pirro. Berger nosed ahead, Walkinshaw fought back, then suddenly Schlesser was with them and leading — this was vintage saloon car racing.

The Brancatelli/Pirro dispute of fourth was equally fierce. The first big change came on lap 36. Schlesser had led for three laps when he suddenly headed for the pits, worried by deteriorating rubber. Jeff Allam was quickly drafted in to the car and although he found himself well down from the battle he was in fifth nonetheless, behind the third Rover when he rejoined. Someone was missing. Pirro's BMW, battling hard with the Brancatelli Volvo, had stumbled across a wayward Toyota and as he went over the kerbing, the oil sump was split and the Roman's race was run.

Back at the front, it was Walkinshaw versus Berger again and the next 10 laps provided one of the best battles in ETC for years. The two cars were passing and re-passing each other two or three times a

lap for the lead. No quarter was given. Behind them, but still in touch was Brancatelli, curbing his enthusiasm to join in with admirable restraint. All this, and the pit stops still to come!

Brancatelli was the first to go in, losing only two places to the Rovers in his wake. Thomas Lindstrom took over the car, but three laps later he was back in the pits, his turbo blown.

Lap after lap Berger and Walkinshaw continued their feud, by now well clear of the rest — headed by the Hahne Rover, which was the next to stop, Hahne handing over to Eddy Joosen on lap 44. The three Rovers were moving up. Well back by now were the chasers, led by the two ex-Eggenberger BeeEms of Maurizio Micangeli and Giancarlo Naddeo.

Lap 47 saw Tom Walkinshaw disengage conflict with Berger and head his Rover for the pits. Next time round Berger himself came in and Allam was briefly in the lead. Win Percy climbed aboard the No 1 Rover and went out to challenge his team mate but while this was going on the BMW challenge finally faltered. Berger had handed his car over to Roberto Ravaglia, but by the time the Italian got to the second chicane there was clearly something very wrong with the car. His race lasted but one lap.

The Rovers were there, 1-2-3 at the front, the nearest challenges the CiBi Emme Sport cars were out of touch but running healthily. A pattern had been set and the long wait to the flag began, punctuated only by Allam briefly calling into the pits to top up fuel after Schlesser's earlier than planned stop. No one could challenge them and in glorious sunshine they duly took the flag, to the relief of the ARG camp.

In a fine sixth place, behind the Rovers and the CiBi Emmes, came Class 2 winner, the Lombardi/Drovandi Alfa, with Winni Vogt second in the class for BMW, while in the smallest class the VW Golf of Spaniards Miguel Aria and Santiago Cantero had a steady if uninspired race to victory.

You have to finish to win, and the Rovers did just that. When the Volvos and the BMWs do the same we are going to have some mighty scraps on our hands . . . The series now has a three week gap to the race at Vallelunga, before coming to Donington. It will be worth waiting for.

Class 2 was won by the Alfa Romeo GTV6 of Mirabito Drovandi and Lella Lombardi which scored a fine sixth place overall.



DPR order new Reynard 853s

Having effectively watched from the F3 sidelines with updated 1983 Ralt RT3s to date this season, Dave Price Racing has ordered a trio of new Reynard 853 chassis, to be delivered next month.

The astute Price took a conscious decision not to order new 'flat bottom' chassis 'blind' before Christmas, and no-one can argue that the carbon-fibre Reynards (undefeated so far) are his best bet.

Two of the Reynards will be run in the Marlboro British F3 championship — for Cathy Muller and, hopefully, Julian Bailey or Andrew Gilbert-Scott — while Paul Belmondo will run the other 853 in the French series, in the colours of New Man clothing.

A second batch of five 853s is under way at Bicester, the others for Anglo-American Racing (Ray Stover/Dave Scott) and Bert Shafer in Germany.



Mike Wilds's Lola T286 — a non-starter at Oulton.

Wilds fortunate at Oulton

The Oulton Group's Cosworth-powered Lola T286 was an unfortunate non-starter in Good Friday's Thundersports opener at Oulton Park. The car should have been shared by owner Jim Wallis and former Grand Prix driver Mike Wilds, although it was damaged in an accident shortly after the start of untimed practice last Thursday morning.

Wilds was at the wheel when, apparently, the car's rear bodywork lifted as he crested Deer Leap, the car immediately running out of control and spinning wildly past the pits. Fortunately, no heavy contact was made, although the car suffered fairly extensive if superficial damage and could not be readied for the weekend's Thundersports double.

BRIEFLY

■ John Wickham, director of the Spirit team, has confirmed that he still hopes to take delivery of an F3000 car for racing later in the season. "We are virtually ready to go," said Wickham, who is believed to be in an advanced state of negotiations with an Italian-sponsored driver. Spirit's new F1 car is due to appear at Imola.

■ The Renault-Elf works team was the only one at Rio to have the use of the much-reworked EF15 '85-spec V6 engine. Asked when he expected to have EF15s for his cars, Lotus team manager Peter Warr said that it depended on Ligier, the other Renault 'client' team. "Unfortunately," said Warr, "Ligier is so anti-British that he is insisting on the exact terms of the contract being respected, even though his cars aren't particularly competitive."

■ Zandvoort circuit boss Jim Vermeulen and two Dutch colleagues were extremely fortunate to escape with their lives last week when the Piper Seneca light aircraft in which they were travelling crashed in Farnborough, Kent, on the approach to Biggin Hill airfield. Both engines apparently failed as Henk van Silfhout (brother of FF2000 driver Jaap) piloted the plane towards the wartime airbase. All three occupants of the wrecked craft were released from Orpington Hospital after treatment for miraculously minor injuries.

■ Derek Daly, now fully recovered from his dreadful accident at Michigan last autumn, is to drive one of last year's Theodores in this season's CART Championship. The car is now renamed 'Ensign' again, and will be run by Morris Nunn and Chuck Jones. The team will not, however, be at Long Beach this weekend.

■ Rumours currently doing the rounds suggest that Volvo were using carbon fibre diffs at the Monza opening round of the ETC.

■ Currently awaiting homologation for the Australian Touring Car Championship is the new Mazda RX-7 rotary turbo-engined model. It is expected that Allan Moffat will debut the new car as soon as it is ready.

■ Our apologies to John Player Special Team Lotus. In our Grand Prix Team Guide No 2 (March 21 issue) we inadvertently used the logo of Group Lotus Car Co plc, and not that of the racing team, which is still that with the original motif incorporating the initials of the late Colin Chapman.

■ Serge Saulnier will be fielding 19-year-old American Joe Ris in the Marlboro French F3 series this year. Ris, son of Chrysler's head of communications, will appear in a Martini MK44.

■ Jean-Noel Lancuit will be Bernard Santal's team mate in this year's Avia La Chatre Racing School Formula 3 team. Lancuit replaces the original Volant Avia 85 winner, Philippe Couchet, who was killed in a road accident shortly before Christmas.

■ Dieter Qvester has apparently been in touch with Frank Sytner in the hope that he can negotiate some drives in ETC this year. Although Qvester is still a member of the Schnitzer BMW line-up, it is still unclear whether or not the team will take in the whole season. Team manager Charley Lamm is optimistic of their chances following the season opener at Monza, but the decision rests with BMW in Munich.

■ Despite his brief race at Thruxton Roberto Moreno is hopeful that he will drive the second Barron Tyrrell at the Estoril F3000 race next weekend.

■ Monday's *Daily Mail* reported that Tiff Needell's Brands pole-winning Chevron B36 was "powered by the Cosworth engine that won the 1982 German Grand Prix." Our admiration for Patrick Tambay is unbounded — beating the turbos at Hockenheim with a Cosworth. But did anyone ever dare tell the Commendatore that a DFV was slipped in just before the start? We think we should be told...

■ George Benoit is preparing two Marlboro-sponsored BMW M5 models in the French Production series this year for Marc Sourd and F2 refugee and F3000 aspirant Pascal Fabre.

■ Ersthwhile F2 Merzario pilot Stefano Livio will compete this year in the Italian F3 series in a Premaracing RT3. Later in the year it is hoped to that he will be able to acquire a new RT30.

■ Pierre-Henri Raphanel won the opening round at the Marlboro French F3 series at Nogaro on Sunday, taking his ORECA Martini MK44 to an easy win over the Ralt RT30 of EJ's charge Dominique Delestré and Paul Belmondo's DPR RT3/85P. Report next week.

■ Tommy Byrne is still in business. It seems the talented Irishman has settled in California and will be racing this year in the West Coast Formula Atlantic Championship...

■ Last weekend was a rather good one for AUTOSPORT. At Oulton Park on Good Friday, our own Marcus Pye finished second (and won the 2-litre class) in the Gold Cup Thundersports race with a Chevron B36, and on Easter Monday our track test driver Tiff Needell scored a victory with another Chevron in the Thundersports event at Brands Hatch. In between, our Brazilian Grand Prix reporter, Jeff Hutchinson, thrashed 14 of his colleagues when he came from ninth on the grid in three laps to win the journalists' head of the celebrity race. The event was laid on by Fiat, who were strongly in evidence at Rio de Janeiro launching the fabulous little Uno Turbo. On aggregate times, the Fiat Unto Turbo event was won by Jacques Laffite with *L'Equipe* reporter Johnny Rives — full report next week!

WEEKEND SPORT

INTERNATIONAL RACING		
Date	Venue	Event/Details
Apr 14	Mugello, Italy	FIA World Endurance Championship, round 1 <i>See Preview, page 35</i>
Apr 14	Long Beach, USA	CART PPG IndyCar World Series, round 1; SCCA Robert Bosch/VW SuperVee Championship, round 1 <i>For full preview see Pit & Paddock</i>
Apr 14	Donington Park, Derbys.	Marlboro British Formula 3 Championship, round 5 <i>Russell Spence will be looking to stamp his authority on the Marlboro F3 counter at his local circuit</i>
Apr 14	Albi, France	French Touring Car Championship, round 2
Apr 14	Darlington, USA	NASCAR Winston Cup Grand National Championship, round 6
Apr 14	Road Atlanta, USA	Camel IMSA GT Championship, round 4
Apr 21	Estoril, Portugal	FIA Formula 1 World Championship, round 2; FIA European Formula 3000 Championship, round 3
Apr 21	Vallelunga, Italy	FIA European Touring Car Championship, round 2
Apr 21	Zolder, Belgium	Marlboro British Formula 3 Championship, round 6
Apr 21	North Wilkesboro, USA	NASCAR Winston Cup Grand National Championship, round 7
Apr 21	Firebird, USA	SCCA Bendix TransAm Championship, round 2
NATIONAL RACING		
Date	Venue	Event/Details
Apr 14	Donington, Derbys	Marlboro British Formula 3 Championship, round 5; Sabre Fabrications Pre '80 FF2000 Championship; BARC Junior FF1600 Championship; BARC 1974-78 FF1600 Championship; BARC Clubmans Sports Championship; Wendy Wools Special Saloon Championship; Monroe Production Saloon Championship; BARC/MGOC Racing Championship <i>Adrian Willmott and Phil Andrews will be looking to further capitalise on their showings to date in the novice BARC FF1600 series. Racing starts 2pm.</i>
OFF TRACK		
Date	Venue	Event/Details
Apr 14	Prescott, Nr Cheltenham, Glos.	Rydale BMW Midland Hillclimb Championship, round 2 (Bugatti Owners Club) <i>All the top names and plenty of classic cars will be taking part with the usual excellent Prescott entry. First run at 10.30am.</i>
Apr 14	Brands Hatch, Fawkham, Kent	British RAC Rallycross Championship, round 2; BRDA Southern Rallycross Championship, round 2 (Enterprise AC) <i>Practice starts at 9.30, first race 11.30am.</i>
Apr 14	Meon Hill, Stratford Upon Avon	Thornton Trial (Northampton & DMC) <i>Another round of the BTRDA/RAC Fiveways Tyres Championship. Starts at 10.30am</i>
Apr 14	Exedown, Nr Sevenoaks, Kent	Cannon Trophy (Kentish Border CC)
Secretaries of the Meeting are requested to send details of forthcoming events to Fiona Grant, AUTOSPORT Editorial, Haymarket Publishing Ltd, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE.		

Rover hat-trick at Donington saloon bonanza?

The European Touring Car circus comes to Donington Park this weekend, with the Austin Rover team on the crest of a wave after two dominant performances in the opening races at Monza and Vallelunga.

Tom Walkinshaw and his regular co-pilot Win Percy will be trying, on their home ground, to score a hat-trick of wins to keep their 100% record in the series to date.

After Jaguar swept all before them last year, the Austin Rover camp fell into a demoralised state. It seemed they were never going to win. Now, there is a spring in their step and the cars emerge every time looking like winners. Winter development and the latest Dunlop rubber have made the Bastos/Texaco Rovers the cars to beat. At Monza, in the season-opener they finished 1-2-3, while two weeks ago, down in Rome, they finished first, third and fourth. Alongside the leading pair in the TWR-prepared cars this weekend, are Armin Hahne and Jeff Allam, while the third car will see Steve Soper racing in the series for the first time this year, partnering one of the two Belgians in the team — Pierre-Alain Thibaut or Eddy Joosen, Jean-Louis Schlesser being otherwise engaged with the French championship Rover.

Waiting in the wings however are the Volvo 240 Turbos. Last year the 'Flying Bricks' were horrendous to watch, leaping around all over the track. Over the



Brancatelli and Walkinshaw dispute the same piece of Monza, while Jean-Louis Schlesser looks on.

winter, with the long time BMW entrant Rudi Eggenberger taking over running the cars, there has been a dramatic improvement. They still jump about, but now they are beginning to look almost stable. While Eggenberger has put in work on the chassis, Sweden remains in control of the engine development, and after the disastrous engine failures at

Monza they have been forced to look at a new way round the high compression problem.

Eggenberger has a dramatic driver line-up. Led by Gianfranco Brancatelli, the team has Pierre Dieudonne, Thomas Lindstrom and Sigi Muller Jr — a fine blend of youth and experience — Lindstrom knows more about Volvos than perhaps anyone else in Europe, Dieudonne's credentials are well known and Sigi Muller has shown that he will be a very good saloon car driver with a little more experience.

In addition to the Eggenberger Volvos, there are three other 240s entered. The 'Lunatic' Volvo of Ulf Granberg and this weekend, Ingvar Carlsson, very rapid indeed at Monza; and the year-old models which will be pedalled round Donington (probably sideways all the way) by Swedes Mikael Strauch and Sune Olsson and the Antipodean pairing of Charlie O'Brien and Graeme Baker.

As we closed for press, we heard that the Schnitzer BMWs would not be competing at Donington, despite a fine showing in the opening round of the series at Monza.

BMW were, of course, caught out badly by Jaguars withdrawal from the series. Late last year, it was decided by the powers that be in Munich that ETC would be left to the Jags and Volvos until 1986 when the new M3 is expected. When the news broke in February that Jaguar were not competing, a hasty turnaround occurred. At Monza, Gerhard Berger battled for the lead with Walkinshaw's Rover, but it is fast becoming clear that the lack of work on the Bee Ems over the winter has left them struggling. The Schnitzer cars are now not expected back 'till the Nurburgring.

BMW however, will be represented.

Frank Sytner has entered two cars for himself and Michel Delcourt, and John Clark and TBN. Mike Newman's Burlington Wallcoverings car will be out too, with Mike accompanied by Vince Woodman, while the CIBIEmme Sport trio of ex-Eggenberger BMWs will be up there as ever. Although Andy Rouse's Sierra Turbo was entered, we learned on Monday that with a Trimoco event at the same meeting, Andy had decided against giving the car its ETC debut.

In the middle engine capacity class, there is the usual Alfa Romeo battle in prospect. Rinaldo Drovandi and Lella Lombardi taking on the Giorgio Francia/Bernard de Dryver duo with a gaggle of other likely to be in close attendance. An interesting entry will be the ex-TWR Mazda RX7 prepared by Jeff Williamson Rallying which has been entered for Chuck Nicholson, David Palmer and David Sears. "It's going to be a friendly family outing," commented Chuck when he spoke him, "just to see if we can compete with the Alfas."

Another team which are set on beating the European hordes, this time in the smallest class, is the Ford Escort team of Richard Longman and Alan Curnow. The numerous Toyotas and Golfs that appeared in Italy have been reduced in number but the competition is likely to be fierce, with 'the other' John Nielsen and Erik Hoyer's Corolla the car to beat. Also from the British series there will be the Jon Dooley/Rob Kirby Alfa Romeo Alfesud, and that could spring a surprise.

All in all it should be another enthralling race. At Vallelunga the Volvos showed that they have already begun to close the gap to the Rovers, but the 'Tom and Win Express,' is well and truly on the rails and will take a lot of beating . . .

JMCS

DONINGTON 500 European Touring Car Championship, round 3 Class 3 (Over 2500cc)

1 Walkinshaw/Percy	Rover Vitesse	Bastos Texaco Racing Team
2 Muller/Dieudonne/Lindstrom	Volvo 240T	Eggenberger Motorsport
6 Soper/TBN	Rover Vitesse	Bastos Texaco Racing Team
7 Hahne/Allam	Rover Vitesse	Bastos Texaco Racing Team
8 Granberg/Carlsson	Volvo 240T	Magnum Racing
9 Sytner/Delcourt	BMW635CSI	Sytner BMW
10 Clark/TBN	BMW635CSI	Sytner BMW
11 Lindstrom/Brancatelli/Dieudonne	Volvo 240T	Eggenberger Motorsport
12 Newman/Woodman		Burlington Wallcoverings
14 Marco Micangeli/Zapico	BMW635CSI	CIBIEmme Sport
15 Briozzo/Bosshard/Maurizio Micangeli	BMW635CSI	CIBIEmme Sport
16 Briozzo/Palma/Taverna/Naddeo	BMW635CSI	CIBIEmme Sport
17 O'Brien/Baker	Volvo 240T	Erie McRae Racing
19 TBN/TBN	BMW635CSI	FHS Motorsport
29 Strauch/Olsson	Volvo 240T	Restaurant Cattelinab

Class 2 (1601-2500cc)

41 Lombardi/Drovandi	Alfa Romeo GTV6	Jolly Club
42 Francia/de Dryver	Alfa Romeo GTV6	Luigi Racing
43 Bouchar/Cremier	Alfa Romeo GTV6	Luigi Racing
44 Camathias/Spillero	Alfa Romeo GTV6	Jolly Club
45 Cipriani/Siena	Alfa Romeo GTV6	Jolly Club
46 Suster/Cipolli	Alfa Romeo GTV6	Jolly Club
47 Meireles/Melvilla	Alfa Romeo GTV6	Luigi Racing
50 Nicholson/Palmer/Sears	Mazda RX7	Jeff Williamson Rallying
52 Walterscheid-Muller/TBN	BMW323i	FHS Motorsport

Class 1 (1001-1600cc)

71 Nielsen/Hoyer	Toyota Corolla GT	Team Toyota Castrol
72 Bychl/Salaguarda	Toyota Corolla GT	ASP Racing Team
83 Fransch/Mansperger/Moellman	Peugeot 205GTI	Haribo Racing Team
84 Katsers/Menage/Guy Neve	VW Golf GTI	Belgian VW Club
85 Ley/Stalman	VW Golf GTI	AC Bad Honnef
86 Niemeyer/Mores	VW Golf GTI	SNR Racing Team
89 Rauch/Bodo	Ford Escort RS1600i	Ford Auto Veri
90 Longman/Curnow	Ford Escort RS1600i	Royal Mail Datapost
91 Meeuvisse/van Ommen/Wester	Ford Escort RS1600i	Ford Gerstmann Racing Team
95 Dooley/Kirby	Alfa Romeo Alfesud	Alfa Romeo Dealer Team

TIMETABLE

Friday May 3

0900-1030	ETC untimed practice (Classes 1 & 2)
1045-1215	ETC untimed practice (Class 3)
1330-1500	ETC untimed practice (Classes 1 & 2)
1515-1645	ETC untimed practice (Class 3)

Saturday May 4

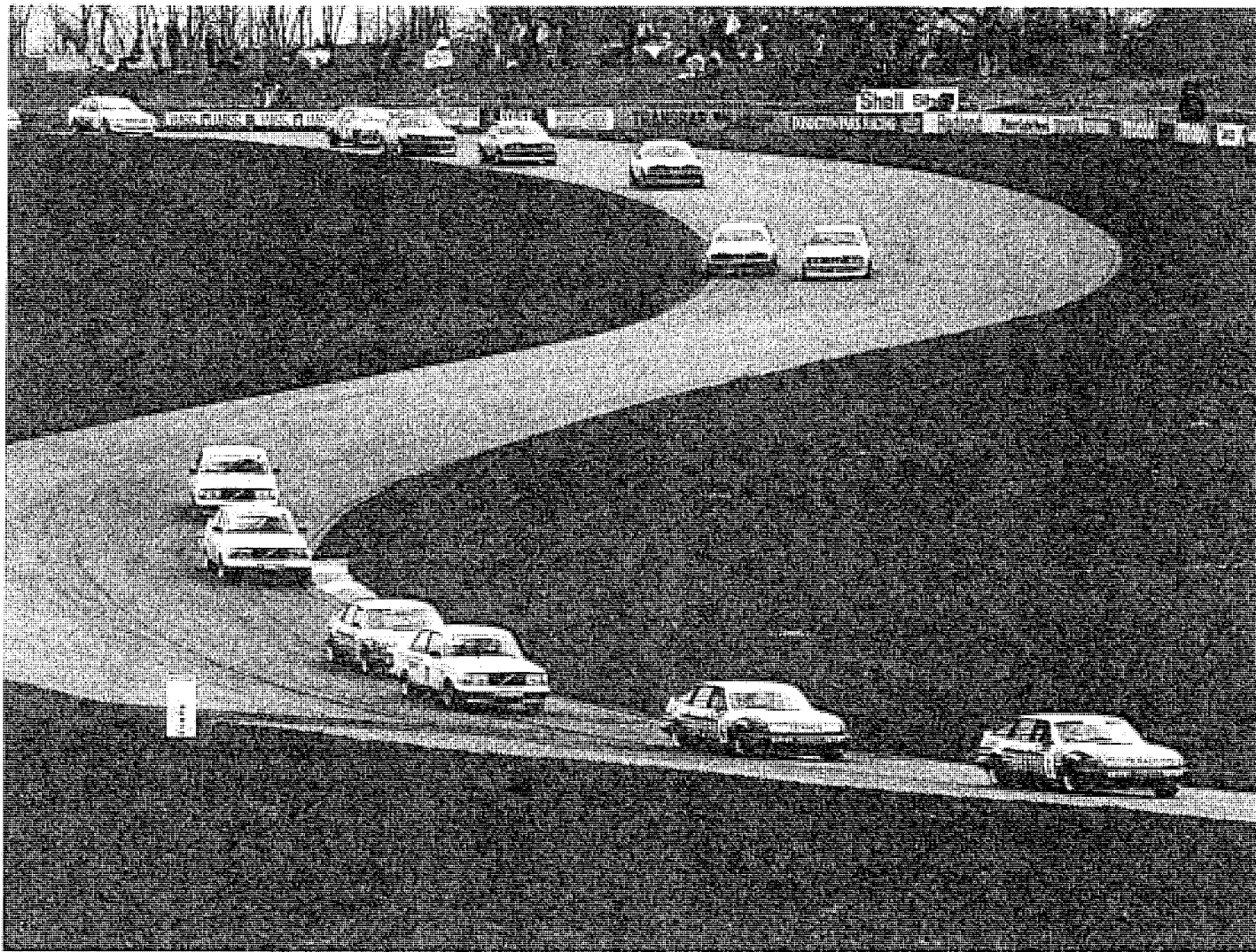
0900-1030	ETC timed practice (Classes 1 & 2)
1045-1215	ETC timed practice (Class 3)
1230-1250	FF2000 practice
1305-1335	Trimoco Saloon Car practice
1430-1600	ETC timed practice (Classes 1 & 2)
1615-1745	ETC timed practice (Class 3)
1755-1815	GT Cars timed practice

Sunday May 5

0900-0930	Trimoco saloon car practice
0940-1010	ETC untimed practice
1030	MOTORING NEWS TRANSNATIONAL GT CHAMPIONSHIP RACE
1110	RAC TRIMOCO BRITISH SALOON CAR CHAMPIONSHIP RACE
1215	SUPERGUARD DRC FORMULA FORD 2000 CHAMPIONSHIP RACE
1400	DONINGTON 500—FISA EUROPEAN CHAMPIONSHIP FOR TOURING CARS, 160 LAPS (313.17 MILES)

Pondering team orders? Armin Hahne, Tom Walkinshaw and Jean-Louis Schlesser . . .





Down the Craner Curves first time with Walkinshaw shadowed by Schlessler, Brancatelli, Allam, Granberg and Muller. Further up the hill Zapico and Delcourt dispute the 'BMW class'.

Rover over and over

Rovers to it again on home ground with 1-2-3 finish — Class battles to Lombardi/Drovandi and Ripolles/de Castro — Report: JOE SAWARD — Photography: JEFF BLOXHAM

Was it really the same old story? The Rovers continued on their winning way, but every race the Volvos are getting closer. This time two of them tangled early on, the Sigi Muller/Pierre Dieudonne car retiring and the Ulf Granberg/Ingvar Carlsson car being delayed. The early laps saw a tremendous struggle for supremacy through which Gianfranco Brancatelli's 240 emerged in front until the rains came . . .

Take a look at the statistics: the three Rovers have finished every race so far and only once has one of the Vitesse's not been in the top three positions. That speaks for itself.

A home win, a hat trick and maximum points so far now sees reigning ETC Champion Tom Walkinshaw and his regular co-pilot Win Percy with a dominant lead in the championship. But those Volvos, you know, they're getting better and better . . .

QUALIFYING

"I'm off to bed," sniffed Tom Walkinshaw halfway through the first official practice session on Saturday morning. His championship-leading car was safely ensconced in its usual pole position and as far as practice went, that was that. Tom was off to bed to rid himself of a dose of 'flu. The Rover team were doing another 'Vallelunga' practice. The first session

had settled the grid and there wasn't a great deal of point in going out again.

It had not been as easy as might seem, however. On Friday as he drove north to the Leicestershire parkland circuit John Davenport, Austin Rover's Head of Motorsport, got a bit of a shock. Coming down the other side of the motorway was one of his treasured Bastos/Texaco Vitesse's—on the back of a truck. The car was wrecked.

Up at the circuit, things were under control, plans were being laid for the test car to be made ready, but Steve Soper was sitting in the pits looking a bit shocked. Coming into Redgate in the unofficial practice on Friday morning, Soper, in his first ETC event this year, discovered to his alarm that his Vitesse

Ulf Granberg's Luna Volvo bears the scars of a collision with Sigi Muller's 240 Turbo.



as the works supported cars, but it is a '85 spec shell, although it has 50 kilos more weight than the works cars, and it has a standard racing version of the engine, and no water injection. The biggest problem though, is that the team doesn't have a tyre contract of any kind so we have tyres that have already been used...

The Australian's Volvo, rented for the weekend from Gregger Petersson had all kinds of problems in the first practice. A wheel stuck on and the team were unable to shift it. The problem was that running with high profile wheels the team could not approach a good time and being unable to switch to lower wheels left them high and dry. "We were hoping," commented O'Brien, "that we would sort it out and be able to give it a go in the second session." As things turned out the rains came, leaving the circuit slippery until the last few minutes. The Rover team was long gone, although Pierre-Alain 'Thunderbolt' Thibault did a handful of laps in the Soper/Schlesser car to get used to Donington. The Volvos were all out, but there was no way any improvement would be made and it was a thankless task.

Practice was rather subdued, the quick bursts of qualifying leaving much of the three hours of sessions rather quiet, with some commentators resorting to discussing the likely exotic destinations of planes leaving the nearby East Midlands Airport...

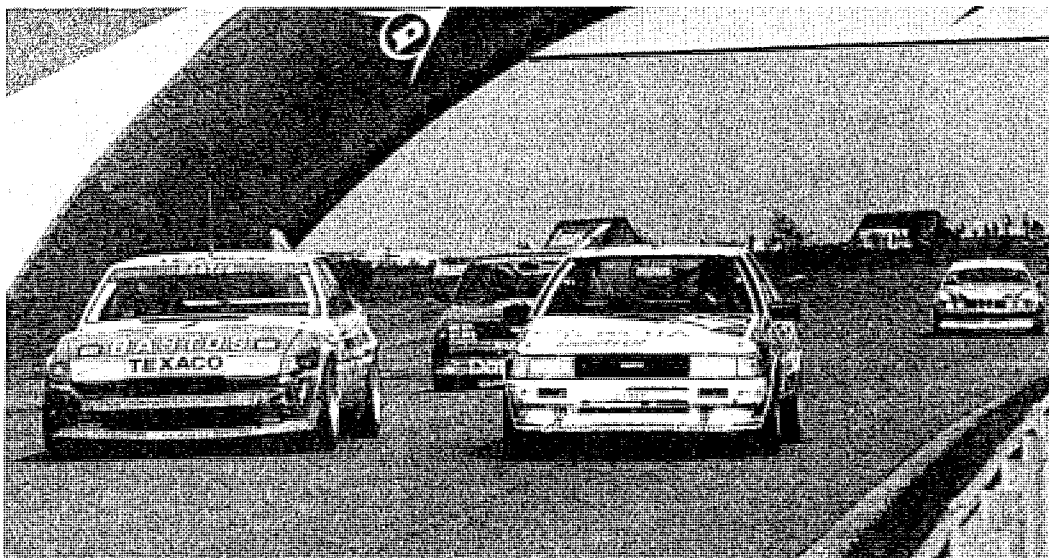
The prospects for the race were good. The early season Rover domination was under considerable threat from the Volvos and with six cars able to keep right on the pace there was an air of expectancy for race day. Tactics would be all important and no-one was willing to say anything about the number of pit stops and the plans they had hatched for the race.

RACE

It wasn't exactly raining, but then again it wasn't exactly dry when the cars came out to form up on the dummy grid. One minute there would be spots of rain and the next the stiff breeze would whip in and dry off the track. It was going to be a case of going off on slicks and seeing what happened, for better or for worse.

As the cars completed their warming up lap and filed into the Park Chicane for the rolling start everyone was waiting to see Gianfranco Brancatelli blast his Volvo into the lead on the drag down to Redgate. As it turned out 'Branca' found Walkinshaw in front of him with Jean-Louis Schlesser just alongside and Jeff Allam right on his bumper — he was stuck in a Rover box! Walkinshaw made the corner first, locking a wheel as he did so to find himself in the lead as they went down the Craner Curves. "I know who'll get into Redgate corner first," he had said after practice, "and it'll not be me." Well, even Walkinshaw gets it wrong sometimes...

Behind his team boss was the ever-green Schlesser giving his all, but with Brancatelli a man of the same ilk it was shaping up for an interesting early conflict, with Allam, Granberg and Muller tagging along. It was three Volvos against three Rovers — a fast, exciting chain of cars. The other top class cars, sad to say, were in a different race — a race it should be said being led by Michel Delcourt in the Sytner BMW. For those first few laps Walkinshaw led the way, but already he was worried: "I overdid it a bit at the beginning, you know," related the Scotsman later. "I was trying very hard and my front left tyre was getting a bit bad, so I decided to back off and give it a rest." Schlesser took up the fight, but within two laps it was the Volvo of Brancatelli that had forced its way to the front of the six car chain. Walkinshaw kept an eye on proceedings, but was not unduly worried by the rapid progress of



Allam and sunny. The Rover, bearing damage from an incident with the Muller Volvo, passes John Nelson's Toyota and Alan Curran's Escort.

the 240 Turbo. "You expect the Volvos to go off ahead," he said, "with a full fuel load they can get a lot more speed than the Rovers, so it was a case of gritting the teeth and waiting for the fuel load to go down before we can get on terms with them."

Behind the leading trio things were getting pretty hot with Allam having his work cut out keeping his nose ahead of the Volvos of Granberg and Muller, the Rover 'tail gunner' fending off the Swedish machines, and occasionally getting close to Walkinshaw. "Allam clobbered me one time round at Redgate," muttered the team boss when the celebrations were over. "I don't know, these exuberant youngsters need to get it out of their system in the early laps I suppose." Well the youngsters did get a little too exuberant on lap 17. Screaming

down the straight just before the Park Chicane Allam came into contact with Muller's Volvo, the Eggenberger car slewed across the road and collected the Granberg Volvo before cannoning off backwards into the barriers at very high speed. The tail gunner had got a couple of hits! Granberg pitted quickly to see if everything was all right, rejoining, still in fifth place, with battered side panels. Muller was not so lucky, his car, looking distinctly worse for wear came staggering into the pits where the team took one look at it and pronounced it dead on arrival. It was pushed round into the paddock where it sat for the rest of the day looking injured. So it was three Rovers against one Volvo.

Delcourt had been running seventh, but with the denouement at the chicane had moved up to sixth and he kept

station ahead of the 'BMW class' with the three CiBiEmme Sport cars running in line astern in his wake and Slim Borgudd in the recalcitrant second Magnum Volvo hanging on. After them was a healthy gap to Mike Newman, Hamish Irvine, Charlie O'Brien and the leading Division 2 battle between Pedro Meireles and Lella Lombardi.

Brancatelli in the meantime had extended his lead to some 9secs and was looking comfortable when on lap 23 spots of rain again began to fall, this time more persistently. Granberg was really flying by now, hanging out the tail of his battered 'flying brick' but not really being able to get back on terms with his early assailant Allam.

Delcourt had been passed by all three CiBiEmme cars by now and eventually

The classes of '85

The two smaller capacity classes provided much of the best entertainment, each of them hotly contested and with the outcome very much in doubt until the closing moments.

From the start it was Lella Lombardi's Jolly Club/Totip Alfa GTV6 that led the middle division. Soon, though, the Italian lady came under pressure from the Luigi Racing Alfa of Bernard de Dryver and the Portuguese-entered GTV6 of Pedro Meireles. On lap 8, de Dryver moved into a brief class lead, outbraking Lella at Redgate, but retired almost immediately when the engine died.

Meireles then moved up to challenge, moving ahead and soon establishing himself well clear of Lombardi, who was further demoted on lap 46 by Xavier Boucher until his Luigi Racing entry also succumbed to engine failure.

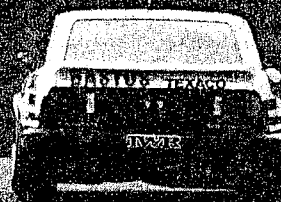
The Meireles car was taken over at

half-distance by Giorgio Francia but it lost valuable time with an ill-advised switch to wets. Rinaldo Drovandi, having taken over from the consistent Lombardi, reeled in rapidly.

With just under 30 laps to go, Drovandi usurped Francia to take the class win and ninth overall.

In the small-capacity division, Emilio de Villota drove a fine 99-lap stint to establish the Escuderia Malzquita VW Golf he shared with Francisco Romero ahead of teammates Jordi Ripolles/Javier de Castro, only for them to be robbed of maximum points by a stuck brake pad during an otherwise routine stop. The Spanish team gained consolation as Ripolles/de Castro took the honours finishing 13th overall. A late charge by Erik Hoyersaw the Danish Toyota Corolla finish just 2.74 secs behind after 143 laps!

JEREMY SHAW





Walkinshaw lays a brake smoke trail to try and confuse the rapidly pursuing Schlessler, in the early laps the Frenchman stayed there.

pitted with handling problems which dropped him a lap, and the man to watch now was Borgudd who took on all three of the Italian cars. Everyone else behind them had now been lapped.

With the rain Brancatelli backed off a little, while Walkinshaw, using his experience to the full, speeded up, "trying to keep the heat in the tyres." The ploy clearly worked as he was past the Schlessler on lap 37 and eight laps later sailed into the lead.

Shortly after one third distance everyone apart from the Rover team got a shock, the Rover pitboards indicated stops were to be anticipated and crowds of photographers scurried off to the Rover pit to get their pictures. Into the mêlée came Allam and Thibault leaped into the car, just to confuse everybody. Three laps later Schlessler was in and in jumped Hahne, while two laps later in came Walkinshaw to hand over to Win Percy. Where was Steve Soper? we all asked. Poor old Steve never made the race, the after effects of his Friday shunt keeping him well off colour.

With the Rovers all pitting it was Brancatelli back in the lead in a car that was looking more and more twitchy in the wet/dry conditions. Win Percy led the pursuit with Granberg temporarily up to third ahead of Hahne and Thibault. 'Branca's' lead however was shortlived. Winston Percy was closing fast, and on lap 65 he took the lead, leaving the Volvo to head for the pits for its first stop. For three laps then Granberg was in second place before Armin Hahne squeezed by to be followed a lap later by 'Thunderbolt'. It was a Rover 1-2-3 again. Brancatelli had stayed in the car when it pitted and rejoined in fifth.

The Borgudd/BMW battle had lost Zapico in the meantime when his car retired with terminal brake problems leaving Slim to battle with Naddeo and Micangeli of the Maurizio variety. The rest were history. Newman had disappeared after smoking alarmingly for an armful of laps, while Delcourt was still fighting his way back up after his stop.

By lap 76 the Rovers had a lap on everybody else. It was becoming a familiar story. Granberg came in to hand over to Carlsson on the same lap leaving Brancatelli to lead the by now disheartened chase of the Bastos/Texaco machines.

'Branca's' fourth place lasted only a few more laps before he pitted again to hand over to Lindstrom and to refuel and change tyres. It was at this point that the



Slim Borgudd had an entertaining battle with the C1000mm Sport BMWs.

race was well and truly lost. The Eggenberger team fitted the car with wets and off went Lindstrom. He was back eight laps later to change onto slicks, a manoeuvre which dropped him right back to sixth, behind Delcourt who was continuing on his merry way two laps down on the leader, but by now clear of Borgudd and the BMWs which seemed somehow inseparable.

Percy lapped Thibault shortly before Brancatelli came in and thereafter con-

tinued to increase the lead Walkinshaw had handed him. Thibault stayed in the third Vitesse until lap 100 when he headed for the pits again to hand back to Jeff Allam with a routine stop that dropped the third Rover behind the Carlsson Volvo that was battling gamely on. The leading two Rovers completed their second driver change without losing any places and the TWR day was complete again by lap 113 when the Granberg Volvo pitted and allowed

Allam back into the top three. The race pattern was now set. The Rovers, with Walkinshaw a lap ahead of his other two cars, themselves a lap ahead of Lindstrom and Carlsson. Another lap in arrears came the BMW classed by Tony Palma who had by now taken over from Giancarlo Naddeo. Michel Delcourt finally handed over the Sytner BMW to Frank after a mammoth stint of 103 laps and Frank set off after Palma.

The last quarter of the race was hardly inspiring viewing — yet another nail-biting time was had by all in the Rover pit. Walkinshaw duly took the chequered flag, waving cheerily to the enthusiastic home crowd and pondering, no doubt, an achievement rarely seen in any form of racing with such tight competition. A 100% record for himself, Win Percy and for the Rover in the manufacturers championship. All in all a mighty achievement and a triumph of team work. For the spectators the home victory meant more than any of the distant triumphs in Italy. "I reckon it's a bit good," said the team boss when the hue and cry was over — understating a touch — "I can't honestly say I expected to win the first three, particularly with the competition there is in the ETC. Still, it's good for Britain isn't it?"

In only a week's time the ETC cars will be racing again, this time on Volvo home ground at Anderstorp, where the turbo cars will be out to show their public just what they can do. Then the circus turns its attention to the 'power' circuits of Brno and Zeltweg where the Volkos are going to take a lot of beating.

DONINGTON PARK (GB), May 5, FIA European Touring Car Championship, round 3, 160 laps — 313.12 miles

Pos	Driver (Nat)	Class	Chassis/Engine	Result	Qualifying	Pos
1	Tom Walkinshaw (GB)/Win Percy (GB)	3	3.5 Rover Vitesse	3:41:22.88	1:17.55	1
2	Armin Hahne (D)/Jean-Louis Schlesler (F)	3	3.5 Rover Vitesse	159 laps	1:18.30	3
3	Jeff Allam (GB)/Pierre-Alain Thibault (B)	3	3.5 Rover Vitesse	159 laps	1:18.38	4
4	Gianfranco Brancatelli (I)/Thomas Lindstrom (S)	3	2.0t Volvo 240 Turbo	156 laps	1:18.02	2
5	Ulf Granberg (S)/Ingvar Carlsson (S)	3	2.0t Volvo 240 Turbo	157 laps	1:18.38	5
6	Michel Delcourt (B)/Frank Sytner (GB)	3	3.5 BMW 635CSi	156 laps	1:19.68	7
7	Giancarlo Naddeo (I)/Tony Palma (I)	3	3.5 BMW 635CSi	154 laps	1:21.46	10
8	Slim Borgudd (S)/Sune Ohlsson (S)/Mikael Strauch (S)	3	2.0t Volvo 240 Turbo	151 laps	1:21.90	14
9	Lella Lombardi (I)/Rinaldo Drovandi (I)	2	2.5 Alfa Romeo GTV6	151 laps	1:21.47	11
10	Pedro Meireles (P)/Giorgio Francia (I)	2	2.5 Alfa Romeo GTV6	151 laps	1:22.44	16
11	Romeo Camathias (I)/Marcello Cipriani (I)	2	2.5 Alfa Romeo GTV6	149 laps	1:22.77	11
12	Dagmar Suster (I)/Massimo Siena (I)	2	2.5 Alfa Romeo GTV6	146 laps	1:23.72	21
13	Jordi Ripolles (E)/Javier de Castro (E)	1	1.6 VW Golf GTI	143 laps	1:25.19	23
14	John Nielsen (DK)/Eric Hoyer (DK)	1	1.6 VW Golf GTI	143 laps	1:25.76	25
15	Phil Dowsett (GB)/Terry Drury (GB)	2	2.5 Alfa Romeo GTV6	143 laps	1:23.07	20
16	Robert Schumacher (D)/Hermann Tilke (D)	1	1.6 Toyota Corolla	142 laps	1:26.75	29
17	Emilio de Villota (E)/Paco Romero (E)	1	1.6 VW Golf GTI	142 laps	1:24.57	22
18	Hans Ley (D)/Friedrich Stallmann (D)	1	1.6 VW Golf GTI	141 laps	1:26.32	28
19	Hans Frensch (D)/Gerhard Mansperger (D)	1	1.6 Peugeot 205 GTI	140 laps	1:28.55	30
20	Jorg van Ommen (D)/Annette Mieuvisse (D)	1	1.6 Ford Escort RSi	138 laps	1:26.24	26
R	Sigi Muller (D)/Pierre Dieudonne (B)	3	2.0t Volvo 240 Turbo	171 laps — accident	1:18.69	6

Winner's average speed: 84.87mph. Fastest race lap: Schlesler, 1:19.58, 88.54mph. Next round: Anderstorp, May 12.

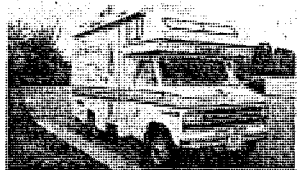
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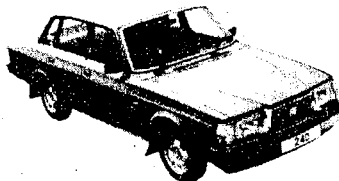
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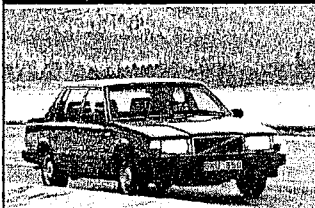
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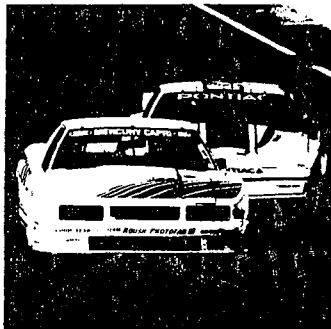


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INTERNATIONAL RACES

SURFERS PARADISE ATCC

Seven-up

No change at the top . . . Jim Richards scored his fifth win in seven rounds.

At the start, Brock got away best, but was still beaten into the first corner by poleman Richards. That was that, Richards easing away into his now accustomed position. Robbie Francevic moved into second and gave chase. Rain fell on lap 9, but it gave no one any bother, although Alan Jones was a little apprehensive since he had never driven his GTV6 in the wet before. He was thus passed by Larry Perkins and Neville Crichton, the latter's charge failing to usurp Johnson by 2ft on the line.

GRAHAM WARD

SURFERS PARADISE (AUS)

May 19 Australian Touring Car Championship, round 7 25 laps — 50 miles

- 1, Jim Richards (BMW 635CSI), 33m11.6s, 68.49mph;
 - 2, Robbie Francevic (Volvo 240T), 33m13.5s;
 - 3, Peter Brock (Holden Commodore), 33m25.3s;
 - 4, Dick Johnson (Ford Mustang), 33m41.8s;
 - 5, Neville Crichton (BMW 635CSI), 33m41.9s;
 - 6, Larry Perkins (Holden Commodore), 25 laps;
 - 7, Alan Jones (Alfa Romeo GTV6), 25 laps;
 - 8, Kent Baigent (BMW 635CSI), 25 laps;
 - 9, Steve Masterton (Holden Commodore), 24 laps;
 - 10, John Smith (Toyota Sprinter), 24 laps.
- Fastest lap:** Richards, 1m18.0s, 69.64mph.
Championship positions: 1, Richards, 163 pts; 2, Crichton, 127; 3, Johnson, 123; 4, Brock & Jones, 108; 6, Francevic, 95.

WILLOW SPRINGS

After Hu!

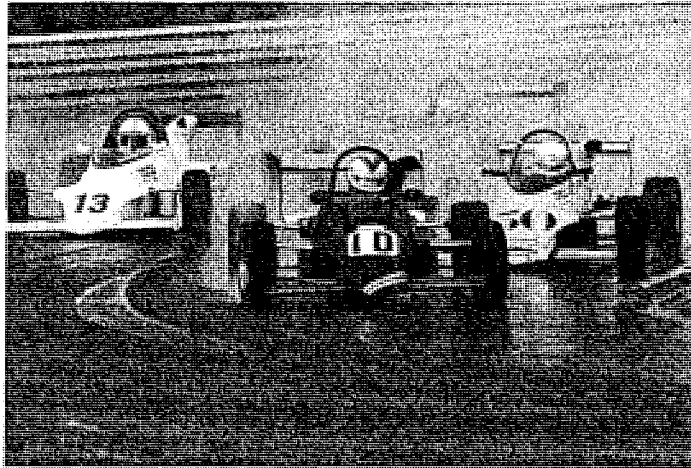
Hubert Phipps led from pole to flag in the third round of the West Coast Atlantic series in his MEB Systems/Briggs Racing Ralt RT4, winning by 10.8secs from the similar car of Jeff Wood, who had made a poor start. His lead was initially challenged by Dan Marvin and John Richards, but both retired with engine failures. Rob Bennett, Mike Downs and Mike Buckenham were the next three.

JOHN ZIMMERMAN

WILLOW SPRINGS (USA)

May 12 West Coast Atlantic Championship, round 3 24 laps — 60 miles

- 1, Hubert Phipps (Ralt RT4), 30m42.19s, 117.252mph;
 - 2, Jeff Wood (Ralt RT4), 10.8s down;
 - 3, Rob Bennett (Ralt RT4), 24 laps;
 - 4, Mike Downs (Ralt RT4), 24 laps;
 - 5, Mike Buckenham (Ralt RT4), 24 laps;
 - 6, John Christian (Ralt RT4), 24 laps.
- Fastest lap:** Phipps, 1m15.20s, 119.681mph.



Bertrand Fabi's Reynard is crowded by Victor Rosso (50) and Peter Hardman at Zolder.

ZOLDER FF2000

Flemish fiasco

There was drama galore at the Euroseries meeting at Zolder. The FF2000 runners were devoid of tyres with practice 15 mins away, while the FF1600 counter suffered a lack of scrutineers.

Bertrand Fabi dominated both sessions of practice, as his Penistone Reynard was in possession of worthy rubber, and duly took pole. Henrik Larsen was next up, with Antonio Albacete behind.

The award for the busiest practice must go to Martin Donnelly and his Rushen Green crew, with five engine changes! German driver, Bernd Schneider was absent following a disagreement with his team over his car.

Albacete led the start, which had been delayed 30mins by a thunderstorm, with Rosso and Fabi in pursuit. Fabi moved to the front on lap 6 having collided with the Argentinian, causing Rosso's retirement. John Pratt was lucky to finish seventh, after a crash on the warm-up lap.

Bertrand Gachot took pole for the Benelux FF1600 qualifier and was never headed in the race, but the Dutch drivers (except the Marlboro men, of course) protested the legality of his engine, and due to the chief scrutineer being away on the Haspengouw Rally the car has been impounded.

WILLEM STAAT

ZOLDER (B)

May 19 EFDA Townsend Thoresen Euroseries FF2000, round 1 15 laps — 39.956 miles

- 1, Bertrand Fabi (Reynard 84SF), 27m29.7, 87.193mph;
 - 2, Antonio Albacete (Reynard 84SF), 27m35.8s;
 - 3, Peter Hardman (Reynard 84SF), 27m43.4s;
 - 4, Martin Donnelly (Van Diemen RF85), 27m47.9s;
 - 5, Hendrik Larsen (Reynard 84SF), 27m48.6s;
 - 6, Tomi Luhtanen (Reynard 84SF), 27m51.1s;
 - 7, John Pratt (Van Diemen RF85), 27m54.4s;
 - 8, Frank Bradley (Van Diemen RF85), 28m04.9s;
 - 9, Ross Hockenhuyl (Reynard 84SF), 28m08.7s;
 - 10, Dave Coyne (Van Diemen RF85), 28m15.7s.
- Fastest lap:** Fabi, 1m48.1s, 88.709mph.

Benelux FF1600 12 laps — 31.965 miles

- 1, Bertrand Gachot (Van Diemen RF85), 21m28.5s, 89.308mph;
 - 2, Eric van de Poelle (Van Diemen RF85), 21m35.6s;
 - 3, Nicholas Schoenstrom (Van Diemen RF85), 21m42.2s;
 - 4, Alfons Aalf (Crosbie 32), 21m59.1s;
 - 5, Mikael Gustavsson (Van Diemen RF85), 22m00.8s;
 - 6, Lee Brant (Crosbie 35), 22m07.6s.
- Fastest lap:** Gachot, 1m46.2s, 90.255mph.

DOVER DOWNS NASCAR

Bill adds up

Bill Elliott scored his fifth NASCAR win of the year at the Dover Downs Super-speedy in Delaware, although Geoff Bodine (who has yet to win incidentally) still leads the championship. The Dover Downs track is rather small as Super-speedways go, being only 1 mile long, but it was enough for the Ford Thunderbird to win by a lap. If Elliott can win the World 600 race at Charlotte on May 26 he will walk off with the Winston bonus of a cool \$1m. Well, it's easier than robbing a bank!

DOVER DOWNS (USA)

May 19 Budweiser 500 NASCAR Winton Cup Grand National, round 10 500 laps — 500 miles

- 1, Bill Elliott (Ford Thunderbird), 500 laps, 123.094mph.
 - 2, Harry Gant (Chevrolet Monte Carlo), 499 laps.
 - 3, Kyle Petty (Ford Thunderbird), 499 laps.
 - 4, Ricky Rudd (Ford Thunderbird), 498 laps.
 - 5, Darrell Waltrip (Chevrolet Monte Carlo), 497 laps.
 - 6, Tim Richmond (Pontiac Grand Prix), 497 laps.
 - 7, Richard Petty (Pontiac Grand Prix), 494 laps;
 - 8, Neil Bonnett (Chevrolet Monte Carlo), 494 laps;
 - 9, Dave Marcis (Oldsmobile Cutlass), 488 laps;
 - 10, Ken Schrader (Ford Thunderbird), 487 laps.
- Next round:** Charlotte, May 26.

AVUS SALOONS

Klaus races

The German Production Car Series race saw a debut win for the Ford Sierra Turbo in the hands of Klaus Niedzwiedz with Peter John's Camaro again in contention.

The once fabulous German sportscar championship was again short of starters, with the clashing Silverstone 1000Kms. The race was run in two seven lap heats, Klaus Niedzwiedz taking victory in another turbo car, the Zakspeed C1/4, ahead of John Winter's Porsche 956. In the second heat Franz Konrad ran out the winner in his Zakspeed C1/8 after Niedzwiedz had retired with turbo problems.

WOLFGANG MONSEHR

German Production Car Championship, round 5 13 laps — 65.52 miles

- 1, Klaus Niedzwiedz (Ford Sierra Turbo), 33m 32.22s, 117.20mph;
 - 2, Peter John (Chevrolet Camaro), 33m 32.94s;
 - 3, Roland Asch (Ford Mustang), 33m 33.37s;
 - 4, Olaf Manthey (Rover Vitesse), 33m 42.44s;
 - 5, Heinz Pail (Volvo 240 Turbo), 33m 42.68s;
 - 6, Per Stureson (Volvo 240 Turbo), 33m 54.06s.
- Fastest lap:** Asch, 2m 32.98s, 118.59mph.

German Sports Car championship, round 5

2x7 lap heats — 70.56 miles

Heat 1: 1, Klaus Niedzwiedz (Zakspeed C1/4), 15m 03.04s, 140.653mph; 2, John Winter (Porsche 956), 15m 05.09s; 3, Walter Lechner (March CamAm), 15m 39.58s; 4, Heinz Dahmen (Dahmen DC884), 15m 41.26s; 5, Peter Stuerz (March CamAm), 16m 39.24s.

Fastest lap: Niedzwiedz, 2m 05.72s, 144.40mph.

Heat 2: 1, Winter, 15m 03.90s, 140.49 mph; 2, Franz Konrad (Zakspeed C1-8), 15m 18.14s; 3, Lechner, 15m 59.69s; 4, Stuerz, 16m 28.16s; 5, Martin Wahnstetter (Lotec), 16m 51.80s; 6, Jurgen Weiller (Gebhardt CamAm), 6 laps.

Fastest lap: Niedzwiedz, 2m 06.53s, 143.36mph.

ANDERSTORP F3

Even Steven

Promising Swedish driver Steven Andskar won the opening round of the national F3 championship at Anderstorp on Sunday. Andskar led from pole position and was never headed. Fellow front row man, Reynard-Saab driver Thomas Danielsson, lasted only two laps before his brand new 853 booted its engine. Hakan Olausson drove a fine race to take second ahead of Leif Lindstrom, the reigning champion, and the Texaco-backed Anson of Johan Rajamaki. Another youngster with potential, Joakim Lindstrom was fifth with Hasse Thaug a lowly sixth after he damaged a front fin on the opening lap.

In all 22 cars took the start and with another eight yet to be seen Sweden is looking forward to a healthy year of F3 racing.

JOE SAWARD

ANDERSTORP (S)

May 12 Swedish F3 Championship, round 1 15 laps — 37.58 miles

- 1, Steven Andskar (Ralt-VW RT30), 24m28.11s, 02.14mph.
 - 2, Hakan Olausson (Ralt-VW RT30), 24m32.63s;
 - 3, Leif Lindstrom (Ralt-VW RT30), 24m34.83s;
 - 4, Johan Rajamaki (Anson-VW SA4), 24m36.12s;
 - 5, Joakim Lindstrom (Ralt-VW RT30), 24m38.75s;
 - 6, Hasse Thaug (Ralt-Alfa RT3), 24m50.14s.
- Fastest lap:** Andskar, 1m36.21s, 93.73mph.

HAMEENLINNA F3

Thaug hung out

The opening round of the Nordic F3 championship saw a fine win for Steven Andskar at the rolling Finnish circuit of Hameenlinna. Only 12 cars arrived to take part, but poleman Hasse Thaug and Andskar battled for 28 of the 30 laps. Andskar finally got through and Thaug spun out with two laps to go.

HAMEENLINNA (SF)

May 5 Nordic F3 Championship, round 1 30 laps — 56.67 miles

- 1, Steven Andskar (Ralt-VW RT30), 41m19.07s;
- 2, Christer Ofasson (Ralt-VW RT30), 42m16.44s;
- 3, Johan Rajamaki (Anson-VW SA4), 42m 16.56s;
- 4, Sonny Johansson (Ralt-VW RT3), 42m16.96s;
- 5, Hakan Olausson (Ralt-VW RT30), 42m17.40s;
- 6, Juha Varjosaaari (Schadow March), 29 laps.



Barry Sheene — fighting for fitness.

Sheene fit for Toyota?

Barry Sheene has hopes of being able to race at this weekend's Silverstone Trimo-co race, despite the broken bone he sustained in his recent accident at Thruxton. "I'm sure I'll be able to drive the car all right," he told us on Monday. "I'm a bit sore still, but I've been exercising my ankle non-stop to try and help it."

The injury doesn't appear to have had much effect on Sheene's busy schedules. In fact, he's been flying his helicopter around, despite the problems.

The Toyota team is preparing the old car for Sheene to use while a new car is being built up for later in the year, in anticipation of the team going to the Spa 24 Hour race. "There is a strong indication that we will be at Spa," commented Team Manager Mike Hughes, "but it will probably be a deal with Toyota Belgium, as it was last year when Gordon Spice and the Martin brothers took the Supra to fourth place." This year the trio will be driving with the Belga Juma BMW team and it seems likely that Sheene will drive in Belgium.

Another driver who might be seen in the car is David Sears, who has done some testing work for the team when Sheene was otherwise engaged. Although no one would officially confirm it, our spies tell us that Sears set the fastest Group A time ever at Goodwood.

ETC Czechs in at Brno

This weekend the Rover Vitesses and the Volvo 240 Turbos rejoin battle in the Czechoslovakian Grand Prix at Brno — round 5 of the European Touring Car Championship.

Brno is no place for the faint-hearted. It is a track that conjures up images of the good old days of racing with lap times round the 11km tunnel of armco being slightly under 3.5 mins. Brno draws huge crowds, too, on race day over 120,000 people are expected from all over the Eastern bloc for what is, effectively, their only major race meeting of the year. That's about the same crowd as the British Grand Prix!

As usual the TWR team will be fielding three cars for Tom Walkinshaw/Win Percy, Armin Hahne/Jeff Allam and Eddy Joosen/Pierre-Alain Thibault. The opposition will feature the Eggenberger 240 Turbos with Gianfranco Brancatelli teaming up with Thomas Lindstrom, and Pierre Dieudonne joining Sigi Muller.

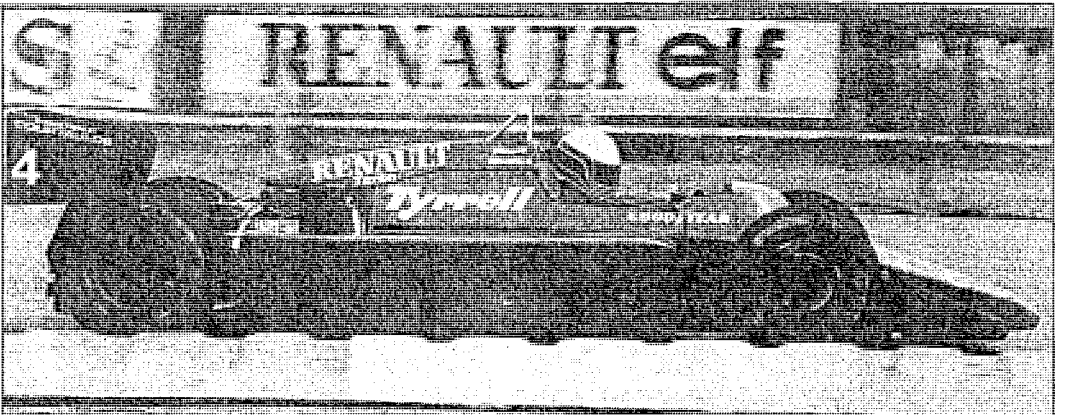


Ayrton Senna was on scintillating form in the Goodyear-shod Lotus-Renault, averaging an all-time high of 155.79mph on Tuesday.

Senna hits 155mph!



Despite speculation over the tenure of his place in the second Brabham-BMW, Marc Surer had another run in the BT54. Bottom: Centre of attention on Tuesday was the new Tyrrell-Renault 014 which Martin Brundle gave its first cautious laps at noon.



AUTOSPORT

PIT & PADDOCK 4

All the international motor racing news — New York GP off — Surer stays at Brabham — Weaver replaces Lammers for Le Mans — Hungarian GP? — Latest Le Mans news.

COMMENT 10

Our views on the news in *Comment*— Your views expressed in the *Correspondence* columns — Looking back to the golden times with *Then as Now?*— And a weekly giggle with *Catchpole*...

SCOTTISH RALLY 12

Malcolm Wilson won the fourth round of the Open series through the Scottish forests. Keith Oswin was there.

SPECIAL STAGE 17

All the National and International rallying news — Changes to National series — Strong manufacturer interest in New Zealand — Porsche for Wilson?

BRNO ETC 20

Volvos won the day at the Czechoslovakian street circuit, the Swedish cars using their turbo power to good effect. Jurgen Stifschraube watched the action.



BRANDS HISTORICS 22

Chris Harvey and Richard Sutton watched a mouth-watering collection of vintage and classic cars at the Atlantic Computers Historic Weekend.

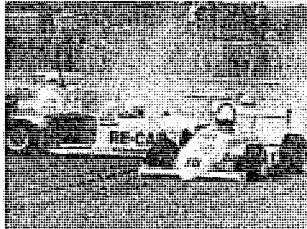


OULTON HISTORICS 24

Mark Gillies witnessed the Richard Seaman Trophy weekend at Oulton — the Northern half of the *Observer/MCD* Historic Weekend.

SPORTS EXTRA 26

All the National motor racing news — FF2000 chassis shake-up? — McGaughay's Interseries Lancia — Van Uiter to Britain — Dundrod Sprint.

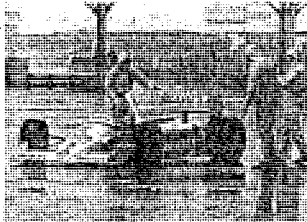


SILVERSTONE F3 28

Mauricio Gugelmin won his first F3 race. Marcus Pye recorded his accomplished victory in one of Ron Tauranac's Ralt chassis.

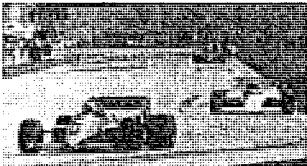
SILVERSTONE TRIMOCO 31

Andy Rouse strolled away to win by a handsome margin in the latest Trimoco counter. Joe Saward was there.



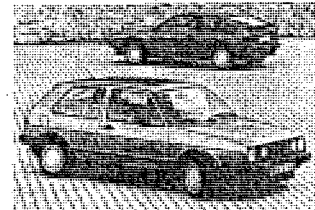
SILVERSTONE F1 TESTING 33

Nigel Roebuck braved the sun and the rain to watch the Formula 1 men prepare for the British Grand Prix in July.



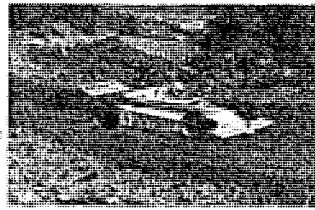
MICHELE ALBORETO 42

Maurice Hamilton in conversation with Ferrari's national hero, the likeable Michele Alboreto.



ROAD CAR 44

VW moves to 16-valve motivation for Golf and Scirocco — Driving impressions of Renault's V6 Turbo 25 — Open Alfa — Another 'new' Mini.

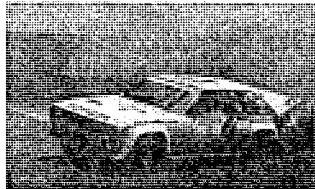


SHELSLEY WALSH 46

Roy Lane survived a first run spin to take victory on this historic hill. Robin Boucher reports.

MID-OHIO IMSA 49

The Lowenbrau Porsche pairing of Derek Bell/Al Holbert proved victorious. Jonathan Ingram tells the story.



SPORTSCARD 50

Dallara double in Italian F3 — Raphanel disqualified from French F3 win — Fabi continues FF2000 form — Bancroft on top in physical RAC/TT round — Works Audi one-two on Castrol International — Rowan's fourth Sprint event.

AUTOSPORT GRAND PRIX TV GUIDE

Our full-colour Grand Prix Guide for this weekend's Canadian Grand Prix gives you all the facts and figures for the race in Montreal.

FRONT COVER

Malcolm Wilson's Audi Quattro rounds the hairpin on the Rest and be Thankful hillclimb stage on the Scottish Rally. Our full report begins on page 12. Photo: Colin Taylor Productions.

NEXT WEEK

The classic Le Mans 24 Hours: full report and pictures — Canadian Grand Prix from Montreal — CART series to Portland — *Backstage* from Scotland — ETC series visits the Osterreicherung — Plus all our usual news and features*.

*These items correct at time of going to press.

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Coming into the village for the first time, Choface leads Brancatelli, Walkinshaw and the rest of the 46 car grid down from the starting.

Barnstorming Brno

Who was it said that the Rovers couldn't keep up with the Volvos on the fast circuits? At Brno last weekend Tom Walkinshaw showed that the Rover will not lie down and let the Volvos get away. In the low gears, yes, the 240 Turbos can get away, but when it comes to absolute top speed the aerodynamic Rovers can still hang on, and with a little slip-streaming they can even contemplate overtaking the Swedish cars. In the end, the Volvos won the day. It looks convincing on paper but, in truth, it was a close thing. If the leading Rover had not been held up perhaps Walkinshaw would have celebrating his fourth Brno victory. It wasn't for want of trying.

QUALIFYING

The weekend got off to a great start on Friday with the sun beating down on the magnificent circuit. It is a circuit which requires superlatives, but at the end of the day, words don't really capture the feel of the place. It is simply awesome. Touring cars at 160mph have no room for error. No wonder it attracts such crowds.

The entry, too, was huge. Come raceday 46 cars would line up to take the rolling start. The Schnitzer BMWs were back with Gerhard Berger/Roberto Ravaglia and Dieter Quester/Emanuele Pirro the drivers. And there were new cars too. A pair of Opel Manta GTEs, and Audi Quattro, a BMW 535i, and also the 323i returned to do battle with the Alfa Romeos. It was going to be good.

The first practice saw a big surprise. Tom Walkinshaw's Rover was quickest!

Others were not so lucky. Walkinshaw himself had an 'off' — something you don't see often, but it was Gerhard Berger who had the most spectacular time, crashing *twice* on Friday. The BMWs were right on the edge, Berger lapping 4secs quicker than Hans Stuck did last year in a car that has had little development. It's true, the pole time was down on that of the Jags last year, but the Rovers had improved a mammoth 6secs. Six seconds!

Berger gave himself quite a shock coming into the village at top speed. "Oh, I thought I was finished, for sure," he commented. "I spun for a full 300 metres, from one end of the village to the other, and only hit the armco at the end of town. The damage wasn't so bad, the problem was that the track was so narrow I couldn't turn round. In the end I reversed out of the village until it was wide enough to turn."

Gerhard Berger had a dramatic practice in his BMW. There isn't much room for mistakes...





The Walkinshaw/Percy Rover was right up with the Volvos until a problem 12 laps from home.

The times that determined the grid were set on Saturday morning, and it was the Volvo 240 Turbo of Ulf Granberg/Anders Olofsson that took the honours, fractionally ahead of the Gianfranco Brancatelli/Thomas Lindstrom 240. Over 11 kms of track a second really isn't that much. Halfway through that all-important session the rains came, and the grid was set. On the second row behind the two flying Volvos was the Rover of Walkinshaw/Percy and the Berger/Ravaglia BMW. Division 2 was led, as is customary, by the Alfa of Lella Lombardi/Rinaldo Drovandi, while in the smallest class it was the VW Golf of Neymeyer/Mores/Bormann. The Czechs were there too, Bratislav Enge and Denny Vojtech teaming up in a BMW, 12th on the grid.

RACE

It was Brancatelli who got the drop on the Olofsson Volvo to lead with Walkinshaw clear of Berger. The weather was overcast, but looked okay for a few laps at least. These four cars pulled away from the rest, gradually dropping Berger.

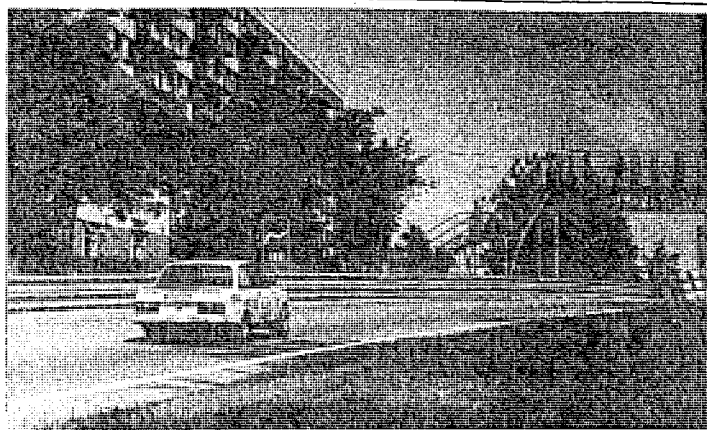
Down through the village Brancatelli, Olofsson and Walkinshaw went, wheel-to-wheel. Lap 2 saw the first specks of rain and immediately Walkinshaw was the man to watch, moving ahead of Brancatelli and setting off after the leader, taking advantage of the tow. Up the hill the Volvo sucked the Rover along and Walkinshaw would be out trying to get by. Through the twisty forest sections the Rover was ahead and as they came down the hill at 160mph, absolutely flat, he was still ahead. The crucial test was the final hairpin. Accelerating out the Volvo had the edge and time and again the two cars crossed the line side by side.

The leading duo began to pull away from the Olofsson car, but in their hectic

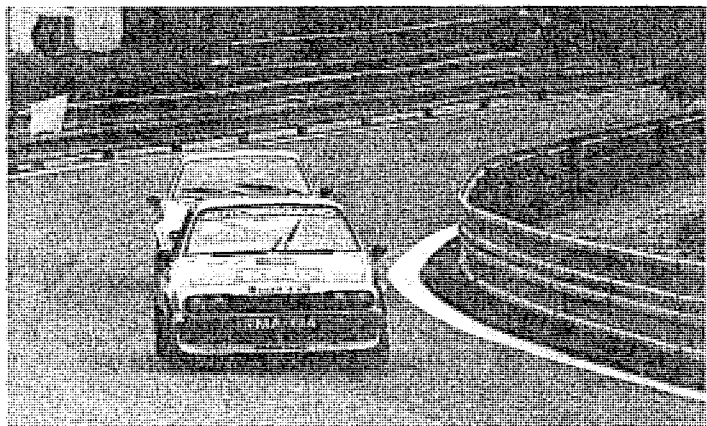
dice he was able to close the gap again. The times were quicker than in qualifying when the circuit began to dry on lap 18 and the sun came out. It was a glorious afternoon, with the top three cars exchanging places every lap.

Berger was hanging on in fourth, without the horsepower of the leading cars. As the race neared half distance, there was drama. Brancatelli brushed Quester in the village, sending the Austrian into the wall, but although he continued to the pits and Pirro was given a few laps, nothing could be done. The second BMW's race was run. A further moment going up the hill saw Brancatelli hit the barriers and in the confusion Walkinshaw was held up and Olofsson moved ahead. Brancatelli headed for the pits for a 3mins stop. A few laps earlier the second Eggenberger Volvo had ground to a halt with conrod failure, another non-finish for Dieudonné and Muller.

The leading Volvo headed for the pits



The leading Volvo reaches the long right hander at the top of the hill.



The Class 2 battle was fraught. Rinaldo Drovandi dicing with Giorgio Francia until the very end.

as Walkinshaw was closing in again and a few laps later the Walkinshaw car came in and Win Percy climbed aboard. A slight delay in refuelling lost time, but the leading Volvo still had one stop to make, and Win set off after the leader.

Almost unnoticed the Thibault/Joosen Rover hit the armco hard and retired. Jeff Allam and Armin Hahne had been delayed early on when the German had hit the armco hard going up the hill and punctured two tyres, but they too were fighting back.

"I was too far behind the lead car to get any tow," said Percy, "but I knew they had one more stop to make. We wouldn't have been far behind at the flag."

As it was, the Rover had a rear axle support crack with 12 laps to go. Win pitted twice, the second a lengthy 10mins stop which dropped the Rover from contention. All the while the leading Volvo, with Granberg now at the wheel moved on inexorably, the Brancatelli

car, with Lindstrom in control, was making up for lost time, but it was not going to catch the leader. Out went Percy again for a string of really fast laps in the closing stages, but all in vain.

When the 3½ hours were up the Luna Volvo took the chequer to the delight of Mats Magnusson and his crew, having covered a staggering 630 kilometres, to record a fine win.

The Volvo teams were delighted, but there was disappointment among the Rover men. They had proved so much, but came away with nothing, and with Lella Lombardi and Rinaldo Drovandi taking the middle class — with Giorgio Francia/Bernard de Dryver 2secs behind! — so their championship lead slipped away.

It was, above all, a marvellous race. Winning might be all important, but the huge Czech crowd went home dreaming of owning these fast Western machines. After them, even the most souped-up Skoda seemed, somehow, rather plain.

BRNO (CS)

Jun 9, European Touring Car Championship, round 5, 57 laps — 386.75 miles

Pos	Driver (Nat)	Class	Chassis/Engine	Result	Qualifying	Pos
1	Ulf Granberg (S)/Anders Olofsson (S)	3	2.0t Volvo 240 Turbo	3:30.51.89	3:36.20	1
2	Gianfranco Brancatelli (I)/Thomas Lindstrom (S)	3	2.0t Volvo 240 Turbo	3:32:52.06	3:37.35	2
3	Gernard Berger (A)/Roberto Ravaglia (I)	3	3.5 BMW 635CSI	3:33.32.06	3:40.87	4
4	Umberto Grano (I)/Marco Micangeli (I)	3	3.5 BMW 635CSI	56 laps	3:41.58	5
5	Rene Metge (F)/Philippe Haezebuck (F) (I)	3	3.5 BMW 635CSI	56 laps	3:43.66	9
6	Mauricio Micangeli (I)/Georges Bosshard (CH)	3	3.5 BMW 635CSI	55 laps	3:44.69	12
7	Denny Vojtech (CS)/Bratislav Enge (CS)	3	3.5 BMW 635CSI	55 laps	3:44.66	11
8	Tom Walkinshaw (GB)/Win Percy (GB)	3	3.5 Rover Vitesse	55 laps	3:37.35	3
9	Jeff Allam (GB)/Armin Hahne (D)	3	3.5 Rover Vitesse	54 laps	3:42.03	6
10	Lella Lombardi (I)/Rinaldo Drovandi (I)	2	2.5 Alfa Romeo GTV6	54 laps	3:50.50	16
11	Giorgio Francia (I)/Bernard De Dryver (B)	2	2.5 Alfa Romeo GTV6	54 laps	3:53.71	18
19	Jordi Ripolles (E)/Javier De Castro (E)	1	1.6 VW Golf	51 laps	4:08.24	30
R	Eddy Joosen (B)/Pierre Alain Thibault (B)	3	3.5 Rover Vitesse	43 laps — accident damage	3:43.99	10
R	Dieter Quaster (A)/Emanuele Pirro (I)	3	3.5 BMW 635CSI	33 laps — accident damage	3:42.09	7
R	Sigi Muller (D)/Pierre Dieudonne (B)	3	2.0t Volvo 240 Turbo	25 laps — engine	3:42.23	8

Winner's average speed: 110.69mph. Next round: Zeltweg (A), Jun 16

AUTOSPORT

PIT & PADDOCK 4

All the international motor racing news — Ford's new Grand Prix V6 — Spa F1 reinstated in calendar? — 1986 F1 dates, 1st edition — Donington F3000 postponed — Sala tests Reynard-VW against Saab at Snetterton — Le Mans atmosphere.

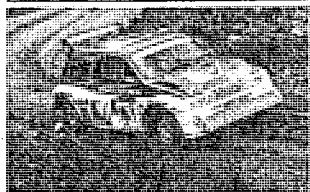
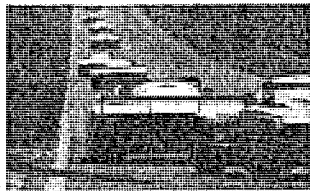
COMMENT 8

Our views on the dangers of the Muisanne Straight at Le Mans — Your comments on recent events — Reflections on events 10, 20, and 30 years ago — Plus *Catchpole's* fun and games.



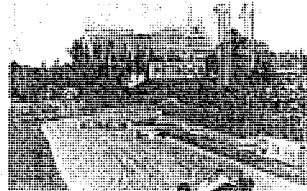
LE MANS 10

The works Porsche was on the pole, a works Lancia held an early lead, but the class of the Le Mans field, as last year, was Joest Racing's New Man Porsche. Our extensive reporting team brings you the full story.



SPECIAL STAGE 24

All the rallying news — Major changes planned for World Championship — Delta S4 in frantic race for 1000 Lakes debut — Metro 6R4 leads Donegal chase — Lovell fourth on Corte Ingles — B seeding for Junior teams.



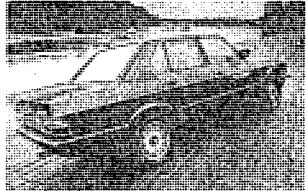
CANADIAN GP 26

Michele Alboreto and Stefan Johansson produced a Ferrari 1-2 in Montreal and changed the whole picture of the 1985 World Championship. Nigel Roebuck was there.



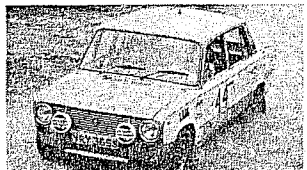
ROAD TEST 35

Two hot BMWs put to the test by Mike McCarthy, who drove the four door 323i, and the 535i. One of them proved impressive.



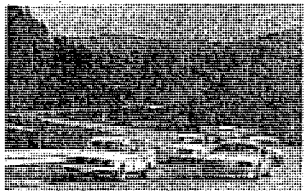
BACKSTAGE 39

In the wake of last week's complete Scottish Rally report, Keith Oswin, takes a moment to reflect on the current form of Malcolm Wilson, and comments on a disturbing trend among the top teams.



INSIGHT 45

Rallying for the novice. Simon Maurice tells the story of his initiation, via Rallyschool and Ladas, into the sport.

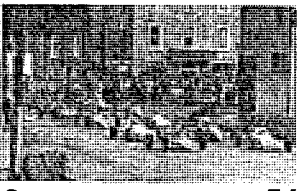


OSTERREICHRING ETC 49

The Eggenberger Volvo Turbos finished first and second on the magnificent Austrian circuit, as Joe Saward reports.

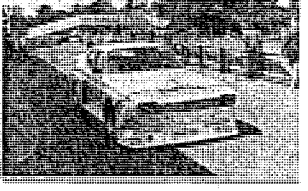
SPORTS EXTRA 52

All the national racing news — Rondeau marketing company restructured — Wallis and Oford drop Pegasus for Salisbury — Wattie returns to Kirkistown — Latest Royale RP38 details — Reynards updated and updated for FF2000.



SPORTSCARD 54

Mario Andretti takes third win of Indycar season — Bill Elliott again — Mid-Ohio IROC to Rahal — Street racing from Ballyjamesduff — Fabi opens Racing Displays title lead — Kirkland's luck in Malaysia — Griffiths fastest at Fintray — Welch's Pembrey win.



AUTOSPORT GRAND PRIX TV GUIDE

Continuing our collector's series, we present a full colour guide to the Detroit Grand Prix, the second North American race in two weeks. All the latest facts and figures are there, plus broadcasting times, to keep you tuned to the action.

FRONT COVER

Just two hours of the 1985 Le Mans race remain as Paolo Barilla takes the Porsche 956 away from the hustle of the pits and back onto the track. Fuel, tyres, and pads were the only features on the job list of the winning Joest car. Report: p10. Photo: Jeff Bloxham.

NEXT WEEK

Full details from the Detroit GP — Rallying action from the Donegal International — Quentin Spurring takes a detailed look back at Le Mans — Interview with Arie Luyendyk: best placed Rookie at Indy — Mercedes 190 and turbo on test — F3 from Brands Hatch — St John Horsfall two-day historic from Silverstone — Plus all our usual news and features*.

*These items correct at time of going to press.

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ABC MEMBER OF THE AUDIT BUREAU OF CIRCULATIONS



Gianfranco Brancatelli and Tom Walkinshaw battled mightily in the early laps of the race.

The turbo chargers

After three and a half hours the chequered flag came out and almost everyone was surprised to see that the Austrian organisers had finally done something on time. The surviving runners traipsed across the line in various states of disrepair. It had been a Volvo day again, and a dominant Volvo day too. Such things are becoming common nowadays. Sadly, as the wins mount up, so does the talk about homologation. There are questions which even the FISA inspector for ETC, Marcel Servais, would like answered before it gets out of hand with protests. The matter has been with Paris since the start of the season now and in time-honoured fashion, they have yet to consider the issue. Somebody please clear the air . . .

QUALIFYING

After the splendour of Brno, the ETC teams high-tailed it across the border and into Austria bound for another scenic spot — the Osterreictring. The circuit, of course, is magnificent, but the organisation, quite frankly, was chaotic. You were never quite sure how long any particular session was going to last. The two one-hour official qualifying slots became a one hour session and a one and a half session without any notice; and the race day warm-up grew mysteriously from 20mins to 40mins. One got the distinct impression that someone had just forgotten to put the flag out and the sessions seemed to drift on until everyone got bored and called it a day. Pre-race publicity (if indeed there was any) managed to draw in a magnificent crowd of perhaps 500, despite the main attraction being Franz Klammer, retired downhill skier, national hero and sometime racing driver. Much more worrying

Right: Up from Dr Tiroch's Curve one of the Rovers sweeps passed a Class 2 Alfa Romeo. Below: Swooping down from the daunting Krainer Curve the Volvo of Pierre Dieudonné and Sigi Muller. The pair finished second for their first points of the year.



was a situation highlighted on Friday in unofficial practice when the Alfa Romeo GTV6 of Christian Melville left the track at the entry to the Krainer (née Bosch) Curve. It isn't the sort of place one wants to have an accident, there is no run-off and it's straight into the barriers at high, high speed. Melville's car hit the guardrail almost head-on and flipped forwards, over the rail, to land on its roof before bouncing back into the ditch behind the barrier. It was a big accident. The car was completely totalled — there was not an undamaged panel on it. Melville sat dazed in the car for almost half an hour until somebody thought it might be an idea to go off to Zeltweg village and find a doctor. As it turned out the Portuguese-based Frenchman suffered nothing more than whiplash injuries and dented pride, but the accident highlighted some serious worries about the track. Later in the summer, the Grand Prix cars go to Zeltweg. With their power outputs, the Krainer Curve is going to be potentially lethal.

It had already been a bad day for the Luigi Alfa team when the lorry carrying the mangled remains of their third car finally appeared in the paddock, and there executed a ridiculous piece of farce. There wasn't a great deal left to save on the car, but when the men on the crane dropped it 15 feet, knocking a hole in the side of the Luigi transporter, and narrowly avoiding killing a number of people, it all became too much. A little more time spent organising and a little less dressing up in blazers, quaffing Schnapps and reminiscing about the good old days would have been appreciated.

When it was finally worked out who had done what time in practice, it was Gianfranco Brancatelli and Thomas Lindstrom who had the pole, 0.2sec ahead of Tom Walkinshaw and Win Percy. The first session had been conducted in miserable conditions, although it cleared as the practice went on. Towards the end Walkinshaw bolted on some intermediates and set a time 3.5secs ahead of the rest. The flag came out before anyone could respond. With the mountain tops shrouded in mist and the track wet, that first session was pretty spectacular stuff. The Rovers (running only two cars this weekend) were absolutely flat out, but just being left standing by the Volvos out of low gear corners. Getting a clear lap was proving a big problem with large numbers of small class cars misbehaving, while the BMW troops (without the Schnitzer cars again) declared open season on the grass at the chicane and spent a goodly portion of the session playing in the mud. Towards the end of the session as it began to dry, and the old wooden grandstands steamed in the sunshine, the most entertaining handling came from Denny Vojtech (in a car that once resembled a BMW) and Jeff Allam gliding through Dr Tiroch's Curve — the fast uphill right hander at the back of the circuit — with the back way out of line, all the way.

Walkinshaw as usual got into his Rover and demanded a time, while Brancatelli was pushing his 240 Turbo right to the limit, going so fast into the corners that he was only just clinging to the tarmac on the exits. Brno winners, Ulf Granberg and Anders Olofsson were not so happy now, struggling with tyres.

The Zeltweg circuit is very heavy on brakes and tyres and most of the teams were in trouble. Tom Walkinshaw cancelled a planned flight to Le Mans on Saturday afternoon when it became clear that there was a problem. Dunlop had a private jet fly in some harder tyres, but on the rubber front it was always going to be a struggle. The top five was rounded off

as expected, by the second Eggenberger Volvo and the second Rover and there was an appreciable gap to the first of the BMWs, on this occasion Marco Micangeli and Emilio Zapico. Perhaps it was Austria, but there seemed to be skiers everywhere, Klammer in his Alfa, and Divina Galica in a BMW. It was Divina's first time in saloon cars and the car chosen could never be described as a well-prepared front runner. A rather exuberant partner, who refused to take any notice of 'In' pitboards meant that Divina only had a handful of laps in qualifying. They were quite a shock.

Class 2 was led for a change by the BMW 323i of Winni Vogt, partnered this weekend by up-and-coming German Marcus Osterreich, although, as ever, Lella Lombardi and Rinaldo Drovandi were not far behind. While in the oversubscribed baby class it was the VW Golf of Jordi Ripolles and Javier de Castro just ahead of the Toyota Corolla of Franz Bollinger and Philippe Muller.

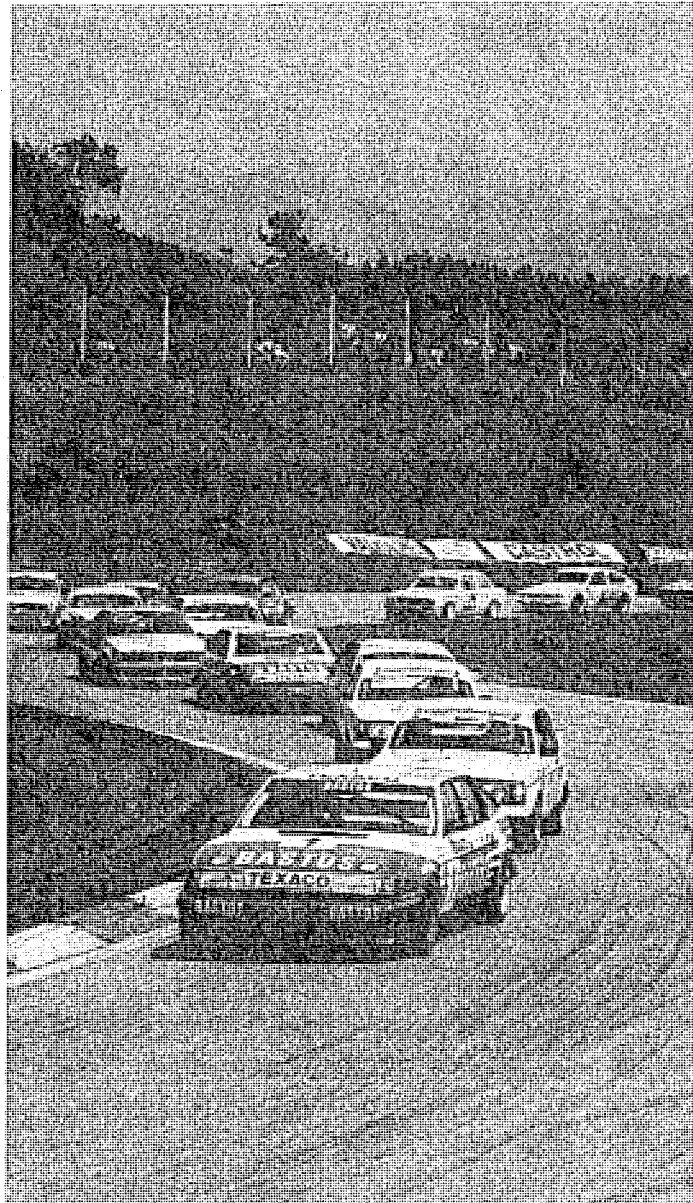
RACE

"Und hier ist der fliegende Indianapolis start!" shrieked the commentator as the 38 car grid came round the Jochen Rindt Curve to take the Austrian flag to start the race. Walkinshaw, on the inside, made what can only be described as "an optimistic start" which triggered the pack and the man with the flag had no option but to watch as a nice clean ordered start fell to pieces. Wondering what to do, he waved his flag vaguely, but no-one really paid any attention. Sigi Muller came storming through behind Walkinshaw and such is the power of the 240 Turbo that he was leading after 100 metres. By the chicane however his mirrors were full of Walkinshaw and Brancatelli who had simply blasted through having been left dawdling at the start. "I saw Tom coming, and I thought, ah, it's that British guy!" commented Sigi, "and I knew he wouldn't give way, so he got past me and Branca followed. It was a good-looking battle from behind and very hard." Muller, it should be said, had a vested interest in proceedings at the front. Walkinshaw and he had a bet that the Rover would stay with the Volvo for the first ten laps and no more, Walkinshaw was out to prove a point, not to mention try to win a race . . .

It was an enthralling battle, the Volvo going wide, oh so wide, at the Bosch Curve (sorry the Krainer Curve!) first time round, letting Walkinshaw through. The little Italian indulged himself in some uncharacteristic manoeuvres, however, which did nothing to impress the wee Scot in his wake. The meagre audience had had their day ruined already when Franz Klammer's Alfa, with Peter Oberndorfer at the wheel, failed to take the start, going into the pits instead, where it stayed for a lap. Franz was not going to win! Mein Gott!

Jeff Allam had worked his way up to fourth place, and a miserable weekend for the Luna Volvo turbo team continued when a turbo hose fell off and Anders Olofsson came touring into the pits, out of contention. Although the team put the 240 back out onto the road again, it retired on lap 34 while still a long way down the field with a blown head gasket.

At the front Walkinshaw and Brancatelli continued their dice, and Sigi Muller watched as he lost his bet with TW. Ten laps . . . 20 laps, the two closer than ever as they lapped the midfield, Muller dropped away as he was held up overtaking a backmarker, and then suddenly Walkinshaw was in the pits, his tyres damaged and with a few words about little Italians. Win Percy jumped into the car and set off after the two



Up at the Hella Licht chicane for the first time Walkinshaw leads the field away.

Eggenberger Volvos up ahead, with Jeff Allam following and only the Marco Micangeli BMW on the same lap in fifth place. Class 2 was being led convincingly by Marcus Osterreich while in the baby brigade Ripolles led a superb dice of some six cars. At about the same time Divina Galica's weekend came to a

premature end when her co-driver Georg Pacher buzzed the engine of their BMW and that was that. Divina, however was talking about trying to get hold of an Alfa GTV6 for the Salzburgring . . .

Lap 38 saw the first of the planned stops, with Pierre Dieudonné replacing Muller, dropping the 240 to fourth, while

three laps later in came Brancatelli to hand over to Thomas Lindstrom. For a lap then Win Percy led then he was in the pits in the belief that he had a puncture. He didn't, so he was sent off again. Almost unnoticed Denny Vojtech retired his BMW, gearless. Yet more bad luck for the highly talented Czech.

Suddenly all the cars were coming in for their routine stops and it was a shock to suddenly see Lindstrom in again. A fuel feed problem was solved and the Swede emerged from the pits 10secs ahead of Percy, who in turn was 10secs clear of Dieudonné with now only Armin Hahne (who had taken over from Allam) on the same lap. Franz Klammer made an inauspicious ETC debut, getting some 25 yards from his pit, stalling the engine and then flooding it. Oberndorfer, who had driven so well, must have been a little miffed. Even national heroes get it wrong sometimes . . .

Lap 65 and suddenly the second Rover was in trouble, its spoiler trailing beneath the car after an off, caused by oil leaking onto the rear tyres. Minutes later Hahne's race was run, oil all over the rear brakes and tyres. The Walkinshaw/Percy Rover too was not looking too healthy, beginning to leave a trail of oil smoke in its wake as Winston battled to keep up with the Volvos. The two lead cars continued to go away. In they came for their routine stops—Muller getting back in and Lindstrom staying put and then they were off again. A few laps later in came Percy, after a determined drive, Walkinshaw climbed in and everyone looked for the gap between the three front runners, as he accelerated away leaving a 50 yard trail of rubber in the pitlane. More and more oil smoke emanated from the Rover. Almost unnoticed Xavier Boucher brought his Alfa Romeo into the pits with its brakes on fire. A cloud of extinguishant saw to that and the Alfa remained gently steaming like an expensive toy dropped in the snow by Father Christmas. Santa, however, could do nothing for the Rover and on lap 84 the engine cried enough at the chicane and Walkinshaw had an angry walk home. The Volvos continued on their way and duly took the flag 1-2. The Ci Bi Emme Sport team went berserk when their cars came home 3-4. The BMW 323i of Winni Vogt and Marcus Osterreich duly took the middle class with Lombardi and Drovandi second and in the smallest class Wolfgang Kudrass and Heinz Putz took the honours with their Golf GTI. All this, of course, was only revealed later when the organisers finally decided who had won. As a result the award ceremony was held simultaneously with the Formula Ford race while everyone stood round for half an hour discussing it all. There were more than a few disgruntled people in the paddock at the end of it all.

So, the Volvos won, the Rovers tried hard, the organisers failed with flying colours . . . It remains to be seen what FISA will do.

ZELTWEG (A)

Jun 16, European Touring Car Championship, round 6, 99 laps — 365.31 miles

Pps	Driver (Nat)	Class	Chassis/Engine	Result	Qualifying	Pos
1	Gianfranco Brancatelli (I)/Thomas Lindstrom (S)	3	2.0i Volvo 240 Turbo	3:30.33.73	2:02.66	1
2	Sigi Muller (D)/Pierre Dieudonné (B)	3	2.0i Volvo 240 Turbo	98laps	2:03.97	4
3	Marco Micangeli (I)/Emilio Zapico (E)	3	3.5 BMW 635CSi	97laps	2:06.57	6
4	Georges Bosshard (CH)/Mauricio Micangeli (I)	3	3.5 BMW 635CSi	96laps	2:07.65	8
5	Winni Vogt (D)/Marcus Osterreich (D)	2	2.3 BMW 323i	95laps	2:09.09	11
6	Lella Lombardi (I)/Rinaldo Drovandi (I)	2	2.5 Alfa Romeo GTV6	94laps	2:10.28	13
7	Johnny Reind (A)/Hans Weigasser (A)	2	2.3 BMW 323i	93laps	2:11.16	15
8	Romeo Camathias (CH)/Spiffero (I)	2	2.5 Alfa Romeo GTV6	93laps	2:12.79	19
9	Marcello Cipriani (I)/Massimo Siena (I)/Anna Cambiagli (I)	2	2.5 Alfa Romeo GTV6	93laps	2:13.18	20
10	Johannes Vollandt (D)/Peter Hass (D)	2	2.3 BMW 323i	91laps	2:16.76	10
13	Wolfgang Kudrass (D)/Heinz Putz (D)	1	1.6 VW Golf GTI	90laps	2:18.52	29
R	Tom Walkinshaw (GB)/Win Percy (GB)	3	3.5 Rover Vitesse	84laps—engine	2:02.87	2
R	Armin Hahne (D)/Jeff Allam (GB)	3	3.5 Rover Vitesse	65laps—oil leak	2:04.13	5
R	Denny Vojtech (CS)/Richard Friedrich (D)	3	3.5 BMW 635CSi	35laps—gearbox	2:07.14	7
R	Ulf Granberg (S)/Anders Olofsson (S)	3	2.0i Volvo 240 Turbo	34laps—engine	2:03.61	3

Winner's average speed: 104.09mph. Next round: Salzburgring (A), Jun 30

Beatrice gets Ford F1 turbo for three years

Having almost settled down into a new purpose-built factory at Colnbrook, the well-funded FORCE Grand Prix team expects to start testing its new John Baldwin/Neil Oatley designed chassis early in August. Alan Jones arrived on Monday this week from Australia, via Detroit, to move into the Putney town house which he bought unseen from an advertisement in *Country Life* magazine.

Jones had joined team owner Carl Haas in Detroit for the party thrown by Ford to announce officially the news (exclusively revealed by AUTOSPORT in April) that FORCE would be using Ford's turbocharged F1 engine in 1986. There was widespread disappointment about the paucity of technical and other information on the engine. Ford's Walter Hayes would reveal only that it is a V6, and that FORCE would have it on an exclusive basis for three years. Hints were dropped that the engine might be tested later this year, but FORCE's Beatrice-sponsored Lola car will de-

initely be Hart-powered when it makes its GP debut at Monza in September.

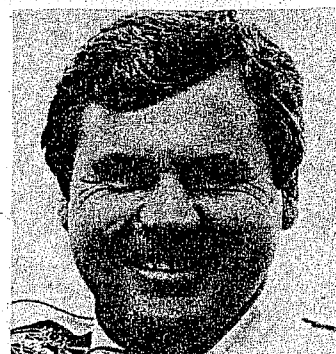
It is no secret that the managers of as many as five existing F1 teams made a pitch for the Ford engine, but Mike Kranefuss, Ford's motorsport chief, candidly told us that he and his colleagues had been shocked by the apparent willingness of some of them to ditch their present contracted engine suppliers in favour of Ford. Some of them may have lost interest when they learned that Ford would be supplying the engine alone, and not a cash incentive, to its chosen team.

Also present was Keith Duckworth, chairman of Cosworth Engineering, "father" of the Cosworth-Ford DFV V8 and someone who can normally be relied upon for a good quote. But even Keith had a lock on his mouth in Detroit, which made pressmen question Ford's motives in buying his first class tickets from England.

The engine itself, believed to be a 120 degree layout like the current Ferrari, is

to be built and serviced at the Cosworth factory in Northampton. The research and development is being done in co-operation with Ford engineers at Dearborn in the US and at the company's European engine plant at Dunton in England. It is assumed that the unit, like some recent experimental non-racing engines from Ford, uses a selection of rare and exotic materials. We understand that it can be adapted without too many alterations to the new 1200cc turbo regulations due to be introduced in 1987.

An important incentive in the F1 programme for Ford is the emphasis on fuel economy. In the only interesting part of his speech, Hayes deplored the current requirement for drivers to be aware of economy and to drive accordingly. "What we are aiming to do," he said, "is to put the thinking into the engine, where it belongs, and free the driver so he can concentrate in a more single-minded fashion on his driving."



Jones—back in England now.

Who will join Jones at FORCE?

Although Alan Jones will be behind the wheel of the Beatrice-Ford F1 car when it is ready for testing in August, team owner Carl Haas is on the prowl for a second driver and possibly a well-known designer to join the FORCE crew.

Judging from an indignant letter sent to Beatrice chairman Jim Dutt by Fred Bushell of Team Lotus, Haas has evidently set his sights high. Bushell accused the FORCE team of trying to "poach" designer Gerard Ducarouge, and threatened legal action. Dutt replied that the complaint should be addressed to Haas and not to him. Meanwhile, another rumour was circulating that an offer worth as much as \$12 million had been made to Brabham stalwarts Gordon Murray and Nelson Piquet to switch loyalty to Beatrice. Considering how little love was lost between Piquet and Alan Jones in 1980/81, we can't help wondering if this was serious . . .

Other top names believed to be on the Beatrice shopping list are those of Keke Rosberg and Niki Lauda, both of whom will be free to negotiate fresh contracts at the end of this year. Sunday's success in Detroit and the encouraging Montreal form of the latest Williams-Honda combination may have changed any plans that Keke Rosberg had about leaving the Didcot team. Lauda, meanwhile, was quoted in Switzerland last week as saying it would be "at least in another two or three races time" before he made up his mind about a possible split with McLaren. He has had an unrewarding year so far with McLaren and the reigning World Champion's testing ability would be valuable at FORCE. The Austrian might also relish the fresh challenge of being with such a completely new—and wealthy—team.

Patrick Tambay is the only other driver who team boss Carl Haas has actually mentioned by name in connection with the second seat. Like Jones, Tambay won CanAm titles in Haas owned Lolas.

Snobeck's F3000 team

Dany Snobeck, one of the top names in the French Production series as a driver and entrant is planning to start a Formula 3000 team using March chassis from his Magny Cours base.

F1 changes in 1986 . . .

Although more details may be revealed after this week's FISA Executive Committee meeting in Paris, the 1986 Grand Prix schedule is as confused as we intimated last week.

At a select Detroit breakfast press briefing Bernie Ecclestone was a little more specific about the situation. He confirmed the likelihood of Grands Prix in Japan (at the Honda-owned Suzuka circuit) and Hungary (in Budapest's Nepliget Park described in *P&P*, Jun 13). The FOCA supremo admitted that it might be necessary to drop two 'traditional' European GPs to make room for the newcomers; Zandvoort and Estoril, both of which are financially difficult events, are the likely ones to be rejected.

In a separate TV interview in Detroit, Ecclestone suggested Mexico as a possible GP host country. However this was not taken entirely seriously, cynics suggesting that Ecclestone may have been having some fun at the expense of CART which is investigating expanding their series into Mexico.

FISA officials were unwilling to discuss the 1986 calendar in detail. However, we understand that New York will be allocated a date, for the fourth consecutive year, if an application is made.

Volvo 240 scrutiny

Rumours continue to fly concerning the homologation problems of the ETC Volvo 240 Turbos. FISA are being kept informed of the situation by their man in ETC, but it remains to be seen whether the men in Paris will take any action. If nothing is done there are almost certain to be protests in the very near future, and that cannot be good for the series.

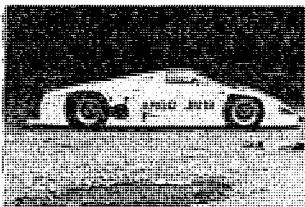


New date for Euro GP at Brands Hatch

The Belgian Grand Prix at Spa-Francorchamps (above) is definitely to be held on September 15—and, so as to accommodate the postponed race in the overcrowded autumn fixture list, FISA has moved the Shell Oils European Grand Prix back a week. Before jetting off to Adelaide and Kyalami, the F1 circus must do the last five European races in just seven weeks—Aug 18 Zeltweg, Aug 25 Zandvoort, Sep 8 Monza, Sep 15 Spa, Sep 29 Brands Hatch. A FISA statement claims that, as the Brands event will replace the cancelled New York GP, it must adhere to the original date . . .

AUTOSPORT

PIT & Paddock



All the international motor racing news — Prost sets new quickest time at Silverstone — FISA's skeleton '1986' F1 Schedule — Ferrari for Dumfries at Monza? — FISA bans stars from Macau — New CART rules — Who wins at Ricard?

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Our views on FISA's decision regarding the World Rally Championship — Your views on the world in *Correspondence* — Motor sport 10, 20 and 30 years ago — Plus *Catchpole's* usual dose of laughter.

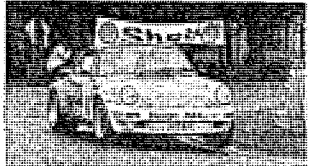
NEW ZEALAND RALLY 14

Harry Milne reports from New Zealand on Timo Salonen's latest World Championship victory.

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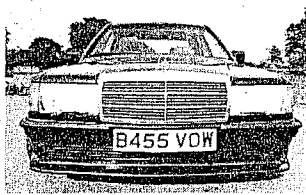


Jean Ragnotti took advantage of Zanussi's misfortune to grab victory for Renault. Keith Oswin was our man in Belgium.

DIJON F3000 24

Ian Phillips watched Christian Danner take his second victory in the series after the Raits of Nielsen and Thackwell fell away.

4 ROAD CAR



Marcus Pye takes a spin in Sparshatt's Mercedes 190E turbo conversion.

NORISRING 200 28



Just two weeks after his Le Mans victory, Klaus Ludwig showed his sprinting ability by winning the two-part big money Norisring sports car sprint. Wolfgang Monsehr was our man at Nuremberg.

MEADOWLANDS CART 29

Through the twisty confines of the Meadowlands circuit in New York, Al Unser Jr beat the more experienced men to the flag — Gordon Kirby from the 'Big Apple'.

SALZBURGING ETC 32



Another Volvo victory witnessed by Joe Saward, but the cars ran under appeal, subject to FISA ratification. Will Walkinshaw's second place be enough, therefore?

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All our usual competitions — Plenty of books on review — The very latest model releases — and the AA/OS's latest 'Leisure Guide' to the Yorkshire Dales.

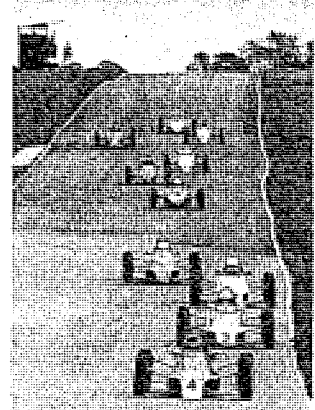
SNETTERTON THUNDERSPORTS 43

Andy Leeder watched the latest in the Thundersports series as Foulston/Brindley took victory in Norfolk.

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SPORTSCARD 46



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AUTOSPORT

Welcome to Volume 100 of AUTOSPORT! Your motorsports weekly was founded on August 25, 1950, and has never missed an issue since that date. We are proud to have maintained the rationale and standards established by our founder, the late Gregor Grant, and look forward to continuing our development of his original concept during the next 35 years and beyond.

FRONT COVER

Ari Vatanen hustles his Peugeot 205 Turbo 16 through the New Zealand countryside as the pursuit helicopter gives chase. Report: p14. Photo: Colin Taylor Productions.

NEXT WEEK

The Grand Prix circus moves to Paul Ricard for the French round of the World Championship: read our full report — ETC saloons move from Austria to the Nurburgring in Germany for another Volvo/Rover confrontation — The Indycar boys take up the cudgels again, this time at Cleveland — Milles Pistes sees Lancia Delta 4WD in action — Plus all our regular news and features.*

*These items correct at time of going to press.

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ABC MEMBER OF THE AUDIT BUREAU OF CIRCULATIONS



The Volvo 240 Turbos have been winning in ETC, but there are worries about their homologation.

ETC problems for Volvo 240 Turbos

It was no great surprise on Monday when we received a telex from FISA announcing that they are to open an enquiry into "the conditions surrounding the homologation of the Volvo 240 Turbo. The conclusions of this investigation concern the 1985 European Championship."

The announcement from Paris comes in the wake of much rumour, and more specifically, a problem at the Salzburgring last weekend, when the front suspension mounting was deemed illegal by FISA and the cars had to run under appeal (see report page 32).

The Volvo 240 Turbo was originally

homologated for sale in the USA, but it is the evolution of the car which is being called into question. FISA homologation papers for the Group A evolution model include the rear spoiler, water injection, redesigned inlet and exhaust manifold systems and a Garrett TB03 turbocharger to replace the original Garrett T3 unit. The 500 cars necessary for the evolution were inspected in August 1983 by Boris von Breitenbuch of BMW who saw 230 cars on the East Coast of America and a further 270 on the West Coast.

The United States of America has very

stringent inspection rules of its own before cars can be sold and there is no certification from the US Government registration bureau to indicate that any of the evolution models of the 240 Turbo have been put on sale to the public. FISA homologation regulations, as laid down in the yellow book, dictate that cars homologated should be "destined for normal sale to the public" (ie the distribution of cars to individual purchasers through the normal commercial channels of the manufacturer).

We understand that no evolution cars have been sold in America, but this does not restrict their sale elsewhere. To date Volvo admit to have sold 23 such cars to the various racing teams around the world. "The problem is one of definition," says Marcel Servais, FISA's ETC inspector. "What is a normal commercial channel? It is up to Volvo to prove that they have sold cars and FISA will be making enquiries round the world and that is bound to cause delay."

If a manufacturer could build 500 evolution cars and only had to sell a handful to competitors, the gates are open for a flood of 'homologation specials', which would make a mockery of Group A regulations.

The question remains, what happened to the 500 cars inspected in America in 1983? If they have not been sold in evolution spec in the States and there are no indications that the cars have been shipped to Europe, where are they now?

FISA regulations on evolution are clear: the cars must have "modifications made on a permanent basis to the basic model." Surely the problem is easily solved: Volvo built the cars and must therefore know what happened to them...

No Honda Indycar?

Ron Tauranac again denied any Honda involvement in his Indycar project at the weekend. "I know it was announced on TV at Detroit but all my work has been based around using a Cosworth DFX. Honestly I know nothing about it." Asked if he knew what his former partner Jack Brabham was doing with a March 85C he grinned, "Maybe he is using one of my Honda engines!"

Although it was originally thought that Mike Thackwell would drive the Ralt Indycar in the final three races of this year, Tauranac said that the car had got behind schedule and would not appear this year.

The Australian is currently planning his 1986 programme which he admits might include a production F3000 car.

Threat to Jacques

Last week Jacques Villeneuve and his CART sponsor, the Canadian Tire Company, were advised by CASC (the Canadian ASN) that if they were to participate in one more CART race they would lose their FISA licences.

It appears that FISA has told all ASNs that they must do this, and it is up to them to comply. For one reason or another, of course, FISA chooses to look upon CART as an 'outlaw' race series. Villeneuve and his sponsor, although curious as to why this demand is suddenly being made, are reportedly not too concerned about it — except that if they lose their FISA licences they risk not being able to run in the Indianapolis 500, for which you must have a FISA licence.

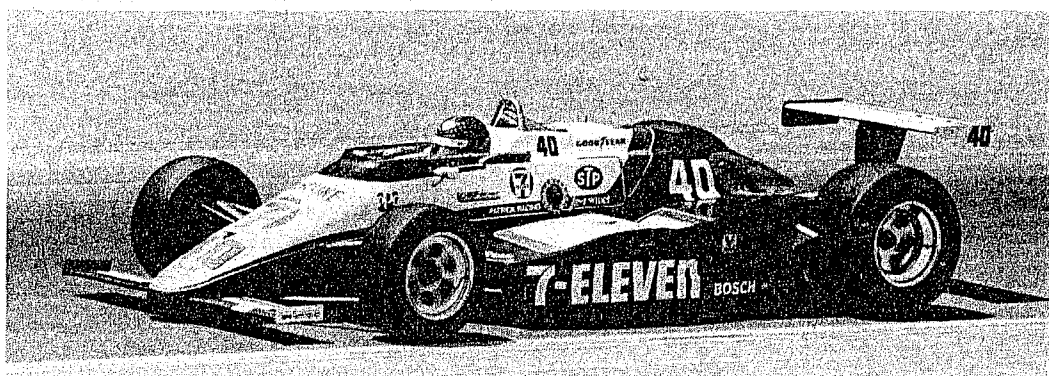
Dallas seeks CART race

Amid rumours of another F1 Grand Prix in Dallas next year comes the serious probability of a CART race in the Texas city. This would not be run at the 'Grand Prix, circuit in State Fair Park, but another street circuit, in Reunion Park, at the other end of town.

The project is being promoted by a group of Dallas businessmen, together with Chris Pook of Long Beach fame. We understand that the City Council last week gave tentative approval to the plan.

F1 Yamaha on the way?

After some encouraging outings in Geoff Lees's March, Yamaha are increasing their involvement in the Japanese F2 Championship. The OX66 engine will also be fitted to Keiji Matsumoto's March 85J at the next round of the series. Matsumoto actually won the first round of this year's championship using a BMW engine but since then has struggled against the Honda V6 cars. Yamaha has confirmed that they will offer engines for sale next year. An F1 version is rumoured to be under development now — and due to appear next year...



Fittipaldi at the Brickyard. Rule changes should slow down next year's CART superspeedway races.

New CART regulations set

Over the Meadowlands weekend CART announced new rules to cover the next four seasons, 1986-89 inclusive.

Although there has been a strenuous campaign by some drivers (notably Tom Sneva) for flat bottom cars, CART has decided to stay with ground effect cars (or 'tunnel cars', in Indy car parlance).

The decision has been taken after a great deal of wind tunnel work with four different cars. In the tests it was found that, at Indy speeds, flat bottom cars have only 5% less downforce than ground effect cars — but their stability is much worse. Therefore it has been decided to retain the ground effect 'tunnels', but the tunnel exit area has been reduced by 30%, and the tunnel may not extend beyond the rear wheel centreline. To maintain wide sidepods

(in the interests of driver protection), CART has set a minimum width across the pods of 50ins, with a maximum of 63ins. It is estimated, however, that the reduction in tunnel exit area will reduce downforce by as much as 40%.

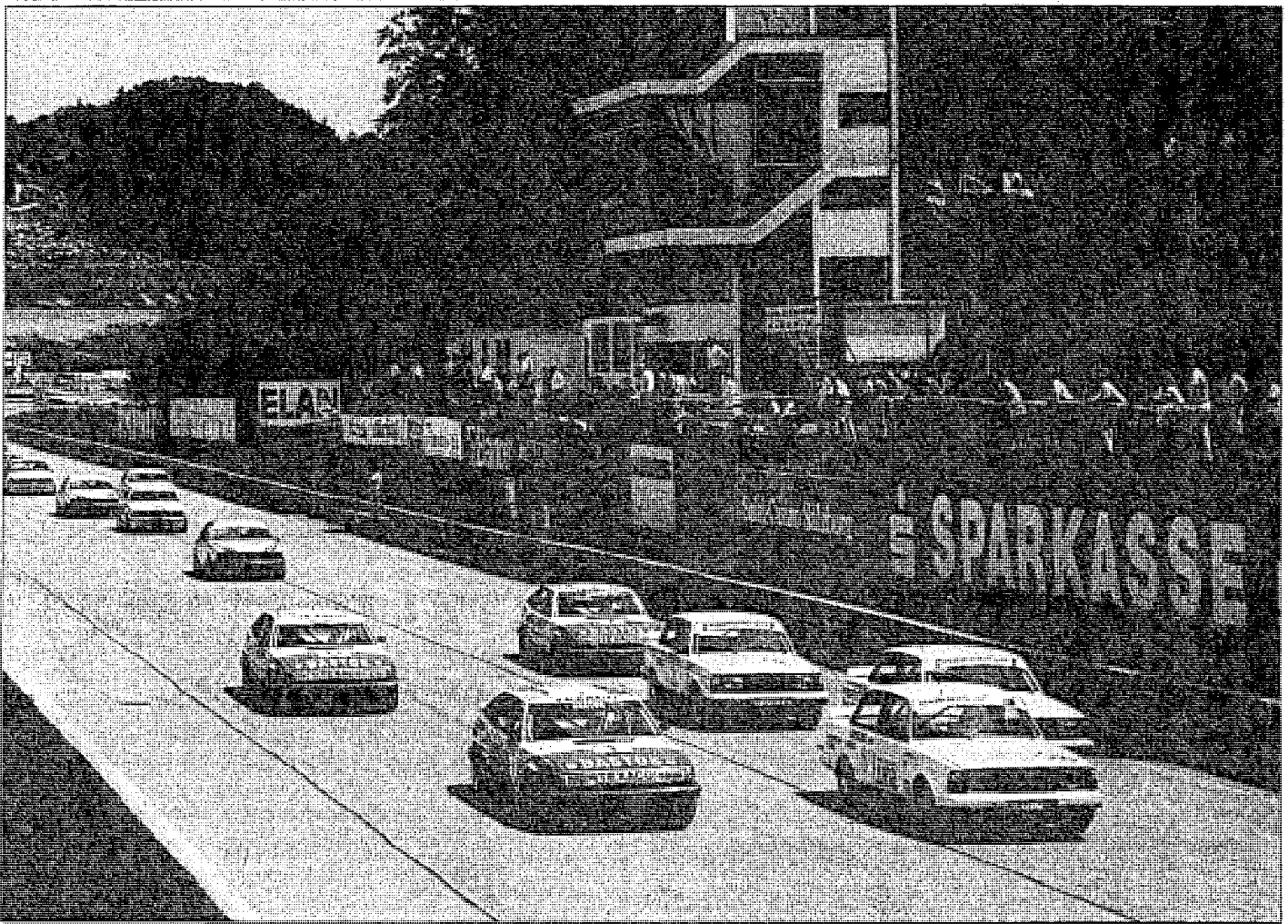
For superspeedways there is a new limitation on front wing size, reduced by 7ins to a maximum span of 56ins. As speeds go up again, CART says, "the front wing is crucial — the controlling factor, in fact. With that it is far easier, for instance, to move the centre of pressure than with different tunnels."

For short ovals and road circuits, a new rule raises and narrows the rear wing, this

primarily to aid mirror visibility.

Turbo boost is set at 48ins for all events (at present a limit of 47ins applies at superspeedways) and for all engines. However, it is thought likely that USAC, which continues to sanction the Indy 500, will hold to its 47ins limit for 'race' engines and to 57ins for 'stock' motors (such as the Buick V6 which pushed Pancho Carter's March to the pole this year).

The cars' minimum overall length is increased by 4ins to 184ins. And more attention is to be given to crash testing. CART announced that the bottom half of the monocoque must be aluminium/honeycomb, and not of any composite material. The Lotus 96T, which has a tub entirely of carbon/Kevlar, can apparently be re-skinned without problem to meet this regulation.



A familiar sight in ETC this year: three Volvos versus three Rovers. Poleman Ulf Granberg has Walkinshaw's Rover on the inside, but it was Brancatelli, outside him, who took the lead.

The Volvo suspension?

For the average spectator, the European Touring Car race at the Salzburgring must have seemed a nice day out: the weather was 'wunderbar', the beer was cold and the racing was not bad, and if you got bored, the scenery was spectacular. Everyone went home in the knowledge that a Volvo had again won the day. Well, it certainly looked that way, but the trouble was that with a few hours to go before the race, the Volvo teams were told that their suspension was illegal. They raced under appeal and everyone headed for home without the faintest idea who had really won the race. With appeals, counter-appeals and counter-counter appeals we ought to know the answer by Christmas . . . maybe.

QUALIFYING

It has been a bit of a benefit for Volvo recently in the European Touring Car Championship — the 240 Turbos have swept to victory at Anderstorp, Brno, Zeltweg, and here they were again planning to do the same at the tiny Salzburgring.

It is a well known fact that it always rains in Salzburg, and a well known fact that all the European Touring Cars are legal. This year it didn't rain.

Hidden away in a valley under the mountains of Salzburg, the 'Ring is not one of the most challenging circuits in the world. They say it is very good when the

World Championship motorcycle riders use it, but that, sadly, does not make it good for touring cars. Most of the drivers complained that it was bland — scenic, but bland.

The biggest problem, though, was traffic, hordes of baby class cars cruising the circuit hunting those arrogant big cars in packs and trying to have them off. Fifteen minutes into the first qualifying session on Saturday morning Brancatelli's Volvo came touring into the pits with a mangled left front wing. "A Golf GTI," gesticulated the little Italian, "it spun in front of me and I chose the wrong way to go." First practice was over for him. BMWs were being pushed away

with alarming regularity, too.

A few minutes later Walkinshaw's Rover came down the road into the absurdly crowded pitlane bearing damage to its right front, and moments later a rather badly mauled Alfa Romeo came crawling in, side-swiped by Tom from one end to the other.

The motto of this tale is, don't take on the big boys. When asked what happened to the Golf he had hit, Brancatelli shrugged, rolled his eyes and muttered something about "Over the mountain, maybe." We never did find it . . .

The Volvos were quick, and quickest of all was Swedish train driver, Ulf Granberg in the Luna Volvo, 0.02secs quicker than the Walkinshaw Rover with the two Eggenberger Volvos and the Hahne/Allam Rover all within 1sec at the front. There were three Rovers once again this weekend and the third had Steve Soper alongside Eddy Joosen.

The front six cars, therefore, were as expected. Then there was a gap to the BMW troops, led as is normal by the Schnitzer car of Gerhard Berger/Roberto Ravaglia. Berger is something of a star in Austria these days and hustled his 635 round in spectacular style to the delight of the local yokels.

His time was just shy of 1sec quicker than the nearest BMW challenger — Umberto Grano, back once again, racing

for the CiBiEmme Sport team in one of the cars he used to race last year with Eggenberger. Dieter Quester was joined in the second Schnitzer car by Johnny Cecotto (see *Pit & Paddock*), while the Juma team (now with Belga backing) appeared for the first time this year in their preparations for the Spa 24 Hours with Philippe Martin and Herve Regout driving. The beautifully prepared car did look monumentally twitchy and both drivers complained about being unable to put the power down.

Midway through the first session Walkinshaw, Berger, Granberg, Regout, Allam and a man with a BMW called Herbert Werginz circulated together, sizing each other up and scaring the hell out of the smaller cars. The last named looked to be comprehensively over the limit as he tried to play with the big guns. The resulting accident spread bits of BMW liberally all over the chicane and brought practice to a crunching, grinding, oil-splattered halt.

Werginz's team-mates of late have been the Czech duo Denny Vojtech/Bratislav Enge, in the 'Team Bad Luck BMW' as Denny calls it. It seems whatever they do, they never get the break they deserve. This time it was an oil pump failure. Further back still the Oppitzhauser BMW had another entertaining third driver, after Divina Galica last time out, this time we had Austrian speed cyclist Gerhard Schoenbacher.

Class 2 had a familiar look to it after the BMW323is upset the order at the

Osterreichring, Lella Lombardi/Rinaldo Drovandi leading the Alfa troops in among the slower BMW635s, which this weekend included an enthusiastic pair of shirtmakers from Portugal, Carlos Rodriguez and Robert Giannone. With both being 'gentleman drivers' the Schnitzer team helped them out with a pair of mechanics and the loan of the Schnitzer test pilot, Willy Siller.

Of the small class cars that remained on the track it was the Toyota of Philippe Muller/Franz Bollinger that led the way from the Golf of Jordi Ripolles/Javier de Castro.

RACE

The early morning in Austria's lakeland is really rather pleasant and as the drivers arrived bleary-eyed for the 8.00am warm-up, the signs were that it was going to be a really hot day. The tyre men, of course, scowl when the weather looks good, and were quickly in action practising their black art, cutting away tyre shoulders with evil looking blades. The local Fordsters set to work covering the track with oil, sand and rubber in a series of Formula Lechner Racing School events.

With two hours to go before the race the action started in the paddock. The FISA inspector informed the Volvo teams that they were running illegal front suspensions. Thus, there began a game of musical motor homes where the FIA yellow bibles were much in evidence and there were few smiles. "Maybe we'll have the pole position and not start the race," said the Luna team manager. "We are not interested in racing illegal cars."

"It is not our business to protest cars," said Tom Walkinshaw, "and I'll not protest the Volvos after the race, but, unless something is done, we are being forced into a situation where we will have to act, unless FISA do something." On this occasion, though, there was no protest. Marcel Servais, the FISA man in the middle of the problem, had asked Paris for clarification about the Volvo suspension — which they have been using for the last three races. A telex arrived in Austria on the Friday before the meeting, but the local scrutineers did not appreciate the problem, and while Servais was at a FISA Executive meeting in Paris discussing more serious problems with the Volvo homologation (see *Pit & Paddock*), the Austrians were passing the Volvo as legal. The Volvo men had no spares, nor indeed the time to do anything and so it was agreed that they would race under appeal.

The irony of the situation was not lost on the ETC regulars. The Volvo suspension is the very least problem with the car. One got the distinct impression that the fight was just beginning over homologation and that one day soon the balloon is really going to go up . . .

Anyway, with the Volvos racing under appeal the cars duly lined up for the off. Brancatelli made an absolutely blinding start to lead into the first sweeping corner. With Granberg playing a Volvo team game and acting as tail gunner for 'Branca', the little Italian fairly scorched away from the rest, building up a cushion of 5 secs in the first three laps. No-one ever saw the car again, as it ran away into the distance leaving the others to quibble among themselves. When 'Branca' came in and handed over to Lindstrom the car never even came under threat and 141 laps later it duly took the flag for 'victory'.

The race however was never dull, with Granberg fighting the Rovers, the Dieudonné Volvo and the Berger BMW in the early laps. The cars quickly subdivided into minor battles: Granberg with the three Rovers running in line



Above: Under the mountains and more scenic racing. Below: 'Branca' having dealt with traffic.



astern in his wake, a gap to Dieudonné who was being bothered by Berger, then Marco Micangeli and Dieter Quester with Denny Vojtech hanging in behind. And Maurizio Micangeli and Herve Regout disputed 11th place as if they were fighting for the lead. In Class 2, Lella Lombardi pulled quickly away from the opposition, Giorgio Francia chasing hard in the early laps until sidelined by a bearing failure.

Lap 22 saw the first major change with both Granberg and Quester heading into the pits — the Swede with a wheel nut loose and the Austrian with Pirellis shot. It was clearly going to be a hard day on the tyres. "We will make lots of stops today," smiled Roberto Ravaglia before the race, "we stop for tyres, then for coffee, maybe some tortellini . . ." And maybe some more tyres too! It was to be a frustrating afternoon for the Schnitzer

BMW men, Berger bringing his car in for new rubber a handful of laps later. The Rovers began their scheduled stops on lap 41. This left the Eggenberger cars running first and second for two laps before Dieudonné came in to hand over to Muller.

By this stage only Brancatelli and Percy remained on the same lap, Marco Micangeli, Eddy Joosen and Sigi Muller enjoyed a brief dice for fourth place while Granberg and the Schnitzer cars were in the process of charging back after their early stops.

The mid-race pitstops came and went. Granberg came in later than anticipated after his early stop and handed over to Ingvar Carlsson, but the Luna Volvo only survived a further 12 laps, crawling into the pits with an oil leak in the rear axle.

Percy had been unable to make any impact on the leader and Allam was in a similar position in third, and the main action now was being supplied by Ravaglia who was charging through the field, chasing Grano for seventh place. The two had an enthralling battle, to be joined on lap 88 by Soper who took over from Joosen in the second scheduled stop. Allam handed back to Hahne, and Percy came in to hand over to Walkinshaw, and then it was a race to get up with the Volvos, bearing in mind they had one stop each to come. Soper drove a splendid stint, catching and passing Grano and Ravaglia who continued to feud throughout and then Steve was off after Muller.

Walkinshaw found it impossible to make any dent in the Volvo lead and settled back to wait for the Volvo stop to see what happened, while Hahne too found himself struggling with deteriorating rubber.

Muller duly came in for his stop, rejoicing just in front of Soper, but Steve was having none of that and quickly got past him and was off again after Hahne. Grano and Ravaglia were still fighting tooth and nail, but with 18 laps to go Ravaglia was in for his tortellini and dropped back.

Soper was catching Hahne hand over fist and duly took the place five laps from the end. Hahne struggled on, driving the last two laps on the rim, and losing a place to Sigi Muller in the process, while Walkinshaw's Rover blew a tyre as it crossed the line and came to an ungainly halt right outside the Rover pit.

Three laps from the end, at the fast corner above the paddock, a green Alfa was seen bouncing off — the word went round that the Class 2 leading Alfa was out, but then Drovandi came through, while team mate Dagmar Suster wobbled into the pits wheels askew — the Italians were going to win their class again. Second in the Alfa battle was Bernard de Dryver/Xavier Boucher after a fine drive, while the small class was won convincingly by Philippe Muller and Franz Bollinger in their Toyota Corolla.

Volvo had, it seemed, won the day. Paris might dictate otherwise.

SALZBURGRING (A)

European Touring Car Championship, round 6, 141 laps — 371.5 miles

Pos	Driver (Nat)	Class	Chassis/Engine	Results	Qualifying	Pos
1	Gianfranco Brancatelli (I)/Thomas Lindstrom (S)	3	2.0 Volvo 240 Turbo	3:31:04.46	1:26.37	4
2	Tom Walkinshaw (GB)/Win Percy (GB)	3	3.5 Rover Vitesse	3:32:02.08	1:26.02	2
3	Steve Soper (GB)/Eddy Joosen (B)	3	3.5 Rover Vitesse	140 laps	1:27.24	6
4	Pierre Dieudonné (B)/Sigi Muller (D)	3	2.0 Volvo 240 Turbo	140 laps	1:26.28	3
5	Armin Hahne (D)/Jeff Allam (GB)	3	3.5 Rover Vitesse	140 laps	1:26.91	5
6	Marco Micangeli (I)/Umberto Grano (I)	3	3.5 BMW 635 CSI	138 laps	1:28.46	8
7	Dieter Quester (A)/Johnny Cecotto (VEN)	3	3.5 BMW 635 CSI	137 laps	1:28.50	9
8	Gerhard Berger (A)/Roberto Ravaglia (I)	3	3.5 BMW 635 CSI	136 laps	1:27.52	7
9	Philippe Martin (B)/Herve Regout (B)	3	3.5 BMW 635 CSI	136 laps	1:29.93	11
10	Lella Lombardi (I)/Rinaldo Drovandi (I)	2	3.5 Alfa Romeo GTV6	134 laps	1:30.30	13
17	Philippe Muller (CH)/Franz Bollinger (CH)	1	1.6 Toyota Corolla	127 laps	1:36.56	23

R Ulf Granberg (S)/Ingvar Carlsson (S) 1 2.0 Volvo 240 Turbo 92 laps — oilleak 1:26.00 1
 Winner's average speed: 106.18mph. Next round: Nurburging (D), July 7
 These results are provisional

AUTOSPORT

PIT & PADDOCK 4

All the international motor racing news stories — Euro GP at Brands Hatch moved yet again — Exciting new Jaguar Le Mans car tests at Donington — Moreno tests for Toleman — Tribute to David Purley...

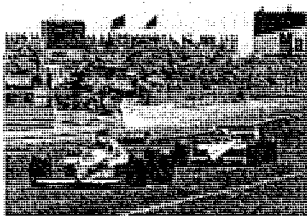
NEW RACING CARS 10

Royale USA's first RP40 GTP/C2 chassis was completed by JQF Engineering in Towcester last week. Marcus Pye went to see the new car.

COMMENT 12

Our opinion of FISA after the Euro GP rescheduling, and comment on possible changes to the Euro rally scene — At least *Catchpole* can raise a laugh — Your own contributions — Motorsports 10, 20 and 30 years ago this week...

FRENCH GP 14



At Paul Ricard, Nelson Piquet became the first man to win a Grande Epreuve on Pirelli tyres for 28 years — since Stirling Moss won at Monza for Vanwall in 1957. Nigel Roebuck records the occasion.

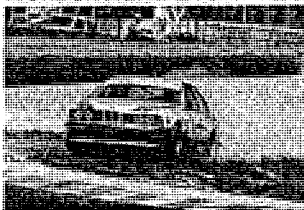
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Your weekly rallying hotline — Lancia Delta S4 to miss intended 1000 Lakes World series debut — Evolution Audi Sport Quattro wins in USA — Vauxhall Nova Sport Group A homologation cancelled — Demuth chases Hunsruck double — Wilson withdraws from Russek

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Lancia's new four-wheel-drive Delta S4 found the going tough on this French mini-classic but, as Martin Holmes reports, survived to finish with Italian honour still intact.

NURBURGRING ETC 26



The controversial Volvo team secured another victory last Sunday in the Euro touring car series, with Austin-Rover again in second place. Joe Saward was in Germany to see it.

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PREVIEW: MARLBORO RUSSEK RALLY 35

Tony Pond takes the Metro 6R4 to south Wales for the fifth round of the Shell Oils/AUTOSPORT RAC National Rally Championship this Saturday. Keith Oswin suggests that the car's second victory is likely.

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JAGUAR XJR-6 42

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Junior did it again! Al Unser's son achieved a second straight CART triumph when the Indycars came to Cleveland. Gordon Kirby reports another fine performance in the Doug Shierson Lola.

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FRONT COVER

Nelson Piquet shook the Formula 1 circus last Sunday when he drove his Pirelli tyred Brabham-BMW to an exceptional victory in the French Grand Prix at Paul Ricard. Photo: Jeff Bloxham. Report: p14. Below: The all-new Jaguar XJR-6 has been tested and is set to make its sports car racing debut. Full story: p42.

NEXT WEEK

Our free Spectator Guide to the Marlboro British Grand Prix at Silverstone — Interviews with Martin Brundle and Alain Prost — *Fifth Column* looks back to Ricard — Full Hockenheim 1000 report — Toyota MR2 on test — Russek Rally action — Plus all our usual news and features in one of the year's biggest editions. *

*These items correct at press time.

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Brancatelli leads Muller and the rest. Armin Hahne digs up the dirt and the helicopter has missed the apex...

On the Ring road

"Achtung fahrerlager! Achtung fahrerlager! Will all drivers for the Grossen Preis der Tourenwagen please get into their socks and come to the pre-grid," begged the constantly amusing lady on the tannoy. Here we were at the Nurburgring, like it or not, and there was a race to be run.

A week after the technical traumas of the Salzburgring the European Touring Car men were in action again, in an atmosphere heavy with the threat of protest. FISA men rushed to and fro assuring and reassuring that it would all be sorted out shortly. These things, you know, take time.

In the race itself, the sun was shining once more and the Gianfranco Brancatelli/Thomas Lindstrom Volvo duly took the flag first again...

QUALIFYING

"We all hope you have a very good and beautiful day's racing," crackled the tannoy early on Saturday morning, "and we hope that everything goes your way." A commendable thought for the day, but one which bore no likeness to the feelings running high in the *fahrerlager*. It might have been the humidity but the atmosphere was oppressive. The Volvo problems aside, no-one, but no-one, likes the track they built under the castle of Nurburg to bear the name of Europe's most challenging circuit. "The circuit," muttered Pierre Dieudonne, "is over there in the hills." Just a fortnight ago the Germans ran a 24 Hour production saloon car race around the old 'Ring' — why then did they put the ETC cars onto the new track? As usual, the drivers vented their frustration by bringing hire cars back from the old track ping and twanging from the exertions.

Still, the *neue* circuit it was to be and there were some 59 cars there to give it a go in qualifying. On the Friday the Rovers were stripped down from end to end and the BMWs were given similar treatment. What was going on? Some

said it was laying the ground for an inspection of certain other slightly dubious cars, others called it a smokescreen. Whatever, the Volvos sat smugly throughout.

In the course of their extensive checkover, it was decided that the rear wings of the three Rovers were not right. There is no dimension on the homologation papers, so the inspectors rushed off to the nearest road car and checked it out. Off came the race cars' spoilers, and the road cars parked in the paddock found themselves stripped of their spoilers. Fair enough. What about the Volvos? some brave soul asked. Ever tried to find an evolution model 240 turbo?

"Where are we?" asked Tom Walkin-

The circus comes to town. Poleman Brancatelli and some of the attractions of ETC...



shaw, "nowadays, we don't know if we've won a race or not."

Out on the wide expanses of tarmac the traffic was heavy. It was a war between the classes again. There were Golfs taking lines as if they had Fangio at the wheel, being punted here and there too. Kerbs were being bashed, Alfas side-swiped, and to add to the fun, there were occasional BMWs dropping oil. Midway through the second session we were treated to a death-defying spectacle down at the chicane. There was oil everywhere. There was a rescue car parked on the outside edge of the track. There was a visiting kamikaze pretending to be a marshal, standing in the middle of the track and waving a yellow flag. And the cars? They were coming in at racing speeds... Perhaps the unfortunate imbecile was trying to get in the record books as the first man hurt at the new 'Ring. Some people are just plain crazy.

Having dodged the booby traps, the Eggenberger Volvos found themselves side by side on the front row, with Gianfranco Brancatelli as usual being the quickest man. The remainder of the top six were all in position, if a little jumbled, it was three Volvos against three Rovers as ever. The rest, as the tannoy might say: were "not in the park of balls," the fastest BMW being some 2secs off the pace. The honour of fastest Rover went for once to Steve Soper, in spectacular fashion. Jeff Allam and Armin Hahne had a persistent oil leak, while both Walkinshaw's qualifying runs were spoiled by the little cars.

The lead BMW this weekend was the Schnitzer car of Dieter Quester and Marcus Oestreich, while their usually more rapid team mates Roberto Ravaglia and Emanuele Pirro had engine troubles. "Our engine was going so fast," said a smiling Pirro, "that we had terrible power oversteer, so we blew it up and cured the problem!"

The two Schnitzers were split by the orange Jagermeister 635 of Walter Brun and Harald Grohs which provided some interesting lessons in handling, but looked positively stable alongside some of the other big Bee Ems. "I've driven a few cars in my time," said Gordon Spice, running in the Juma BMW, "but this is one of the more difficult I've come across." The Belga car qualified only 15th. Olaf Manthey and Peter John struggled manfully with their German series Vitesse but could only manage 12th, while in class 2, the BMW 323is of Linder Motorsport blew the usually dominant Alfa Romeos into the weeds, although at the new 'Ring they had all been plucked out and replaced by grass — much neater...

Down in the smallest class, the Audi 80 GLE of Peter Seikel and Heinz Gilges led the Toyotas and the Golfs.

RACE

The circus it seems had come to town on race morning. There were luminous blue sequined girls on roller skates being towed behind Rolls-Royces, there was a helicopter pilot (straight out of the Vietnam War?) who insisted on chasing cars along the track a few feet clear of their roofs, while a camera man dangled out, looking worried. "I told you," said Sigi Muller, "we get more like Formula 1 every week!" Up in the plush 'hostility units' televisions were piled in banks: One for the close circuit TVs, one for the results print out, one for the French Grand Prix, and another to see what happened to Boris 'Boom Boom' Becker at Wimbledon.

Off the cars went on their final warming-up lap with that helicopter pilot dropping in to see if he could find the

perfect line through the corners. Out of the last turn, and off peeled the pace car — nobody watches the lights anymore these days — and down they came into the first chicane: three Volvos leading three Rovers and a helicopter. Gung ho!

Steve Soper, whose plan to blast between the Volvos had not worked out, found himself behind Walkinshaw and alongside Hahne. The second two Rovers crunched together and Hahne was over the kerbs — an event which was to trigger a touch of Anglo-Saxon phraseology when the two drivers met up after their stints were over. Anyway they survived.

Brancatelli led Muller, with Walkinshaw hanging on as best he could. The second two Rovers followed, with Olofsson's Luna 240 having already dropped back to sixth and shortly to expire yet again with a touch too much sunshine. Down in 'Formula BMW', Oestreich got the drop on Pirro while Jurgen Hamelmann and Walter Brun joined in ahead of Emilio Zapico who was battling with the Manthey Rover. In the middle class the BMW323is took off and were never headed, although a mistake by Harald Becker saw Johnny Reindl lead the class briefly.

Walkinshaw, having bounced heavily on a kerb as he fought past Muller, began to trail a faint haze of smoke on lap 2, while Soper continued his slightly wild ways trailing clouds of sand as he took to the once neat grass time after time.

Walkinshaw's race was to last for just 25 laps, his oil having burned up. The Scotsman could never quite get on terms with the leading Volvo, try as he might, and he retired to his motorhome without looking back.

Soper began to get in his stride after the wild beginnings and briefly led Hahne, although Armin fought back and once past Steve began a stint which was to put him on the tail of the second Volvo. Brancatelli, though, was gone once more. Soper fell into tyre troubles, although he was still well clear of Oestreich, who was more or less by himself, and Pirro who continued to battle entertainingly with Hamelmann and Brun, while Manthey ran into the back of Zapico and came off worse, both dangling bumpers from thenceforth. Another BMW battle developed between Nussbaumer, Maurizio Micangeli and Jean-Michel Martin, the three swapping places for the first 20 laps.

Soper was the first major driver to pit, on lap 41, and Eddy Joosen climbed aboard. Thirteen laps later cars were coming in one after another, with the commentators keeping everyone going by talking about the Grand Prix and the tennis. Dieudonne took over from Muller and a lap later Brancatelli was in to hand over to Lindstrom, leaving Armin Hahne to lead for two laps before he too had to come in and hand over to Jeff Allam. When they had all finished that, the order was Lindstrom, Allam (18secs in arrears), Dieudonne, Joosen and then the two Schnitzer cars piloted now by Roberto Ravaglia and Dieter Qvester.

Lap 67 saw a rather strange incident. Jeff Allam, quickly on to the pace after the pit stop, ran over a kerb and holed his sump while lapping a backmarker. This left a trail of oil up the hill and into the Bit Kurve. The track was already slippery, but sending out a pace car did seem a slightly paranoid thing to do. The pace car popped out and, as is often the case, failed to pick up the leading car, emerging instead in front of the two Schnitzer BeeEms. The fourth and fifth placed cars thus lost the best part of a lap. The helicopter buzzed back to annoy everyone and several cars headed for the pits — Joosen being replaced by Soper in the sole surviving Rover.



Top: Time baby class winner, the Schumacher/Tilke Toyota. Above: The BMW323i ruled the roost in the middle class. Below: Rover pitstop.

When the pace car peeled off, it was the two Schnitzer BeeEms, Qvester ahead of Ravaglia, leading the now compacted field. The Italian was clearly being held up but, even so, punting your team mate off isn't really cricket! Qvester survived his lawnmowing and Ravaglia duly pulled away. The man to watch though was Steve Soper, who gained ground on Dieudonne very rapidly and took the second Volvo on lap 87. Dieudonne fell back into the clutches of Ravaglia, who was under the impression he was running second — as were the official timekeepers for a while — before Pierre dived into the pits with 13 laps to go for some oil.

Lindstrom was controlling his gap to Soper at 22secs and try as he might Steve could do no more. Dieudonne charged back to retake his place from Ravaglia — not that he had ever lost it because he was a lap ahead! At the end, then, interest centred on the highest placed BMWs — three running within 10secs of each other: Ravaglia, a wild sideways, headlight blazing Harald Grohs and Dieter Qvester.

Class 2 went without drama to Winni Vogt and Harald Becker and Class 1 was won by Robert Schumacher and Hermann Tilke 10 laps down on the winners in their Toyota Corolla.

"The good and beautiful day's racing" came to a bizarre end. Show time folks! The tannoy blasted out 1920s jazz (some more experienced folk in the pitlane were spotted doing the Charleston), girls on roller skates fell over each other and the looney in the helicopter buzzed in. An artificial end to a rather artificial race.



NURBURGRING (D)

European Touring Car Championship, round 8, 111 laps — 313.24 miles

Pos	Driver (Nat)	Class	Chassis/Engine	Result	Qualifying	Pos
1	Gianfranco Brancatelli (I)/Thomas Lindstrom (S)	3	2.0t Volvo 240 Turbo	3:42.34.61	1:50.75	1
2	Steve Soper (GB)/Eddy Joosen (B)	3	3.5 Rover Vitesse	3:43:04.69	1:51.36	3
3	Sigi Muller (D)/Pierre Dieudonne (B)	3	2.0t Volvo 240 Turbo	3:44.31.96	1:50.83	2
4	Roberto Ravaglia (I)/Emanuele Pirro (I)	3	3.5 BMW 635CSI	110 laps	1:54.20	9
5	Harald Grohs (D)/Walter Brun (CH)	3	3.5 BMW 635CSI	110 laps	1:54.20	8
6	Dieter Qvester (A)/Marcus Oestreich (D)	3	3.5 BMW 635CSI	110 laps	1:53.97	7
7	Winni Vogt (D)/Harald Becker (D)	2	2.3 BMW 323i	109 laps	1:55.41	14
8	Jean-Michel Martin (B)/Gordon Spice (GB)	3	3.5 BMW 635CSI	108 laps	1:55.49	15
9	Marc Micangeli (I)/Emilio Zapico (E)	3	3.5 BMW 635CSI	108 laps	1:55.34	13
10	Johnny Reindl (A)/Winni Vogt (D)	2	2.3 BMW 323i	108 laps	1:56.37	21
25	Robert Schumacher (D)/Hermann Tilke (D)	1	1.6 Toyota Corolla	101 laps	2:01.09	38
R	Ulf Granberg (S)/Anders Olofsson (S)	3	2.0t Volvo 240 Turbo	6 laps — engine	1:51.53	4
R	Tom Walkinshaw (GB)/Win Percy (GB)	3	3.5 Rover Vitesse	25 laps — oil leak	1:51.88	6
R	Armin Hahne (D)/Jeff Allam (GB)	3	3.5 Rover Vitesse	67 laps — oil leak	1:51.64	5

Winner's average speed: 84.94mph. Championship positions (provisional): 1, Brancatelli/Dieudonne, 171pts; 3, Lombardi/Drovandi (Alfa Romeo GTV6), 141; 5, Walkinshaw/Percy, 111; 7, Tilke/Schumacher, 84; 9, Allam/Hahne, 81. Manufacturers Championship (provisional): 1, Alfa Romeo, 171pts; Toyota, 130; 3, VW, 126; 4, Volvo, 125; 5, Rover, 105. Next round: Spa 24 Hours, July 27/28.



Spa 24 Hours BMW scored a one-two ETC victory after the leading Rovers all succumbed to a small electrical fault at the demanding Ardennes circuit. Rain in the last hours did not affect the winning 635 CSI (right) of Surer/Ravaglia/Berger, and the Germans were followed in third by the Lindstrom/Brancatelli/Muller Volvo 240T (below). Only other make in the top ten was Alfa's GTV6, ninth, below right, although Barry Sheene's Toyota Supra looked promising before valve trouble intervened. Seen at top, Michel Delcourt climbs out of the car, before Sheene takes over.





INTERNATIONAL RACES

Fun fur Volker

ZOLDER, Aug 18: Volker Weidler won his fifth German Formula 3 event of the year at the Omloop Terlamen to effectively clinch the German title, although there is still a mathematical chance that he can be beaten.

Weidler qualified his Kaufmann Martini second on the grid, with the pole going to his rival in the series Kris Nissen in the VW Motorsport Ralt RT30. At the start Nissen's team mate Adrian Campos made an inspired start and at the end of lap 1 it was a VW Motorsport 1-2 with Nissen leading Campos. Weidler forced his way past the Spaniard on the second lap and inherited the lead when Nissen retired with electrical maladies on lap 4.

Uwe Schafer ran in third place throughout until electrical gremlins sidelined him on the last lap leaving Franz Konrad third — Franz had retired from the series for a good at the last race, but fancied a comeback! Eric Bachelart drove a storming race to drag his Ralt RT3 from 16th on the grid to fourth at the flag ahead of a tussling bunch. French runner Gilles Lempereur turned up to give the German series a try but came to grief at the first corner while disputing the tarmac with the fiery Spaniard, Alfonso de Vinueza. Jari Nurminen also had to retire after a first corner incident with Weidler, while poor Manuel Reuter never made the start after a traumatic practice.

Klaus Ludwig took an easy win in the Production car race in the Ford Sierra Turbo with Peter John's Chevy Camaro second. Olaf Manthey retained his lead in the German series with fourth place. In the Formula Ford supports, Bernd Schneider took victory in the FF2000 with Johannes Adams mopping up the spoils in the FF1600.

WOLFGANG MONSEHR

ZOLDER (B)

German Formula 3 Championship, round 11

20 laps — 53.27 miles

1, Volker Weidler (Martini-Volkswagen MK45), 32m09.98s, 99.37mph; 2, Adrian Campos (Ralt-Volkswagen RT30), 32m16.11s; 3, Franz Konrad (Martini-Volkswagen MK45), 32m18.56s; 4, Eric Bachelart (Ralt-Volkswagen RT3), 32m19.28s; 5, Alfonso Toledano (Reynard-Alfa Romeo 853), 32m24.52s; 6, Wolfgang Kaufmann (Ralt-Alfa Romeo RT3), 32m24.90s; 7, Karl-Christian Luck (Ralt-Alfa Romeo RT30), 32m34.37s; 8, Hans-Peter Kaufmann (Reynard-Volkswagen 853), 32m37.05s; 9, Peter Wisskirchen (Ralt-Volkswagen RT30), 32m52.71s; 10, Thomas von Lewis of Menar (Ralt-Volkswagen RT3), 33m00.68s.

Fastest lap: Luck, 1m35.05s, 100.88mph.

Championship positions: 1, Weidler, 145pts; 2, Manuel Reuter (Ralt-Volkswagen RT3), 100; 3, Nissen & Campos, 87; 5, Jari Nurminen (Ralt-Alfa Romeo RT30), 62; 6, Alfrid Hegar (Ralt-Volkswagen RT3), 40.

Next round: Salzburgring (A) Sep 01.

German Production Car Championship, round 9

24 laps — 63.93 miles

1, Klaus Ludwig (Ford Sierra Turbo), 44m20.88s, 86.49mph; 2, Peter John (Chevrolet Camaro), 44m24.47s; 3, Per Stureson (Volvo 240 Turbo), 24m25.45s; 4, Olaf Manthey (Rover Vitesse), 44m47.43s; 5, Peter Oberndorfer (Alfa Romeo GTV6), 44m49.89s; 6, Peter Elgaard (BMW635CSi), 45m08.96s; 7, Franz Klammer (Alfa Romeo GTV6), 45m29.83s; 8, Roland Asch (Ford Mustang), 45m38.83s; 9, Hans-Friedrich Peil (Volvo 240 Turbo), 45m40.01s; 10, Josef Garold (BMW323i), 45m41.70s.

Fastest lap: John, 1m48.84s, 88.10mph.

Taxi's title: 2

Martin Bottelier retained the Benelux FF1600 crown in a race held in appalling conditions. Early race leader was Johan Adams before being overhauled by Dutch Marlboro challenge winner Gerard van Uitert's Mondiale.

Bottelier chased hard, pulling off a do or die manoeuvre at Tarzan on the last lap to take a well deserved win.

WILLEM STAAT

ZANDVOORT (NL)

Benelux FF1600 Championship

12 laps — 31.89 miles

1, Martin Bottelier (Ray 85F), 25m12.26s, 75.77mph; 2, Gerard van Uitert (Mondiale M85), 25m17.04s; 3, Johan Adams (Van Diemen RF85), 25m55.89s; 4, Jaap Valkenburg (Hult 83), 26m06.37s; 5, Eric van de Poete (Van Diemen RF85), 26m10.53s; 6, Marc Simon (Reynard 85FF), 26m15.08s.

Fastest lap: Bottelier, 2m02.38s, 78.17mph.

Spitting Image

ALDO SCRIBANTE, Aug 11: There were two points scoring races of the South African F2 championship at a single meeting at Aldo Scribante, although they were both counted as being the same round just to confuse. In the event, there was no confusion as to the winner of both races: Trevor van Rooyen in the older of the two DAW Maurer MM82s.

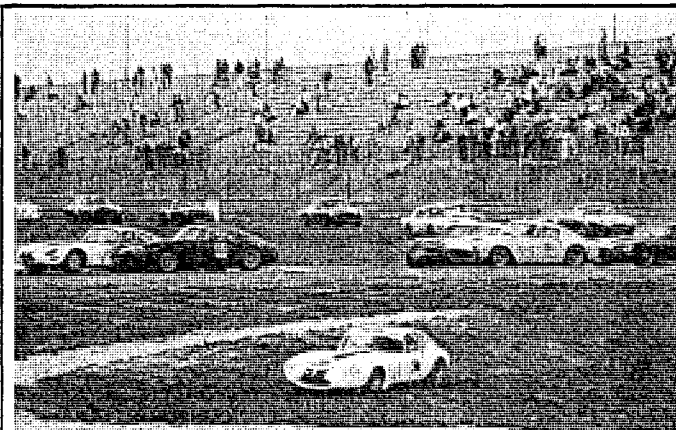
Wayne Taylor had a gearbox failure on his last lap of practice on Saturday morning, and was unable to make the repairs in time for the first heat. All the teams were approached to delay the start but one, nameless, team refused, so Taylor had to miss the first race.

Van Rooyen duly drove away from the field with Bernard Tilanus second ahead of John Moni in his March 832. Moni had to spin to avoid Steve Heubst's March 77B and pitted with a resultant puncture. Dave Charlton moved his Ralt into third ahead of Tony Martin's Lant and the March 78B of Terry Moss.

Much the same happened in heat 2, with Tilanus second again, although Wayne Taylor put in a stirring drive from the back of the grid to claim third. Although he was seriously held up by a suddenly very wide Tilanus. Moni was fourth ahead of Charlton. It is still theoretically possible for Taylor to catch van Rooyen in the championship with three rounds to go.

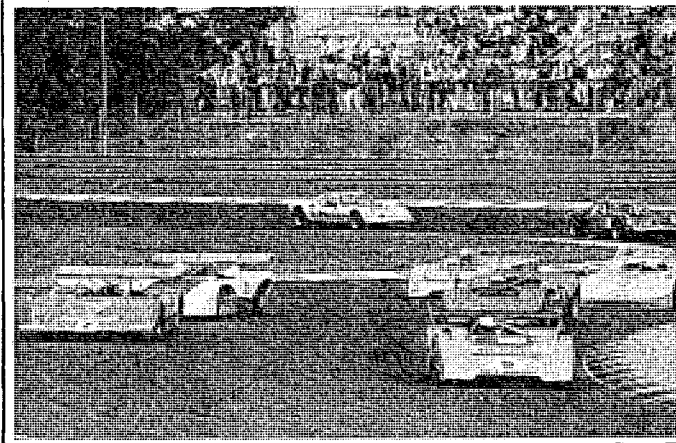
In the supporting FF1600 event Basil Mann was a runaway winner in both.

COLIN WINDELL



NURBURGRING HISTORICS

There was plenty of Historic action at Nurburgring last weekend with Fabrizio Violati running out a double winner in his delectable Ferrari GTO. At the start of the FIA GT Cup race one Richard Gletton's Jaguar E-Type was seen to take an unusual line (above), while Ted Williams (below left) had reason to be pleased with a brace of victories over John Foulston, with David Franklin's McLaren taking second overall. Full report next week.



ALDO SCRIBANTE (ZA)

South African Formula 2 Championship, round 9

16 laps — 27.00 miles

1, Trevor van Rooyen (Maurer MM82), 16 laps; 2, Bernard Tilanus (Ralt RT4), 16 laps; 3, Dave Charlton (Ralt RT4), 16 laps; 4, Tony Martin (Lant RR84), 16 laps; 5, Terry Moss (March 78B).

16 laps — 27.00 miles

1, Van Rooyen, 16 laps; 2, Tilanus, 16 laps; 3, Wayne Taylor (Lant RR2), 16 laps; 4, John Moni (March 842), 16 laps; 5, Charlton, 16 laps.

Next round: Kyalami, Sep 07.

Swift Smith

Jul 21/28: In Canada FF2000 is currently thriving, with 30 car grids and crowds of 20,000 plus. On Jul 21 Californian R. K. Smith scored his third win of the season at the Atlantic Raceway Park in Nova Scotia. Smith led from start to finish in his American-built Swift, with Racing School proprietor Richard Spenard a comfortable second in a Reynard. Behind Swift driver John Dekker came former Euroseries competitor Cor Euser in a Reynard.

The following week at Granby, 47-year-old Smith had a harder time of it, crashing in practice and qualifying only 12th. Steve Phillips qualified his Swift on pole, and led from start to finish after early challenger Richard Spenard clipped a wall. Smith came charging through to take second ahead of Euser and Dekker. Smith's Esso team mate Jackson Yonge was fifth, having missed the previous round to compete in the FF Race of Champions at Silverstone, where his race finished at Woodcote.

Veteran Smith now has a handy 29 point lead over Spenard in the Canadian Tire backed championship.

ATLANTIC RACEWAY PARK (CDN)

Canadian FF2000 Championship, round 4

1, R.K. Smith (Esso Swift); 2, Richard Spenard (Spenard David Reynard); 3, John Dekker (Falcon Swift); 4, Cor Euser (Ward Reynard); 5, Mark Reeves (Falcon Swift); 6, Gord Cullen (CAM2 Van Diemen).

GRANBY (CDN)

Canadian FF200 Championship, round 5

1, Steve Phillips (SGP Swift); 2, R.K. Smith (Esso Swift); 3, Cor Euser (Ward Reynard); 4, John Dekker (Falcon Swift); 5, Jackson Yonge (Esso Swift); 6, Howard Katz (AMF Swift).

Championship Positions (after 5 rounds): 1, Smith 107pts; 2, Spenard, 73.3; Dekker 66; 4, Yonge, 54.5; Katz, 53.

Jim Fizz

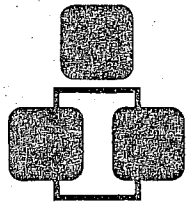
ORAN PARK, Aug 18: Just south of Sydney in the undulating dairy country lies Oran Park and at the weekend the 1.5 mile circuit staged the second round of the Australian Endurance Championship — the Pepsi 250. As is now customary it was Jim Richards in his JPS-sponsored BMW 635CSi who took victory by over a lap.

Dick Johnson, the great Aussie battler, took pole position with his Ford Mustang — the result of an extra 30bhp gained through the annual August homologation binge. Johnson led the race for 88 laps and had built up a 20secs lead when a front stub axle broke and his wheel fell off. Richards thus inherited the lead and extended it at will. Garry Williamson put in a useful performance in his privately entered Jaguar XJS, running third in mid race but dropping back to fifth at the flag.

John Bowe won the fourth round of the Australian F1 series, keeping up his unbeaten record.

BOB JENNINGS

AUTOSPORT, AUGUST 22, 1985



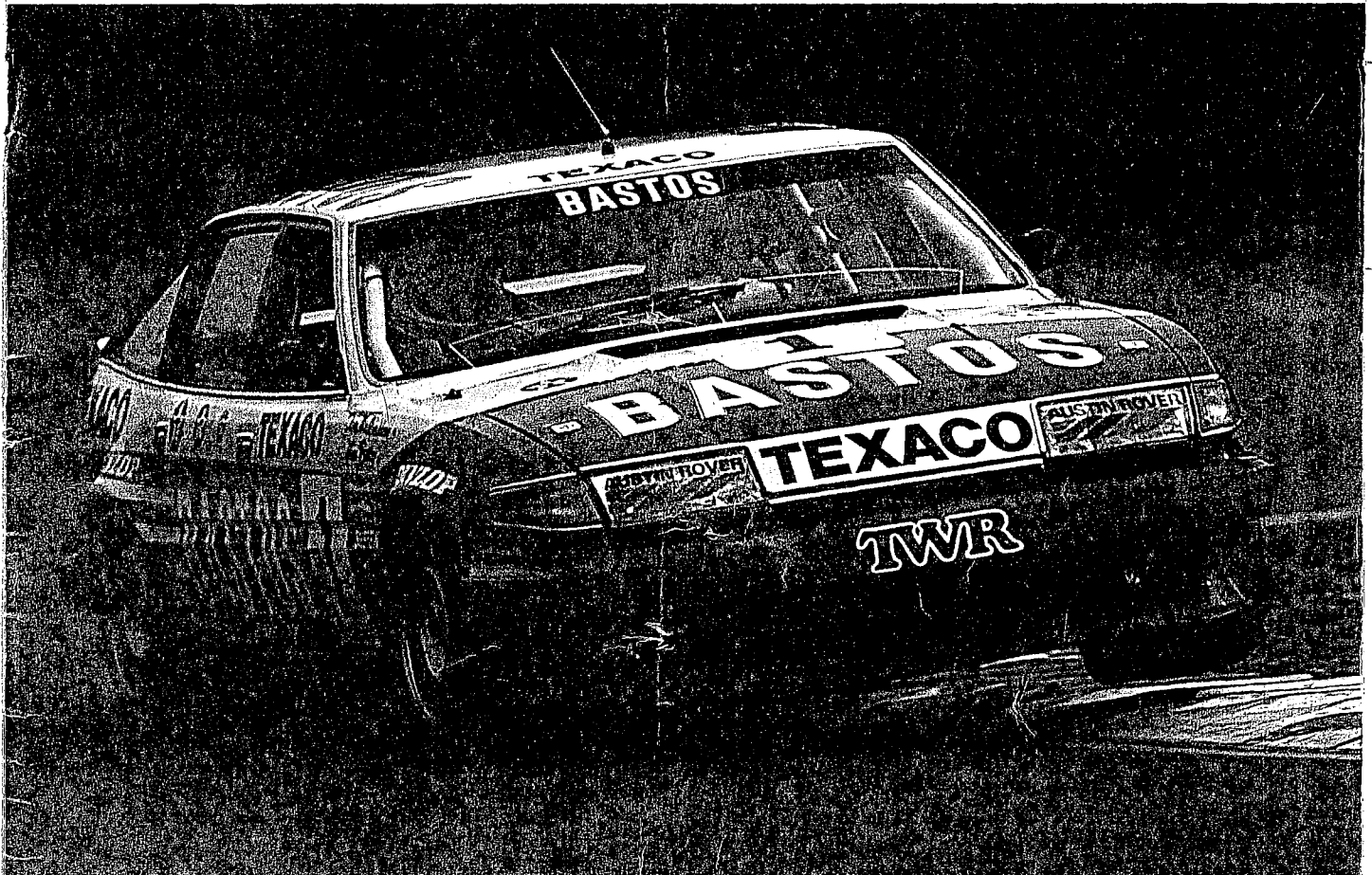
Istel



RAC

TOURIST TROPHY

Round 10 of the FIA European Touring Car Championship



Silverstone *Grand Prix Circuit*



Sunday September 8th, 1985



Official qualifying: Saturday September 7th

Plus Esso Formula Ford 1600, British Car Auctions MG Metro Challenge and Uniroyal Tyres Production Saloons

Official Programme

£1.30



The ISTEEL RAC Tourist Trophy — Round 10 of the European Touring Car Championship

The European Connection

by Joe Seward of Autosport

There was a time — and not that long ago — when I knew nothing about saloon car racing. The more uncharitable might be heard to whisper that I still don't but one of the first things I ever learnt was that there was a special race each year at Silverstone called simply 'The TT'. "Are you going to the TT?" they asked, and I pretended I knew what they were talking about. Time, thankfully, cures everything — and ignorance is no exception. This weekend, the European Touring Car regulars gather at Silverstone to celebrate the 80th birthday of Britain's oldest motor race. Like the Spa 24 Hours, the Brno Grand Prix and The James Hardie 1000 at Bathurst, Silverstone and the Tourist Trophy is a very special race for the men in the tin tops.

This year will be no exception and judging by the entry received this should be a race to live up to some of the legend dating back to 1905 when John Napier won the very first TT in the 18 hp Arrol Johnston at a speed of some 33.9 mph over the 208 mile event on the Isle of Man. Well, things have changed a bit since then. The average speed will have all but trebled and the figures for horsepower have multiplied alarmingly (though, naturally, not all the teams are keen to reveal just exactly how much power there is available these days.)

There won't be any Arrol Johnstons here this weekend, but you can guarantee to see the quickest Group A saloon cars in the world and the very best touring car drivers in action.

It would be untrue to try to suggest that anyone knows exactly what the situation is in this year's ETC championship. Decisions have to be made about

the eligibility of some of the cars, but as things stand the championship leaders Thomas Lindstrom and Gianfranco Brancatelli will be here in their Eggenberger Motorsport Volvo 240 Turbo. The Swedish cars (prepared in Switzerland) have had a dramatic year and to date have clocked up no fewer than five wins (four for Brancatelli and Lindstrom and another for the Volvo Sweden team of Ulf Granberg and Anders Olofsson). Sadly the Volvos have been adjudged to have infringed the rules set down by FISA for the homologation of the cars and we must wait till the season's end to see whether or not the Volvos will actually keep their points gained.

At the time of writing it was unclear exactly what spec the 240s would appear in (or indeed if they would appear at all) but it seems likely that the Swedish machines will be returned to '84 spec. This is certain to see them



Tom Walkinshaw aims for his fourth victory in the annual Silverstone Classic.

(Pic John Colley)

deprived of some of their awesome (and I mean awesome) power, but don't be taken in by that, the cars will be quick whatever. Regulations infringed or not, the cars have been developed considerably since the days they were known affectionately as 'The Flying Bricks'.

The Eggenberger driver line up is an impressive one (and please excuse my



The Eggenberger Motorsport Volvo of Brancatelli and Lindstrom has finished first on the road on four occasions.

(Pic John Colley)

concentrating on the non-British drivers). Lindstrom is, perhaps, the most experienced of all the Volvo men, having raced with the marque since the very first days of the 240 in Sweden. His undoubted contribution to the development of the car has seen him rewarded after years as a privateer with what is effectively a works drive. Thomas won the Swedish Volvo Cup as long ago as 1974 (though he probably would not like to be reminded of the fact too often). He is a fine driver and no mean engineer either.

Lindstrom's team mate, and co-championship leader, compliments the Swede well. Gianfranco Brancatelli, the tiny wild-eyed Italian, is perhaps one of the most under-rated drivers in any form of racing. A sparkling single seater career was frustrated on the verge of Grand Prix racing when he worked on Willi Kauhsen's ill-fated Formula 1 project in 1979. The offer of a Ferrari testing contract came to nought after the news was leaked to the press and Gianfranco, disillusioned with the sport turned his back on racing and went to university. Two years later he was convinced to come back by friends and embarked on a season of European Touring Car racing in a small class Alfa Romeo GTV6. Since then his progress has been rapid and he is now one of the most respected saloon car drivers around (and another qualified engineer

to boot!)

These two are supported in ETC by a second entry driven by Belgian Pierre Dieudonne and German Sigi Muller Jr. Dieudonne is one of the most experienced ETC campaigners around. The personable Belgian (who not only drives, but is a journalist too) shared the European title back in 1976 driving a Luigi BMW CSL with Jean Xhenceval. After three years with Tom Walkinshaw Racing he joined the Volvo fold at the start of 1983. In keeping with the rest of the Eggenberger team he is also a qualified mechanical engineer!

Sigi Muller is the youngest of the Eggenberger team, a qualified electrical engineer, and a past ETC champion as well, following in the footsteps of his father who took the title in 1975. It isn't a well known fact, but Sigi finished sixth in the 1978 World Karting Championship, pipping a certain Ayrton Senna, though he never pushed a single seater career.

The third Volvo appearing in this year's TT is the Team Sweden car, sponsored by Luna Tools and known by all as the 'Lunatic' Volvo. Anders Olofsson, of course, made his name in

Ulf Granberg and Anders Olofsson have tasted success once this year in their Volvo — here Granberg leads the Bastos Texaco Rover of Jeff Allam through the Donington Chicane.



Team-work — the key to success as



For Tom Walkinshaw the Tourist Trophy race is always something special — it is the race he always wants to win. But, this year, it is even more important for him.

The Bastos Texaco Rover team, of which he is the number one driver, needs a victory on home soil in the prestigious European Touring Car Championship, and, Walkinshaw needs every point he can collect in his bid to retain the title won so superbly last year.

Three times already in past seasons Walkinshaw has won the annual Silverstone Classic — and in three different makes of car. His success record is impressive: Winner in 1977 in a BMW Alpina. Winner in 1981 in a Mazda RX7. Winner in 1982 in a Jaguar XJS.

Little wonder that Walkinshaw says of the Istel Tourist Trophy race — "It is one of the most important races of the year for me — I always enjoy racing at Silverstone."

Now Walkinshaw drives the powerful 3.5 litre Rover Vitesse, partnered by the vastly experienced former British Saloon Car Champion Win Percy. They are looking for their fourth victory of the season



Formula 3 in the mid Seventies and needs little introduction — another man to miss out in single seaters, but the immensely Swedish looking Ulf Granberg is less well known, although walking around the paddock you can scarcely miss the huge blond haired Scandinavian. Ulf made his name in the Volvo Cup in Sweden, before spending a couple of years in Chevrolet Camaros in the national Super Star series. After that it was back to Volvos again and then finally ETC where his spectacular style has not gone unnoticed! This year, however, the Swedish team have suffered engine failure after engine failure and have not fulfilled the potential that is obviously there.

Enough about Volvos. What of the opposition? Ah yes, the TWR Bastos/Texaco Rover Vitesse. This year has seen a duel between the three Volvo Turbos and the three TWR Rovers, and it has certainly been spectacular. The year began in style for the team with three consecutive wins for Tom Walkinshaw and Win Percy (two of which were also 1-2-3 finishes for the team). The reigning ETC Champion needs little introduction, nor does his co-pilot (three times British national champion).

After their early season successes the team has had to fight the Volvos all the way. One thing is certain, I doubt you will ever see a Rover Vitesse driven

as Walkinshaw bids for fourth win

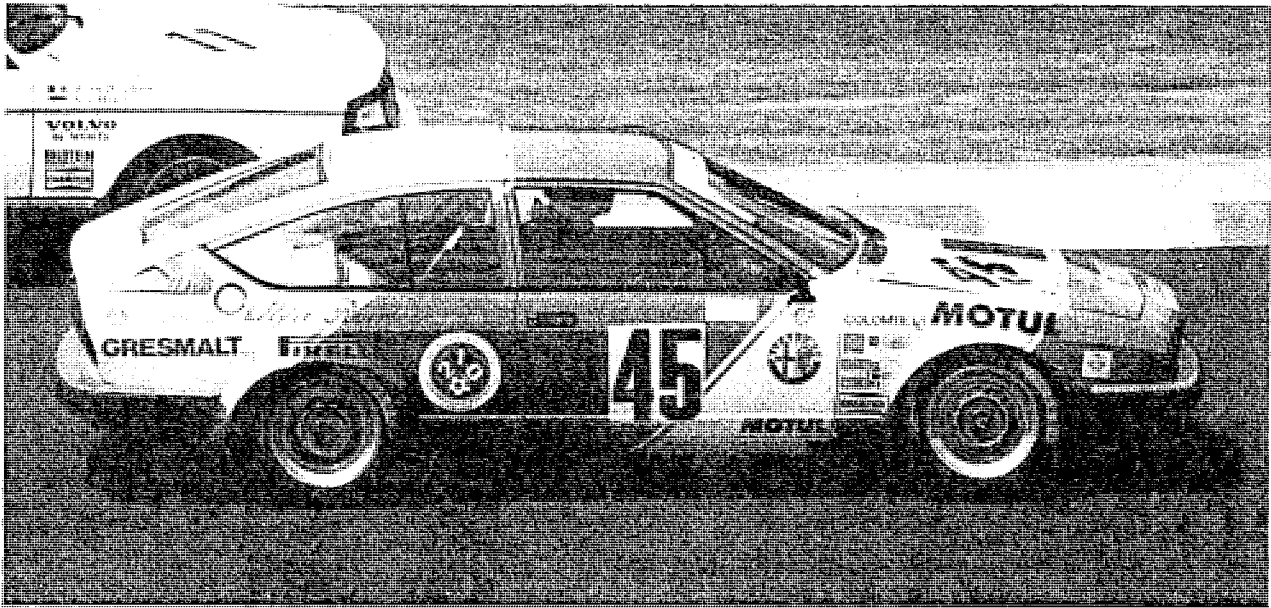
on a circuit that produced the first ever European Touring Car Championship victory for a Rover Vitesse. Two years ago, Steve Soper, back in the Bastos Texaco line up again, won.

Walkinshaw is under no illusions that the Istel RAC Tourist Trophy race will be a difficult one to win. The "mini endurance" event will be decided over some three and a half hours of hard driving, backed by super efficient team work in the pits as the cars roar in for lightening stops.

"The European Touring Car Championship is really competitive. This is shaping up for a good race — it will be flat out — as fast as you can go, from flag to flag," said Walkinshaw.

"It means pit-stops will have to be like lightning — even more vital, you cannot afford to lose a second. Everyone has to pull together," he continued, and talking about the three cars the Rover team will be using, Walkinshaw said, "Basically after Spa, they have been completely rebuilt — a complete new suspension has been fitted to them, and now we are just hoping for a good run."





Dagmar Suster can be relied on to provide a hotly competitive drive in one of the four Jolly Club Alfa Romeo Alfetta GTV6s.

(Pic John Colley)

harder than these two experienced campaigners have driven this year.

And, Percy underlined his determination to take the honours in the race with a blistering lap at the wheel of a brand new car during last week's press preview day. Then, he lapped in 1

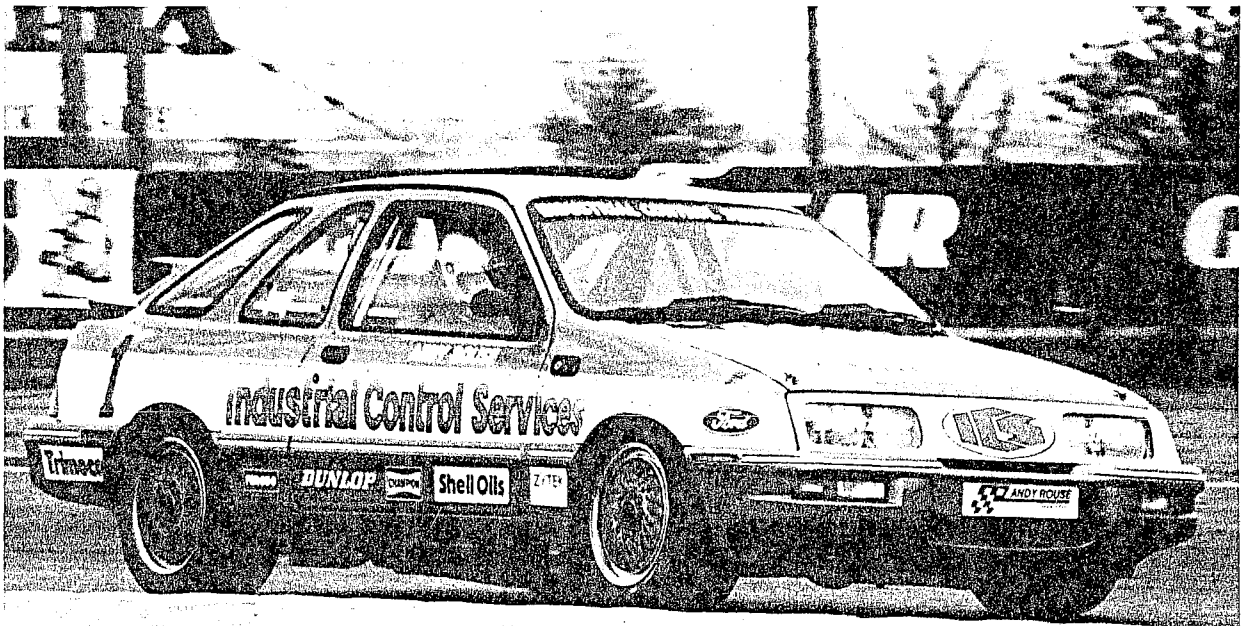
minute 37.3 seconds, almost one and a half seconds inside the lap record set last year by his team-mate Tom Walkinshaw.

That flying lap of almost 109 miles an hour was at the wheel of a car only completed during the early hours of

that morning. Since then the team has carried out further testing and are full of confidence for the race.

As usual they will be supported by Jeff Allam and Armin Hahne both of whom can always be relied upon to be there at the finish, their progress less

Andy plans maiden Tourist Tro





Frank Sytner, the Nottingham garage owner, has already won at Silverstone in the BMW 635CSi — the opening round of the Trimoco British Saloon Car Championship — now he bids for TT success. (Pic John Colley)

Trophy success for the Sierra

Andy Rouse, the all dominant driver in the Trimoco British Saloon Car series, aims to record his first ever victory in Britain's oldest surviving motor-race, the ISTEI RAC Tourist Trophy — the tenth round of the European Touring Car Championship.

Rouse, three times the British Saloon Car Champion, says: "the Tourist Trophy has always been a bad luck race for me — this year I aim to put the record straight". The Southam driver will be at the wheel of the turbo powered Ford Sierra XR4Ti which has won seven races so far this year in the British Saloon Car Championship.

Now Rouse aims to take the car to its maiden victory in the Tourist Trophy — he shares the drive in the demanding 107 lap, 500 kilometre race with the experienced David Sears, a driver who last season was a member of the Jaguar team that competed in the prestigious European series and who finished second here in the TT with Calderari.

"Without doubt the Sierra has the pace to be with the leaders at Silverstone," said Rouse, adding, "it is reliable, on the pace, and has done a lot of distance work in testing — we are going out there to win."

Historically though Rouse has not fared well in the Tourist Trophy — "I managed a third in a Capri and in 1977 was leading with the Group 2 Jaguar but spun on oil in the wet with five laps to go — now with the Sierra I am looking for victory," said Rouse.

The three and a half hour race brings all the thrills of endurance racing — pit stops to take on fuel, change tyres and to change drivers — with the highly competitive nature of the performance of the cars, it is in this area that races are won and lost. The regular competitors in the European Touring Car Championship are well practiced in this — Rouse does not see any problems — "We'll have our lads well drilled — we have a good team."





Trimoco British Saloon Car Championship regulars Dave Brodie (above) in the Mitsubishi Colt Starion and Richard Belcher (below) in the John Jeffreys Engineering Ford Escort RS 1600i bid for TT glory. (Pics T. Collins/H. Barker)



635CSi model has had a long and luminous ETC career, but this year the superb machines have found themselves a little out of touch with the pace of the opposition. Needless to say there are still a handful of cars with Mike Newman's Burlington machine and Frank Sytner's GSi car joined by the CiBi Emme Sport models of the Micangeli brothers and Georges Bosshard/Emilio Zapico. Keep an eye open for the progress of Marco Micangeli in particular, he knows the 635 well and can wring everything there is out of it, particularly if, as is customary, the race is wet.

Silverstone, though, has a few interesting 'new boys' to ETC. There are two of the fabulously successful Ford Sierra Turbos entered and Andy Rouse — who has dominated the Trimoco series this year — is convinced that his turbo can last the distance and be on the pace. Rouse, of course, isn't new to ETC, but this weekend will see the Sierra's ETC debut. It's progress will be watched with interest as plans begin to take shape for next year.

spectacular but nonetheless remarkably effective.

For further fireworks, though, you have only to look at the third Bastos Rover crewed this weekend by Steve Soper and Jean-Louis Schlessler. Neither driver have completed the full complement of races this year, but for an outside bet for honours these two have got to be taken into consideration. Whatever else, they'll certainly be spec-

tacular to watch. The last time Soper was teamed with a Frenchman at the TT he won outright (The Vitesse's first ETC win back in 1983 with Steve partnered by Rene Metge). What chance a home win for Rover?

Sadly, this year the BMW challenge has been somewhat blunted and the Schnitzer team — who totally dominated the recent Spa 24 Hour event — will not be at Silverstone. The

There are two Colt Starions entered as well, and as David Brodie has shown this year the Mitsubishi machine is no slouch. Brodie seems likely to be joined by Vern Schuppan with the second car running for journalists Jeremy Walton and Peter Windsor (although surely he really ought to be at Monza in his capacity as Autocar's Grand Prix correspondent!)

There are likely to be some fraught



Brooklyn Motorsport are making a determined attack on the Tourist Trophy — they field two cars in the race for Chris Hodgetts — Alex Moss and John Morris — Bob Meacham. (Pic H. Barker)

battles in the smaller classes as well, although, inevitably much of their thunder is stolen by the men at the front. The middle class has long been the preserve of the Alfa Romeo GTV6, but, of late, the wailing Italian cars (most notably the Luigi and Imberti prepared cars) have come under threat from the BMW 323i and at Spa the fabulous Mercedes 190E. Silverstone sees one 323i, two Mercs, not to mention two exciting Ford RS Turbos and an MG Metro Turbo. The competition has never been as close. . . For the cham-

pionship watch out for the Alfa No 41. Lella Lombardi and Rinaldo Drovandi have both shown that it takes a lot to beat them, and they are sure to there setting the pace in the race.

In the baby class too there is likely to be excitement as the local Trimoco runners pit themselves against the European visitors. In Europe the Toyota Corolla and the Golf GTi have both shown that the Ford Escort RS1600i is not invincible. Such is the action in this class it is almost impossible to suggest who might win the class, so I'm not going to!

All the ingredients are there for a superb TT to celebrate the 80th anniversary of the race. Qualifying nowadays is often as exciting as the raceday action, with Grand Prix style qualifying spec cars blasting round to ensure a good grid position. The action though will really get going when the cars steam through Woodcote in one of their wonderful rolling starts. I wonder if anyone will take any notice of the lights this time. . .



Richard Longman has tasted success at Silverstone already this year in the Trimoco British Saloon Car Championship — here he chats to commentator Ian Phillips about his class winning drive.



Richard Longman and Alan Curnow team up to drive the Royal Mail Datapost Ford Escort RS1600 Turbo. (Pic John Colley)

Six to watch in the ISTELE RAC Tourist Trophy



Win Percy shares the Number One Bastos Texaco Rover with Tom Walkinshaw



Jeff Allam — another Bastos Texaco Rover driver



Three times British Saloon Car Champion Andy Rouse drives the Ford Sierra



Chris Hodgetts leads the Brooklyn Motorsport bid for honours



French ace Jean Louis Schlesser drives a Bastos Texaco Rover

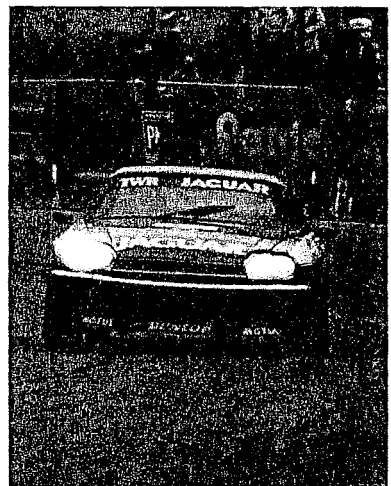


Nottingham's Frank Sytner aims to take his BMW 635CSi to victory.

Flashback to the 1984 ISTELE RAC Tourist Trophy



In the murk, and pouring rain Kelleners and Brancatelli driving a BMW 635CSi triumphed ahead of the Jaguar XJS of Calderari and Sears. Stuck and Quester in a BMW 635CSi were third.



Sunday
Race 4
Start 14.50 hrs



No. DRIVERS

CLASS 3

- 1 TOM WALKINSHAW/WIN PERCY
- 2 GIANFRANCO BRANCATELLI/THOMAS LINDSTROM
- 4 MARCO MICANGELI/MAURIZIO MICHANGELI
- 6 JEFF ALLAM/ARMIN HAHNE
- 7 TBN/TBN
- 8 ANDERS OLOFSSON/INGVAR CARLSSON/ULF GRANBERG
- 9 FRANK SYTNER/TBN/TBN
- 11 PIERRE DIEUDONNE/SIGI MULLER/THOMAS LINDSTROM
- 12 MIKE NEWMAN/TBN
- 15 GEORGES BOSSHARD/EMILIO ZAPICO
- 30 DAVID BRODIE/VERN SCHUPPAN
- 31 JEREMY WALTON/PETER WINDSOR
- 32 PETER HALL/PHIL DOWSETT
- 33 ANDY ROUSE/DAVID SEARS/REX GREENSLADE
- 34 REX GREENSLADE/TONY TRIMMER/ANDY ROUSE
- 35 ANTHONY VIANA/NICHOLAS BIANCO

CAR

cc

- Rover Vitesse 3532
- Volvo 240 Turbo 2978
- BMW 635 CSI 3430
- Rover Vitesse 3532
- Rover Vitesse 3532
- Volvo 240 Turbo 2978
- BMW 635 CSI 3430
- Volvo 240 Turbo 2978
- BMW 635 CSI 3420
- BMW 635 CSI 3420
- Mitsubishi Colt Starion 2800
- Mitsubishi Colt Starion 2800
- Rover Vitesse 3500
- Ford Sierra XR4ti 2300
- Ford Sierra XR4ti 2300
- BMW 635 CSI 3430

CLASS 2

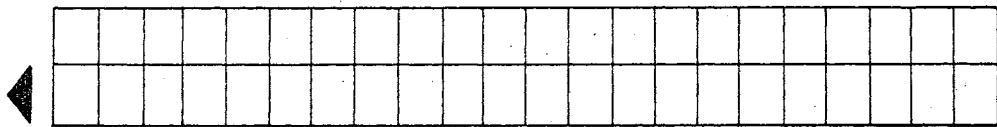
- 40 CHARLES BRITZ/PETER LANZ
- 41 LELLA LOMBARDI/RINALDO DROVANDI
- 42 GIORGIO FRANCA/GEORGES CREMER
- 43 BERNARD DE DRYVER/FRANCOIS -XAVIER BOUCHER
- 44 ROMEO CAMATHIAS/'SPIFFERO'
- 45 DAGMAR SUSTER/TBN
- 46 MARCELLO CIPRIANI/MASSIMO SIENA
- 47 PEDRO MEIRELES/CHRISTIAN MELVILLE
- 48 JOHN DOOLEY/ROB KIRBY
- 54 ALFONS HOHENESTER/THIERRY VAN DALEN
- 57 JOHANNES WOLLSTADT/PETER HASS
- 67 ALAN MINSHAW/TONY HILL/ART MARKUS
- 69 RICHARD LONGMAN/ALAN CURNOW/TBN

- Alfa Romeo GTV6 2500
- Alfa Romeo GTV6 2500
- Alfa Romeo GTV6 2492
- Alfa Romeo GTV6 2492
- Alfa Romeo GTV6 2500
- Alfa Romeo GTV6 2500
- Alfa Romeo GTV6 2500
- Alfa Romeo GTV6 2492
- Alfa Romeo GTV6 2490
- VW Golf RAS 1800
- BMW 323i 2500
- VW Golf GTi 1800
- Ford Escort RS1600 Turbo 1600

CLASS 1

- 71 JOHN NIELSEN/ERIK HOYER
- 72 MILOS BYCHL/MASSIMO MICANGELI
- 73 ROBERT SCHUMACHER/HERMANN TILKE
- 75 ANNETTE MEEUVISSEN/JORG VAN OMMEN/ARNO WESTER
- 78 HANS-JORN LEY/FRIEDRICH STALLMAN
- 81 JORDI RIPOLLES/TBN
- 83 HANS FRENSCH/RAINER MOELLMANN/GERHARD MANSPERGER
- 84 GUY KATSERS/TBN
- 87 GEOFF KIMBER SMITH/PETER BUXTORF
- 88 PIERRE FERMINE/SERGE DE LIEDEKERKE
- 92 RICHARD BELCHER/DAVID CARVELL
- 93 JOHN MORRIS/BOB MEACHAM
- 94 CHRIS HODGETTS/ALEX MOSS
- 96 VACLAV FRANTA/ADOLF FESAREK
- 97 WOLFGANG KUDRASS/HEINZ PUTZ

- Toyota Corolla GT 1588
- Toyota Corolla GT 1597
- Toyota Corolla GT 1587
- Ford Escort RSi 1597
- VW Golf 1588
- VW Golf 1600
- Peugeot 205 GTi 1598
- VW Golf GTi 1588
- Toyota Corolla GT 1600
- Toyota Corolla GT 1597
- Ford Escort RS1600i 1598
- Ford Escort RS1600i 1598
- VW Golf GTi 1577
- VW Golf GTi 1577



TOURIST TROPHY

European Championship for Touring Cars)



107 laps
313.72 miles
504.83 kms

No.	ENTRANT	NAT.	TEAM
1	Bastos Texaco Racing Team	GB/GB	.....
2	Eggenberger Motorsport	I/S	.....
4	Cibiemme Sport V	I/I	.....
6	Bastos Texaco Racing Team	GB/D	.....
7	Bastos Texaco Racing Team		.....
8	Magnum Racing	S/S/S	.....
9	Sytner/BMW Racing with GSi	GB/	.....
11	Eggenberger Motorsport	B/D/S	.....
12	Burlington Wallcoverings Ltd.	GB/	.....
15	Cibiemme Sport V	CH/I	.....
30	Mitsubishi Colt Racing	GB/AUS	.....
31	Mitsubishi Colt Racing	GB/GB	.....
32	Industrial Control Services Limited	GB/GB	.....
33	Industrial Control Services Limited	GB/GB/GB	.....
34	British Telecom International	GB/GB/GB	.....
35	Sytner/BMW Racing with GSi	ZA/ZA	.....
40	Terry Drury Racing	ZA/ZA	.....
41	Jolly Club	I/I	.....
42	Luigi Racing	I/B	.....
43	Luigi Racing	B/B	.....
44	Jolly Club	I/I	.....
45	Jolly Club	YU	.....
46	Jolly Club	I/I	.....
47	Luigi Racing	P/P	.....
48	John West Foods/Alfa Romeo Dealer Team	GB/GB	.....
54	Belgian VW Club	D/B	.....
57	Autohaus Wollstadt GmbH Racing Team	D/D	.....
67	Demon Tweaks Race Rally Accessories Triple 'C' Magazine	GB/GB/NZ	.....
69	Royal Mail Datapost	GB/GB	.....
71	Team Toyota Castrol v/Kjeld B. Larsen	DK/DK	.....
72	ASP Racing Team Prague	CS/I	.....
73	Ingenieurgesellschaft Tilke-Weber	D/D	.....
75	Ford Gerstmann Racing Team	D/D/D	.....
78	AC Bad Honnef	D/D	.....
81	Driver	E/	.....
83	H G Vock	D/D/D	.....
84	Belgian VW Club	B/	.....
87	A G K Motorsport	GB/CH	.....
88	I M C Toyota	B/B	.....
92	John Jeffreys Engineering Ltd	GB/GB	.....
93	Brooklyn Motorsport/E C S	GB/GB	.....
94	Brooklyn Motorsport/E C S	GB/GB	.....
96	Racing Club Neu-Isenburg — Berka Josef	CS/CS	.....
97	ONS Wolfgang Kudrass	D/D	.....

KEY TO NATIONALITIES

B - Belgium, CH - Switzerland, CS - Czechoslovakia, D - West Germany, DK - Denmark, E - Spain, GB - Great Britain, I - Italy, NL - Netherlands, NZ - New Zealand, P - Portugal, S - Sweden, YU - Yugoslavia, ZA - South Africa.

Crompton Driver of the Day and Driver of the Year Award

Crompton Parkinson Marketing Limited, the UK marketing organisation for Brush Fusegear Limited, are continuing their sponsorship of these awards for a seventh year in 1985.

To be contested at Silverstone's promoted meetings during the season, the Crompton Driver of the Year Award is calculated on a points basis pertaining to races at each promoted meeting, and the Crompton Driver of the Day Award (chosen by a panel of judges) is given to the competitor establishing the best performance at each of the promoted meetings. At the meetings all races will be eligible for points except heats, qualifying races and consolation races.

Points scoring — Single class races: 20-15-12-10-8-6-4-3-2-1. Races with classes: In each class: 15-12-9-6-3.

Fastest lap in class or race: 1 point (2 points if this is a new lap record).

A bonus of 3 points is awarded to the Crompton Driver of the Day.

A driver can only score in one race at any meeting. If a driver scores in more than one race, his highest score will count.

A driver's best eight scores will count towards the final positions.

Awards at each round: Crompton Driver of the Day award.

End of Season Awards: 1st £500, 2nd £250, 3rd £125, 4th £75, 5th £50.

Competitors are not required to register for this award. Except where amended above, the RAC British Motor Sports Council Regulations will apply to this award.

Current points positions

Mark Blundell	84	Mauricio Gugelmin	50	Dave Scott	40
Paul Gibson	72	Jonathan Bancroft	48	John Brindley	39
Chris Lewis	70	Sean Walker	47	C.A. Mann	39
Roger Jones	70	Damon Hill	46	Darryl Davis	39
Paul Taft	70	Graham Goode	45	Roger Eccles	39
Gary Ward	60	Allan Seedhouse	45	Graham Scarborough	38
Vic Covey	59	Mike O'Brien	44	Graham Davis	38
Johnny Herbert	58	Nick Mason	42	Rob Gravett	38
Ross Hockenhull	58	Andy Wallace	42	Andrew Smith	37
John Village	55	Eddie Irvine	41	John Cleland	37
Richard Mallock	54	Russell Spence	41	Phil Andrews	37
Barry Webb	52	W.D.A. Black	41	Bertrand Fabi	37
Andrew King	51	Bobby Bell	40		
John Booth	50	James Kaye	40		

Driver of the Day Awards:

March 3	Andy Wallace	May 11/12	Jonathan Palmer
March 17	Adrian Willmott	June 8/9	Mauricio Gugelmin
March 23/24	Michel Ferte	July 6	Nail Corner
April 8	Mike Wheatley	July 19/20/21	Ayrton Senne
April 13	Nigel Arnold-Foster	Aug 26	Ross Hockenhull
April 21	Keith Russell	Sept 1	Bobby Carvillia
May 6	Chris Lewis		

European Touring Car Championship

The FIA European Touring Car Championship is made up of two Titles — one for Drivers and one for Manufacturers.

The 1985 Championship has fourteen rounds and is open to Group A Touring Cars.

Points are scored in the Drivers Championship as follows:

General Classification: 9-6-4-3-2-1

In each class: 20-15-12-10-8-6-4-3-2-1

Manufacturers Championship:

In each class: 20-15-12-10-8-6-4-3-2-1

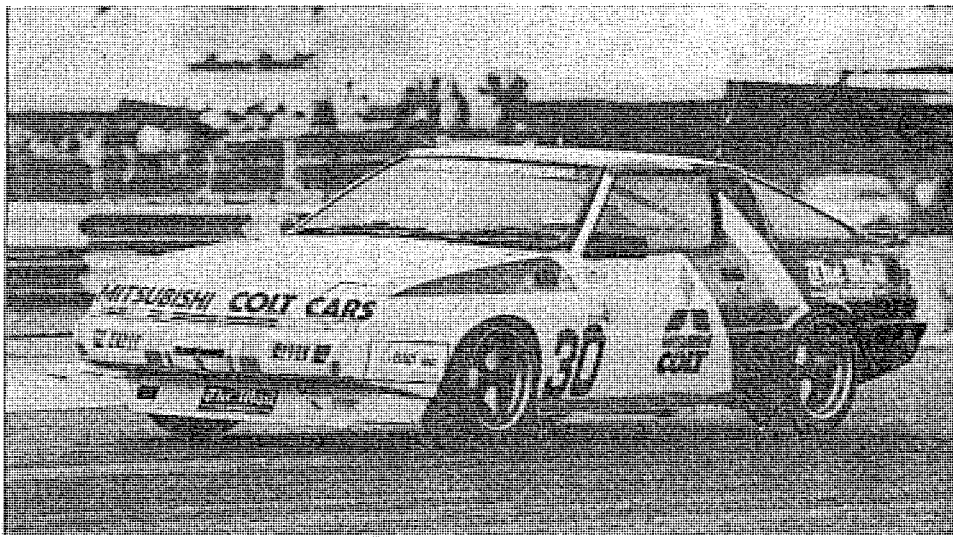
In each title the best nine scores count towards the final placings.

Drivers Championship

Gianfranco Brancatelli	187	Georgio Cremer	64	Eddy Joosen	53
Tomas Lindstrom	187	Pierre Deudonne	63	Anders Olafsson	52
Rinaldo Drovandi	141	Massimo Micangili	63	Wolfgang Kudrass	50
Lella Lombardi	141	Milos Bychl	63	Bernard de Dryver	50
Win Percy	111	Ulf Grauberg	62	Pedro Meireles	50
Tom Walkinshaw	111	Giorgio Francia	62	Heinz Putz	50
Marcello Cipiani	88	Erik Hoyer	61	Marcus Osterreich	50
Hermann Tilde	84	John Nielsen	61	Javier de Castro	49
Robert Schumacher	84	Massimo Siena	61	Gerhard Berger	48
Jeff Allam	81	Romeo Carnathias	60	Marco Micangeti	46
Damien Hahne	81	Maurizio Micangili	60	Francisco Romero	45
Roboto Ravaglia	71	Jean-Louis Schlesser	55	Peter Seikel	42
Jordi Ripolles	69	Fraçois-Xavier Boucher	55	Philippe Muller	40
Sigi Muller	66	Georges Bosshard	53	Franz Bollener	40

Manufacturers Championship

Alfa Romeo	Class 2	167
Volkswagen	Class 1	146
Toyota	Class 1	145
Volvo	Class 3	137
Rover	Class 3	105
BMW	Class 3	94
BMW	Class 2	69
Audi	Class 1	51
Opel	Class 2	19
Volkswagen	Class 2	18
Ford	Class 1	18
Peugeot	Class 1	11
Fiat	Class 2	6
Mazda	Class 2	6
Audi	Class 2	2
Honda	Class 1	1



AMONG the ETC debutants at the Tourist Trophy was this Mitsubishi Colt Starion driven by Dave Brodie and Vern Schuppen. The car qualified in pole position and led on lap one before the drivers settled back to record a finish in fifth place. The race saw the first appearances of the Starion, turbo Sierra and Escort RS Turbo and, with other cars in the wings waiting to join in, the future of the ETC looks bright.

TOURIST TROPHY The ETC Starts To Look Interesting Again

WITH the withdrawal of Jaguar and the BMW 635 CSI now in decline having reached the limit of its development, the European Touring Car Championship has, this year, lost some of its glamour. It's not that the Rover and Volvo victories this year have been hollow, for both marques have proved themselves quicker than last year's ETC-winning Jaguars, it's more of a case that neither make has quite the cachet of either Jaguar or BMW, it's been a middle management car series, rather than one for company directors' cars.

The Championship has also been clouded by wrangles over the eligibility of the Volvo 240 Turbos which, this year, have not only been quick but also reliable. Indeed, although early rounds seemed to indicate a Rover steam roller operation this year, Volvos have done most of the winning. The dispute centres on, among other things, the size of the real spoilers and the size of the turbochargers. Essentially it all comes down to how different people read the rule book but it seemed as though all results would remain provisional until the end of the year when the championship would be decided by a tribunal. Whatever the rights or wrongs of the matter, this is an unfortunate way to settle races. Now it seems that the controversy has been quietly buried and Volvo will keep all its points.

If this year's ETC has not had the glamour we've enjoyed of late, next year's should be much more interesting with the expected arrival of new cars from Mercedes-Benz, BMW and other makers and the Tourist Trophy gave us a taste of the future with the ETC debuts of the Ford Sierra XR4i Turbo, the Ford Escort RS Turbo and the Mitsubishi Colt Starion and at various points in the race, all three debutants led

their classes. The Brodie / Schuppen Colt, indeed, started from pole ahead of the Rover of Walkinshaw / Percy with Andy Rouse putting the Sierra which he has developed in third place. Underlining the promise of the newcomers, the Longman / Curnow Escort RS Turbo sat in ninth place on the grid, quicker than any BMW and easily ahead of the Alfa Romeo GTV 6s which dominate Class 2 and the overall Constructors' Championship. Qualifying is one thing, especially when some teams have turbo boosts to tweak, and racing is another, and the pre-race warm-up, a fairly reliable guide to form, showed the three TWR Rovers quickest ahead of the two Eggenberger Volvos.

Brodie's Starion led for the first lap then Rouse's Sierra took the lead followed by Walkinshaw (Rover), Jean Louis Schlessler (Rover), Gianfranco Brancatelli (Volvo), Brodie, Jeff Allam (Rover), Rex Greenslade (Sierra) and Frank Sytner (BMW).

By lap six we had a situation unique in the history of the ETC for every class was led by cars from one maker, Ford. Rouse's Sierra led the race and class three, Richard Longman's Escort RS Turbo led class two and Ray Belcher's Escort RS 1600i led class one. It was a fine effort but not to last for, going into Copse on lap nine, Rouse had a stub axle break.

Schlessler then took the lead, followed by Brancatelli but shortly afterwards he spun at Stowe, sustained a puncture when hitting

the kerb, was T-boned by a Golf but limped round to change a wheel and rejoin in 18th place. Brancatelli then was able to pull clear of Walkinshaw and Allam. On lap 25, Richard Longman retired his Escort with a badly slipping clutch and the class was once again disputed by Alfa Romeos, the Lombardi / Drovandi car eventually taking the honours, but the Ford's performance perhaps signals an end to Alfa Romeo's dominance of Class 2.

On lap 27 came an incident which perhaps decided the race. The BMWs of Marco Micangeli and Frank Sytner had been disputing fifth, at Woodcote Sytner left his braking very late, Micangeli shut the door across his bows and the Sytner car spun Micangeli's hard into the Woodcote barrier. Though off the racing line it was deemed to be a hazard and on lap 42 the pace car was sent out while marshals pulled the car clear. The field closed up and Brancatelli lost his advantage.

Then confusion reigned as drivers failed to remember the correct procedure to resuming racing with a pace car on the track and led by an Alfa Romeo, whose driver was subsequently fined £1,000, half the field barged by.

Walkinshaw hounded Brancatelli for the next dozen laps, then pitted quickly and handed over to Win Percy. The Volvo's pit stop took longer as oil had to be added as well as fuel and tyres and when Thomas Lindstrom took over he had a big job on his hands for Steve Soper had taken over from Schlessler in second place, the pace car laps having more or less wiped out Schlessler's earlier mistake. The third Rover had expired on Hangar Straight with an electrical fault.

The two Rovers came home first and second, giving Tom Walkinshaw his fourth TT win. Volvo came away with the consolation that its car might have won save for the laps under the pace car and a longish pit stop. There were few consolations, however, for Richard Belcher and David Carvell for the crankshaft on their Escort snapped minutes from the end and they were unclassified even though they had completed as many laps as the Class 1 winner, the Kudrass / Putz Golf GTi. It was cruel fortune. Against most people's expectations, the Brodie / Schuppen Starion actually finished and in a creditable fifth place.

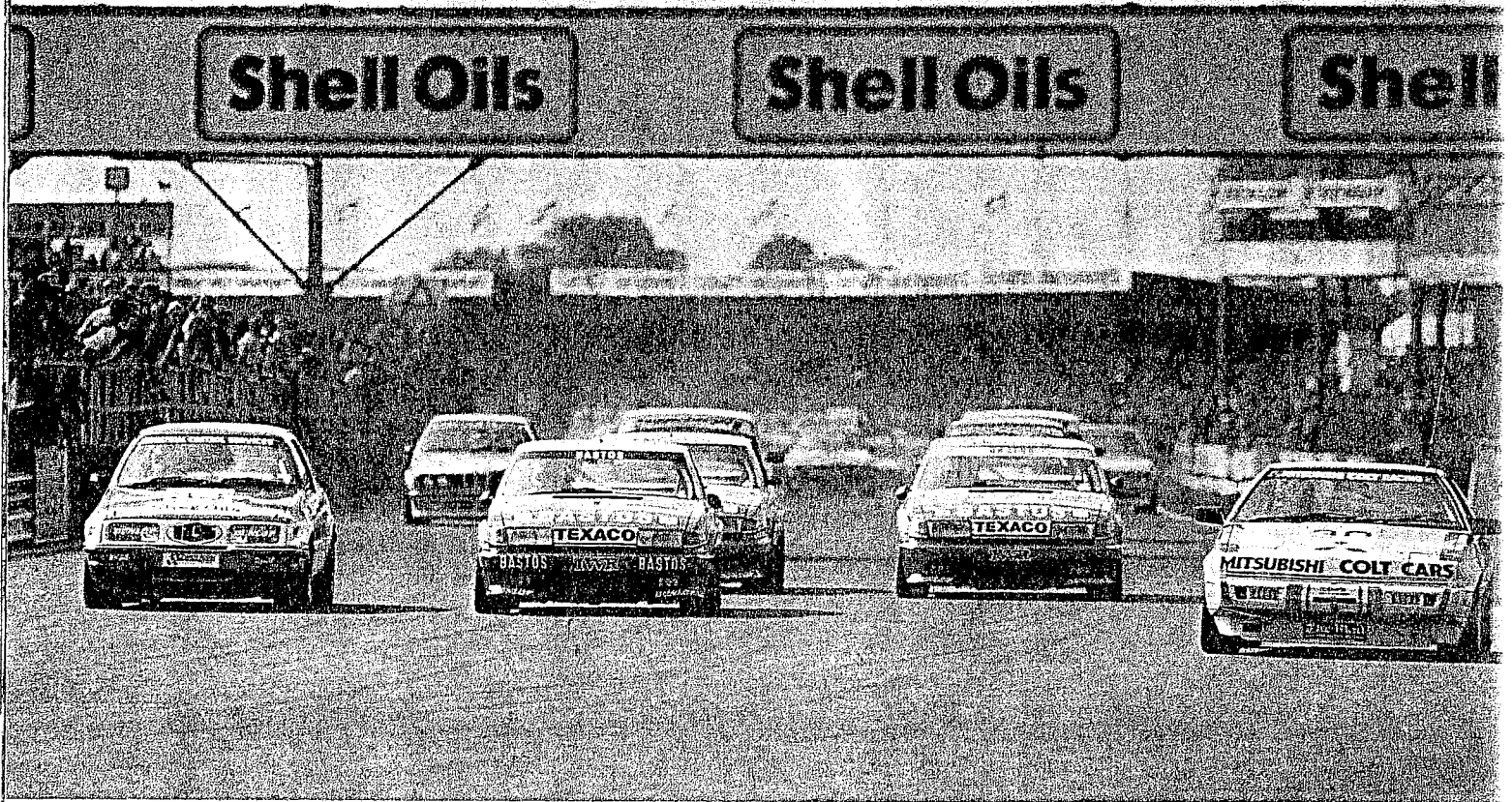
It was an exciting and absorbing race in itself but even more interesting were the indications for the future as shown by the pace of the Sierra, Starion and Escort RS Turbo. With other cars waiting to join in, the future of the ETC looks bright. — M.L.

RESULTS

1st RAC Tourist Trophy — Silverstone, September 8th, 1985 — Dry, warm, overcast — 107 laps, 500 kms.

1st	: Walkinshaw / Percy (Rover Vitesse)	.....	(103.88 mph)	3 hr 1 min 12.21 sec
2nd	: Schlessler / Soper (Rover Vitesse)	.....		3 hr 1 min 17.87 sec
3rd	: Brancatelli / Lindstrom (Volvo 240 turbo)	.....		3 hr 1 min 26.06 sec
4th	: Dieudonne / Müller (Volvo 240 turbo)	.....		106 laps
5th	: Brodie / Schuppen (Mitsubishi Colt Starion)	.....		106 laps
6th	: Bosshard / Micangeli (BMW 635 CSI)	.....		104 laps

Class winners: Kudrass / Putz (Volkswagen Golf GTi); Lombardi / Drovandi (Alfa Romeo GTV6); Walkinshaw / Percy (Rover Vitesse). Fastest lap: Walkinshaw, 1 min 38.78 sec, 106.85 mph (Record).



TOURIST TROPHY (ABOVE, left to right) Andy Rouse (Ford Sierra XR4Ti), Tom Walkinshaw and Jean Louis Schlesser (Rover Vitesses) and Dave Brodie (Mitsubishi Colt Starion) at the start of the Tourist Trophy which was first run 80 years ago. All four drivers led at various times but Rovers came home 1-2. (Below) The Volvo 240 Turbo of Gianfranco Brancatelli and Thomas Lindstrom might have won save for the intervention of the pace car and the need to top up with oil during its pit stop. (Below right) Richard Longman at the wheel of his Ford Escort RS Turbo which made its ETC debut. Longman and Alan Curnow dominated Class 2 in both practice and the race until sidelined with clutch trouble.



AUTOSPORT

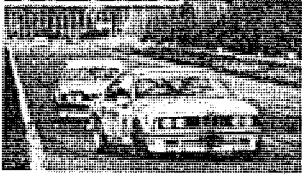
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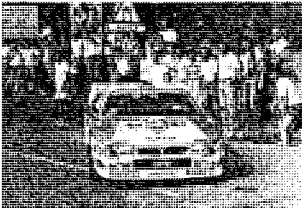
There should be two Grand Prix races in Britain every year — A selection from our reader mailbox — Looking back at motorsport 10, 20 and 30 years ago this week — *Catchpole* lightens your day.

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Walkinshaw spun out at the first corner! With his Rover sidelined, Joe Saward watched as the Eggenberger Volvo team secured another one-two in the latest Group A race.

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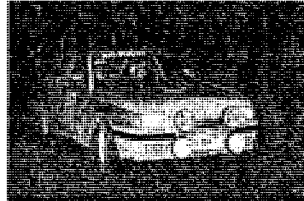
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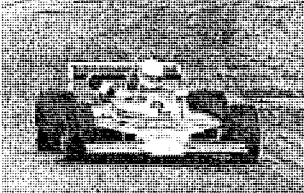


Local hero Rutherford mastered a foggy night in Kielder to take a convincing win on the latest round of the Shell Oils/Autosport series — but was unable to stop second-placed Mark Lovell from clinching the title. Keith Oswin packed his torch and headed for the forests.

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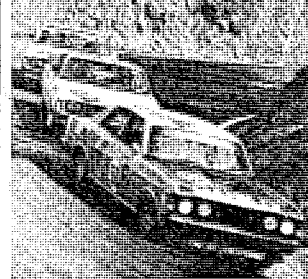
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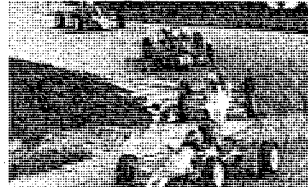
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GRAND PRIX OF EUROPE SPECTATOR GUIDE

Our comprehensive guide to this weekend's activities at Brands Hatch, including an interview with Nigel Mansell, free inside.

FRONT COVER

Will Sunday's Shell Oils Grand Prix of Europe bring Nigel Mansell his maiden Formula 1 victory? We hope you can get to Brands Hatch to find out. Photo: Michael Brown.

NEXT WEEK

Perhaps the most action-packed issue of AUTOSPORT's year — Fullest coverage of the Euro Grand Prix meeting — Sanremo Rally — Can Jaguar win at Mount Fuji? — James Hardie 1000 classic at Bathurst — Indycar title chase continues at Laguna Seca — Porsche's rally project — TVR on test*
*These items correct at press time.

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ABC MEMBER OF THE AUDIT BUREAU OF CIRCULATIONS



Moments before the accident Walkinshaw locks up on the inside of Brancatelli at the first corner. The Rover spun in front of the pack...

Turbo takeaway

The matter was settled at the first corner. Coming into it, old rivals Gianfranco Brancatelli and Tom Walkinshaw were side by side, then suddenly the Rover was spinning and it was all over. The pursuing field accounted for Walkinshaw's car — just two races old — slain as the midfield boys came pounding in. Crunch! Exit TW. The TWR survivors did what they could, but an axle failure sidelined Win Percy (in the Steve Soper/Jean-Louis Schlesser car) and Armin Hahne/Jeff Allam were delayed with flat-spotted tyres. And the Volvos walked it. Simple as that. No major problems and another 1-2 finish, assuming that FISA does not dictate otherwise.

QUALIFYING

If it's Friday, it must be Belgium, where the people love football and, just right now, they aren't too keen on the British. The Brits, after all, are the cause of them having an election. In a perfect world sport and politics might not be linked, but in Belgium the government fell after the Heysel Stadium... Everywhere you looked there was a poster suggesting you vote for Mr Hurglespurg or whoever.

Zolder itself is deep in the Flemish part of Belgium, where they talk an incomprehensible language and you feel as though ought to give them a thump on the back or call a doctor when they're talking — after all they might swallow their tongues. It is here they eat the most descriptive breakfasts in the world. Imagine being woken and faced with *spiegeleikes, spek, worspjes met brood* for breakfast. And they drink a rather alarming beer called *Kwak*. All rather daunting...

As a circuit the *Omloop Terlamen* is a pretty daunting place. You can't visit the track without thinking of Gilles Villeneuve. There are reminders everywhere. Even for ETC cars this is quite a circuit. It was only last year that Bastos and Texaco were put together for the first time, when Lucien Guittény flew off the

was surprising was that Gianfranco Brancatelli's Volvo looked a fair bit quicker...

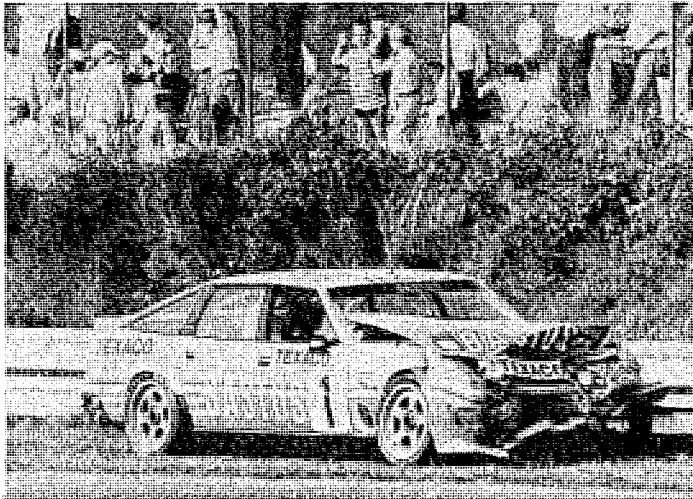
If you went to consult the Austin Rover or Eggenberger timing computers you would discover that 'Branca' topped their charts — not so the organisers. Enough said. Still they did pretty well in the circumstances.

The circumstances? Fog, and plenty of it. Come first qualifying on Friday morning the countryside was wreathed in a decidedly chilly fog. Down at the *Kanaalbocht* the lake was steaming and you half expected to see Sherlock Holmes emerge from the swirling mist to challenge some bounder to a duel. This was 11 o'clock in the morning — and in the paddock the ETC men waited for the sun to burn off the mist.

The Zolder paddock is always a joy at this time of year in the ETC world. The

circuit in his Bastos BMW and went through a Texaco advertising hoarding.

This year the Bastos Texaco colours have been worn by the Rover team, and it was no great surprise to see pole position taken by the reigning ETC champion, Tom Walkinshaw. The only thing that



fees may not be as high as those in F1, but there's a silly season nonetheless, with earnest conversations taking place behind piles of tyres as everyone looks for the best deal for '86. Nothing like a good silly season...

So, Walkinshaw had the pole, for better or for worse. But it was not without drama. Midway through the first session, the fog just beginning to lift, TW bolted on his qualifiers and was out looking for a time. You've only got two laps in ETC these days, so you have to chance it, and chance it Tom did. Flying down into the first turn he encountered traffic — Zolder is a pretty small place with 58 cars out at the same time — in the form of three small class cars outraking each other furiously. No problem. Well, until someone decided to let another car out of the pitlane. The result? A severely clogged track with Walkinshaw bearing down at 30-40mph quicker than the small cars. Avoiding action was called for and off Tom went across the inside of the track, straight across it in front of the frightened small cars and nose first into the tyre barrier. Boom. The impact, though, was not too serious, and spoiler flapping and headlights smashed, Tom set off back to the pits with four flat-spotted qualifiers. Repairs done he hurried out and abracadabra pole position. Ai-ai-ai, as they say over here...

Lining up alongside the Rover was the season-long adversary Gianfranco Brancatelli. Volvo sell a lot of cars in Belgium and this race is important to them. It was only a year ago that the 240 Turbo won its first race here, with Ulf Granberg driving like crazy. Well, this year there was no Ulf (saddy). Was it that the Luna Volvo was on engine number 20 for the season? I think not. Politics seems to have reared again in Goteberg. Works engines are supposed to be quicker than the privateers. The trouble is the Luna team had a brilliant engine man by the name of Mats Magnusson and the Luna car was going a bit too fast for the powers that be... So no Granberg. But we did have a third Volvo in the shape of the OK car from Germany. Last time we saw the car was in Anderstorp where it worked its way through a mountain of Bridgestone tyres. Here they had Goodyears. What can they be up to? Well the car was still locking up ferociously...

Pirelli certainly seemed to do the trick for Brancatelli. "They are very sticky," commented 'Branca' after his flying, headlight-blazing lap. Friday's practice had seen Brancatelli with too much boost and a computer misbehaving, but on Saturday the Volvo was flying. No more Rover 1-2-3 results. "Tomorrow," said Thomas Lindstrom, with an alarming confidence, "we will win."

Left: The remains of Walkinshaw's Rover after the pack had finished with it. Below: A rather forlorn BMW out in the same crash.



The Rover men would like to believe otherwise and Jean-Louis Schlesser and Armin Hahne backed up their threat by setting third and fourth quickest times. 'Schless', fresh from a Williams F1 test at Croix-en-Ternois, had no problems. "It is better to be third," he was heard to comment, "that way I can follow everyone." Some people have an answer for everything. By Schlesser logic Hahne was even better placed to follow the others after the first session. The third Rover had broken an axle early in first practice. A quick change and Armin went out for a time. And the flag came out . . .

The second session, though, once Jeff Allam had qualified with some lappery to do some pad tests, saw Hahne really flying to bump himself up to fourth ahead of the second Eggenberger Volvo. "The brakes were a bit tired," commented Pierre Dieudonne, who, it has to be said, looked wild in the first session.

Fifth on the grid was the leading BMW, as normal, the leading Schnitzer car with Gerhard Berger and Roberto Ravaglia aboard. This was a brand new chassis — Schnitzer's 12th 635CSI — and it was a late starter, built up only after the team had leased one of their Spa cars to Bob Jane in Australia for the Bathurst event. The new car misbehaved itself. Berger, with 'qualifying' red and silver racing boots — more fitted to a boxing ring so they said — found the beast taxing indeed. Not one session passed without the Austrian trying totally new mixes of settings. Shocks, springs, cambers and ride heights were changed as the team sought the set-up they were after. It was a brave lap, that quick one, and, if there had been no traffic it would have been quicker. If Berger/Ravaglia were slower than expected the Dieter Quester/Markus Oestreich car was way off, down in 22nd. "I didn't know Dieter was driving a Class 2 car," muttered Jean-Louis Schlesser. He wasn't, but this weekend the BMW looked like one.

Behind the third Volvo was Claude Ballot-Lena in a Bavaria Automobiles 635 followed by six other similar cars and then the Class 2 leaders, Winni Vogt and Franz Dufter in their 323i just clear of the first of the Alfas — the Luigi version of Giorgio Francia and Georges Cremer. Where were Rinaldo Drovandi and Lella Lombardi? Poor Lella was ill and Rinaldo had his regular car explode in lurid metal-hurling fashion in the first session and had to resort to one of the slower Imberti cars. Championship points would be a struggle . . .

Class 1 was oversubscribed with 12 cars failing to qualify. Fastest time went to Roger Rutten and Jordi Ripolles in their VW Golf half a second clear of the Toyota of Philippe Muller and Franz Bollinger.

Other cars of interest included a Ford Escort driven by Manfred Burchard and German lady Beate Nodes. If she could drive as well as she looked she was clearly going to be a star. The pitlane rakes were drooling . . . Oh, the car, by the way, was third fastest in Class 2.

RACE

Race morning and more fog — you could hardly see the election posters — but thanks to the change of European time by an hour this didn't cause a major problem. Did Walkinshaw have any worries? Brakes? Tyres? "No, just Volvos."

At the rolling start, the fog now evaporated and the sun blazing, the man with the Belgian flag could do little once the pace car had pulled off, the race was already started and Tom tried to outblast 'Branca's' Volvo. Darting from side to side the lead Rover looked for a gap and found one on the inside. But, it was too



Schlesser fought off Brancatelli for 29 laps until the Italian got by just as the pace car came out.

much, the Rover locked up and spun. Gianfranco somehow missed the errant Rover, but behind him there were 43 other cars. When it came it was a big smash. Walkinshaw, facing the oncoming traffic, watched as a CiBiEmme BMW ploughed straight into his Rover head-on. The car slewed round and was clipped by two others, Volker Strycek retiring his 635 on the spot and Michel Maillien in the CiBiEmme car only just making it to the pits — front end wrecked.

Now though, we had a pace car. And so soon after the start. For five laps they came round in line astern while the wreckage was cleared and then finally they were racing and immediately Jean-Louis Schlesser was past Brancatelli, with Walkinshaw out there were no team orders, Jean-Louis could win!

Fun and games in the Alfa battles, Christian Melville and Romeo Camathias argue.

Already out was the Class 2 Escort Turbo with clutch problems — after but one lap, we would never know how rapid Ms Nodes could be . . . At the front though we had a battle, Brancatelli going bananas to try and get past Schlesser. No way. For 29 laps the two were nose to tail, before we had another pace car. There was a goodly amount of oil at the chicane behind the pits, so out they came again. And when they passed the pits in line astern Brancatelli was in front!

Those early laps saw a monumental battle between Hahne's Rover and Muller's Volvo — the two Germans playing chicken. No quarter given. This, naturally, led to drama with Sigi indulging in a big spin at the fast right handers at the back of the track; flat-spotting his tyres. Hahne too had 'squared' his tyres in the excitement and Armin pitted on



ZOLDER (B)

Sep 29, European Touring Car Championship, round 12, 113 laps — 299.22 miles

Pos	Driver (Net)	Class	Chassis/Engine	Result	Qualifying	Pos
1	Gianfranco Brancatelli (I)/Thomas Lindstrom (S)	3	2.0i Volvo 240 Turbo	3:30.20.50	1:43.86	2
2	Sigi Muller (D)/Pierre Dieudonne (B)	3	2.0i Volvo 240 Turbo	3:32.04.03	1:45.10	5
3	Armin Hahne (D)/Jeff Allam (GB)	3	3.5 Rover Vitesse	112 laps	1:44.97	4
4	Roberto Ravaglia (I)/Gerhard Berger (A)	3	3.5 BMW 635CSI	111 laps	1:45.98	6
5	Dieter Quester (A)/Markus Oestreich (D)	3	3.5 BMW 635CSI	110 laps	1:49.84	22
6	Maurizio Micangeli (I)/Umberto Grano (I)	3	3.5 BMW 635CSI	109 laps	1:49.12	18
7	Winni Vogt (D)/Franz Dufter (D)	2	2.3 BMW 323i	109 laps	1:48.81	15
8	Giorgio Francia (I)/Georges Cremer (B)	2	2.5 Alfa Romeo GTV6	108 laps	1:49.66	21
9	Marcello Cipriani (I)/Rinaldo Drovandi (I)	2	2.5 Alfa Romeo GTV6	108 laps	1:50.69	25
10	Jean-Pierre Castel (F)/Lucien Guitteny (B)	3	3.5 BMW 635CSI	108 laps	1:48.82	13
12	Philippe Muller (CH)/Franz Bollinger (CH)	1	1.6 Toyota Corolla	104 laps	1:53.07	33
R	Jean-Louis Schlesser (F)/Steve Soper (GB)/Win Percy (GB)	3	3.5 Rover Vitesse	82 laps — Axle	1:44.16	3
R	Per Gunnar Andersson (S)/Mats Linden (S)/Gregor Pattersson (S)	3	2.0i Volvo 240 Turbo	52 laps — Axle	1:47.03	7
R	Georges Bosshard (CH)/Michael Maillien (B)	3	3.5 BMW 635CSI	0 laps — Accident	1:48.58	12
R	Tom Walkinshaw (GB)/Win Percy (GB)	3	3.5 Rover Vitesse	0 laps — Accident	1:43.81	1

Winner's average speed: 85.86mph. Fastest laps: (Class 3) Brancatelli, 1m46.53s, 90.01mph. (Class 2) Vogt, 1m50.40s, 86.86mph. (Class 1) Jordi Ripolles (1.6 VW Golf GTI), 1m53.84s, 84.23mph. Next round: Estoril (P), October 10.

the 40th lap — way before schedule. Behind them the breathless BMWs fought among themselves, Ravaglia quickly clear and dicing with the OK Volvo, but Ballot-Lena, Guitteny and Denny Vojtech engaged in a battle royal for seventh place. Vogt had already built a massive Class 2 lead while the Muller/Bollinger Toyota had somehow been collected by the leading pace car in the first few laps and now had a massive cushion on its disgruntled opposition. Fist-waving stuff!

Once Brancatelli had the lead after the second pace car incident Schlesser fought to hold on, but the Volvo pulled inexorably away. There was a long gap back to Muller, delayed behind the second of the pace cars in the second incident. Ravaglia was now by himself, the OK Volvo having given up the ghost with axle failure on lap 51. Markus Oestreich had driven well from his lowly grid spot, but he was already a lap down on the front men.

The leading Volvo stayed out when Schlesser came into the pits to hand over to Win Percy (yes, Winston was allowed to go for points even if Walkinshaw was out — a sporting gesture by the team chief). When 'Branca' came in to hand over to Lindstrom on lap 56 the lead was not lost, even if Percy was right up with the Volvo again. Winston drove mightily, but the Volvo was that tiny bit quicker and the Rover dropped back inexorably until finally on lap 82 the rear axle failed . . . No points for Mr Percy.

Thereafter the Volvos ran away with only a fired up Jeff Allam challenging, the Englishman too far back to do anything about the 'Egg'n'burger cars. It was to be another long afternoon before the flag finally came out, with Lindstrom heading for home and Dieudonne struggling in second when his gear lever knob came off and spent the rest of the afternoon rattling round the cockpit while the Belgian battled with a knobless stick.

Lindstrom pitted with 15mins to go to top up with fuel, but the race was already won. In a lonely fourth Gerhard Berger suffered a mid-stint misfire but a pitstop cured that and he was back in the groove, while Dieter Quester struggled on with his mishandling car. No-one else looked like challenging . . . Winni Vogt duly walked it to Class 2 honours, while Muller and Bollinger built on the advantage they had gained from the pace car and easily won Class 1.

The day though was Volvo's and it was an all 240 Turbo podium Jeff Allam and Armin Hahne having been whisked away, bound for Bathurst, leaving the third step empty. "I told you so!" said an elated Lindstrom. He had.

Volvo, as the old cliché goes, might have won this battle but the war goes on. Next engagement is Estoril in two weeks time. And the Rover team have had some food for thought.

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That irascible old observer of the Bathurst scene, former Wheels magazine columnist Romsey Quints, is persuaded each year to torture his 1905 Remington for enough words for that master illustrator John Stoneham to improve with his imagery. This time Quints and Stoneham look at the invasion of the foreign devils....



That irascible old observer of the Bathurst scene, former Wheels magazine columnist Romsey Quints, is persuaded each year to torture his 1905 Remington for enough words for that master illustrator John Stoneham to improve with his imagery. This time Quints and Stoneham look at the invasion of the foreign devils . . .

Went to Indianapolis this year, didn't I? Went to poke a bit of fun at these Seppo poofters turning four left-hand corners on an oval and stopping for lunch and new grundies whenever a seagull pees on the bitumen. No wonder the Indy drivers arrive at Bathurst and immediately find excuses for checking the airline schedules out of Sydney.

However, it was something of an eye-opener, to say the least. Apart from the 'Show Us Your Tits' signs and the hard hats with two beer can holders and plastic drinking tubes, the Indy 500 zoo surprised most with the size of the circuit and the size of the lower portion of a driver's anatomy needed to get around there at nine million

megajoules or whatever is the qualifying speed. We pride ourselves with the ability to shock new overseas drivers with the malevolence of the narrow mountain road, but believe you me, until you've been to the Brickyard you can't appreciate how fast they go and how damn dangerous that place is. Actually, it seems more dangerous for the speckies than the drivers; if ever a car gets through the chicken-wire catch fence it'll make Vietnam look like a Billy Butlin holiday camp. Howsoever.

Geoff Brabham is certainly no spineless wimp, and he told me Indy is as hard to drive as any Formula One circuit. I tell you, those muthas come off the turns in this singing turbo chain that is slung out against the wall and goes past you like bullets from a machine-gun . . . zip-zip-zip-zip. God alone knows what a driver would do if he had an urgent desire to sneeze — pray for a yellow caution light, I guess.

Actually, last year's Jack Hardly-Ferocious One Million went a long way toward disproving the theory that it takes two or

three Bathursts for any overseas driver to strangle the circuit into submission. All right, so Count Von Hamburger (as Allan Grice insisted on calling Prince Leopold von Bayern) wore the Dunlops down to the rims and Frank Gardner's patience down to the canvas on the way into the concrete with the Bimmer during practice, but those three Poms in the Rover weren't gentlemen. I meantersay, they went out and drove around and came back and told the Australian motoring press, standing there salivating, blood leaking from the eyeballs, nostrils flecked with foam, that the circuit was 'quite good, really. No, it isn't really frightening. Challenging would be the word'.

You could have heard a pin drop. How dare they? The utter cheek of them not to be whimpering and biting their knuckles. Just who were these Pommy bludgers, daring to come out to the legendary Big Hill and treat it so lightly? At least Tom Walkinshaw had the good grace to admit it took him three days to get the place right, but then he had to do it with an oudle nail of a

Jaguar and he's a Scotsman anyway, not a Pom. Well, Armin Hahne's only a spare-time to-and-from as well. Anyway, to cap it all off, they went out and won the Class A race with the Rover Vitesse. Still, that was probably better than having Denny Hulme win it, because he's a Kiwi and you can just imagine the ensuing remarks about drivers' under-arms and suchlike.

Of course, if that well-known exponent of verbal diarrhoea, Jim Richards, wins the race this year it will be hailed by our friends in the invercargill nuclear shelters as a victory for good New Zealand porridge and Paeroa water, or whatever Jim was brought up on. The fact he's a naturalised Australian will have nothing to do with it — nor will the fact that the Enzedders have been trying to do something significant in this race since Jim Palmer was the first Kiwi to get a drive, in a Scuderia Veloce Monaro in 1968.

Of course, as I was told by my mate Gutso McSweeney as we sucked a soothing Fosters up at McPhillamy at 7:30 am on the Monday after last year's race: 'Those overseas poofers — and I include the bluddy Kiwis — couldn't do any good until they changed the rules and chucked out all the good Aussie V8s. They hadda givem slow cars to drive around the place because they were bluddy hopeless in Group C stuff'. Now, I don't necessarily share that point of view, so I suggested mildly to Gutso (who, by the way, was on his fourth can at that early hour because, as he explained, he had mistakenly drunk half a tin of KB at midnight to bring his total for the day to 90 tins and now he was butcher's in the comics) that a Bluebird Turbo was hardly an Aussie V8. He responded that the thing had never finished a decent race and they hadda get a New Australian to drive it anyway, which was a gross slur on George Fury and his Hungarian antecedents.

Gutso swore he was never coming back to McPhillamy (if you think I'm going to call it Castrol just because of 'oils-ain't-oils has chucked some money into earthworks, you're wrong) after being there every year since 1964. No more Falcons, no more bel-lowing V8 Commodores, just these poncey European cars and turbo Jap crap. Gutso had no idea then there would have been a Swedish taxi running around as well, otherwise he would have felt even more butcher's in the comics than he already did.

One wonders how the denizens of Armageddon up there on the hill are going to react to seeing, say, two Jaguars, one BMW, a turbo Volvo and a turbo Skyline on the first three rows with a Mustang or a Commodore seventh or eighth fastest. Talk about cultcha shock. It might even be that a non-Australian driver gets pole, and that would be a first for Bathurst. About as pleasant as finding out that what you thought was dandruff was AIDS.

As I said last year, at least with Group A



we get a nicer class of driver. We might also be spared the whimsical delights of watching old Queensland Commodores and Falcons, often driven by drivers of whom only their own mothers have heard, stumbling around the bottom fifth of the field, clattering up the corners, and spending so much time on the pit apron the ARDC starts thinking about installing parking meters. Oh I know, everyone wants to drive in the Hardly-Ferocious and if a guy's got a car and 5000 bucks from Fred Flange's Mutton-Beating Works then he's entitled to a start. Well, sort of. All I know is that I won't miss them, nor will I miss those strange Victorians in Capris running on Geritol (the cars, not the drivers . . . see . . . oh, never mind). What ever did happen to all those Geminis? Nor will I miss those rotten noisy Mazdas. If God had meant cars to make a racket like that we would have been born with a set of ear plugs in the navel.

No, I have to say that Group A will bring a bit of class and quality to the race. It would be nice to have a bit of jolly old Eton accent on the in-car camera instead of Dick Johnson speaking Queensland or Furious George swearing in Hungarian. Anything except a Kiwi. They'd be talking about the

thing only doing sucks thousand on Con-rod and something wrong with the mic-rochup in the fuel injection. And keep the Japanese away. They'd be screeching Tora-Tora-Tora down into Murrays. The Seppos wouldn't be much better; they keep invoking the help of God Almighty and Ronald Reagan as they rushed up towards the McPhillamy hump. On second thoughts, I think we'd better stay with Gricey and Kermit.

Of course, the Poms have been falling about in hysteria over Johnson and Gricey as in-car commentators. They just about wet themselves when the highlights of last year's One Million showed Johnson talking to a Federal Cabinet Minister like Hogan talking to Strop. One to-and-from told me in London he thought Johnson was 'cute'. I won't tell Dick who he is otherwise the guy would need major dental work. Suffice it to say that while the Group A cars might be classier, if slower, and the drivers more neatly dressed, it will be a long time before an overseas punter can master the art of chatting laconically to a couple of million Out There while hurling a tonne of white-hot metal into The Dipper. At least we have that consolation.

IS THIS THE YEAR AUSTRALIAN MOTOR RACING COMES OF AGE?

The importance of 1985

The first-ever Australian round of the Formula One World Championship... a World Endurance Championship race... the mooted launching of NASCAR oval racing... and the bleeding of Group A. And it is all happening in just one momentous year.

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It is inevitable that when the historians get to work on the seventies and eighties of Australian motor racing, the year of 1985 will be seen as a watershed. Already the references have started: This is the year Australian motor racing comes of age. To a certain extent that's true, because it has been the first full season of Group A, the first proper international formula for Australian touring car racing, and, of course, it is the year Australia hosts its first-ever round of the World Championship.

The Australian Grand Prix in Adelaide will be of inestimable long-term benefit to motor sport in that it will deliver to the non-specialist media a better understanding of what motor racing is all about — perhaps even to the point of realising that it is not an

elitist sport indulged in by wealthy playboys with a death wish. (Coincidentally, Alan Jones' return to a Formula One car is also valuable in helping to improve that understanding).

Through the AGP, people whose only contact with racing may be the James Hardie 1000 (if that) will begin to feel some of the things that existing aficionados feel towards their precious sport. It may be that the AGP will generate fresh interest amongst potential commercial sponsors, whose natural outlet would, of course, be a touring car and ultimately Bathurst. Business firms, corporations, advertising agencies and governments will get in Adelaide a 24-carat demonstration of the enormous pulling power generated by motor racing of this calibre.

There is, of course, a negative, and this comes in the form of seeing perhaps more than couple of million dollars being spent on a 'once' event — with the nagging feeling that this is money that is not finding its way into the regular domestic competition

scene. However, there is some substance in the counter argument that this money would not have been produced anyway for anything less than a Formula One Grand Prix through the streets of Adelaide. The positive benefits would seem to outweigh the negatives. What may ultimately be the biggest benefit, of course, is that other cities and other State governments will recognise the value of motor racing and perhaps be more open to approaches for help with new circuits, maintaining the status quo with existing tracks under threat from the environmentalists, or even agreeing to run a 'round-the-houses' race. In hindsight, the Lanyon brothers must be kicking themselves now, for their visionary plan for a touring car endurance race through the streets of Geelong would probably not have foundered if it had been proposed post-Adelaide (as it may well yet be).

The commercial infrastructure that surrounds motor sport has a vital role to play. This is why the AGP is so important for the long-term future of Australian racing.



AT FIRST THEY WERE SAYING: "ROBBIE WHO?"

What odds a Swedish Valiant on pole?

The entry of a factory-backed two-car Volvo team for the Great Race came at the last moment, in most dramatic fashion. It caught most observers by surprise, but was a real feather-in-the-cap for New Zealand businessman Mark Petch, who had the courage of his convictions.

The reaction of most Australian race fans to the news that a Volvo 240 Turbo had won the first of two inaugural Nissan 500 Group A races in New Zealand last January was to blink twice and shake the head to clear the brain. The reaction of most drivers who weren't at the Wellington harborside street circuit was to ask how the hell this could be achieved by what Dick Johnson called "a Swedish Valiant". The reaction of non-enthusiasts, predictably, was to ask who the hell were the drivers, Belgian Michele Delcourt and some Enzedder with the funny name of Robbie Francevic.

Now there is a two-car works-supported team at Bathurst and a very good chance

that the Swedish taxi might not only be in the top 10, but that Francevic could be the first New Zealander to win the Great Race as No.1 driver. His rapidity, willingness to mix it, and grittiness in a car that showed a tendency to savage him because of inadequate rubber have won him respect among Australian spectators and his peer group drivers.

Francevic's patron, young New Zealand entrepreneur Mark Petch, lodged the first entry for the 1985 James Hardie 1000, with the Swedish Volvo semi-works team driver Thomas Lindstrom as Francevic's partner. This was for the silver-and-blue SKF sponsored Volvo that appeared at Wellington in

Petch's colors. It was a back-door semi-factory Belgian car using the same engine and drive-train it had had during a mixed half season of the 1984 European Touring Championship (ETC). It was sent to NZ with a spare engine and spare differential, assorted spare ratios, 16 wheels, and little else, but it was not an easy deal for Petch to do because there was a certain amount of aggro between the Belgian team and the factory.

Today there are actually two semi-factory teams, but no official Volvo works team. Near the end of 1984 Volvo decided to go racing more professionally, and contracted former BMW ace, Rudi Eggenberger, to





form, manage and run the works-backed European ETC team. This compact but efficient operation, based just outside Berne, near Volvo's Switzerland head office, runs a United Nations team of drivers — the experienced Belgian Pierre Dieudonne, with 10 ETC wins, West German Sigfried Muller, Italian Gianfranco Brancatelli, and Swede Thomas Lindstrom.

The Swedish team is called Magnum Racing, and is based in Sollentuna, just north of Stockholm, to run one ETC car for Ulf Granberg, Anders Olofsson and Ingvar Carlsson, under team owner Lillen Magnusson. The Belgian team had been the sole (unofficial) factory team for 1984, with drivers Dieudonne and Delcore, but when Volvo decided to run two pro teams in 1985 the two Belgian cars were offered for sale and the team disbanded. Petch bought the No.1 car; the second car was wrecked in the Brno race just before the 1984 James Hardie.

Petch managed to get Eggenberger to release Lindstrom for his Bathurst entry with Francevic (Eggenberger contracts the drivers as well), but after a series of long telexes, telephone conversations and European meetings Petch finally came to the showdown at Spa, where the 24-Hour ETC round was run on July 26. It was there that Volvo agreed to enter Lindstrom and Brancatelli in one car, together with a T (for training) backup, and offered the Magnum team's Ulf Granberg to partner Francevic in the existing NZ car updated to the latest factory specs and supported by another T-car which by then had been built to rolling

chassis stage in NZ, awaiting only the latest factory bits.

It was a total triumph for Petch, particularly as Volvo Australia had told a gathering of Australian motoring journalists in Western Australia in late April that despite the great initial impact on Australian touring car racing made by the Volvo, Volvo Australia could do little more than put in some money and supply a station wagon as a support vehicle. National car sales manager Roy Firth said Volvo Australia could not become any more involved without most of the support coming from Sweden. "Head office has made it quite clear that nothing will distract their people and the European and Swedish teams from winning the European title". (Firth, in fact,

admitted he had been approached separately by several Australian teams for cars and support — one of them coming with a built-in "name" sponsor, but he had refused all blandishments).

The Volvo won two rounds of the ATCC, proving itself dramatically-fast on long straights with slow corners — as at Symmons, where the team won the second round. However, they knew little about the car, had few spares, not enough final drive ratios, and unsuitable tyres. Petch was putting in the financial backing, but it was really a problem of getting parts, information and tyres from Europe, and basically, Europe didn't really want to know.

Petch decided the car and the crew needed all the experience they could get, so

Left: Symmons Plains was the scene of the only victory to come the Volvo's way in the '85 ATCC. Here Francevic leads the pack down into the hairpin on the first lap. Ray Simpson.

Above: Caught in the act of hiking an inside wheel onto the oval at Adelaide International, the silver streak was being driven very hard. Bill Forsyth.

Right: A classic shot showing just how hard the Group A cars are being driven comes from the final ATCC race at Oran Park where their luck was out yet again. Paul Cross.



Below: A very happy Robbie Francevic saying thank you to the guys who couldn't catch him at Symmons Plains in the Volvo. Ray Simpson.

Bottom: At Calder the much-publicised stock car-style race had the crowd on their feet as Francevic tried everything to keep the Volvo on the island and picked up some bent panels for his troubles. Bill Forsyth.



approved the long haul across to Perth and Wanneroo, where gearbox problems in practice led to them running a jury-rigged arrangement of straps and spanners bolted to the chassis rails to mount Dick Johnson's spare box from the Mustang. They couldn't get the right Pirellis until the second-last ATCC round, and hardly any of the factory goodies like the lightweight aluminium differential, rose-jointed front suspension, and carbon-fibre chassis tubes homologated for the European cars. The car was overweight, too hard on tyres, and difficult to fine-tune in handling.

Francevic and the Volvo really hit the limelight in the Calder ATCC round in a memorable paint-swapping duel with Dick Johnson and Jim Richards, when the boxy Swede finished the race with bits of furniture hanging off every corner. It was obvious that the Australian racing fraternity had under-estimated the Scandinavian threat. The threat became more real when the 1985 homologations allowed water-cooling for the turbo, bigger brakes, lighter front suspension, and engine modifications delivering around 360 bhp. The car also now has a selection of seven final drive ratios, ranging from 3.15 to 1 to 4.56 to 1 — a kitbag that should be enormously handy for the Mountain.

Petch says he made it clear to the factory right from the start that Mark Petch Racing was going to run two cars at Bathurst. Volvo's competition manager rang him to say he was unhappy about this because they were stretching their resources to update just one car for him for Bathurst, and that was that. Petch replied that he wouldn't proceed with the second car

beyond rolling chassis stage, and probably transfer the components from the existing car to the new chassis for Bathurst. Petch's plans at that stage were to run Francevic/Lindstrom in the No.1 car and himself and a top Australian driver in the second car. Then he went to Spa and the whole game plan changed.

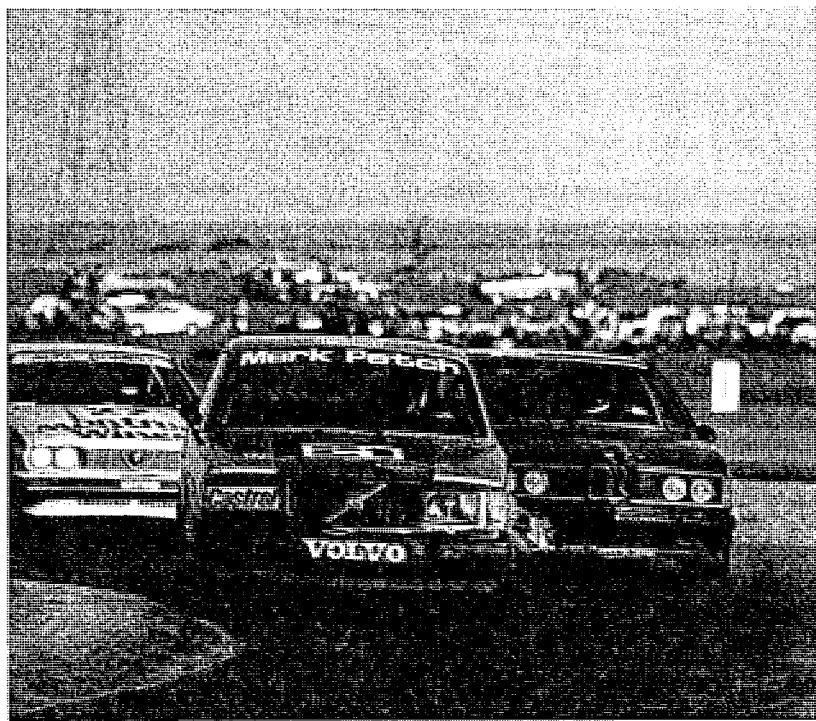
Now Petch will be running the team, with Queenslander Wayne Eckersley as crew chief. Eckersley has two Bathursts behind him, as well as two Castrol 500s, although he missed last year when Dick Johnson dropped him from his team. In fact, Eckersley will be the only one in the Petch operation with experience of Bathurst; the only driver who has been there before is Francevic, and that was in 1977, when he partnered Frank Radisich in a Mazda RX3 but never got a drive in the race. Petch is relying on the three dress rehearsal enduro events to get all the systems working, which may be a little optimistic. "I'm not overawed by Bathurst", he says. "We'll have a first-class team, with a lot of experience".

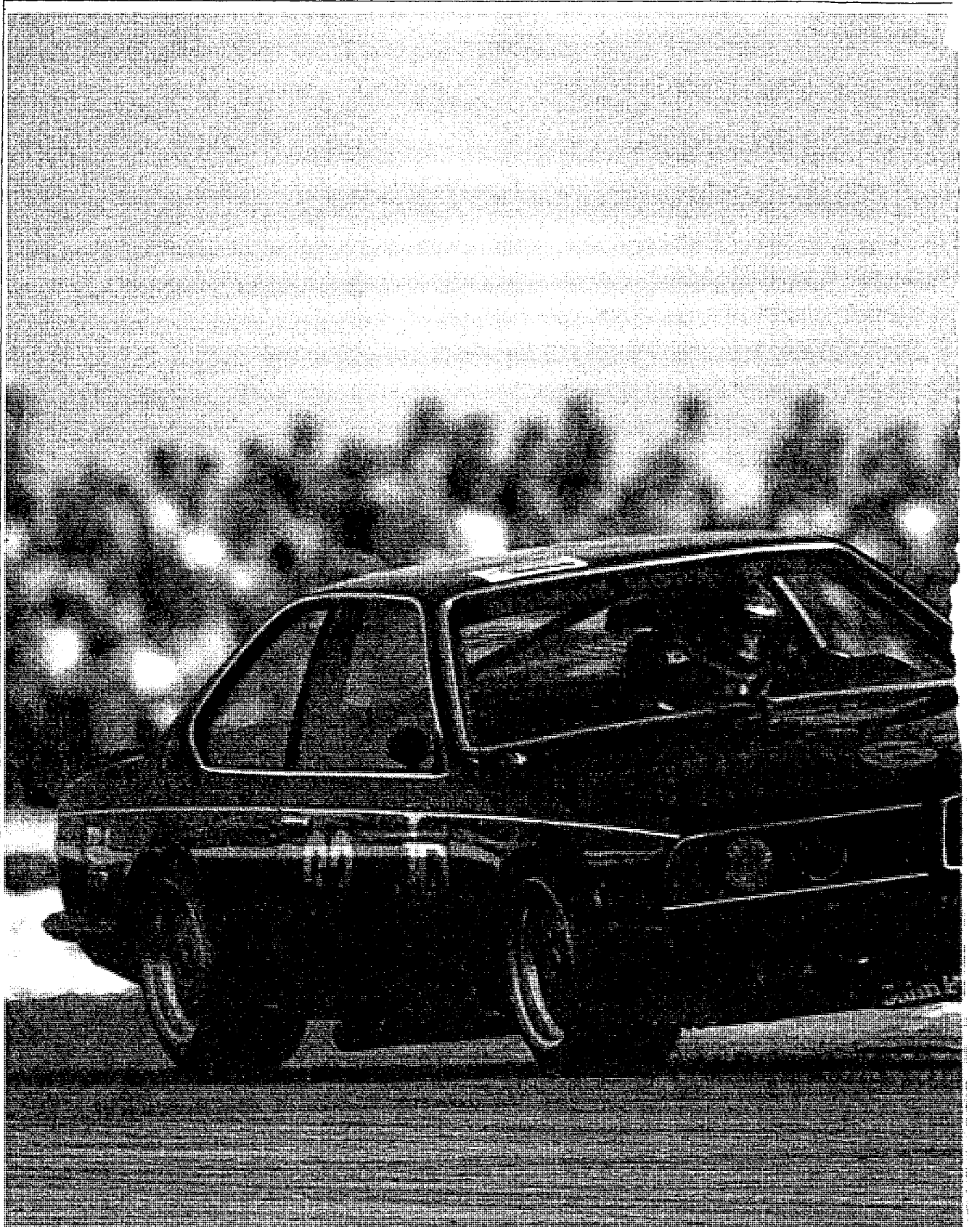
Contrary to early speculation, the Volvos will probably start favorites for the race. After nine rounds Volvo was leading the ETC comfortably. The Rovers were suffering persistent engine blowups, and the BMWs weren't as quick as the Volvo on most circuits. In the Spa 24-Hour Brancatelli jumped into the lead on the second lap and by his first pit stop after one hour 35 minutes was 28 seconds in front of the Tom Walkinshaw Rover and over a minute in front of the BMW of Austrian Gerhard Berger. Berger eventually won, with the Lindstrom/Brancatelli Volvo third, because over the 24 hours it had fewer fuel stops and the Volvo's poor lighting brought it back to the BMW's lap times for the nine hours of darkness.

Certainly, Petch is confident. "Bathurst is won up the hill, and that's where the Volvo will shine. We will be quicker than the BMWs. The Jaguars can't be reliable enough, because Tom Walkinshaw has been flat-out with the ETC Rover problems and has also been having developing the new Group C Jaguar sports car. The Jaguars haven't run, and have been blowing engines, and will be difficult to tune for the altitude change at Bathurst".

As the program went to press, Petch was still finalising sponsorship arrangements, and thus a team name and colors. However, he stressed that whole Eggenberger will be at Bathurst, Mark Petch Racing would be running the two-car team. And so he should. It is entirely due to his single-minded and single-handed determination, and his belief in the car and in Francevic, that the Volvo factory-backed team will be running there at all.

The three European drivers, win or lose, won't be able to hang about at Bathurst after the race. They will be on the first available bomber to Europe for the second-last ETC round at Estoril, in Portugal, on October 13...





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BMW'S LARGE AND LONG-TERM INVESTMENT IN
AUSTRALIAN MOTOR RACING FINALLY PAID OFF IN 1985
WITH THE AUSTRALIAN TOURING CAR CHAMPIONSHIP FOR JIM RICHARDS.

Black is beautiful

The first round of the ATCC was held at the Winton Raceway in Victoria on February 10. One notable absentee from the entry list was the new Mobil sponsored Group A Commodore of Peter Brock. That car was due to be released just prior to the second round at Sandown. Nevertheless, the field was still fairly strong, with Dick Johnson fronting in his Mustang, Alan Jones and Colin Bond in the Alfa Australia Team GTV6s, Jim Richards and Neville Crichton in the two JPS BMWs and Kevin Bartlett in the Mitsubishi Ralliart Starion. Other entries included the two Mustangs of Lawrie Nelson and Barry Seton. The latter was to be driven by long-time partner, Don Smith. Garry Willmington was to drive a Jaguar XJ12, Greville Arnel and Brian Sampson were in Starions, Laurie Hazelton was in a Capri, Bob Holden had the Toyota Levin and John Smith was in the works Sprinter.

Richards set the pace early by taking pole with a time of 1:05.8 on the 2.03 kilometre circuit. Johnson was alongside him on the grid just one tenth of a second slower. Behind these two were the Alfa twins, followed by Don Smith and Bartlett on the third row. Crichton had little time to get to know the track, and Frank Gardener had done most of the running in of the 1984 Group C car. Crichton, however, still managed to make the fifth row of the grid. By race time, the temperature was over 30 degrees — something that Johnson had hoped against, because his Mustang would have trouble in the heat.

At the first corner, it was Richards ahead of Johnson and Jones, who was threatening to pass the Queenslander on the inside of Auto Action corner. Behind the leading three were Bond, Don Smith, Bartlett, Willmington, Crichton and Sampson. By lap two, the gap between Richards and Johnson had been stretched to one second. On the same lap, Bond's Alfa started to gush oil and blow smoke all over the track, and the car spun into the sand-trap as he approached Auto Action corner. It was later found that the oil filter adapter had come undone. Smith and Bartlett, who were following Bond, just managed to avoid losing their cars in the oil, but Willmington could do nothing but hope his car wouldn't hit anything as he spun. He

quickly rejoined the race, unlike Bond. By lap six, it was Richards well ahead of Johnson, with Jones catching the latter. They were followed by Smith, Bartlett, Crichton and Arnel.

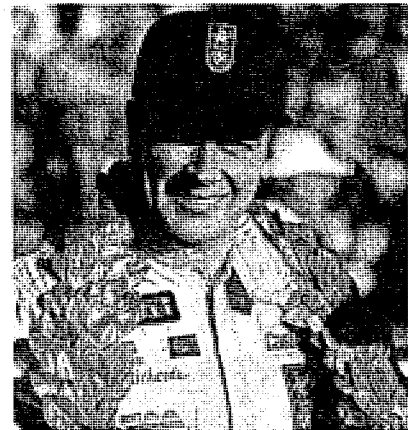
Johnson's Mustang then slowed after it had begun to overheat, and Jones eased past him. By lap 20, Richards had a 19 second lead and he was extending it each lap. 10 laps later, Don Smith was forced to retire the smoking Mustang and Jones had started to slow with a left rear tyre that was going off. On lap 33, Crichton passed Jones, and then the former world champion pitted putting him back into seventh spot. Shortly after, John Smith pulled into the pits for a tyre change and Willmington was having problems with the Jaguar's fuel system. Richards was circulating in 1:09 and was already three-quarters of a lap ahead of his team-mate. Crichton had a huge 19 second lead over Bartlett and Jones had moved up the field passing Smith, Nelson and then Sampson to take fourth spot. With just seven laps to go, Arnel pulled out. With two laps to go, Richards passed Crichton and the two BMWs took up a formation finish. Bartlett came in third and won the under three-litre class, followed by the charging Jones in fourth, Sampson, Nelson and John Smith, who won the under two-litre class.

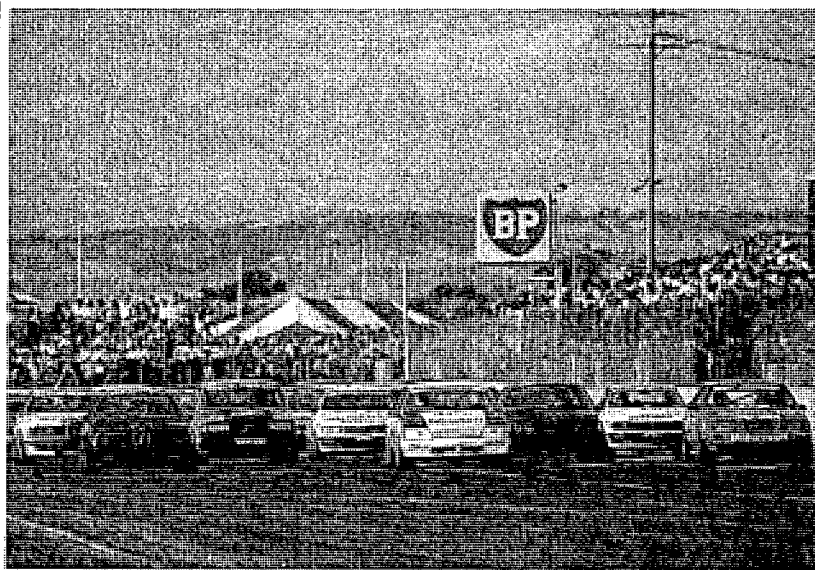
The second round of the ATCC was held at Sandown on February 24. There were three new cars for this round, namely Brock's Mobil Commodore, New Zealand driver Robbie Francevic in a Turbo Volvo and Jim Keogh in the privately built Group A Commodore. Brock took pole position with a time of 1:53.3, followed by Richards on 1:53.6, Johnson 1:53.7 and Jones 1:54.7. Keogh and Willmington qualified on rows five and six respectively, but both cars were put to the rear of the grid because they were over-



Left: After years of struggling in Group C cars, the JPS BMW team came good with a vengeance in 1985. Jim Richards totally dominated the ATCC — here at Adelaide he really thrusts the BMW onto the bowl.

Right: Quite a familiar sight these days — Jim Richards smiling while carrying off the trophy.





Above: Right from the start at AIR the second BMW of Chrichton took an unexpected lead by out-dragging the front row.



Centre: Peter Brock scored a maiden win at Sandown in the second ATCC race but it was a lean year thereafter for the newly-sponsored HDT.

Below: Alfa Romeo has been running two cars, for Colin Bond and Alan Jones. Both stirred up the crowds with some great driving — like Bond here kerb-jumping at Sandown.

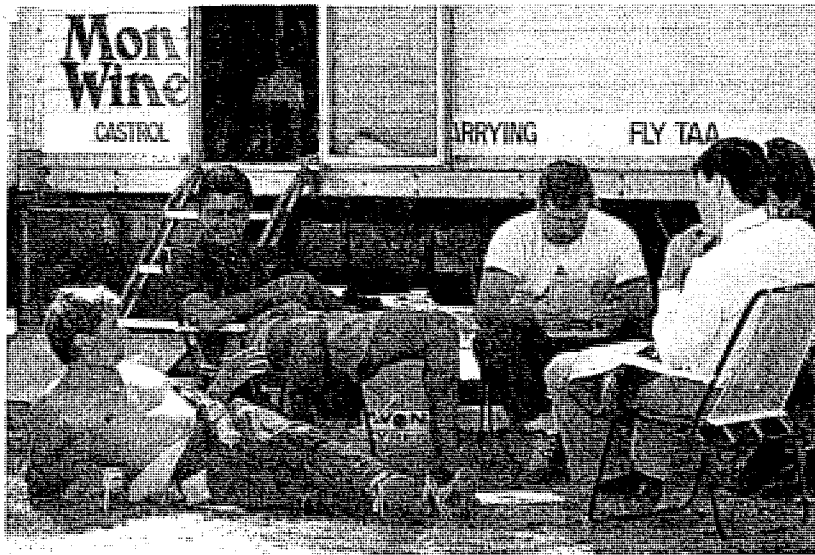


weight. In the true spirit of Group A racing, there were five different makes of cars on the first six rows.

At the start, Brock was in the lead and Jones had nudged ahead of Richards and was making for the inside of Brock's Commodore. Richards made a terrible start, and he was passed by Johnson before the first left-hander. Bond tried to move alongside Richards, but was travelling a little too quickly. He nudged the drivers door of the left-hand-drive Crichton BMW, and both of them spun off into the sand. Richards managed to avoid the incident, but by the end of the first lap he wasn't in the top six. It was Brock ahead of Johnson, Jones, Francevic, Bartlett, Smith, Richards and Keogh, who was flying. Crichton had rejoined the race, but Bond was forced to pit and have the damaged panels pulled away from the tyre. On the second lap, Richards passed Bartlett as Brock extended his lead to a second. Richards continued up through the field by passing Francevic, while Crichton had accounted for Sampson, Arnel, John Smith, then Wilmington and Nelson. Don Smith had retired the Mustang while Brock's lead had increased to two seconds. On the exit to Bosch, Johnson spun letting Jones, Richards and Francevic through before he rejoined. On lap five, Richards snuck past Jones, but Brock was 10 seconds ahead. Johnson then went past Francevic into fourth place.

By lap seven, Crichton had passed Bartlett and taken sixth spot. At that stage, it was Brock from Richards, Jones, Johnson, Francevic, Crichton, Bartlett, Keogh, Nelson and Wilmington. Then John Smith was forced to retire the Sprinter as it was smoking badly. On lap nine, Johnson moved into third place and Richards was starting to gain on Brock. He was chipping away about half a second a lap. With just 10 laps left, he was only 4.1 seconds behind. Bartlett pulled into the pits to change a flat right tyre, and lost one place to Keogh. With seven laps to go, the gap was down to 2.5 seconds, and with five laps to go Crichton passed Francevic. The race was getting very close with the gap shortened to 1.2 seconds on the last lap. Just as things were looking good for Richards, the BMW slew sideways, giving Brock that vital break he needed to win. Third place went to Johnson, followed by Jones, Crichton and Francevic. The pointscore after two rounds saw Richards on top with 48, Jones on 40 and Crichton on 38.

The third round of the ATCC was held at Symmons Plains in Tasmania on March 11. It was to be a very interesting weekend for the established touring car drivers, as they were to see the Volvo of Robbie Francevic emerge as a real threat in the remaining rounds of the championship. Francevic made himself known by taking pole with a time of 1:01.5 ahead of Johnson with a time of 1:01.83. On the second row of the grid was Brock, with former team-mate Richards next to him. Behind these two drivers were Crichton and



Jones. Francevic made the best of the start, and he led the large bunch of cars into the first corner. Second was Johnson, followed by Brock, Richards and Crichton. The Volvo was at home on the Tasmanian track, and Francevic quickly shot away to a six second lead. Johnson tried valiantly to stay in contact with the New Zealander, but the Mustang just couldn't maintain the pace. Further back, Brock had lost out to Richards on lap 14 after keeping the BMW at bay since the start. Once Richards got through, his team-mate, Crichton, climbed all over the back of the 05 Commodore, until he too went past.

Above: The Alfa team hard at work between practice sessions at Wanneroo showing very little in the way of strain or concern as their cars were running with commendable reliability.

Below: Jones, professional as always, chats with the Seven Network crew before the race in WA.

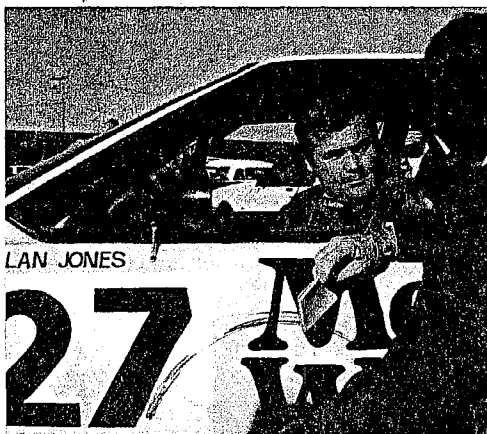
Below right: The tail end of the BMW was just about all anyone saw of Richards all year and at Calder the story was just the same.

Downfield, Bond was just ahead of Jones, with Keogh ahead of the two Alfas. Finally, though, Jones slipped past Bond, and that's pretty much how the order stayed until five laps from the end. The gearlever in Richards' BMW broke, and he slipped back behind Crichton and Brock. Final placings were Francevic from Johnson, Crichton, Brock, Richards, Keogh, Jones, Bond and John Smith.

After three rounds of the ATCC, Richards led the pointscore table on 63, followed by Crichton on 58, Jones 54, Johnson 43, Francevic 43, Brock 42 and John Smith 40. The

fourth round was held at Wanneroo Park in Perth on April 14. Local driver, Tim Slako, was making an appearance in the Rover Vitesse, and his inclusion made the field 12 cars strong. Richards snared pole position with a time of 1:04.61, with Brock 1:04.82, Johnson 1:05.14, with the marginally slower Francevic next to him. Jones and Crichton were on row three, Slako and Bond on row four, and Bartlett and Keogh on row five. Francevic barely made it to the grid on the Sunday afternoon after breaking the Volvo's gearbox that morning. However, Johnson was kind enough to lend the New Zealander one of his spares.

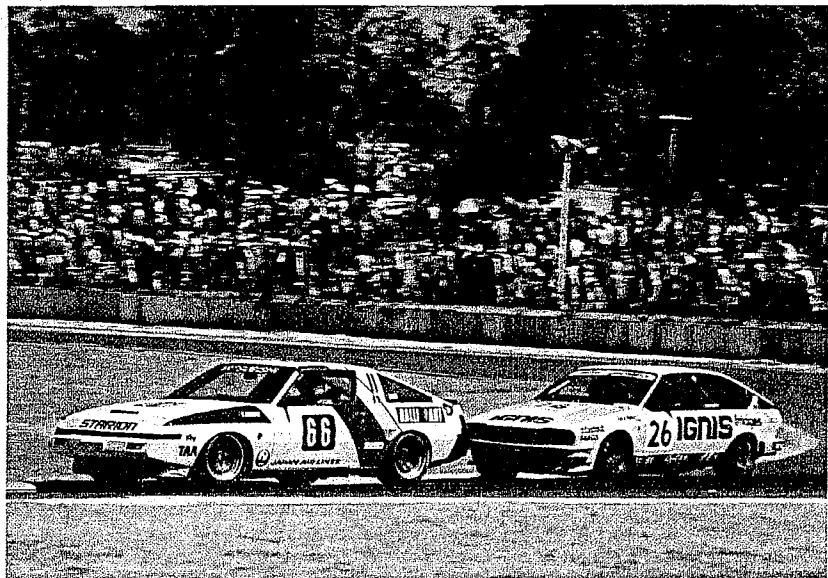
Richards got away to a good start and he led Brock, Jones, Francevic, Crichton, Keogh, Slako, Bond, Bartlett, Smith, Holden and Johnson. The popular Queenslander had got away to a great start before the ignition switch in his car was accidentally knocked off. He fell back to last place. But before the end of the first lap, Johnson passed Smith, Holden and Bartlett, while Francevic passed Jones. Slako pleased his home-town crowd when he got through Keogh, and Johnson continued his move up by taking Bond. On lap four, Johnson had started to gain on Jones, Slako and Crichton, and by lap 10, he had passed all three and was after Francevic. Richards had a gap on Brock of about five seconds, while the latter was ahead of the Volvo by a good 10 seconds. With Francevic appearing to slow, and Johnson now past him, the New Zealander was soon caught by fifth placed Slako, Jones and Crichton. Slako was quickly past Francevic whose Volvo was blowing smoke. On lap 36, the order was Richards, Brock, Johnson, Slako, Crichton,



Jones, Bartlett, Bond, with Francevic well-down in the field. Crichton started to chase Slako and he caught him close to the end. That was the only change to the top seven places, while Francevic took ninth, Keogh was 10th, Smith 11th and Holden was 12th.

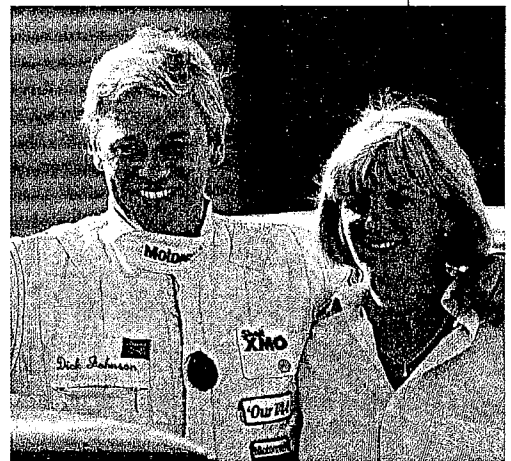
The points table going into the fifth round in Adelaide on April 21 saw Richards still on top with 88, Crichton on 75, Jones on 69, Brock 65 and Johnson on 63. The field was 23 cars strong for the race at the AIR, and there were many vehicles making their debut in 1985. John Smith was there in the new 1600cc twin cam Corolla, Peter Williamson was racing for the first time since Bathurst in his Supra and New Zealand driver, Kent Baigent, had his BMW 635 csi ready for the race. Willmington was back in the Jaguar, Slako in the Rover, and Nelson and Don Smith were there in Mustangs.

Richards set the pace in practice with a time of 59.71. Brock was second fastest with 1:00.41 followed by Johnson on 1:00.66, Francevic on 1:00.68, Crichton on 1:00.97, Jones on 1:01.42 and Bond marginally slower on 1:01.67. Although Richards had pole, it in no way assured him of a good start. Like so many other rounds in the 1985 ATCC, Richards was slow off the mark when the flag dropped, and Brock and Johnson were there to take advantage of this. As they pressed to the left for the best possible line of entry into the first corner, Crichton slipped to the inside of the 05 Commodore and the Mustang to take the lead when the cars got through the turn. As they crossed the line for the first time, it was Crichton ahead of Brock, Johnson, Richards, Jones and Francevic. Richards soon got past Johnson under brakes at the end of the straight, and Brock went by Crichton just before the esses. Early on the third lap Richards passed his teammate who slowing. It was Brock closely followed by Richards and Johnson, and no-one was giving anything away. By lap four, these three drivers led Crichton, Francevic, Jones, Baigent, Williamson, Bond, Willmington, Slako, Bartlett and Keogh. As Francevic headed through the esses, the car's clutch gave out and he was forced to retire. By lap seven, Brock and Richards were half a second ahead of Johnson, who had already notched up the second fastest race lap of 60.86 seconds. The only problem for Johnson was the fact that his tyres couldn't sustain the fierce pace. Back in fifth place, Baigent was trying to catch Crichton, but with little success, and he was being closely followed by Jones. By lap 10, Richards was still looking for a way past the Mobil Commodore, and as the two approached the esses on lap 11, Richards pulled alongside Brock and passed him sitting on the outside line into the off camber. Richards started to pull away quickly, and the gap between Brock and Johnson had grown to three seconds. Further down the field, Smith had passed Bartlett and taken eleventh spot, only to surrender it again to Bartlett on lap 15 because his left rear tyre had started to deflate. The



Above: A really top mid-field dice between Bartlett's Station and Bond's Alfa was one of the highlights of the Wanneroo round.

Right: Just a couple of Queenslanders down south for a holiday... Johnson, like all major teams, did the whole season but an outright win eluded him.



Below: Looking just a little battle-scarred, the green Mustang zips through the new Esses at Calder. Johnson is looking for more power come Bathurst time.





drama continued on lap 24 when Jones locked the brakes on the Alfa at the end of the straight, sending him down the escape road. He returned two laps later after having two left tyres replaced in the pits. This left Bond in the lead in his class, with Williamson a mere three seconds behind. Things didn't change for the rest of the race. Richards took the flag some 3.5 seconds ahead of Brock, who was a massive 13 seconds ahead of Johnson. Crichton came home in fourth place 18 seconds later followed by Baigent. Bond took out victory in class B ahead of Williamson, while Smith won Class A with Price very close behind him.

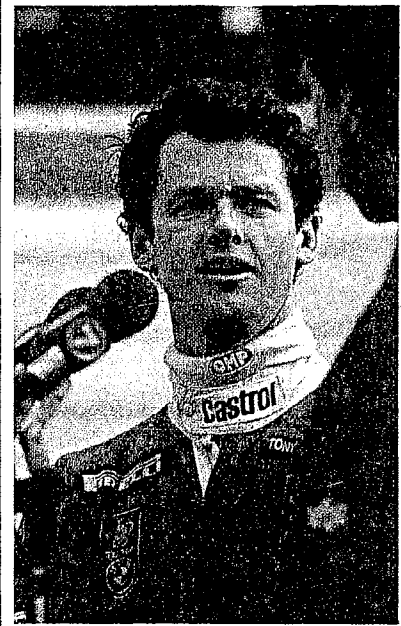
The next round was at Calder Park in Victoria. Richards had taken a stranglehold on the championship and was sitting on 113 points ahead of Crichton on 92, Brock on 88, Jones on 74 and Johnson on 73. Making his first appearance in the 1985 ATCC was Steve Masterton in his new Commodore. For the first time in the ATCC, the Mobil Dealer Team were sending out two cars, with the second Commodore being driven by veteran John Harvey. Brock fronted in the new Commodore sporting number seven on his door. As if to serve notice on his rivals, Brock took pole position with a time of 48.03. Richards tried everything to catch the wily Brock, including several tyre compound changes, but he could manage only to sit beside Brock on the front row after posting a 48.07. Francevic sat behind them with a 48.26, with Johnson a

tenth or two off the pace next to him. Masterton made a welcome debut in the ATCC and he recorded 48.51 to sit on the inside of the third row. Then came Jones, Crichton, Bond and Bartlett, with these four separated by a few tenths of a second.

On race day, teams were making some make or break decisions concerning tyres and compounds. The Mark Petch Volvo Team decided to use the faster Dunlops, while Johnson went with Avons. At the start, Francevic nearly took off too early, then hesitated, allowing Masterton to sneak through into third spot. Ahead of him was Brock then Johnson, with Richards languishing somewhat in fifth. Onto the straight to complete the first lap, Francevic passed Masterton and then ranged alongside the Mustang, only to have Johnson nudge ahead at Valvoline. But the Kiwi was not to be denied, and he blew past Johnson the second time around. Richards was flying, and he had accounted for Masterton by lap four, and he quickly moved past Johnson to take third. Jones was sixth, followed Crichton, Harvey and Bartlett. Shortly after, Masterton came into the pits with a blown left rear tyre, and although he rejoined the race, he later was forced to retire with a diff failure. The first four cars were crawling all over each other, and nobody was afraid to damage some panels to get what they wanted. But by lap 10, things were to change, as Brock went wide at Valvoline and spun to a halt on the inside of the corner.

Above: Tony Longhurst in the works-entered BMW Motorsport 323 at Lakeside. His performance there was a sign of better things to come.

Below: Longhurst starred at Amaro and will partner Richards at Bathurst this year.

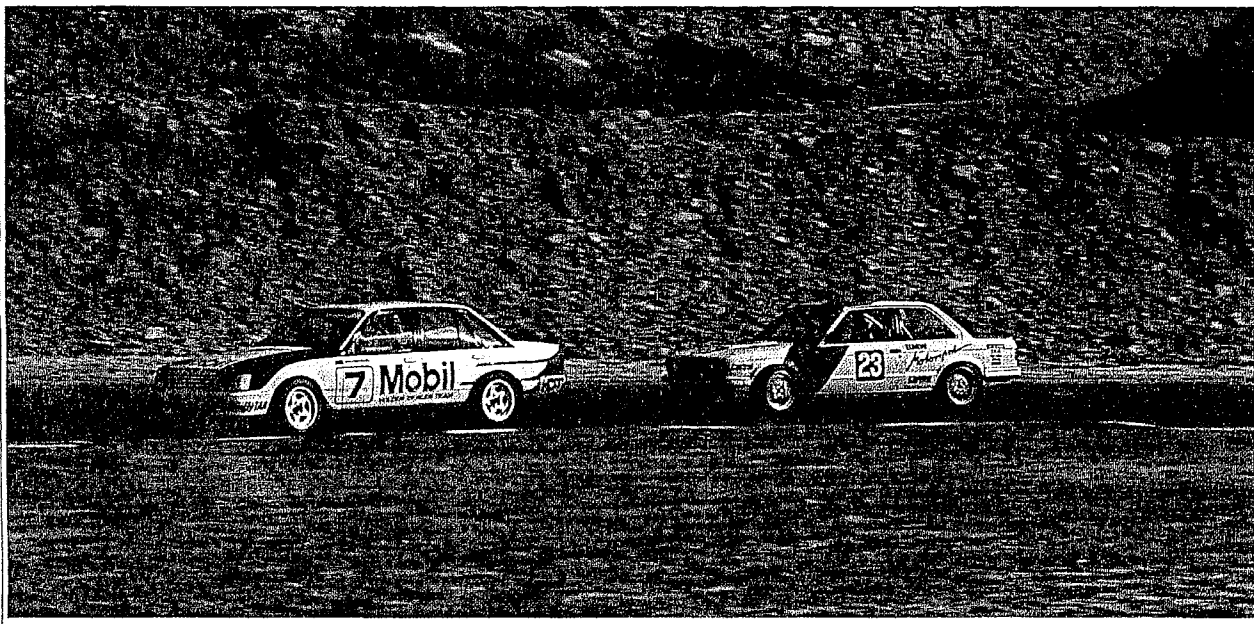


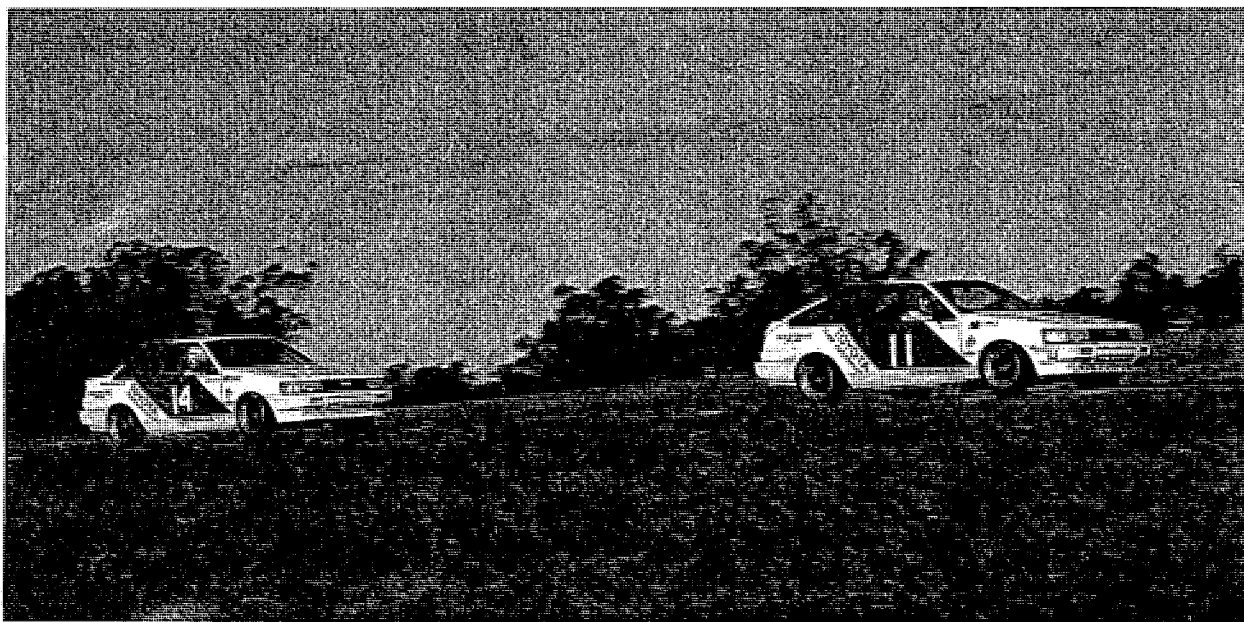
Brock's problem lay not in driver error, but with a deflated left front tyre. After rejoining, the car suffered overheating trouble, and was retired on lap 12. Richards was now in second place and hounding the Volvo. Richards was quicker through the corners and the exits, but just lacked the power where it counted — on the straight. Richards was beginning to get slightly annoyed, and as they left Valvoline, he clipped the rear of the Volvo. The minor shunt slowed the two cars enough to allow the ever ready Johnson to slip by into second place. That was the order for another 10 laps, until Richards finally got past Johnson and then headed for Francevic. So close was the racing that through the esses Richards nudged the rear of the Volvo, and Johnson hit the rear of the BMW. By lap 34, the Kiwi's tyres gave out and he slewed to one side at Valvoline, allowing both the BMW and the Mustang to get by. In fourth place was Crichton who was catching the Volvo, with Jones just behind him. By lap 42, these two got past Francevic with Harvey in sixth, Bartlett in seventh and Jones in eighth. Shortly after, however, Bartlett pulled into the pits complaining of a noise coming from the engine. Francevic had slowed and was to finish well down in the field. At the end of the race, Richards had taken his fourth win in the ATCC, followed by Johnson, Crichton, Jones, Harvey, Bond, Francevic, Baigent, Bartlett and Sampson in a Starion. This victory gave Richards 138 points ahead of Crichton on 112, Johnson on 106 and Jones on 94.



Right: Tim Siako, from WA, raced the Rover at Amaroo and enjoyed a lengthy dice with Crichton, Bond and Baigent.

Below: Tony Longhurst ranges up on a luckless Peter Brock who, in the latter stages at Amaroo was having nasty engine problems.





BMW's large and long-term investment in Australian motor racing finally paid off in 1985 with the Australian Touring Car Championship for Jim Richards.

Round seven of the championship moved to Surfers Paradise, with Richards well and truly ahead of the other drivers on points. The Mobil team entered two Commodores as at Calder the round before, but this time it was Larry Perkins behind the wheel instead of Harvey. The battle for pole position was between Brock and Richards, with the latter winning out with a best time of 1:17.0. Brock was three-tenths slower, while Francevic completed the front row with a time of 1:17.8. Hometown hero, Dick Johnson, was on the second row, with Jones next to him, while Crichton and Perkins sat on row three.

At the start it was Brock, but Richards had made an unusually good jump from the line, and was second to his old team-mate under Dunlop Bridge. By the second corner, though, the expatriate Kiwi was in the lead. The order behind Brock was Francevic, Johnson, Perkins, Crichton, Jones, Williamson and Bond.

Storm clouds had begun to loom overhead, and rain looked as inevitable as another victory for Richards. It wasn't long before Brock was forced to deal with the advancing turbo Volvo, although it took Francevic a few attempts to get past the Commodore. The rain finally came, and it caused havoc almost immediately. Williamson had a huge lose in the Supra, but he managed to avoid hitting anything. Johnson who had started to catch Brock, was slowed by the rain, as was Francevic who had been trying very hard to bridge the gap to the BMW. The only one not affected by the rain as usual was Richards. Further back in the field, Crichton began to challenge Perkins for fifth spot. It was to be a

short dice, as Crichton was quick to get past the Commodore. Toward the end of the race, Francevic had gained slightly on Richards, but at no stage did he look like a serious threat. Brock took third spot ahead of Johnson, Crichton, Perkins and Jones. The under-two-litre class win went to John Smith.

The points table alone was evidence enough of Richard's domination of the ATCC. He now led with 163 points, followed by Crichton on 127, Johnson on 123, Jones on 116, Brock on 105, and Francevic on 95.

The eighth round of the ATCC remained in Queensland, at Lakeside. Home town advantage has little place in motor racing, and Johnson could ill-afford to comfort himself with the knowledge that most of the crowd would be cheering for him. Like the other drivers in the race, he was concentrat-

ing on keeping the black Bimmer of Jim Richards behind him. The front rows of the grid were, as usual, occupied by Richards, Brock, Johnson and Francevic. At the drop of the flag, the ATCC points leader was left for dead as he dropped back to fifth spot at the first corner. It didn't take long, however, for Richards to move up through the field. He passed Francevic, Perkins and then Brock to get into second place. Shortly after, Perkins dropped out of the race to leave Brock fending off the Volvo.

Above: Formation flying, Toyota style. The works-entered Sprinters scored well in all 10 rounds and proved very fast indeed.

Below: Although dogged with mechanical problems, Peter Williamson's Supra has race-winning potential in the future.





Left: One of the first privateer Commodores in Group A was the Steve Masterton car. It was on the pace but suffered mechanical problems in the ATCC.

Centre: An interesting study in sponsorships at Sandown as the Mobil and Castrol presence compete for attention.

Bottom: In his second Australian race, Crichton proved the Winton result wasn't a fluke when he ably backed up Richards at Sandown.

At the halfway mark of the race, Richards slipped past Johnson and was never headed for the rest of the race. Further down the field, Jones, Crichton and his team-mate Tony Longhurst in the 323 were having a great duel for the minor placings. The problems with handling that plagued Francevic at Calder, came back to haunt him at Lakeside. After challenging Brock for third spot for a handful of laps, the Kiwi was forced to drop off the pace and content himself with fourth.

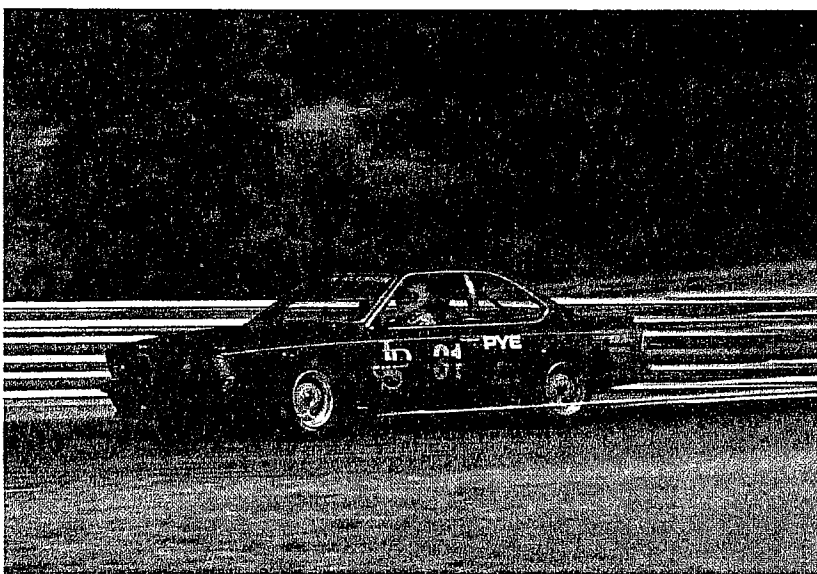
Richards notched up yet another win completing the 35 laps well ahead of rivals Johnson and Brock. Jones took out fifth, followed by Crichton and Longhurst. Richards stormed further away on the points table to lead with 188, with Johnson on 146, Crichton on 140 and Brock on 128.

The only hope left for the other competitors by round nine was that Richards would decide to immigrate back to N.Z. But that was about as likely as St. Kilda winning the VFL premiership in the next 20 years. The JPS machine was running like clockwork, with an air of efficiency and sense of purpose most observers had previously seen only from the MHDT.

And so they turned up to Amaroo Park like lambs to the proverbial slaughter, with the black Bimmer gratefully accepting the role of the lion. But Colin Bond wasn't about to let Richards have everything his own way, and he shocked all those present with a blinder of a time to take pole position. However, it was to be a futile gesture as Bond's little Alfa Romeo GTV6 lost ground at the start to the bigger and more powerful cars. Richards, too, got off to a poor start, but everyone knew it wouldn't be long before he hit the front, which he did on lap 15.

Always the bridesmaid it seemed, during the 1985 ATCC, defending champion Dick Johnson had the lead stolen from him by the storming Richards, and although he tried hard all day, had to be content with second place. Peter Brock, having an unhappy year, dropped down the field late in the race after his Mobil Commodore began to have handling trouble. Robbie Francevic posed no threat at any stage and he retired early on lap 10.

After 52 laps, Richards took the flag from Johnson, Longhurst, Bond, Brock and David Parsons, who had piloted the second Mobil Commodore. Richards had well and truly clinched the title, and the last round of the ATCC was now a mere formality.



A technical look at Group A

Just what is Group A racing all about and what does homologation mean? Brad Leach, editor of Chequered Flag magazine has followed the ATCC around the country, he clears the air....



Even in early autumn, Symmons Plains in Tasmania was a cold place. But in the gathering gloom of the final qualifying session for touring cars, there was a warm feeling in the pits as teams and even other drivers stopped to watch Alan Jones going for it.

Over the last hump at the back of the pits, the number 27 Alfa Romeo took a giant leap to the right. But the throttle never lifted, the red gloved hands flashed on plenty of left correction as AJ kept right into it before jumping on the brakes at the last moment for the left hander.

And this action went on lap after lap at circuit after circuit throughout the country as Jones chased the ATCC before packing his Stand 21 overalls and returning to Grand Prix racing.

Television audiences sat glued to their screen as ATN-7 brought all the action from around Australia in an excellent telecast package. And contrary to the old promoters' adage that live TV limits crowd sizes, circuits reported record-smashing attendances.

Touring cars have long been the major attraction of local racing, but this year was exceptional. Far from ignoring the new Group A cars, race fans returned to the sport in large numbers and were pleased

with what they saw.

No longer was it Holden versus Ford. There was this black BMW that handled every form of opposition that was thrown up and there were two screaming Alfas that were always a threat. And then along came a Volvo that knocked them all off in Tasmania and at Oran Park. Dick Johnson's Mustang consistently came closest to toppling the BMWs, and Peter Brock — always competitive — also chipped in with a win.

Touring car racing had received a transfusion, and the blood type was Group A.

"The thing about Group A," Alan Jones noted at Winton, "is that it is an international formula, so there will be several cars capable of winning any race — no-one coasts along with his arm on the door — and the cars look good, they move around and are visually exciting." But for race fans conditioned to a solid diet of Group C regulations, the swing to new international rules was, to say the least, confusing. And to the governing body — CAMS — and the scrutineers around the country, the introduction of Group A regulations caused a lot of work.

At each ATCC race, a different item was checked. Minimum weights were strictly policed and engines stripped regularly. Championship winner, Jim Richards, had

the engine removed from his BMW after the final round at Oran Park. The multi-thousand dollar unit was stripped and measured to ensure it complied with the regulations.

So, just what is Group A, and how does it compare with Group C?

If this were a tyre commercial one could say they are as different as chalk and cheese. Externally, Group A cars appear closer to their standard production road car brothers. Gone are bolt-on fibreglass mud-guard flares and the ground-hugging spoilers of Group C days. Engine output is reasonably restricted and parts must be sold by the original manufacturer. There are no 'hot-rod' bolt-on performance items.

Where Group A departs radically from Group C is in the 'non-production' area. Axles, brakes and suspensions are very advanced, but the world governing body of motor sport — Paris-based FISA — keeps a strict control on components eligible for each vehicle.

"What you have is an engine that is more reliable because it is not too highly stressed, and a car that handles and stops very well," CAMS Competition Chief, Tim Schenken reported.

To keep the regulations in key with production cars, FISA co-ordinates an elabo-



rate system of official recognition paperwork that centres around actual numbers of vehicles that roll off production lines. This system differs clearly from Group C procedures which permitted the famed 'Bathurst Specials' to become eligible for racing in September. Fuel-injection peripheral-ported 13B Mazda RX7s are not common on Australian highways.

"Gone are the days when General Motors could jack-up a windscreen wiper, build a car under it and race at Bathurst. This is a numbers game. If you can build the num-

bers, you can race the car — it's as simple as that. But you've got to build it to race it," was how BMW team manager Frank Gardner summarised the Group A regulations.

Gardner's barb was aimed at the old Group C rules which saw cars race at Bathurst which neither love nor money could purchase in a showroom. The minimum numbers of vehicles required to be built within 12 months to achieve recognition with FISA is 5000. Once the car is built in sufficient numbers, it can be homologated — word of the year in motor

racing circles — for Group A racing.

Local manufacturers — Holden in real terms — are currently granted a major concession by CAMS. Commodores can be homologated with a minimum number of just 1000 vehicles. Significantly, this means Commodores are local specials which currently could not race internationally — they are not yet recognised by FISA as Group A cars. However, this was the only concession granted by CAMS.

"It's like joining a golf club," Schenken said. "We lowered the entrance fee for GM-H, but once in there you must abide by the rules."

In any case, there will be no new homologation of local cars from January 1, 1986. And Australia will be pure FISA Group A from 1987. Applications for homologation can only be made by motor manufacturers. And initial papers to homologate a vehicle are lodged with the motor sport controlling body in the country of origin — CAMS in Australia.

After the papers have been stamped by the local governing body, they are submitted to FISA in Paris. Once in France, the papers are circulated to the 10-man Homologation Committee and some FISA representatives. The application is then tabled at the next meeting of the Homologation Working Party.

A similar process is worked through for applications for new parts, however, there are some non-minimum number areas — such as suspensions and brakes. These are still homologated or recognised by FISA

The case of the missing Skyline

There will be a very familiar color scheme missing from the James Hardie this year — the red, white and blue of the Nissan works team that last year put the first Japanese car on pole position at Bathurst. This great reward for four years of hard work didn't bring a Great Race win for Nissan's team manager Howard Marsden and crew, for the Bluebird turbo, a unique Australian-formula car, had always been very fast but notoriously unreliable despite unremitting development work and a substantial budget.

This year it was going to be different. The 1985 car would be a brand-new Group A Skyline turbo, developed by the Marsden race operation at Dandenong and FIA homologated for Group A internationally using mostly Australian-designed componentry. It was a real feather in the cap. Unhappily, it didn't happen. Nissan in Japan failed by only a few weeks to make the date for filing homologation applications for August 1 ratification. The project now has shifted its target towards a debut in the first (February) round of the 1986 Australian Touring Car Championships.

The project began in April-May of 1983,



when Marsden was briefed on the new RS turbo Skyline. He was confident CAMS would decide (as they did at the end of the year) to go for Group A to replace the Group C improved touring formula. "Group A is intelligent because it helps them with things that break but is rigid on

the money areas — cam, wheels, weights and so on. In short, it leaves the cheater areas free. It also enables CAMS to handball problems to the FIA", says Marsden.

The Skyline has a direct lineage back to the Prince Skyline, two of which ran at Bathurst in 1968. This is through designer

before they are eligible for racing.

Dates are important, but with the flurry of new homologations expected for the upcoming World Group A Touring Car Championship, there could be 12 recognition periods next year.

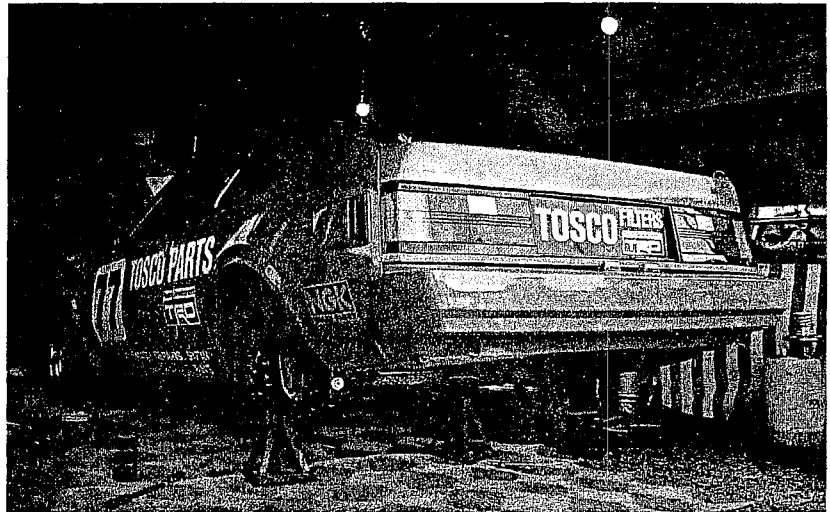
"FISA may recognise part-builds for homologation and a car can be raced from the first of the next month following the production inspection when numbers are checked by a FISA representative," Schenken said.

Volvo have been questioned about the numbers of its latest model homologated for racing. According to the European press, the sporting evolution models — an updated model for racing — were shipped to America for sale, but encountered American compliance problems and were subsequently shipped back to Sweden. At this stage, the impact of this withdrawal from sale on the homologation process is not clear. There were also questions raised by FISA on front suspension mounting points on the Volvo.

Applications for homologations of cars or parts are not always plain sailing. Ford made some mistakes when applying for new Mustang engine parts that cost Dick Johnson about 30hp during the ATCC.

"Of any 10 homologation applications going to FISA, I would say one is passed, eight are suspended because the paperwork is not complete or needs tidying-up by the manufacturer, and one is rejected because it is outside the regulations," Schenken said.

In many cases, a manufacturer may not



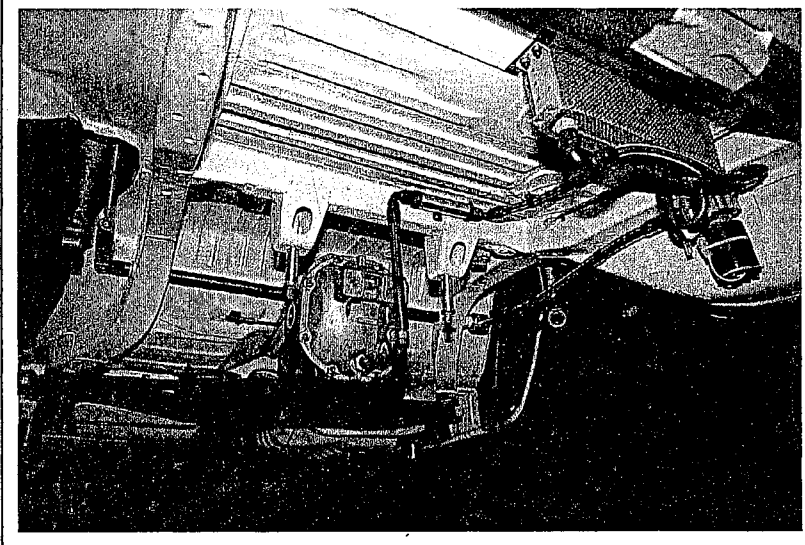
have the expertise to handle homologation applications within its corporate structure and may rely on outside assistance. For instance, Jaguar-Rover homologations are handled by Tom Walkinshaw Racing, while Peter Brock takes care of business for GM-H.

There are currently two homologation periods in Australia — two dates on which new cars or components become eligible for racing. With full FISA Group A regulations, new dates will be adopted and one may be September 1. But this does not mean a return to 'Bathurst Specials'.

"Only certain non-production items

such as axles, gearboxes and brakes may be homologated for an existing car, so there will be no sudden additions of fuel injections, for instance," said Schenken. "At each period, more refined parts such as improved gear ratios and new camshafts can be homologated under sporting evolution guidelines, but not wholesale new cars without the base numbers."

Schenken stressed that FISA does not act like NASCAR Stock Car rule makers in seeking to make all cars equal in using ballast. Some minimum weights are used to maintain the class structure but not as a means of handicap.



Sakurai, Japan's Colin Chapman, whose first post-war car in 1948 was based on his work in aircraft design. He conceived the RS sports cars, one of which ran in the Surfers 12-Hour, but the works project was canned in 1973 when the "oil shock" started to bite. Sakurai, now nearly 60, was

the first man to put a race track (Fuji) on a computer simulation.

Skyline established a strong sporting name in Japan but the Prince company lost money and was absorbed by Nissan. This produced more commercial cars, like the model known as the 240K in Australia. But

the Skyline image had to be refurbished and the new RS was the answer. It fitted neatly into Nissan Australia's forward product planning, in which by 1986 a new Skyline model would take over from the Bluebird, which had had quite good sales results but a generally poor reception from the motoring press.

The Bluebird race project, which started in 1981 with the idea of beating the two-litre Toyota Celica, was always a marketing tool for Nissan Australia. Its first James Hardie grid position that year was 2mins 32.8secs in the hands of Hasemi/Hoshino; George Fury's 1984 pole spot was an amazing 19 seconds faster. The team finished up with staggering specific output from a 1770 cc two-valve poor-breathing engine that wouldn't rev much beyond 7200. All the power came from the turbocharger installation. The one they ended up with was designed for 109,000 rpm and was delivering 155,000 with exhaust manifold temperatures of 1100 degrees C; oil boils at 360 degrees. However, in the last six races of its life the Bluebird did not have one turbocharger failure, so the team had patently developed a high degree of turbo expertise.

The Bluebird project was one giant and continuous learning curve, with one car under constant testing and development



"By going all-out for FISA Group A and producing 5000 cars, I think Holden can get rid of its knockers about local concessions and Peter (Brock) can take his cars abroad to race in the World Championship", he added.

The most recent recognition date was August 1 — just prior to the first round of the Endurance Championship at Amaroo Park. From that date cars as they will appear at Bathurst became eligible for racing.

The Holden Commodore racing plan became complicated when factors outside

the control of Brock's HDT operation prevented completion by the deadline date of the required 500 cars to comply with a sporting evolution model update. So, from August 1, 1985, Commodore drivers can race one of two models.

The vehicle which raced the ATCC remains eligible — the 5-litre model with four-speed gearbox, carrying ballast to make the minimum weight of 1400kg for over 5-litre cars. Or, teams can fit the new 4987cc engine, bringing the car under 5-litres, and allowing the car to shed 75kg. The package also included the five-speed

Getrag gearbox as used by BMW and the Ford Mustang.

"The new car will be good for about 300hp, which is about 10 less than the 5-litre car," Brock conceded. "The capacity has only been reduced by 20cc but with smaller valves it will also have less torque. With improved gearing from the Getrag box, the car will probably lap Mount Panorama in 2m 20s. The good thing about Bathurst with these Group A cars is we will be able to run flat-out for the whole distance without the cars disintegrating."

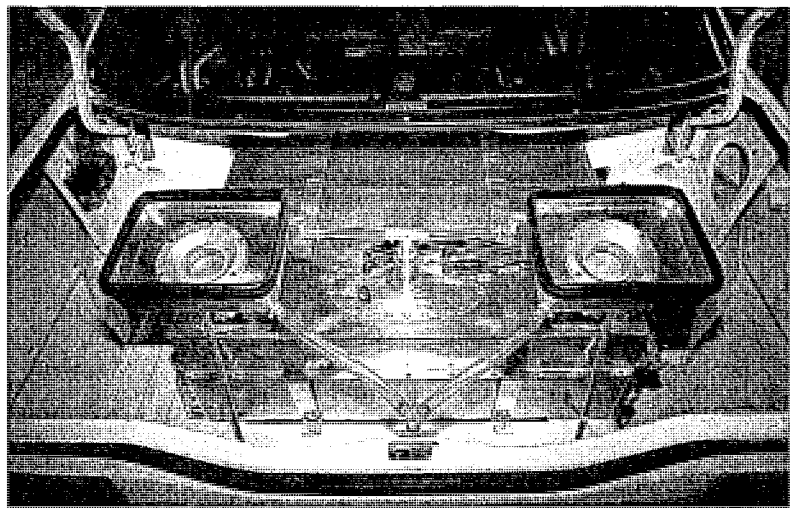
So, while the Commodores will be more competitive, by far the biggest gains from the August updates went to Volvo. The Swedish turbo was never short of power, but scored an additional 40hp from a Generation 3 engine which boasts water injection and computer engine management system.

Controversial front suspension was also on the Volvo update list — it is now fully-adjustable, rose-jointed and is of tubular construction. Lightweight front struts were also homologated. At the rear, Volvo gained aluminium suspension, lightweight hollow axes and an aluminium/carbon fibre differential. The new differential was fitted for the first time to Robbie Francevic's Mark Petch Racing Volvo at Sandown for the Castrol 400.

But the handouts didn't stop there. Also in Volvo's package were bigger 13-inch diameter brakes all round, with huge calipers for the front. A hollow steering shaft and alternative steering rack ratios along with lightweight aluminium tower tops for

and the fine adjustments being built into each race car for the next event. They were not allowed to O-ring the head, so they had to learn to do it with the head gasket, which was thought impossible. They had to find original solutions to almost everything, particularly the handling. Says Marsden: "One of the secrets of the Bluebird was the Group C solution to the BMW problem of low-pivot swing-arm handling, but we had to do it ourselves because unlike BMW we got no advice from the factory". Marsden is still close-mouthed about what exactly made the Bluebird handle — because he will be using similar solutions with the Skyline — beyond saying that they raised the roll centres and developed their own oil formula for the dampers in conjunction with the Avon A1.1 tyres.

The Bluebird was a logical marketing weapon because of the poor name of the 180B and 200B models that followed the legendary Datsun 1600. As well, Nissan Australia knew it would be going to turbos like the EXA, the ET and the Patrol and the parent company had the lead in turbo technology in Japan. The third reason was the name change of the corporation from Datsun to Nissan. In fact, the name of Nissan appeared on the race car for the first time in 1981 without the permission of the



Australian management, who were then opposed to the name change. However, the company decided not to go to the considerable expense of having the car built for Australian Design Rules, because the smaller turbos were positioned better in the market.

Marsden's plan for the new Skyline race cars was to bring in two complete vehicles, strip them back to shells, and have one ready for testing at the end of April. Originally he had intended to run one car in plain white colors in unofficial practice at the last two rounds of the Australian Touring Car



further weight saving.

Such attention to detail is compulsory for the total package to add-up to the desired race car. Volvo team boss Mark Petch — who always plays his cards close to his chest — went to Europe in July to ensure delivery of the new parts and his new car in time for the Bathurst enduro. He was all smiles before the Better Brakes 300 at Amaroo Park.

The Ford Mustang received, on August 1, the parts requested but knocked-back in January because of paperwork errors. As with the majority of manufacturers, Ford

received bigger brakes and a swag of ratios, a roller camshaft, increased valve lift and tubular exhaust headers.

"Despite the rumors, I'd be rapt if all that added to 30hp extra. I need all I can get," Dick Johnson commented. "What does happen is that the power moves further up the range and those new ratios will be handy at Bathurst."

Peter Williamson's Toyota Supra has been knocking on the door for a 3-litre class win during the latter half of the year, and the Supra received six new differential ratios on August 1. Gearing has been a problem for the Supra with its straight-cut gearbox, and the new ratios were warmly received. The car also gained 12.5in. brakes all round with larger calipers on the fronts, mudguard flares and a new rear spoiler which is already on sale in America. The car looks good with 240hp from 1040kg, five over the minimum.

Alfa Romeo's Alfetta GTV V6 — to be replaced next season by the 1.8-litre turbo Alfa 75 — still has a competition career in Group A rallying, and it was for this reason Alfa Romeo's homologation applications was purely for a stack of differential ratios. However, one of the ratios approved just happens to be suitable for Bathurst and, according to Colin Bond, it will certainly help the car around Mount Panorama.

Two litre class kings, Toyota Team Australia, applied through Japan for 2-litre-size tyres for the 1.6-litre Corolla. This was refused, much to the disappointment of John Smith who reckons the 'bicycle' tyres compulsory for the car limits its performance by up to two second a lap at

Bathurst.

"We applied for a few things as we are doing the pioneer work sorting the suspensions and things," team manager Tony Niovanni explained. "But all we got was front and rear spoilers."

The manufacturer who gained least from the August 1 concessions was BMW. The all-conquering 635csi is virtually at the end of the line in terms of development and, unless the German parent has a change of mind, the smaller 3-series model will become the race car for 1986 and beyond. "No, BMW didn't apply for anything, so we didn't get anything. What you see is what you've got," Frank Gardner mused. "The road to Bathurst is just a question of constant development and refinement. We are testing every week and we can pick up a little bit here and there with suspension and things."

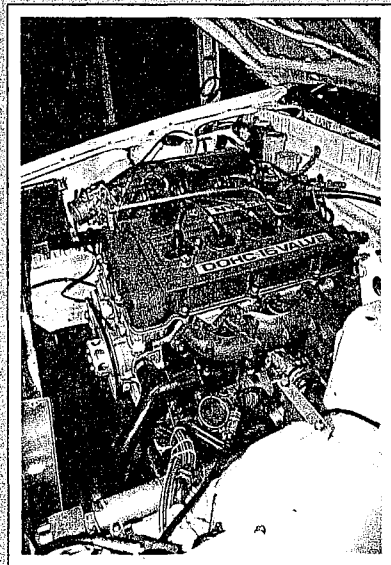
Latest reports from Europe suggest BMW may indeed abandon development of the 323 in either turbocharged or normally-aspirated form in favor of further updates to the 635. The recent 1-2 result for the 635 at the Spa 24-Hour race confirmed the car remains competitive.

Group A has provided the launching pad for some excellent touring car racing during the year. With rounds of the World Group A Touring Car Championship scheduled for Australia next year, the excitement may have only just begun.

And through all the excitement and huge crowds and full grids, you have to take a step backward every now and then and remind yourself that this is only the first season for the new rules.

Championship, then debut it in the first endurance race at Amaroo Park on August 4.

"Our development was on schedule", says Marsden. "In fact Nissan enthusiastically



embraced Group A. The problem was that Nissan head office had moved its motor sport activities outside the company, and its internal motor sport program was being wound down as we were moving in to schedule homologation. There was some disorganisation. It's fair to say that head office misread the Group A situation and was concentrating what efforts it had left on Group B rally and Group C sports cars. So we were late in getting the two elements to work together."

All the Australian homologation work has in fact been accepted, and the first race car which will make its debut at Fuji in November, will be using all the Australian components. These include a Holinger gearbox, with quick-change features, entirely re-designed rear end with National springs and Australian valving for dampers, bushings and adjustable suspension specifications. Marsden's operation is casting and exporting the uprights and hubs. They designed their own air flowed wheel castings for Cast Alloy (formerly Globe), to get some downforce, maximum wheel width and a 10-inch tyre bag.

The Australians had to translate most of the homologation specifications for submission to the Japan Auto Federation, then

FISA, then CAMS, even to the point of doing their own drawings of local designs like the roll cage. The engine is the same type as in the 1978 Stanzas, but the Japanese engineers said it wasn't possible to match Australian heads with the bottom end. Not only has that happened, thanks to Australian lateral thinking, using a rubber cam drive belt, but the engine that bears a distinct resemblance to a BDA Cosworth has been run in a mule rally Stanza to 9000 rpm on relatively low turbo boost.

The Skylines now going together in the immaculate Nissan race workshop are beautifully-made, with some lovely hand-fabrication of delicate suspension bits, built-in air jacks, fluid-resistant rear bulkhead and quick-removal hubs and brake units. The components being made here and exported actually gain export credits as part of the Federal Government car plan, because they are going onto a minimum of 5000 units in Japan.

Marsden says their Skyline — there will probably be others imported from Japan race-ready — will not hit the bitumen until it's ready. "We are not going to race until we have got our act totally together. Nissan in Japan is now very impressed and more ready to make the system work properly"

The 1985 Rookies

Because of the enormous changes wrought in the infrastructure of Australian racing by the change to international Group A, there will be some familiar faces missing and a lot of new ones at the Mountain this year. Mind you, some of the so-called rookies are fairly tough old campaigners, as you will see....

The 1985 James Hardie 1000 sees the largest component of drivers making Rookie Of The Year award. BFT Publishing Group, publishers of the official annual book of the race, have always – out of convenience, more than anything else – classed a driver as a starter if they complete official practice.

However, this year the ARDC has ruled a driver must have completed one full race lap to qualify as a starter – and therefore the ROTY Award. It may seem strange, but the same measurement has always applied to Indianapolis, so that Jim Clark, Jack Brabham and Graham Hill were all classified as rookies on their debut there, even though all had won at least one World Championship. So we suppose it is only fair and just.

Thus Walkinshaw can be said to be the best-qualified rookie this year. Not far behind him will be his frequent European co-driver Win Percy, widely held to be second only to Walkinshaw in the UK saloon ranks. Percy was at the James Hardie last year, and for a day or so there was chat about him getting a seat in either the Roadways or Stuyvesant second cars (he had brought his licence and race gear) but nothing happened. Percy and Walkinshaw in a Jaguar would just have to be a short-priced favorite for pole position, although 1000 kilometres of hard racing may tell a different story.

David Oxton



Another interesting entry is Venezuelan Johnny Cecotto and Italian Roberto Ravaglia in a Schnitzer-prepared works BMW 635 CSI entered by Gould Motorsport, the operation of expatriate Australian Greg Siddle, manager of Nelson Piquet and Roberto Moreno and good friend of Bob Jane. Siddle had Lauda and Piquet pencilled-in for this car until the date of the European Grand Prix at Brands Hatch was switched to October 6 and thus clashed with Bathurst. Ravaglia is little known to Australians, but Cecotto, who turns 30 next January 25, was a brilliant motorcycle racer until going onto four wheels. He drove in nine Formula One GPs in a Theodore in 1983 and another nine last year with a Toleman-Hart, his best a sixth place and one championship point in the 1983 USA West GP. A major crash early this year has kept him out of F1.

The three Volvo works drivers also are experienced rookies. Gianfranco Brancatelli started in Formula Three in Italy and joined the Volvo Europe team for this season. Thomas Lindstrom, also from the successful Volvo Europe team, has been racing Volvos for more than 10 years, but made a conspicuous debut in ETC racing when he won at Monza last year. Ulf Granberg, from the other works team, Magnum Racing, based in Sweden, started on a motorcycle in his teens and came up through the competitive ranks of racing street standard Volvos. In 1984 he joined

Brad Jones



the team for its first attack on the ETC, and won the Zolder round for Volvo with co-driver Robert Kvist.

Of the other internationals the least-known to Australians might be West German Klaus Niedzwiedz, entered as co-driver for Rusty French in a Sierra 2.3 Turbo. A contracted Zakspeed driver, he was been running a Sierra this year, and the 16-valve four is being built for Bathurst by Zakspeed. Niedzwiedz (whose name is certain to give TV commentators some trouble) started in Formula Three, is now in his mid-twenties, and drove a Porsche 956 for the Kremer team at the Hockenheim WEC round on July 14 this year. However, English Rover Vitesse rookies Barry Robinson and John Jeffries are even less well-known to Australians than Herr Klaus.

There are twelve New Zealand rookies entered. The best-known is undoubtedly the surprise newcomer to the Mobil Holden Dealer Team, David Oxton. Oxton, 39, from Auckland, has driven Formula 5000 cars in Europe, Formula Atlantic in Canada, and Formula Pacific (Mondiale) in New Zealand and Australia. He ran in two Australian Grands Prix at Calder in Australian F1 Ralt RT4s. However, most enthusiasts would best remember Oxton for his uninhibited handling of Formula 5000 cars in the Tasman series of a decade ago. He bobbed up in the points score with a Lotus T70 in 1971, finishing fourth in the opening round

Johnny Cecotto



at Levin. Chris Aron took over that car and Oxton found himself in the STP Team's unreliable March F1 car. For 1972 Oxton moved to a NZ-built Begg FM4 Chevrolet, finishing eighth in the series pointscore. With the same car, updated, in 1973 he didn't do nearly as well, missing the Australian rounds, but the 1974 series, now carrying the name of Peter Stuyvesant, found him with a new Begg FM5 Chev; he scored a third, a fourth and a fifth in such illustrious company as John Walker, Graham McRae, Frank Match, Max Stewart, Warwick Brown, John McCormack, Graeme Lawrence, Peter Gethin, and Teddy Pilette in what was a golden year for the big five-litre V8s.

Since he started racing at 17 in 1964 with his father's Daimler SP250 sports car, Oxton has driven many different cars, mainly on a limited budget. However, he was won the NZ Gold Star four times, the FIA Pacific Championships and the Aurora AFX International Series. His last F5000 car was a Chevron B29, followed by a B34 for the NZ Atlantic formula, then full Pye sponsorship for his RT4. Since 1982 most of his racing has been in touring cars. He co-drove with Brock to win two out of three rounds in the 1982 NZ Benson & Hedges production sedan series in a Commodore. In testing at Calder in a mule Commodore early in August, he was consistently only 0.2sec slower than Brock.

Of the other Kiwis, names like Kent Baigent, Neal Lowe, Neville Crichton, and Ray Smith are just starting to become known. Technically speaking, of course, Robbie Francevic is also a rookie, for while he has practised at Bathurst he hasn't run any laps in the Great Race.

Certainly the most familiar of the Aussie new faces will be Andrew ("Mad Andy") Miedecke, whose press-on style in an AF1 Ralt is well known to a couple of other driv-

ers in this year's race — notably John Smith and Charlie O'Brien. Miedecke, a Port Macquarie (NSW) car dealer, is now going on 37, and has been in and out of AF1 racing since 1981. He started in 1973 in Formula Ford, went into F2 for 1975-76, and in 1977 went to England to drive in F3 but ran out of money. He bought a car for the new Pacific class, but in 1979 had a serious crash in NZ, breaking both legs and retiring for four months. He changed to a March and won the Malaysian Grand Prix, then to a Ralt RT4 for the new AF1.

Of the other Australian rookies for this year, probably the only names that will ring a bell with most will be those of Brad Jones, Mike Minear, Drew Price, and Ken Lusty. Jones, seen by many as a possible new star in the mould of David Parsons or Steve Harrington, is originally from Albury but has been in the real limelight only once, when he was entered as co-driver for Bryan Thomson in the Mercedes-Benz GT in last December's WEC round at Sandown. Minear, who set up the team that took a swatch of long-distance records with the Volvo 360 GLT at Surfers two years ago, has been campaigning that car in Group A form in 1985, but has been a tail-ender while waiting for new homologation to come through for more power, less weight and bigger rubber. Drew Price is a former Australian kart champion making his debut as a very promising co-driver to John Smith in the works Corolla, and Ken Lusty is a cousin to the Swan Hill (Vic) team of Graham and John Lusty, whose Lusty Engineering finished a commendable 13th outright in their joint rookie year in 1984.

Here is the list of rookies from the initial entry acceptance list as this magazine went to press. Remember that there are inevitably changes to that preliminary list, as TBA gaps are filled, drivers change, and entries are withdrawn.

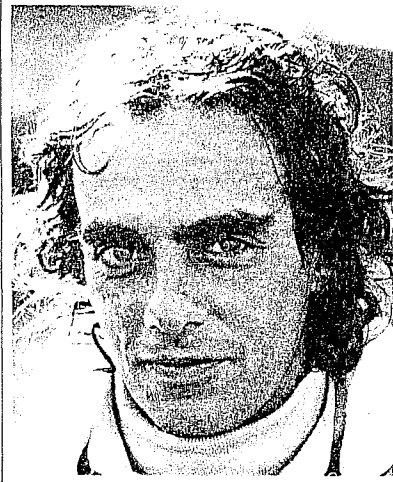
From overseas:

- Tom Walkinshaw (UK)
- Win Percy (UK)
- Klaus Niedzwiedz (West Germany)
- Barry Robinson (UK)
- John Jeffries (UK)
- Johnny Cecotto (Venezuela)
- Roberto Ravaglia (Italy)
- Thomas Lindstrom (Sweden)
- Ulf Granberg (Sweden)
- Gianfranco Brancatelli (Italy)
- David Oxton (NZ)
- Robbie Francevic (NZ)
- Neville Crichton (NZ)
- Ken Baigent (NZ)
- Neal Lowe (NZ)
- Ray Smith (NZ)
- Graham McGregor (NZ)
- Glenn Clark (NZ)
- Graeme Bowkett (NZ)
- Wayne Wilkinson (NZ)
- Bruce Anderson (NZ)
- Wayne Anderson (NZ)

Australians:

- David Ratcliff (NSW)
- Ray Ellis (Vic)
- Andrew Miedecke (NSW)
- Simon Emmerling (WA)
- Trevor Hine (WA)
- Ken Davison (NSW)
- Wally Kramer (NSW)
- David Thomas (NSW)
- Barry Raith (Qld)
- Brad Jones (NSW)
- Tomas Mezera (NSW)
- Mike Minear (Vic)
- Paul Elliott (Vic)
- Drew Price (Vic)
- Ken Lusty (Vic)
- Gregory Crick (Tas)

Gianfranco Brancatelli



Roberto Ravaglia



Thomas Lindstrom

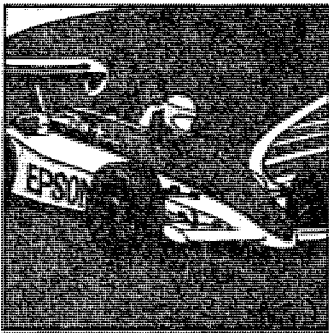


1985 James Hardie 1000 – Mount Panorama, Bathurst 6th October

Entry List

CAR No.	ENTRANT	DRIVERS	CO-DRIVER	CAR	CAPACITY
CLASS C – OVER 3000 cc					
1	JPS TEAM BMW	Jim Richards (VIC)	Tony Longhurst (QLD)	BMW 635csi	3430
2	MASTERTON HOMES PTY LTD	Stephen Masterton (NSW)	Bruce Stewart (NSW)	Commodore	4980
3	H.K. BAIGENT	Kent Baigent (NZ)	Neal Lowe (NZ)	BMW 635csi	3430
4	I.M.B. TEAM WOLLONGONG	Peter McLeod (NSW)	Graeme Bailey (NSW)	Commodore	4980
5	MOBIL HOLDEN DEALER TEAM	Peter Brock (VIC)	David Oxtot (NZ)	Commodore	4980
6	ROADWAYS RACING SERVICES	Allan Grice (NSW)	Warren Cullen (VIC)	Commodore	4980
7	MOBIL HOLDEN DEALER TEAM	John Harvey (VIC)	David Parsons (TAS)	Commodore	4980
8	JRALTD/JAGUARRACING	Tom Walkinshaw (UK)	Win Percy (UK)	Jaguar XJS	5343
9	JRALTD/JAGUARRACING	Ron Dickson (NSW)	Jeff Allam (UK)	Jaguar XJS	5343
10	JRALTD/JAGUARRACING	Armin Hahne (GER)	John Goss (NSW)	Jaguar XJS	5343
11	TIM SLAKO	Tim Slako (WA)	Geoff Leeds (NSW)	Rover Vitesse	3532
12	GARRY WILLMINGTON	Garry Willmington (NSW)	Peter Janson (VIC)	Jaguar XJS	5343
13	GRELLIS MARKETING	Bemie McClure (VIC)	Ray Ellis (VIC)	Commodore	4980
14	AICKLAND-COIN & BULLION EXCHANGE LTD	Ray Smith (NZ)	Dennis Hulme (NZ)	Commodore	4980
15	RUSTY FRENCH	Rusty French (VIC)	Klaus Niedzwiedz (GER)	Ford Sierra Turbo	3224
16	FLEXIBLE HOSE SUPPLIES LTD	Barry Robinson (UK)	John Jeffries (UK)	Rover Vitesse	3532
17	PALMER TUBE MILLS	Dick Johnson (QLD)	Larry Perkins (VIC)	Ford Mustang	4998
18	PALMER TUBE MILLS	Dick Johnson (QLD)	Larry Perkins (VIC)	Ford Mustang	4998
19	KEN MATHEWS PRESTIGE CARS	Ken Mathews (NSW)	Robert Muir (NSW)	Commodore	5044
20	JIM KEOGH	Jim Keogh (VIC)	Garry Rogers (VIC)	BMW 635csi	3430
21	GOOLD MOTORSPORT	Johnny Cecotto (VEN)	Roberto Ravaglia (ITALY)	BMW 635csi	3430
22	ERLE MCRAE MOTORSPORT	Charlie O'Brien (QLD)	Andrew Miedecke (NSW)	BMW 635csi	3430
23	SIMON EMMERLING	Simon Emmerling (WA)	Trevor Hine (WA)	BMW 635csi	3430
24	JAGPARTS RACING	Gerald Kay (VIC)	Martin Power (VIC)	Commodore	4980
25	YELLOW PAGES	Tony Kavich (NSW)	Ralph Radburn (NSW)	Commodore	4980
26	ROADWAYS RACING SERVICES	Allan Grice (NSW)	Warren Cullen (VIC)	Commodore	4980
27	ALF GRANT	Alf Grant (QLD)	John French (QLD)	Commodore	4980
28	CAPRI COMPONENTS	Lawrie Nelson (VIC)	Peter Jones (VIC)	Ford Mustang	4968
29	KEN DAVISON	Ken Davison (NSW)	Wally Kramer (NSW)	Ford Mustang	4968

30	LESTER SMERDON	Lester Smerdon (QLD)	Geoff Russell (NSW)	Commodore	4980
31	JPS TEAM BMW	Neville Crichton (NZ)	George Fury (NSW)	BMW 635csi	3430
32	ANDERSON & O'LEARY LTD PINEPAC RACING	Bruce Anderson (NZ)	Wayne Anderson (NZ)	Ford Mustang	4968
33	MIKE BURGEMANN	Mike Burgmann (NSW)		Commodore	4980
34	THE XEROX SHOP	Scotty Taylor (VIC)	Kevin Kennedy (NSW)	Commodore	5044
35	N.S.W. POLICE FORCE	Ron Gillard (NSW)	David Thomas (NSW)	Commodore	4980
36	LUSTY ENGINEERING P/L	Graham Lusty (VIC)	Ken Lusty (VIC)	Commodore	4980
37	BRIAN CALLAGHAN	Brian Callaghan (NSW)	Barry Graham (NSW)	Commodore	4980
38	BARRY WRAITH	Barry Wraith (QLD)	Wayne Park (QLD)	Commodore	5044
39	SLEEPYHEAD BEDS	Graeme Bowkett (NZ)	Wayne Wilkinson (NZ)	Commodore	4980
40	TERRY FINNIGAN	Terry Finnigan (NSW)	Barry Lawrence (QLD)	Commodore	5044
41	BARRY JONES	Barry Jones (NSW)	Tony Mulvihill (NSW)	Commodore	4980
CLASS B - 2001 - 3000 cc					
42	MITSUBISHI RALLIART	Kevin Bartlett (NSW)	Peter McKay (NSW)	Mitsubishi Station	2797
43	MITSUBISHI RALLIART	Peter Fitzgerald (VIC)	Brad Jones (NSW)	Mitsubishi Station	2797
44	PETER WILLIAMSON TOYOTA	Peter Williamson (NSW)	Tomas Mezera (NSW)	Toyota Supra	2759
45	RAY GULSON	Ray Gulson (ACT)	Frank Porter (VIC)	Alfa GTV6	2493
46	THE TOY SHOP			Alfa GTV6	2493
47	NETWORK ALFA	Colin Bond (NSW)	Gregg Hansford (QLD)	Alfa GTV6	2493
48	EVERLAST BATTERY SERVICE	Murray Carter (VIC)	Bill O'Brien (ACT)	Nissan S/line Tbo	2787
49	JOHN BUNDY	John Bundy (VIC)	Norm Carr (VIC)	Mazda RX-7	2292
50	EGGENBERGER MOTORSPORT	Thomas Lindstrom (SWE)	Gianfranco Brancatelli (ITALY)	Volvo 242 Turbo	2787
51	GREVILLE ARNEL	Greville Arnel (QLD)	Lyndon Arnel (VIC)	Mitsubishi Station	2797
52	FORMULA 1 INVESTMENTS PTY LTD	Graham Moore (NSW)		Mitsubishi Station	2797
53	CHRIS HEYER'S KINGSWOOD IMPORT CENTRE	Chris Heyer (NSW)	Graham McGregor (NZ)	Audi 5 + 5	2145
54	MELBOURNE CLUTCH & BRAKE SERVICE	Brian Sampson (VIC)	Garry Waldon (NSW)	Mitsubishi Station	2797
55	MARK PETCH MECHANICAL SEALS	Robert Francevic (NZ)	Clif Granberg (SWE)	Volvo 242 Turbo	2978
CLASS A - UP TO 2000 cc					
56	MIKE MINEAR	Mike Minear (VIC)	Paul Elliott (VIC)	Volvo 360	1986
57	BOB HOLDEN MOTORS MANLY VALE	Bob Holden (NSW)	Glenn Clark (NZ)	Toyota Sprinter	1588
58	DAVID RATCLIFFE	David Ratcliff (NSW)	Don Smith (NSW)	Toyota Levin	1588
59	PHIL MCDONNELL	Phil McDonnell (NSW)	Gregory Crick (TAS)	Alfetta	1962
60	TOYOTA TEAM AUSTRALIA	John Smith (NSW)	Andrew Price (VIC)	Toyota Corolla	1598
61	TOYOTA TEAM AUSTRALIA	Ray Cutchie (VIC)	John Faulkner (VIC)	Toyota Sprinter	1588



INTERNATIONAL RACES

Off the Mark

MANFEILD, Oct 20: Averaging 84.6mph to cover 135 laps of the Manfeild circuit, Robbie Francevic/Mark Petch won the opening round of the 1985 Benson & Hedges Group A saloon series. Francevic was behind the wheel for the maximum 2½ hours permitted for one driver and built up a substantial lead by the time Petch, the owner of the Volvo, took over.

The Brock GA Holden Commodores of Graeme Bowkett/Wayne Wilkinson and Denny Hulme/Ray Smith then proceeded to reel in the Volvo, but Petch held on to win by 5secs from Bowkett/Wilkinson. And the Hulme/Smith car was not far behind in third place, also completing 135 laps, followed in by Trevor Crowe/Tony Longhurst's BMW.

This was Crowe's first serious Gp A foray. The South Island Open Saloon Car champion shared the ex-Neville Crichton CSI with the JPS Team BMW driver. The car has been leased from Crichton, last year's Benson & Hedges series winner, by Christchurch's Archibalds Motors Ltd. Crichton will team up with Australian Dick Johnson to drive the latter's ex-Zakspeed Mustang GT in the final six-hour round of the series at Pukekohe next month.

In an otherwise incident-free race, a record crowd saw Kent Baigent (BMW 635CSi) and Hulme come in contact on the back straight. The BMW launched itself off the track, demolishing a substantial section of fencing and rolling several times before coming to rest. Baigent was helped from the wreck and admitted to hospital with internal injuries and a suspected broken arm. Baigent had taken the lead on lap 10 after Crowe and Hulme had been the front runners from the start. Hulme, however,

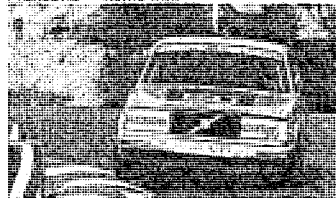
MANFEILD (NZ)

Benson & Hedges Gp A Saloon Series, round 1

Three Hour Relay

1, Robbie Francevic/Mark Petch (Volvo 240T), 135 laps, 84.6mph; 2, Graeme Bowkett/Wayne Wilkinson (Holden Commodore) 135 laps; 3, Denny Hulme/Ray Smith (Holden Commodore) 135 laps; 4, Trevor Crowe/Tony Longhurst (BMW 635CSi) 135 laps; 5, Alan Prince/Mike Hourigan (Jaguar XJS) 123 laps; 6, Bill McFarlane/Wayne Murdoch (3.0 Ford Capri) 121 laps.

INTERNATIONAL RACES



Golden Tony

BAYPARK, Oct 27: Tony Longhurst (BMW 635CSi) snatched victory from Mark Petch (Volvo 240T) by about 2secs in the second Benson & Hedges saloon car round, the 2½-hour Group A saloon car race at Baypark.

The race pattern was similar to that which evolved in the first round at Manfeild a week earlier. After setting a 61s qualifying time in the rain, Robbie Francevic, Petch's partner took pole having bettered Kent Baigent's 1984 Group A record by almost 4secs. And there were four others within 1sec of Francevic's time.

Predictably, the Volvo was an early front runner on race day and by the time Francevic handed over to Petch he had built up a two-lap lead. About the same time Trevor Crowe turned the CSI over to Longhurst and the Queenslander immediately set about catching Petch. This he finally did in the dying stages after a charge that kept the enthusiastic crowd on its toes. The BMW and Volvo completed 140 laps of the 1.336-mile circuit for an average speed of 74.8mph. Third, but some 10 laps down, was the Alan Prince/Mike Hourigan Jaguar XJS and two laps behind him came Paul Adams/Alan Woolf (Toyota Corolla GT).

Prominent early in the race, Wayne Wilkinson/Graeme Bowkett (Brock Commodore) abandoned when the differential failed. While the similar car of Denny Hulme retired when the timing chain broke.

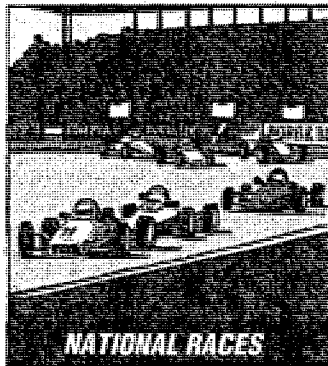
PETER GREENSLADE

BAYPARK (NZ)

Benson & Hedges Gp A Saloon Series, round 2

140 laps — 187.04 miles

1, Tony Longhurst/Trevor Crowe (3.5 BMW635CSi), 140 laps, 74.8mph; 2, Robbie Francevic/Mark Petch (2.0 Volvo 240T), 140 laps; 3, Alan Prince/Mike Hourigan (5.3 Jaguar XJS), 130 laps; 4, Paul Adams/Alan Woolf (1.6 Toyota Corolla GT), 124 laps; 5, Warren Burt/Jeff Pascoe (1.3 Toyota Starlet), 122 laps; 6, Danie Lupp/Robbie Kerr (5.0 Holden Commodore VK), 122 laps; etc.



Fast Lane

BRANDS HATCH, Oct 26/27: The Formula E contingent put on a good show and proved very competitive on their first visit to Brands, with the first 13 qualifiers just 0.7sec apart. Festival contender Alister Lane made the best start and soon pulled out a handy lead, while behind him a great dice between Wally Warwick and pole man Douglas Lague was caught by Will Arif, the threesome finishing in that order after successfully negotiating the many spinning backmarkers. Bernard Horwood brought his Rostron through to fifth ahead of Derek Pullman and the battling Tony Garside and Geordie Taylor.

Robin Parsons was offered a ride in Barrie Williams' title-winning Fiesta and duly qualified second to Ian Briggs for the Ford Credit Championship finale. Alistair Davidson led the field into Paddock but opted to keep out of trouble having sold his car in the paddock just prior to the race. Thus, Briggs, Parsons and Brian Farminer were all soon through and pulling away, but the main interest was provided by a superb scrap for fifth between Graham Hathaway and Mark Jones. When the Telecom car edged clear Nick Bates had a big go at Jones on the way into Paddock, and as they leant on each other all the way up the hill something was bound to happen.

Eventually Bates was sent spinning into the path of an unlucky Stuart Cole as they went under the bridge. Crunch. Meanwhile, at the front, Parsons was really putting the pressure on, but Briggs just held him off with Farminer and a relieved and undamaged Davidson well clear of Hathaway.

The Pre '74s closed Saturdays programme with one of the most enjoyable races of the weekend. David Germain pulled away in front once he had passed Alan Naismith while an amazing five car battle for second developed. Peter Hancock got his Merlyn to the front of a queue which looked like something from Monza (circa 1970) and just held off that man Bernard Horwood into a photo finish. Chris Smith and Chris Whittingham were similarly close for fourth with Naismith hanging on at the tail of the group.

Two six car teams representing Lloyd's and the Stock Exchange / London Metal Exchange respectively lined up for their annual fund-raising bash. Armed with the Brands Hatch Racing Escort XR3 is a quick qualifying session preceded the race and Lloyd's took pole through the efforts of Malcolm Blair. Another of their men lined up alongside, Jon Finch, with Peter Hall of the Metal Exchange completing the front row.

In fact, at the green, Hall appeared to have got the jump, but Finch slipped by coming out of Paddock. Another to make a good start was ex-F3 man Louis Parsons, rocketing through from the outside of the second row. But he went in to Paddock too fast and dropped from second to fifth.

Finch was not having things all his own way at the front, however, as Hall nipped by at Druids on lap 2 when the former left the door open. Yet, using his experience gained in Sports 2000 a few years ago, Finch was back ahead by the very next corner. From here on, he was never headed, eventually winning by almost 4½ secs. Behind, there really wasn't as much dicing as usual, with the field being stretched out. Former Clubmans competitor Mark Sharpley made strenuous attempts to pass Parsons for fifth and eventually came out ahead on lap 7 when he ran alongside up to Druids, tried to go outside and eventually made it by continuing on to the inside line at Graham Hill Bend. Perseverance paid. The only other move of note was for second, in the closing laps, Blair closed on Hall, with Mick Cave closing on the pair. Blair had a look at the inside at Clearways on lap 8 and then made it by, almost on the grass, next time round with Cave missing out by hundredths on the line.

So, Lloyds took the honours again, and the chosen charity, Disablement in the City, benefited hugely. It's just a shame that the racing wasn't a little closer. . . .

Although the entry for Sunday's World Cup FF2000 event was smaller than that for the TV race, most of the top runners (bar Blundell and Brabham) had opted to double up. Ross Hockenhull pipped Dave Coyne to pole with the fastest lap of the weekend, while John Pratt headed the sensational Benoit Vigneault on row 2. A frustrated Martin Donnelly led three non-Grandstand contenders, headed by Dutchman Allard Kalf in the Cresswell-run Marlboro entry. Tim Davies was taking a step back from F3 for a run in the Talon, and despite a lack of testing miles was only half a second shy of pole and in front of Spain's Philippe Machado in the Madgwick Reynard.

As Vigneault crept forward Coyne made a superb getaway, the RGR car switching to the right to close the door on Hockenhull on the way into Paddock. Pratt settled for third ahead of a



Muddy and certainly bloody

Don't say that we don't scour the world for motor sporting action for you: Andras Fekete reports on the European autocross championships final from Brno in Czechoslovakia. Ten four-car teams from Austria, West and East Germany, Italy, Hungary, Spain, France, Holland, Switzerland and Czechoslovakia itself took part in the third running of this event, and the home team came out on top when one of their men, Bohumil Krestan, took the lead in the last race of the day. West Germany took second, with Italy third and France fourth. The individual event went the same way as it has for the last six years, to West Germany's Willi Rösler with his Porsche-powered and self-built contraption. The series is blossoming and Rösler will certainly be back next year looking for title number eight.

AUTOSPORT

PIT & PADDOCK 4

All the international racing news — Ligier to have Renault engines for 1986 — Birmingham road race on — Brabham-Honda Indycar engine to run in '86 — March-BMW IMSA GTP contender — New Silverstone role for Jimmy Brown.

COMMENT 10

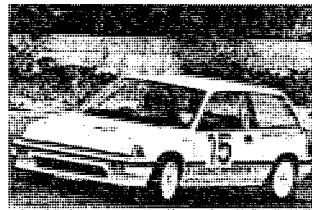
Our views on a specific subject — Your views on some others — A look back at the sporting scene 10, 20, and 30 years ago with *Then as Now?* — And a weekly giggle with *Catchpole*.

TAMIAMI INDYCAR 12



The final confrontation, and while Danny Sullivan took the chequered flag, Gordon Kirby saw Al Unser Sr steal the championship on the very last lap.

FUJI GROUP A 18



The Volvo steamroller moved to Japan, took on the best of the rest, and walked off with a 1-2 result. Joe Saward was our man in the Land of the Rising Sun.

SPECIAL STAGE 20

The rally hotline — Audi's car switch in Africa — Grundle at Ford, but delays in build — Quattro S1 for Open in '86 — Volkswagen Juniors named — Mazda's Group A plans — Colway back Nova Cup — Lombard RAC Rally latest.

LANCIA TEST DAY 24



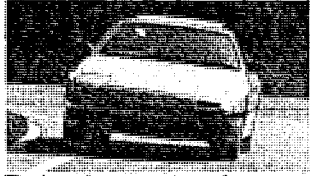
Prior to its World Championship debut on next week's RAC Rally, the exciting Delta S4 was subjected to a piece of typical Scottish weather in a recent test session. Keith Oswin stood in for Markku Alen's regular co-driver.

TOKYO MOTOR SHOW 27

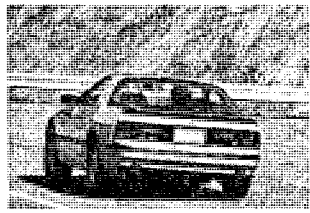


The latest Japanese technology on display electronically controlled everything! Mike McCarthy tried to take some of it in, but was left puzzling over such typically funny Japanese names as the Mazda Cosmo Genteele (with its downmarket brother, the Yobbo?).

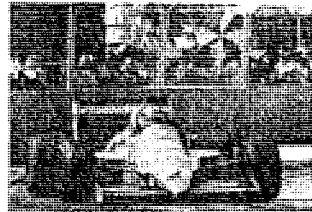
MAZDA RX-7 33



The brand new sports car from Mazda, put to the test in Japan by McCarthy-san who also managed a few fun-loving laps at the Riverside racetrack in California.

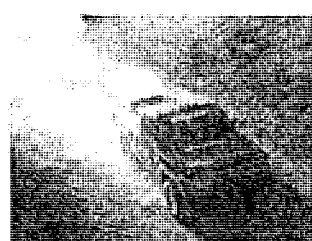


PURELY PERSONAL 39



Maurice Hamilton takes a quiet look back at the inaugural FISA World Championship Grand Prix in Australia, a highly popular addition to the series, and one which looks set for the future.

OFF-ROAD RACING 42

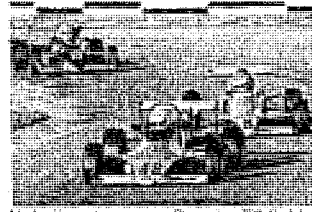


Cross country racing may appear one of the wilder forms of motor sport, but on a recent American trip, Martin Holmes discovered that it is also a highly sophisticated world.

SPORTS EXTRA 46

All the latest national news — Royale given option to manufacture Citation Formula Ford chassis — Donnelly quick in the Swift — Reid tries revised Tiga — Prototype '86 Van Diemen impresses.

SPORTSCARD 49



Nakajima triumphs Suzuki F2 field — Argentinian F2 double — Coyne breaks clear in *Grandstand* series — Ayles scoops Brands honours — Rallying from Argentina — Chieftain garland to Moore — Patterson on top at Kirkistown.

FRONT COVER

Al Unser Sr's Penske Racing March-Cosworth 85C snatched fourth place — and the Indycar Championship from Al Jr in Miami at the weekend. Below: Father and son celebrate after the race.

NEXT WEEK

Free with next week's issue is our 64 page guide to the Lombard RAC Rally plus a detailed map and Stagecard to help you follow the event — Plus our review of the European Touring Car Championship — A look back at Andy Rouse's fourth success in the Trimoco British Saloon Car series — Group test of some of the leading Formula 4 cars by Tiff Needell — *Road Car* — Plus all our usual news and features*.

*These items correct at presstime

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ABC MEMBER OF THE AUDIT BUREAU OF CIRCULATIONS



A slick pitstop — one of three — for the winning Eggenberger Volvo Turbo of Sigi Muller and Pierre Dieudonné.

Two Eggenbergers!

At the end of the day, there were a handful of beaming Swedes — their plan for world domination well under way. Thousands of locals had trekked out to the Fuji Speedway, and millions of television viewers had tuned in, to see a powerful display of Volvo speed and reliability. You could almost see the Volvo men counting up the yen they were going to make in sales.

From a sporting point of view, there was no one who looked like getting close to the two Eggenberger 240 Turbo cars and they ran together at the head of the field through the long afternoon. We had the vague impression that we were watching a little bit of motor racing history being made, but also we couldn't help but think what might have been if more Europeans had come. . .

QUALIFYING

The Land of the Rising Yen, where you can walk around and believe that Monaco is cheap after all, where you feel the thrill of a bargain if you've only paid double the normal price. Where an average sized European has a permanent bump on his head because of low ceilings, and where you can be refused entry to a hotel for being (and I quote from hotel regulations) "beastly drunk. . ."

Here, where golf is a religion, the saloon car racers gathered for the first international saloon event, in the knowledge that if this year it was all for fun (well, with £15,000 going for a win, perhaps not), but next year it will be serious. They billed the event 'East meets West', but under the famous Fuji volcano the Europeans were thin on the ground.

Those who had braved 'the red-eye flight' via Anchorage included the European Touring Champions Eggenberger Motorsport, with two of their Volvo 240 Turbo cars. BBW Motorsport, led by Dave Brodie, were making their first foray to foreign parts with three Colt Starions under their wing, to be driven by Brodie, Kunimitsu Takahashi, Fumio Mutoh and Akihiko Nakaya from Japan, with Michael Lieu from Hong Kong and Australians Kevin Bartlett and Bradley Jones — a truly intercontinental team.

There was David Sears, over to have a go in the ex-Sheene Toyota Celica Supra which has been sold to Sigma Automotive, and from America we had Tim Sharp, a former Bob Bondurant racing school instructor and regular Toyota runner Stateside.

That, sadly, was as far as the international entry went. The organisers and most of the teams had expected an entry of some sort from Tom Walkinshaw Racing, be it Jaguars or Rovers, but none arrived. It rather devalued the event. Also missing were the Australians who had been expected: they were either recovering from the Grand Prix support event at Adelaide, or were in New Zealand racing at Pukekohe in a Benson & Hedges Endurance event.

Thus from the word go it looked like a Volvo benefit. Having said that, this was

to be a five-hour race and with no opposition the Volvo men wondered if they might not doze off and collide. . .

"It's a great shame the Rovers are not here," said Sigi Muller, "because this is their kind of track — a long straight and lots of fast corners." What Sigi did not mention — and something that perhaps did cross Walkinshaw's mind — was that this is a race track at altitude, and the turbo engines just love that. . .

It is customary in Europe to see Gianfranco Brancatelli plonk his Volvo on pole position, and sure enough 'Branca' pulled out all the stops in qualifying, wound up his 240 Turbo and went for it in the first session on Saturday morning. The little Italian had never visited Fuji before, but certainly looked at home. "Ees nice," he commented, "everyone is same size as me."

With the clouds swirling menacingly, 'Branca' took the pole by just 0.12sec, clear of a sterling effort by Sigi Muller Jr. By ETC standards, the Volvos were a country mile clear of the rest, the nearest challenger being the leading Colt — with Brodie at the wheel — some 2.37secs behind. 2.37! This, remember, was the same car that Brodie had taken pole with at the Tourist Trophy back in September, so what was wrong? Well, poor old

'Brodie' had climbed off the aeroplane and been struck down by a mystery virus and was clearly not at all well. The leading Starion had another problem too, thanks to tyre politics: Brodie was running on Pirellis, but when his co-driver Kunimitsu Takahashi climbed aboard the car had to run Yokohamas — try setting that car up!

Behind the Colt there was another appreciable gap to the first of the local men, but then we had five cars within a second of each other. Japan only started Group A racing this year, and in the events so far this year there had been some rather remarkable results. . . One race was won outright by a very rapid Honda Civic from the baby class, and another by a similar class 1 car on a brand new kind of rubber. . . After the early ups and downs, things had settled a little and the series was being led by a Hartge BMW 635CSi.

On this occasion, though, the leading locals were all in the very rapid Nissan Skyline Turbos — the 16-valve engines pumping out the horsepower and making the cars incredibly quick in a straight line, even if they did look a bit unstable in the corners. The leading Nissan was crewed by Kenji Tohira and Akira Hagiwara, with Seichi Sodeyama and Mitsutake Koma second just ahead of Motoji Sekina/Minoru Seki. Also in the bunch was the Hartge BMW of Naoki Nagasaka and Kazuo Mogi with the second Ralliart Starion of Michael Lieu/Akihiko Nakaya next up.

David Sears and his partner for the weekend, Yasuhiro Okamoto, qualified only ninth after monumental gearbox problems throughout practice. The Supra, though, was well clear of the similar local cars, and they seemed keen to find out why. . .

The biggest surprise was that Honda Civic, which qualified 10th. The Mugen-prepared, 16-valve 1.6, driven by Satoru Nakajima and Osamu Nakako was absolutely incredible in a straight line. Wow! When you've seen a Honda Civic climbing all over the back of a BMW 635CSi, you've seen everything. . .

There was a fourth Nissan Skyline driven by Nissan works driver Masahiro Hasemi and his partner Aguri Suzuki, and then another couple of class 1 cars (there were some class 2 cars, but they were a fair way down. . .), Toyota Corolla Levins both sporting Trampio sponsorship and Toyo tyres, with Tom Tsutsumi the lead driver. Small wonder the effort was being called Object T. . .

These cars caused much interest among the European contingent, not least for their interesting sponsorship slogan. "Drive to be one with the earth," it said, "and through the earth, one with the car." Hey, pass the sesame seeds. . . Opinion was divided as to whether this was actually serious or the description of a big accident. . .

Further down the grid we had some interesting entries, as well. There was a former Miss Universe — Erj Okuwaki — in a Minolta-supported Toyota Corolla, who impressed everyone with her neat lines around the circuit. . . Her car qualified (thanks to her team mate) in 15th spot, just behind the former F3 man Toshio Suzuki in a Toyota Corolla FX — a very rapid estate!

Behind Miss Universe came the third Ralliart Starion, much to the chagrin of the Australian incumbents Kevin Bartlett and Bradley Jones, who were having rather a rough time of it all, their car blowing bits and pieces willy-nilly. Further back Tim Sharp, one of Miss Universe's team mates, had to get used to a gearlever on the wrong side and a battery failure in the first session. Come race day he was rather short of mileage in the car.

The leading class 2 machine was way

Seven laps in arrears, the Hartge BMW of Nagasaka/Mogi made it through into third place.



down in 22nd — a Volkswagen Golf with Shin Seitoh and Jun Kida driving — while behind them came a VW Scirocco featuring Japanese film star and heart throb, Keichi Iwaki.

In very serious trouble was the new Japanese F3 champion Keji Sato in his Toyota Celica Supra, having run throughout practice with what sounded like half an engine. It was sponsored incidentally by Mr Junko. . .

Throughout practice there was a huge crowd, a helicopter pilot who needed his brains tested, an absolutely word-perfect (Oxford accent and all) translator, and a rather odd-looking, kilted figure over as an observer from the RACMSA — Neil Eason-Gibson. It was all rather incongruous, but in keeping with the feeling of the whole event. This really was another world.

A quick wander down the pitlane revealed a dearth of centre locking-wheel nuts. Those that did have this luxury usually only had one tyre hammer to go round, but what they lacked in experience and equipment was made up for in enthusiasm. They may be new to Group A, but in a couple of years the Japanese will be up with the best of them. Now, they are happy, and for the most part, willing to admit that the Europeans are ahead and they have to learn.

RACE

The learning process was to be continued through into Sunday, with the Volvos once again looking totally untouchable in the early morning warm up, despite fog and a vague sprinkling of rain from the mountain. The weather at Fuji is almost legendary for its ability to change, and watching the sky revealed totally nonsensical patterns of cloud movement. The mountain, as the Japanese appreciate, is a law unto itself. Throughout the morning the crowd grew, and by the start time of 11am the main grandstand was almost full — and that's one hell of a big grandstand.

Already gone from the field was Brodie, his team deciding to withdraw him from the race as his illness showed no signs of abating — his place being taken by Fumio Mutoh, while Brodie was left to ponder travelling halfway round the world for just a few practice laps.

Trouble struck several teams once more in the warm up, Sears having still more gearbox anguish and the Australian Starion breaking a piston. The Colt crew buckled down to getting a new engine in the car, and made it as the cars were sitting on the grid with just five minutes to go. Ten minutes later their race was over, the new engine — a local unit — not compatible with the management system in the car. . . More disappointed visitors.

From the rolling start, the Volvos headed off on their merry way, although for that first lap Takahashi in the Starion tried to hang on to no avail. Quite quickly Muller gave notice that he had no intention of following Brancatelli around and took the lead, although 'Branca' was able to hold on in his team mate's slipstream, even though both he and Lindstrom later expressed the belief that their car was not as powerful as it has been this year in Europe.

The Volvos were never going to be headed for the rest of the afternoon and they ran smoothly throughout, in a race of their own while everyone else did their best to keep up. It was no easy task. Takahashi was shadowed early on by the Nakaya Starion, making it a nice, near race: two Volvos together, with two Colts following on at a distance. Tohira quickly got the better of the Nissan Skyline brigade to hold a rather lonely fifth place, but behind him a fine battle



Nakajima proved rapid early on before a delay for tyres dropped the Civic down the order. . . developed between the Nissans of Hase-mi and Koma with the Nagasaka BMW just ahead of them.

Sears spent the early laps shadowing the battle, gradually pulling in Koma, whom he passed in a very late braking manoeuvre at the chicane on lap 22. Sears came steaming up, braked impossibly late and so scared the poor little Japanese man that he went off in surprise, leaving David to take seventh place.

The Nakaya Starion was the first car to hit trouble and called into the pits on lap 29. As it turned out this was the only Starion that would make the distance.

The little Honda, with Nakajima driving, made meteoric progress in the early laps, but Satoru had to call into the pits on the 23rd lap when his tyres began to delaminate. Once a new set was fitted he was away and chasing, although the early delay was going to take a lot of catching up.

By now they were all getting pretty spread out at the front. Muller was still running with Brancatelli right behind him as they threaded their way through the traffic. They had actually begun lapping the slowest cars on the third lap,

and at times the speed difference between the leaders and some of the slower Japanese machinery was hair-raising to watch — upwards of 50mph in some cases. One thing was for certain: the Volvo men would have to keep on their toes. Behind the Volvos, Takahashi was running by himself but the BMW and the two Nissan Skylines were still fighting it out for fourth, although their private battle was interrupted on the 22nd lap when the leaders came streaming by. By lap 42 the Volvo duo had lapped everyone, a task aided when on the same lap the third placed Colt blew itself up as the leaders were about to lap him. The Colt challenge was fading fast. . .

The BMW/Nissan battle was interrupted shortly afterwards as the thirty Nissans had to come in for their first pit stops, leaving the BMW to take up the vain chase of the Volvos. A couple of laps later Sears brought the Celica Supra in — guess what, gear selection problems, the car having got itself stuck in fifth gear when in fourth place. Although Okamoto tried to get it all going again, his efforts lasted just half a lap before the car stopped out on the track.

The Volvos duly made their first stops

on the 50th and 52nd laps: Dieudonné replacing Muller and Lindstrom taking over from Brancatelli, so that once it was all settled again the two leading cars were together once more, and were they fighting it out? It certainly looked like it, Lindstrom looking up furiously in the corners as he tried to find a way past Dieudonné. "Yes, for me it was 100 per cent," said the Swede. "There were no team orders, and we weren't going to do anything silly, but we were actually racing."

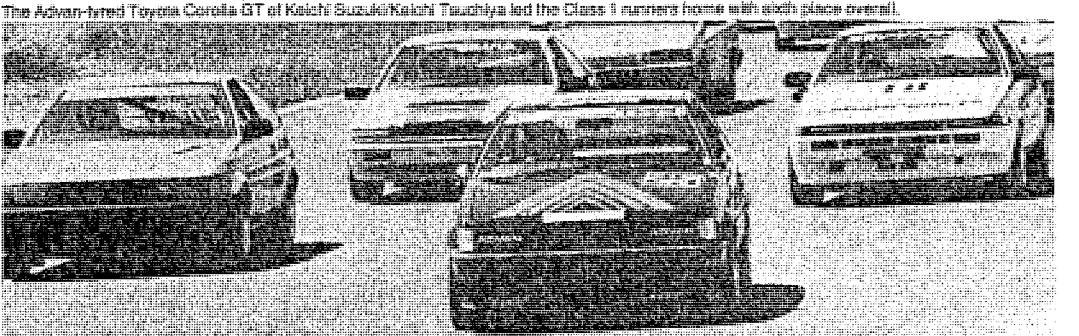
The Dieudonné car was clearly quicker in a straight line, although Lindstrom was able to get by a couple of times before Dieudonné once again asserted himself. The Volvos were to make three pit stops in order to get through the five-hour event and, on each occasion, their pit was swamped with local photographers, keen to get these amazing 28secs stop on film.

Really it was, as suspected, rather a dull race. After the second stop, the Lindstrom car was delayed to have some oil added and the remainder of the event saw the little Italian trying to close the gap, which remained at about half a minute to the leading car. By the 82nd lap, the two Volvos had four laps lead on the BMW, while the only remaining Starion had worked its way up to fourth, albeit a lap down on the BMW.

Brancatelli was working hard and, when the leading car came in for its final stop the little Italian stayed out to take the lead, pitting finally with just 15mins of the race to go. 'Branca' gesticulated madly: he was staying in the car, he wanted to win! As it was, he was still some 30secs in arrears as the leading car, driven once more by Dieudonné, crossed the line after five hours of troublefree running.

On the podium, the Italian looked weary indeed, having driven a shade over 3½ hours. First he sat down, then lay back, and for a moment it was all very dramatic as the Japanese rushed an ambulance to the podium and hurried 'Branca' off to the medical centre. But after a couple of hours' rest he was back and bouncing as usual.

In the end, it was something of a cakewalk for Volvo, but just think what might have been. There is enormous potential for saloon car racing in Japan — next year will be very different.



FUJI (J)
Nov 10, International Touring Car Endurance race, 177 laps — 472.59 miles

Pos	Driver (Nat)	Class	Car	Tyres	Result	Qualifying	Pos
1	Pierre Dieudonné (B) Sigi Muller (D)	3	2.0i Volvo 240 Turbo	P	5:00:18.01	1:37.50	2
2	Gianfranco Brancatelli (I) Thomas Lindstrom (S)	3	2.0i Volvo 240 Turbo	P	5:00:55.98	1:37.38	1
3	Naoki Nagasaka (J) Kazuo Mogi (J)	3	3.5 BMW 635 CSI	Y	170 laps	1:42.64	7
4	Michael Lieu (HK) Akihiko Nakaya (J)	3	2.0i Colt Starion Turbo	Y	170 laps	1:40.08	4
5	Motoji Sekine (J) Minoru Seki (J)	3	1.8i Nissan Skyline Turbo	D	166 laps	1:41.84	5
6	Keichi Suzuki (J) Keichi Tsuchiya (J)	1	1.6 Toyota Corolla	Y	166 laps	1:45.00	16
7	Masanori Sekiya (J) Hitoshi Ogawa (J)	3	2.8 Toyota Celica Supra	D	164 laps	1:46.56	20
8	Kaoru Hoshino (J) Masami Takagi (J)	1	1.6 Toyota Corolla	T	161 laps	1:44.11	13
9	Satoru Nakajima (J) Osami Nakako (J)	1	1.6 Honda Civic	B	161 laps	1:43.34	8
10	Takao Asano (J) Masanori Kimura (J)	1	1.6 Toyota Corolla	Y	160 laps	1:47.33	21
R	David Sears (GB) Yoshihiro Okamoto (J)	3	2.8 Toyota Celica Supra	D	51 laps — gearbox	1:43.60	11
R	David Brodie (GB) Kunimitsu Takahashi (J) Fumio Mutoh (J)	3	2.0i Colt Starion Turbo	P/Y	43 laps — engine	1:39.87	3
R	Kevin Bartlett (AUS) Brad Jones (AUS)	3	2.0i Colt Starion Turbo	Y	3 laps — engine	1:43.41	10

Fastest lap: not given. P=Pirelli; Y=Yokohama; D=Dunlop; T=Toyo; B=Bridgestone.

Michel Ferté quickest in Imola F3000 testing

Twenty-one drivers turned up for the four days of Formula 3000 testing at Imola last week, equivalent to the biggest single race entry in 1985! Most teams did two days at the circuit, those planning a third on Friday being disappointed when rain halted all proceedings.

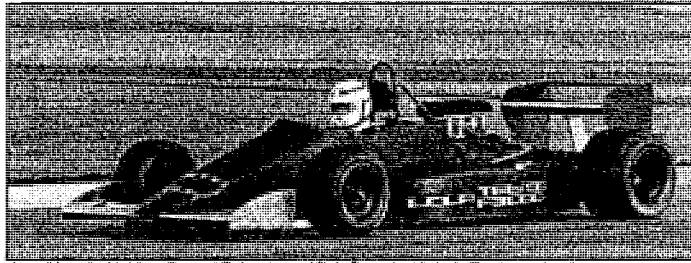
Avon had a major presence to make sure that everyone had equal equipment, last year's B-spec tyre being the standard equipment. A C-spec (the development street circuit tyre) was available in limited quantities, and only used by two teams.

The relevant times were set on Bs, and topping the list was Michel Ferté in the ORECA-Marlboro March 86B, on 1m 38.3s despite a very hefty, kerb-climbing moment early in the proceedings. Team mate Philippe Alliot was consistently fast throughout the two days he ran, his 1:38.5 being the target time.

Emanuele Pirro's best of 1:38.8 was set on a 25 lap old set of Bs before a misfire in his Onyx March ruined his second day.

The BS Lola team were the first at the circuit on Monday and Tuesday, with Christian Danner joining up with Ralph Bellamy to put the T86/50 through its development programme. When last year's champion left for the Brazilian Grand Prix, and the team moved on to Vallelunga, their 1:39.1 was the quickest time.

Thomas Kaiser, who will wear No 1 this year, did a 1:39.9. Pierre-Henri Raphanel impressed a lot of people with his display in ORECA's old March 85B, doing a 1:39.9 on used tyres.



John Jones' driver Pascal Fabre tested his Lola T86/50 at Imola.

Rupert Keegan was present for most of the week in the RAM, but was having trouble getting working tyre temperatures; his best was 1:41.0. Mario Hytten matched this with just half a day in his ex-Onyx 85B, being run by Arno International.

John Jones had his new Onyx 86B for the first time and bedded it in with a 1:41.2 before the rain came. Guido Dacco and Altfried Heger in their respective SanRemo and Schafer March 85Bs both did 1:41.6.

Russell Spence had a frustrating time in his Eddie Jordan 86B, persistent engine maladies not giving him any chance to set a decent time. A 1:41.7 was his best, but several teams doing corner times reported him as the quickest when the engine ran smoothly. Eddie Jordan reported that, despite the problems, he was very happy with Spence's efforts: "And I think he will cause a surprise in the races."

Claudio Antonioni and Cary Bren were both finding their way into F3000 with March 85Bs on 1:41.8 and 1:42.2

respectively. As Lola Motorsport does not yet have a car, the busy BS team gave Pascal Fabre 22 laps in its T86/50, the Frenchman's 1:42.2 being only a second off the top pace at the time.

Lamberto Leoni's 1:42.4 in the Corbari 85Bs was Monday's quickest time, the Italian reappearing later in the week in the bulbous works Minardi in which he could not better 1:45. BS brought its March 85B along for Ken Johnson to continue his learning process (1:42.4) while Ivan Capelli did not get going in his new 86B, which was found to have 85B shock absorbers at the rear which locked the suspension solid.

Luis Sala brought along one of the ex-works Ralts which he is using to learn the tracks before taking delivery of his RT20, and he did 1:44.2. Ex-World 500cc Motorcycle Champion Marco Lucchinelli was there too.

For the record, on the C-tyres Alliot was fastest on 1:37.16 before handing the tyres to Ferté, who did 1:37.66. The previous day, Danner had used a set to record a best of 1:38.08.

Bailey's F3 delays

Although he tested Swallow Racing's 1985 Reynard at Silverstone last week, Julian Bailey did not run in Sunday's British F3 round as anticipated. "We were very pleased with Julian's times in the car," said team owner Tim Stakes, "but felt that it would stretch us to field two different cars this weekend."

Stakes did intimate that Bailey might be seen in a different chassis before long, and is known to have spoken to Ralt Cars about taking on a second RT30. In the short term, though, rumour has it that Swallow may hire a Ralt for Bailey. The EJRC car of the injured Joe Ris would be an obvious choice for Thruxton at Easter. What price Julian in the Kalliste-liveried machine this week?

Weaver's record

While most of the Formula 3000 teams were at Imola last week, Ralt decided to stick to Silverstone for the second running of their Honda-powered car, and James Weaver responded with the fastest ever F3000 time round the venue of the opening round on April 13.

Running only on Avon Bs, Weaver set a 1986 best of 1:17.02 before putting on a fresh set and dipping deep into the 1:16s with a best of 1:16.19 before rain halted his efforts.

"I think there is still quite a bit to come," said Weaver. "We haven't really done any chassis work and after 300 miles the engine is as good as new."

For the moment, Weaver has done his job for Ron Tauranac, as works driver John Nielsen was due to take over the driving this week with a revised rear suspension to alleviate suspected high



Gilbert-Scott - F3000 test.

AG-S tries F3000 Lola

Andrew Gilbert-Scott had his first taste of Formula 3000 at Vallelunga last week when he did 18 laps in the BS Lola.

"I think he will go very well in the formula and he's currently in our race shop talking about driving for us for the first six races," admitted Bob Sparshott on Monday.

AGS's best time was 1:10.3, with confirmed team drivers Ken Johnson and Tomas Kaiser doing 1:9.3 and 1:8.0 respectively.

Donington's TCC entry

The entry is shaping up very well for round two of the FIA Touring Car Championship at Donington Park on Apr 06. Currently the entry for the over 2500cc class stands at five Ford Sierra XR4 Ti cars, four Rover Vitesse, two Volvo 240 Turbos, two Holden Commodores and no fewer than 11 BMW 635 CSi models.

Four of the promising Mercedes 190E/2.3 Group A machines will take on the Alfa Romeos and BMWs in the intermediate class and there is a healthy entry of Toyotas, Audis and Volkswagens in the 1600cc division.

The Donington 500 (over 124 laps) will start at 1330 on the Sunday, following the race morning warm-up at 0930. The Saturday action, apart from the Group A qualifying, will include supporting events for Formula Ford and Clubmans cars, while on Sunday the 500 will be supported by rounds of the DRC Formula Ford 2000, Esso MG Metro European, Renault 5 Turbo UK and Transnational GT championships.

Monza victors Tom Walkinshaw and Win Percy will start the Donington 500 as favourites but their Rover will be very strongly challenged at the British circuit by the Fords, Volvos and Australian-entered Holdens. Full preview next week.

AUTOSPORT, MARCH 27, 1986

Campos with Gethin?

Spanish Formula 3 driver, Adrian Campos ordered a new March 86B F3000 car last week and hopes to be ready to start the season at Silverstone.

Campos had intended to do half a dozen races last year, but the Barron Tyrrell team folded before he had a run.

It seems likely that Peter Gethin Racing will run the car alongside one or two others. "I've been talking to Campos for

some time but we don't actually have an agreement as yet," reported Gethin on Monday from his Basingstoke premises. "I am pretty sure we will run Pierre Chauvet, probably in an 85B to start with, and there is a chance we might be doing something with Thierry Tassin, at least for the European races." Tassin has founding backing from Coster to supplement his Debic budget.

Kremer to use Yokos

The Kremer brothers have signed to run their Group C Porsche sports-prototypes in 1986 on Yokohama tyres, having run all last season on Goodyear.

The Köln-based team has confirmed that it will field three cars this season, and that its major effort in Group C will be directed towards the new ADAC Supercup series of sprint events in Germany. Sponsorship for this five-race

programme comes from the SAT fuel additive company, and the cars will run in the blue-and-white SAT livery.

The lead Kremer Porsche 962C driver will be Austrian Jo Gartner, to be partnered by either Klaus Niedzwiedz or Sarel van der Merwe. The team's programme in the Sports-Prototype World Championship has not yet been finalised.

Australian works 240s

Volvo will shortly announce the formation of a second 'works' saloon car equipe, with the foundation in Australia of the Volvo Dealer Team. The Mark Petch organisation, which won the first two rounds of the Australian Touring Car series, is rumoured to have picked up £600,000 sponsorship from dealers in Australia and New Zealand, and assis-

tance from the Volvo factory in Sweden.

The John Sheppard-managed team will field two cars, for Robbie Francevic and John Bowe, and will be treated in the same way as RAS Sport in Europe. Some interchange of drivers, between these teams, is anticipated later in the season. The Australian cars will be backed by Valvoline.



The Tom Walkinshaw Power Vitesses again claim a winning hand in last Sunday's Touring Car Championship's opening round.

Status quo

Tom Walkinshaw with Win Percy won his third consecutive Monza 500 and their second in a Rover after a race full of incident at the *Autodromo Nazionale di Monza*. In the end it all seemed rather easy, but with seven different leading cars, the accent was definitely on survival. All the Rovers' main challengers fell out of the fight, leaving just two Vitesses, both damaged, to win by two laps from the hiccupping BMW 635CSi of Dieter Quester and BMW Junior Team man Otto Rensing. The other places were made up of smaller class cars and slower 635s. A good race with the usual start of season teething problems. Donington will be better ...

QUALIFYING

"It's more like Bathurst here than Bathurst!" commented Tom Walkinshaw after practice on Saturday. You could see what he meant. Monza was positively crawling with Australians. Lurking in the last pit garage as the Holden Dealer Team - bedecked in red, white and blue. Next door was Allan Grice's largely unsponsored privately-entered car. If this wasn't enough, the hard core of the Australian racing press was over courtesy of Volvo (of all people) and the place was more like Parramatta than Milan.

For us reserved Poms the presence from down under was a welcome breath of fresh air. Around the paddock strode men in curious 'Akubra' bushman's hats which made Hans Heyer's Tyrolean cap or Walkinshaw's woolly hat seem positively staid. The Aussies brought with them not only a sign of things to come, but also the Holden Commodore - and, to lapse into Australian, it was a real beaut! When Peter Brock fired up the car for the first time, the 4.9-litre beast made hearts flutter. When the car took to the track the singing Commodore

engine made everyone sit up and listen. It was worth coming to Italy just to hear that. Wonderful!

Official practice took place on a bright, if somewhat cool day, but after the clouds of Friday, Saturday seemed warmer than it actually was. Down their end of the pitlane the Australians froze and muttered about the temperatures in Melbourne. Qualifying was full of surprises, not least because at the end of it all a Rover was on the pole.

Over the winter, the Rover had looked to be under threat, not only from the Volvos but also from the Australian Holden Commodores.

Homologation produces some wonderful things, though, and the Rovers boasted front spoilers and a revised head layout allowing for the changes in valve lift ordered by FISA at the New Year regulation cocktail party. The difference was noticeable immediately with the Rovers holding their own on the straights and Walkinshaw in buoyant mood demonstrated this for all to see by sweeping *past* a Volvo in front of the pits on Friday. It wasn't the tow that got him by either. . . .

Everyone seemed a little taken aback

by the leap Rover have taken and the ebullience of several teams took a dent when Walkinshaw set the fastest time on the Friday.

Come Saturday though it was not Walkinshaw who took the pole. Jean-Louis Schlesser, looking ever greener, arrived from the Jaguar Group C 'training camp' in Switzerland and calmly outqualified the boss. "I had a very lucky lap," said 'Superfrog' later, adding that he hadn't seen the chicane. The banter remains too ... Schlesser's team mate for this weekend was German Armin Hahne who would say of his partner only that: "He's okay, I think I could have gone quicker."

Ah, team mates will be team mates. . . .

The other two Bastos/Texaco Rovers had to make do with the third row of the grid with Walkinshaw (with Win Percy

The Snobeck/Cudini Mercedes left a smoky trail and fell from class distinction.

alongside as ever) slightly ahead of the Jeff Allam/Eddy Joosen car. Walkinshaw was troubled with a misbehaving diff in the first session. The Rovers, though, had finished their qualifying in the morning session. Or had they? With 7min to go in the last session the pitlane suddenly came alive as two Rovers emerged hurriedly from the paddock. What was going on? "We couldn't get one out because the other blocked it in!" explained Eddie Hinckley with a sincerity it was hard to doubt. A qualifying run? Never. Well, it did look like one, but as Walkinshaw came pounding through on what would be his fast lap (had he been actually qualifying) a wheel felt out of balance. Besides, bedding in the brakes and other mysterious mechanicals doesn't require flat out driving, does it? Shame, the Rover PR crew would have liked a last minute pole to make it an all-Rover front row. . . .

Between the pole Rover and the other two tagging Vitesses came two Volvos and a Holden Commodore.

The RAS Volvo team, now under the management of John Wickham (he of Spirit fame), had been testing at the circuit for a full fortnight. Lire galora ... Sporting sponsorship from Nordica prominently on both cars, the 240 Turbos looked even more like racing cars than I would ever have thought possible. They really are racers. Ah, those heady days of flying bricks are long gone. None of the drivers expressed any worries at all and until Walkinshaw appeared they were supremely confident that despite the upheavals of the winter this would be their year again. Having concluded a tyre deal with Pirelli just two days before the meeting, the Volvos had cause to be confident.

They will be race winners this year make no mistake.

The fourth placed Holden was no great surprise in the car, but who would have forecast that it would be the Allan 'Rambo' Grice car rather than the Mobil Holden one? Grice may be struggling for money (he has just mortgaged his house to come to Europe for just three meetings while he searches for a sponsor) but the Yokohama tyred Commodore was the quickest thing on the long straights of the autodromo, even if it looked a little bouncy in the corners. Grice launching the car off the kerbs as if there was no tomorrow. His partner in the quasi-Australian National Team was Graeme Bailey, who brought some much needed backing from Chickadee. ▶





The Garbarski/Choboti Volvo 240 G Turbo succumbed to engine problems 25 laps from the end.

Peter Brock and his MHD team were not far behind and made it quite plain that qualifying set-ups were not for them. "There's no sheep station on who gets to the chicane first at the start," commented Brock. "Any old Fred can do that, but this is a 500km race." The MHD pit was a haven for something called Brockspeak - a language totally unintelligible to anyone but Australian car salesmen. What was a unit? Who were the mules? And why was everyone avoiding the 'kitty litter'? see glossary ...

The Commodore showed 'bonza' preparation and sounded like no other Group A contender. Sheer music. Tony Fall of Opel Sport was down to "keep an eye on my truck" and reiterated the oft-made point that General Motors have nothing whatsoever to do with Brock's effort. Really? Now there's a thing ... Brock was joined by Allan Moffat, who had limited time in the car as Brock struggled to get correct settings for the race. Qualifying was not important.

Qualifying eighth was the leading BMW 635CSi of Schnitzer's first ever all-Italian pairing Roberto Ravaglia and Emanuele Pirro. The car, in BMW skeleton colours, was the first of the all-new 635CSis and looked pretty hairy as Pirro thrashed around. It was Ravaglia who eventually set the time, and the quiet Venetian reckoned it would have been a fair bit quicker if he had not stumbled upon a spinning Golf and avoidance-seeking Mercedes and Alfa models in the *Parabolica*. He was probably right. Pirro showed dazzling form in the pitlane, having adopted a banana shade of overalls which would have done Keke Rosberg proud. The Roman had to wear sunglasses to save his eyes ...

The second Schnitzer car was the ex-Berger/Ravaglia model of last year which appeared in plain white and will duly be replaced by a new skeleton model from Donington. At the wheel was Dieter Quester, beginning what will be his 25th racing season. The motivation as ever is there, and he settled the car into a comfortable 10th. Otto Rensing, of the BMW Junior Team, was his partner and had fairly limited lappery.

What about the all-singing, all-dancing Ford Sierra Turbos of the Eggenberger team? Well, the cars did not arrive until Friday night and neither had turned a wheel. In the first session they had to be push-started and the drivers had to content themselves with shaking the cars down, rather than going for

tion for the acts of violence these cars were put through. Talk about accidents about to happen ...

The class was led by the Mercedes 190E of Dany Snoeck and Alain Cudini, although they were run close by the BMW 325is of Linder Motorsport: Winni Vogt and Markus Oestreich in particular giving them all.

Only two other Mercedes actually appeared, the second Snoeck Racing Services car of Pierre Destic and Bernard Salam, and the Serge Power-prepared, Monroe car of Thierry van Dalen and Bernard de Dryver. Others will be seen later in the year.

The small classes suffered somewhat from the large entry and of the 73 entries there were only actually 45 cars present, the little cars being scared off by the six cars per class qualification rules.

Perhaps the time has come for a separate event for the small class men, as in Australia this year.

Of interest among the little fellows were a Golf GTI entered by San Remo racing for F3000 pilot Guido Dacco and the presence of former F3 man Kurt Thiim in the Castrol-sponsored Danish Toyota team.

Qualifying over, speculation turned

to what the cars could actually do on race day. And who would actually be able to sustain the quickest pace.

RACE

Race day dawned cloudy but this did not hide the optimism in the paddock for a really good race. As 'the journos' ferretted around the paddock trying to discover the number of stops everyone was planning to make, expectations were high, even if audience figures were down. No one seemed particularly worried about that, as the race would be broadcast on local television after the Grand Prix and Channel 7 Australia was present to let the rest of the world know what was going on.

The warm up was freezing and the times meant very little and, as the cars lined up, there was no real indication of who really could do what.

The Monza rolling start is one of the highpoints of the year as the cars thunder out of the *Parabolica* like a cavalry charge.

This year, however, the pace car kept the cars slowed until halfway down the straight before finally pulling off and letting them go. It might have been correct to the letter of the regulations, but it ruined the spectacle.

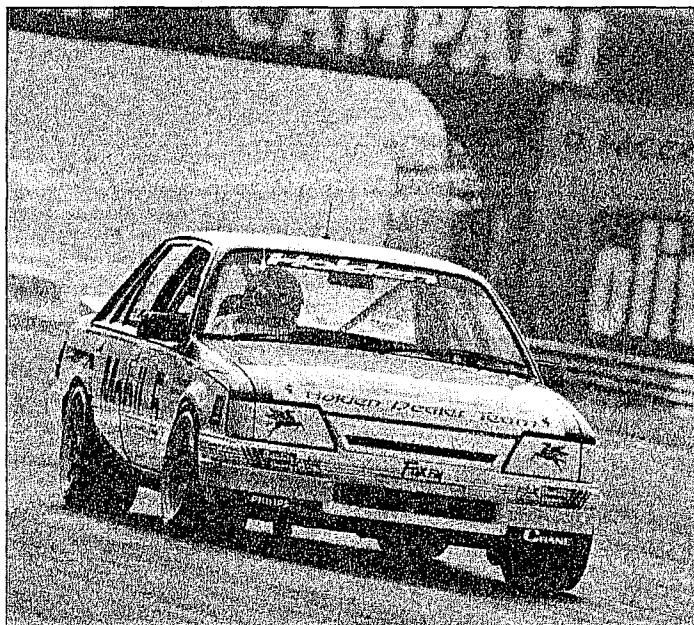
Right from the word go Jean-Louis Schlesser was the man to beat, and by the end of the first lap he had built himself a considerable cushion over the rest, led by Allan Grice, who as expected had set off like a rocket.

Initially Grice had to deal with the attentions of Olofson, but Cecotto was quickly through into third and taking up the Volvo challenge.

Further back Kurt Thiim departed the race early on when his Corolla had a disagreement with another out at the back, Thiim and the Fermine/de Liedekerke car both rolling out of the race in spectacular fashion. The BMW 325i challenge had also suffered a setback when Marcus Oestreich in the Rene Lezard/Lui car clogging its plugs and being left behind on the warming up lap. The car took off eventually, but it was way behind the opposition.

At the front Schlesser's lead looked tenuous at best as Grice charged leaving Schlesser to fight off Johnny Cecotto's Volvo which was right there in the leading bunch. Behind these Walkinshaw and Allam seemed evenly matched with Brock and Olofson hanging on.

The Fords were already in trouble with Soper bringing his car in after just four laps, while the Mercedes 190, with



A broken axle dashed the Holden Dealer Team's hopes. Below: The Graeme Bailey/Allan Grice version ran well but ended up in the 'kitty litter'.

times. Initially the Shrick tuned engines seemed significantly down on power, but after practice this was traced to the management system. With each session the times improved with Sigi Muller Jr and Pierre Dieudonné ending up 11th and the Steve Soper/Klaus Niedzwiedz car languishing in 15th. "Tomorrow," said Sigi, "we have a three hour test session, not a race."

A case of too much to do and too little time ...

Both the works cars were outqualified by the HWRT team car of Harald Grohs and Romain Feitler, although they were using last year's models.

Down in the second class there was a distinct lack of Alfa Romeos as the Imberti and Nocentini 75s with V6 engines have still to receive homologation, and the only GTVs out were a handful of old cars driven with unusual brio by their privateer pilots. Wondering who the policemen dotted round the track had guns, one Australian correspondent was heard to comment that the weapons were probably to put down the Alfa drivers. Wild would be a nice descrip-



Cudini at the wheel, began to give off an alarming smoke trail which boded ill for the rest of the race. Down in the baby class former F3 driver Bruno Eichmann began a huge battle with the Wolfgang Kudrass Golf which was to last most of the race.

With Grice establishing himself in the lead, the first real shock of the day came on lap 7 when the MHDH Holden, with Brock at the wheel, pitted on the seventh lap with a terminal rear axle failure. I'll never make another prediction in my life...

Grice held on to the front under increasing pressure from the Cecotto Volvo, and it was no great surprise on the 12th lap to see the Venezuelen sweep past Grice in front of the pits to take the lead. It was a lead Johnny was to keep for 23 laps. Behind them came Jean-Louis Schlesser with a duelling Walkinshaw and Allam behind him, these cars now well clear of the rest who were led by Ravaglia in the BMW635CSi. Next along came the second Schnitzer car with Quester at the wheel, although the Austrian found himself increasingly under pressure from the Ford Sierra of Sigi Muller Jr. The rest, led by the Cudini Mercedes, leader of the second class, were history.

Cecotto built up a lead of some 4secs by the 20th lap with Grice increasingly finding himself the victim of the Rover trio, still led by Schlesser.

The pattern remained much the same until lap 24 when Schlesser towed past the Australian to take second, leaving Grice to his scrapping team mates, Walkinshaw and Allam. Grice, though, was dropping away with a fuel feed problem - something which caused him to be hit heavily from behind by Walkinshaw at one point - the Scotsman's car, minus headlights and bits of spoiler, looking as though it had crawled out of a bar fight in the Gorbals.

With Grice demoted to fifth and Brock out, the Holden challenge for Monza, at least, was over. The cars though were on the race pace... It's a pity Grice's car remains predominantly unsponsored. The order at the front was now set: Cecotto some 7secs to the good, with the scrapping Rovers and only the Olofsson Volvo still within easy reach. Muller had forced his Ford to sixth after a hefty fight with Ravaglia's BMW.

Muller pitted on the 34th lap and, a lap later, in came Cecotto leaving the Rovers in a comfortable, if disputed 1-2-3. The three cars were going at each other hammer and tongs, coming down the main straight in line astern before they all broke ranks and worked on beating each other into the chicane. The second Volvo now peeled off into the pits, where it found the number 1 car still sitting, the victim of an electrical gremlin which was to see the car stationary for eight laps. Olofsson handed over to Granberg.

Schlesser was the first of the Rover men to pit on lap 43 and in true TWR fashion the other two cars followed at two lap intervals.

Long gone by now was Ravaglia who had been running seventh, his Bee Em shedding a wheel in the Lesmo corners. Roberto held it all together somehow and avoided bending any barriers, but he was out.

Down in the classes the smoky Mercedes of Cudini held sway ahead of Franz Dufter's BMW Junior Team 325i, which was to meet an unfortunate fate when Cecotto pushed his way through at the *Parabolica*, sending the young Bavarian into the sandpit.

The Grice car, too, now driven by Bailey, met a similar fate and was left buried in 'the kitty litter' on lap 45.



Class 1 saw a racing duel between the Putz/Kudrass Golf and the Toyota Corolla of eventual winners Eichmann/Muller.

Another to go was the Muller/Dicu-donné Ford which was blackflagged for having been started by jump leads - external assistance... Tut, tut.

The major stops now completed, the Rovers had only the Granberg Volvo to play with. Sweden's fastest train driver, however, was charging and steamed up to second place on lap 53, when suddenly the leading Rover - by now some 10 secs clear - disappeared. Hahne had been howling into the Lesmo corners when he discovered a steering problem. Bang! Not a place you would choose to go off at speed. The leader was out, comprehensively...

Granberg thus had the lead and Percy - spoilers trailing - moved up to second, ahead of Joosen, who had replaced Allam. The Volvo, we knew, had an extra stop to make for fuel, so the race was on, at least until lap 63 when suddenly Granberg cruised into pitlane; and climbed out. Head gasket gone.

Thus we had a familiar scene, the Rovers running free at the front, Percy nursing his injured car along with Joosen at a distance acting the tailgunner, having shed a front bumper himself. And that is how it stayed. Joosen pitted late in the race to top up on fuel but the lead car would not have been caught anyway.

Third place had been inherited by the Quester/Rensing BMW which with 10 laps to go began to make horrible noises and slowed rapidly, but such was the margin over the nearest car - the 325i of Vogt/Oestreich, which had risen right through the field after its early delay - that despite losing 7secs a lap, the Schnitzer car made it to third.

Fourth went to the smaller BeeEm and fifth to the Cudini/Snobeck Mercedes which, trailing oil all the way, needed constant refills. The rest were nowhere, the Cecotto/Lindstrom Volvo recovering well to end up ninth overall. The baby class was won by the Swiss Toyota Corolla of Bruno Eichmann and Philippe Muller which had fought with the Kudrass/Putz Golf most of the way.

It wasn't a great race, but probably only because expectations were too high. It was, with hindsight, a good one, and with battle recommencing at Donington in a fortnight, reliability problems should start to be solved. When that happens, we've got war.



GLOSSARY OF BROCKSPEAK

Sheep station (a large bet); Fred (a man); Unit (a girl); Mule (a mechanic); Kitty litter (a sandtrap); Journa (a reporter); Bonza (excellent).

MONZA (I)

Mar 23, FIA Touring Car Championship, round 1, 87 laps - 315.37 miles

Pos	Driver (Nat)	Class	Car	Result	Qual	Pos
1	Tom Walkinshaw (GB)/Win Percy (GB)	3	3.5 Rover Vitesse	2h58m56.55	1:58.57	6
2	Jeff Allam (GB)/Eddy Joosen (B)	3	3.5 Rover Vitesse	2h59m13.36	1:59.36	6
3	Dieter Quester (A)/Otto Rensing (D)	3	3.5 BMW 635CSi	85 laps	2:03.20	10
4	Marcus Oestreich (D)/Winni Vogt (D)	2	2.5 BMW 325i	84 laps	2:04.31	13
5	Alain Cudini (F)/Dany Snobeck (F)	2	2.3 Mercedes 190E	83 laps	2:04.28	12
6	Daniele Gasparri (I)/Tony Palma (I)/Giancarlo Naddo (I)	3	3.5 BMW 635CSi	82 laps	2:05.23	18
7	Rolf Goering (D)/Claude Haldi (CH)	3	3.5 BMW 635CSi	81 laps	2:05.47	19
8	Girolama Capra (I)/Giovanni da Schio (I)	3	3.5 BMW 635CSi	81 laps	2:06.71	20
9	Johnny Cecotto (VZ)/Thomas Linstrom (S)	3	2.0t Volvo 240 Turbo	80 laps	2:08.23	3
10	Johannes Wolfstadi (D)/Peter Hass (D)	2	2.5 BMW 325i	80 laps	2:09.92	25
11	Bruno Eichmann (CH)/Philippe Muller (CH)	1	1.6 Toyota Corolla	79 laps	2:13.53	30
R	Anders Olofsson (S)/Ulf Granberg (S)	3	2.0t Volvo 240 Turbo	62 laps - engine	1:58.22	2
R	Jean-Louis Schlesser (F)/Armin Hahne (D)	3	3.5 Rover Vitesse	51 laps - accident	1:58.18	1
R	Pierre Dieudonné (B)/Sigi Muller Jr (D)	3	2.3t Ford Sierra Turbo	47 laps - black flagged	2:03.53	11
R	Allan Grice (AUS)/Graeme Bailey (AUS)	3	4.9 Holden Commodore	45 laps - accident	1:58.48	4
R	Roberto Ravaglia (I)/Emanuele Pirro (I)	3	3.5 BMW 635CSi	23 laps - lost wheel	2:00.56	8
R	Steve Soper (GB)/Klaus Niedzwiedz (D)	3	2.3t Ford Sierra Turbo	9 laps - engine	2:04.45	15
R	Peter Brock (AUS)/Allan Moffat (CDN)	3	4.9 Holden Commodore	6 laps - drive shaft	2:00.32	7



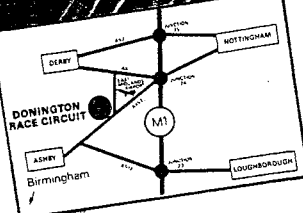
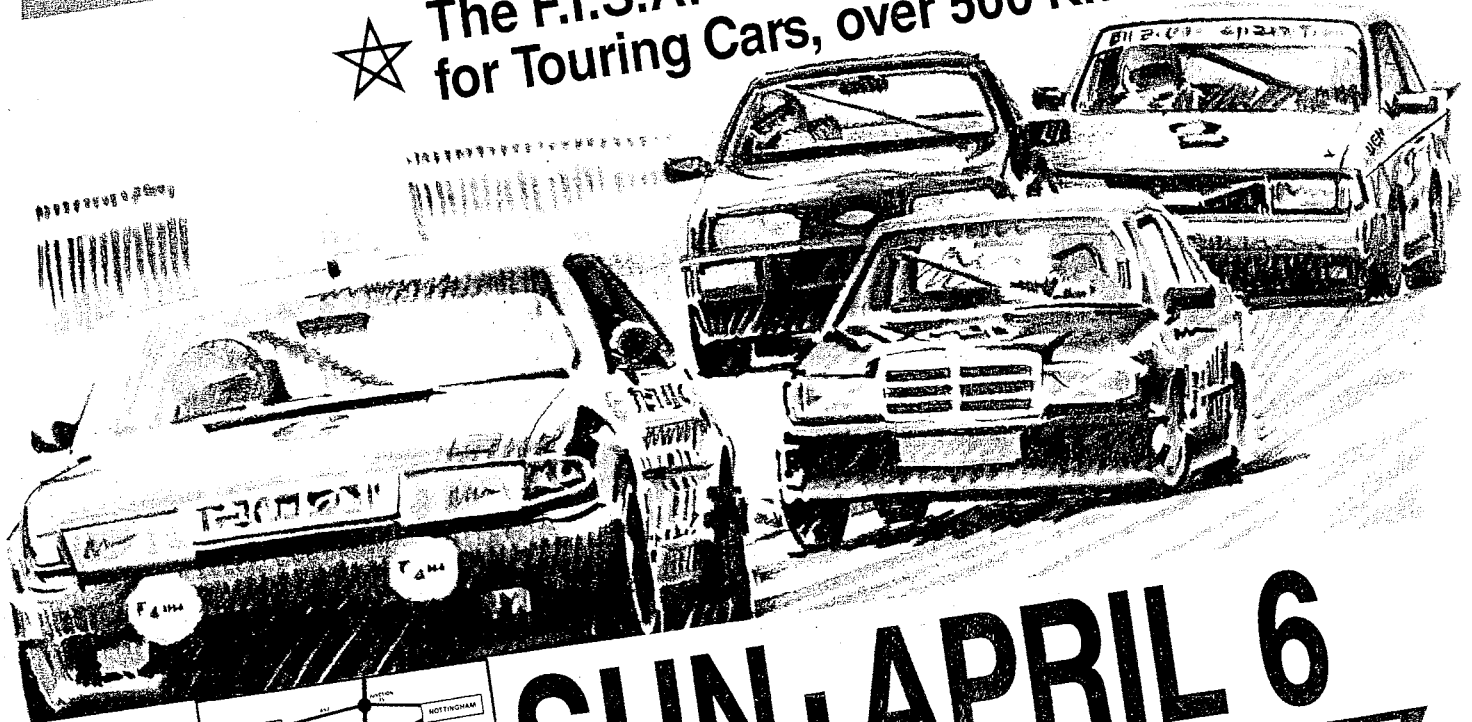
DONINGTON

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AUTOSPORT

PIT & PADDOCK 4

All the international racing news – Two Group C races cancelled – Jones to debut Ford V6 turbo at Imola – New Grand Prix circuit for Barcelona – Le Mans entry list – New C2 Spice-Cosworth tests – AGS F3000 – Weekend Sport.

NEW RACING CARS 8

Nissan are claiming that the latest V6 turbo powered March Group C car will have 1000bhp on tap, for Le Mans qualifying, and storm the Mulsanne Straight at 250mph!

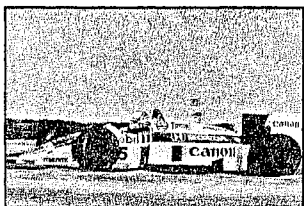
COMMENT 10

The discussion place for all motor sport with our opinions, your views in *Correspondence*, and *Catchpole's* alternative light-hearted look at things topical. Plus a few fond memories of motor sport as it was 10, 20, and 30 years ago from the pages of AUTOSPORT.

LONG BEACH CART 12

The day of the juniors, as Michael Andretti and Al Unser Jr put on a wheel-to-wheel spectacle for the last 25 laps. Gordon Kirby witnessed Michael clinch the victory for March.

SPANISH GP 14

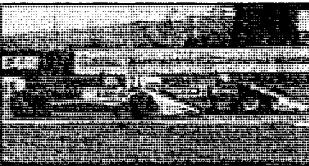


Ayrton Senna and Nigel Mansell resumed their rivalry at Jerez last Sunday, the Brazilian winning by just a couple of feet. Nigel Roebuck was one of the few there to see it.

SPECIAL STAGE 24

Rallying news from home and abroad – FISA slow stage speeds and rallies change shape – Wilson escapes from huge Greek shunt – Volkswagen's exciting plans for the future – twin engine Golf for Pike's Peak – Welsh entry list full – Stuart debuts new Metro 6R4.

SILVERSTONE F3000 28

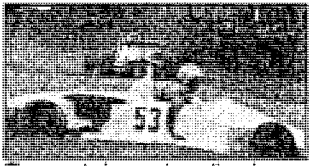


Ian Phillips witnessed the incident-filled opening round and an aggregate victory falling to Pascal Fabre.

MONZA PREVIEW 36

Winter testing performances suggest that both Jaguar and Lancia will outpace the Porsches at Monza this weekend. Quentin Spurring previews the opening round of the Sports Prototype World Championship.

SILVERSTONE F3 42



The country's premier national formula sizzled with excitement on Sunday as Maurizio Sandro Sala just stayed clear of a four car tussle for second. Marcus Pye loved every second.

BRANDS TRUCK SUPERPRIX 49

A huge crowd descended on Brands Hatch for two days of heavy metal fun. Paul Harmer was our big buddy.

ROAD CAR 50



BMW 333i South African import – March's top 10 figures – Plus a look at a revolutionary skid control device which simulates winter conditions in your own car!

GRANITE CITY PREVIEW 53

This Saturday, the Marlboro/AUTOSPORT Championship contenders meet the Esso Scottish crews. Keith Oswin sets the scene.

INTERVIEW: MALCOLM WILSON 55

Malcolm Wilson has jumped to the big time, and has set himself an exciting new target, as Peter Foubister discovered.

HOCKENHEIM TCC 59



Allan Grice, Ulf Granberg and Johnny Cecotto put on a fabulous show at Hockenheim until Grice's car met an untimely end, T-boning an errant VW Golf. Victory thus went to Johnny Cecotto and Thomas Lindstrom. Joe Saward was in Germany.

SPORTS EXTRA 62

All the national news – Brodie to race Prodsaloon Starion? – Van Uiter files in revised Reynard – Carcasci for Zolder Euro FF2000 – Irish street racing.

SPORTSCARD 64

NASCAR wins for Wallace and Earnhardt – ARS men dominate Long Beach Super Vee – Dalmas wins in France – Fury gives Nissan Skyline ATCC victory – Carcasci wins troubled FF2000 round – Elliott ensures Van Diemen double – Rosso holds off Warwick at Cadwell – Mavropoulos tops in Cyprus – ADO scores at Prescott.

SUPPLEMENT

Renault on road and track: we take a close look at the company's involvement in Formula 1, saloon car racing and rallying, and test the exciting Alpine V6 Turbo, the irrepresible 5GT Turbo, and other cars in the Renault (UK) range.

FRONT COVER

Ayrton Senna and Nigel Mansell in close company during last Sunday's Spanish Grand Prix, in which they produced one of the closest finishes of all time. Photo: Jeff Bloxham. Full report: page 14.

NEXT WEEK

Comprehensive coverage of the opening sports car race of the year at Monza – More Formula 3 action from Brands Hatch – Rallying from Costa Smeralda, and from Scotland with the third round of the Marlboro/AUTOSPORT Championship – Nigel Roebuck's reflections on the Spanish affair, and our preview to the next Formula 1 showdown at Imola.*

*These items correct at press time.

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ABC MEMBER OF THE AUDIT BUREAU OF CIRCULATIONS



How it was for the first 25 laps of the race, Allan Grice mixing it with the two Nordica Volvo 240 Turbos. The battle ended in tears . . .

He-eres Johnny!

At the end of the race there were more than a few hearts that went out to Allan Grice. What does the man have to do to prove himself? He led at Monza, he led at Donington and at Hockenheim on Sunday - still in a largely unsponsored car - he put on a wonderful show of touring car racing as he fought with the two RAS Sport Volvos. At the start of lap 26 the three cars, running nose to tail swept into the first corner to find two small class cars spinning wildly. One Volvo went outside, one Volvo went inside and poor old Grice went straight in ... The Volvo team were on their way, and not before time.

QUALIFYING

The weather was lovely at 30,000ft. The sun shining and way below a carpet of harmless-looking cottonwood cloud obscured the earth. Nothing could be worse than the dismal weather the touring car men had had to face at Donington Park. Could it? The plane dipped into the murk and suddenly Donington didn't seem so bad after all. "The big guy up there in the sandals," commented a balaclava-clad Peter Brock on Saturday morning, "he's got something against us!"

In Saturday qualifying it was too cold even to complain about the temperatures, staying alive was hard enough. Thankfully, though, helping to raise the temperature a little were the organisers (if that is not too strong a word for those who endeavoured to run the meeting).

Der trainings, as always in Germany, ran on time, but the timing computer must have been running on schnapps as the results after first practice warmed a few cold hearts, for all the wrong reasons . . . When, at lunchtime, the tannoy burst into song, it seemed somehow apt that the song they were playing was 'When the going gets tough!'

Saturday morning had begun in rather picturesque fashion with fluffy snowflakes falling from *Himmel*. It was all very pretty and an oompah band playing

isers did make it all seem rather like a cartoon.

The best parts of the track, and out of access for all but the marshals, are away in the country. There are no lonesome pines out there, in fact there's nothing but pines. It would be a long lonely walk back to the *fahrerlager* for a driver if his car broke down at the Ostkurve. The only problem is that walking is *verboten*.

The track is very narrow for touring cars and with 47 cars out practising the problem, as ever, was one of traffic. Despite the conditions out they all came to warm the machines up and then 20 minutes into session there was a sudden lull. Everyone was ready, now we waited for the banzai laps . . .

Into the stadium section came Armin Hahne's non-Bastos (this is Germany) Rover, weaving from side to side to warm up the rubber - a soft race compound - and then Armin was off: two laps only and a time to set. Through he came, locking up ferociously into the Sachs Kurve. It looked pretty quick. Already winding up to a go was Allan Grice in his Les Small-run Commodore. The short-on-dough former pastry chef

from Sydney had already had an eventful morning with a Toyota Corolla colliding with him in the Ostkurve, leaving Gricey to struggle to the pits with a broken wheel which flattened his left rear Yokohama tyre. Hahne was winding down after his run as Grice set off on his with pole up for grabs. Grice was still flying when Tom Walkinshaw's Rover appeared . . .

'Major Tom', as they call him over here, did one lap to warm everything then he too was off. The first lap was quick, and the second looked likely to be even quicker as he came into Opel Kurve and onto the pit straight. But, there, in front of him, riding the kerbing in lurid style was the rather badly driven BMW 635Si of Axel Felder. The car fishtailed to the left. Tom went for the gap but suddenly the overcorrected Bee Em slewed across in front of him again. The Scotsman flattened the brake pedal to avoid impact, and the lap was lost . . .

Jean-Louis Schlesser was now out in the Hahne car and after a string of quick laps - not on qualifiers - he was joined by a fired-up Walkinshaw. Get out of the way, the big guys are coming . . .

The traffic though was to get him again, a BMW 325i stealing his line into the first chicane and a Mercedes 190E doing its best to hold him up later in the lap. The pole was not going to a Scotsman.

What about the rest? Well, the Volvos hung back. Anders Olofsson having run into trouble, not to mention kerbing, in the early minutes of the session - traffic again - and the 240 Turbo has to be straightened out a little before Ulf Granberg got his run on qualifiers. The sister car of Thomas Lindstron and Johnny Cecotto was finding it difficult to get heat in the tyres and saving up the run for late in the session. When it came, the Venezuelan was flying. Very stylish.

Peter Brock and his *Mobil Händler Team von Australien* spent much of the morning trying to get the red and blue Commodore to run at its best and did not really set a time, while the third Rover of Jeff Allam/Gianfranco Brancatelli was an early pit visitor when the clutch went. No time for them . . .

Grice went for a second run only to have an Audi career across his bows and remove his headlights . . . It was just one of those days . . .

No-one else looked to be near a shot at pole. So, come lunchtime, who was on the pole? Not Hahne, not Walkinshaw, not Grice, not even the Volvos, but none other than Carlo Rossi in the CiBiEmme Sport BMW 635Si - a cool 0.67sec ahead of his team mate Tony

Move over little fellal Roberto Ravaglia has a busy afternoon to finish second. Here he passes the baby class winner, the Muller/Eichmann Toyota.





Rossi — a legend in his own lunchtime.

►► Palma in his Totip CiBiEmme beast. So, Carlo, how was practice? "I improve sure this afternoon!" announced the former F2 pilot. Now, it would be lovely to see the CiBiEmme men at the front, and Carlo certainly has the talent in the right car, but funnily enough, no-one believed the times, and, while Tony Palma lined up the journalists for interviews, the other teams went to see the administration...

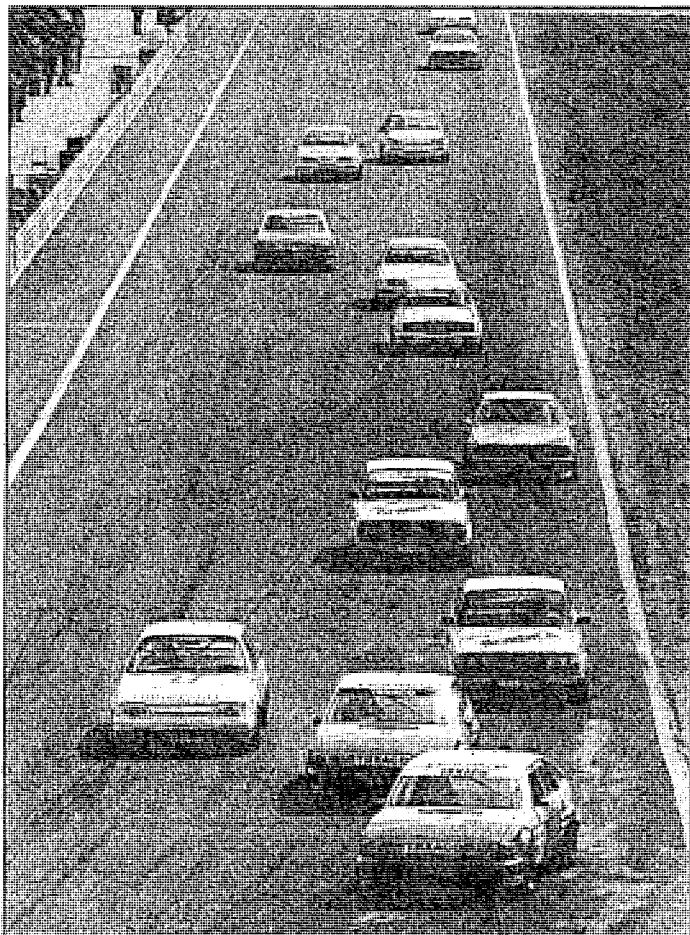
It took five attempts before the 'organisers' finally got it right — or something near it anyway — and it was not until race morning that we knew that pole had actually gone to Armin Hahne. "If Schlessler had had my tyres," announced the German," he would have gone 1sec quicker, for sure." Jean-Louis disagreed, of course, "It depends, you know, if you miss one chicane or two." If there's a television producer out there looking for a comedy duo, look no further!

Alongside Hahne on the front row was Walkinshaw. Tom and Jerry? The Rovers, reckoned Tom, were clocking something in the region of 168mph on the straights, but the lack of any effective qualifying rubber were slowing them down! The Rovers though, looked good for the race. Well, not quite all the Rovers. Jeff Allam had what is probably best described as a 'difficult' practice. With everything to do in the final session, Jeff was really going for it. Midway through the session he went pounding into the Ostkurve chicane, bounced over the kerbs and suffered an instant deflation on his front left. The car understeered off the circuit, hit a tyre wall and rolled. A sorry mess indeed. "When's the funeral for the car?" asked Pierre Dieudonne. Walkinshaw and team manager, Andy Morrison thought otherwise and the TWR mechanics were set to work. There would be three Rovers on the grid on Sunday, come hell or high water...

Allan Grice was third, despite excursions, with the Granberg Volvo next up ahead of the leading Schnitzer BMW of Roberto Ravaglia and his partner for the weekend (Gerhard Berger being otherwise engaged at Jerez and Emanuele Pirro busy at Silverstone) Oscar Larrauri. The Renault Alpine V6 champion of '85 had no problems getting used to the car and looked impressive throughout.

The Cecotto/Lindstrom Volvo was next up with Allam and the Hohenloher Wolf Racing Team (HWRT) Sierra behind them.

The Eggenberger Fords were in difficulties as usual, with the Sigi Muller/Pierre Dieudonne car suffering at the hands of the microchips once more and Steve Soper/Klaus Niedzwiedz having to rely on a pre-Eggenberger Sierra after Klaus's unfortunate close encounter with the concrete at Donington. Neither



Off they go: Hahne, Walkinshaw, Grice, Granberg, Cecotto, Ravaglia, Grohs, Niedzwiedz et al.

driver pairing had high hopes.

Carlo Rossi and his co-driver Marco Micangeli ended up 15th... And, in best cartoon fashion, that's all folks!

RACE

Once the definitive grid was finally published, the morning warm-up got underway on Sunday with the sun shining and the temperature just above freezing. Snow was forecast, but clearly the German weather men are as accurate as those in England, for though it stayed cold, the sun shone all day.

The warm-up provided a few interesting sights: pride of place going to the Allam/Brancatelli Rover which had been rebuilt overnight and appeared with rather novel gaps between the windows and frames where the chassis could not be put to rights. Still, it was there... Somehow.

Allan Grice had a rather alarming morning, with a front strut breaking when the car was at top speed coming into the first chicane. Grice slewed off the road. "I hit about 148 off the polystyrene blocks," he related, "and the car

ended up about a mile up the road." Not a well car, having had the underside scrape along the deck throughout this rollercoaster ride. The Allam/Brancatelli Rover's engine died amid much oil smoke and the dog-tired TWR mechanics set about installing a new unit — if they could find fixing points that lined up... "If the car was a horse," commented Andy Morrison, "we'd shoot it!"

As the field prepared for the off the 'organisers' pulled another trick. They wanted the cars lined up facing the 10,000 crowd neatly along the pit straight from where a pace car would lead them away. The only problem was that no one could have a warming up lap before the pace car lap... Not entirely in line with FISA regulations that! As it turned out the three Rovers (read two and a half!), the Volvos and the two Schnitzer BMWs took what they considered to be their rightful lap and everything began to fall behind schedule...

Finally the pace car led them away with a handful of warmed up cars and the majority untried... Grice's car had been hastily rebuilt and looked a little worse for wear.

Through they came for the rolling start, a glorious charge of 46 cars which saw a moment or two of amusement as the VW Golf of Lingmann and Holz spun as it tried to cross the startline. Cartoon time...

Into the stadium for the first time Hahne led Granberg, Grice and Walkinshaw with a gap back to Cecotto, Grohs, Ravaglia, Allam, Niedzwiedz (on soft tyres) and Brock with Quester and Dieudonne leading the pack.

A pattern however was quick to emerge and by lap 2 Grice was in the lead (damage or no damage), with Granberg ahead of Hahne, the first 12 cars pulling smartly away from the rest.

Quickly it became clear that the Volvos were going to be the cars to beat with Grice thrown in as the wild card. Gricey fought off the two Volvos, while the Hahne and Walkinshaw Rovers, the latter already without a clutch followed through just clear of Grohs, Allam, Brock (charging through the field) and Ravaglia, with Niedzwiedz hanging on in there...

The battle at the front was one of the most entertaining we have seen for a long time with Grice and Granberg going to town on wild manoeuvres while Cecotto kept a close eye on proceedings.

It was a battle which was to go on for some 25 laps, and glorious it was too, as the Australian and the Swede swapped places every other lap and Cecotto sat

Les deux Serpi stars

The middle class, as at Monza and Donington, was a straight battle between the BMW 325is of the Lindor team and the Mercedes 190E of Grobeck Racing Services. The Alfa Romeo 750 are still awaited...

The René Lezard/Lui 325i of Markus Oestreich and Willi Vogt once again had the best of the qualifying, hugging the ground in impressive style as it snaked through the stadium complex. The margin to the Mercedes on this occasion being nearly 2secs! The second cars of each team qualified together on the 13th row of the grid with Franz Guther and his BMW Junior Team mate Massimo Micangeli had a second quicker than the Bernard Sebani/Pierre Desse 190E. The Carlson Merca had a difficult weekend and were not on the pace.

The race saw Cudini regaining the practice times as he immediately took the lead



The Alain Cudini/Dany Grobeck Mercedes 190E led home its fellow car.

from Oestreich in the 325i. It was a game of cat and mouse that was to last until after the fuel stops when Vogt retired the BMW with head gasket failure. The car was running as high as sixth before it retired, having taken the lead when Cudini pitted. Grobeck had no challengers and duly took the honours — seventh overall, ahead of the Sebani/Desse

car. An SFIS 1-2.

In the smallest class, the Blomoni Motorclub Toyota of Philipp Müller and Bruno Eichmann qualified a massive 4secs ahead of the nearest challenger. The car duly ran away to victory while others in the class misbehaved... Grice (in-opening the Kurbene/Fuze Golf in his accident.



After two abortive attempts at Monza and Donington the RAS Sport Team Volvo 240 Turbo of Johnny Cecotto and Thomas Lindstrom finally took a win, to open Volvo's score this year...

there waiting. Brock had charged through and was in the process of overhauling the tyre-troubled Rovers, while falling by the wayside were Grohs with engine problems and Ravaglia with a damaged radiator, thanks to flying debris from the others.

The battle at the front was enthralling with Grice and Cecotto doing their damndest - side by side, and place swapping all the way. Allam's run, which had taken the 'one careful owner' Rover up to seventh, ended on lap 19 when the Englishman came in with engine maladies that were to curtail further involvement.

Lap 20 saw Granberg leading with Grice and Cecotto right with him. A gap had developed to Hahne and Brock with the clutchless Walkinshaw slipping away towards the Niedzwiedz/Quester/Dieudonne train - which was to lose the last named on lap 22 when the oil pressure of the Sierra dropped away alarmingly. No one else was in the same race. "The rest" being led by the BMW of Rene Metge.

Things had to come to a head and at the end of lap 25 that was what happened when the leading trio came steaming past the pits and came across a group of gyrating backmarkers in the first corner. Instant chaos. Granberg took the grass on the outside, Cecotto took the grass on the inside, the RAS team closed its collective eyes, and poor old Grice had nowhere to go except full tilt into an errant VW Golf. Both cars were out - in substantial fashion...

Granberg had the advantage when the survivors re-emerged, but a lap later Cecotto had the lead. At a distance came Hahne (a good drive this one) harried still by Brock with Walkinshaw falling back into the clutches of Niedzwiedz and Quester.

On lap 31 of 74 in came Cecotto and Niedzwiedz signalling the start of the pitstop charge. Next lap Granberg was in to hand over to Olofsson, but after just four laps the second Volvo was out with headgasket failure.

Brock moved up to second for a lap before he too came in, while Walkinshaw had been in with his tyres right down to the canvas, Win 'Tolpuddle martyr' Percy taking over. Hahne thus had the lead for four more laps before he too came in, his tyres shot, leaving Lindstrom (having taken over from Cecotto) ahead once more.

While the action was focussed on the pits the Axel Felder BMW rolled itself

to instant destruction coming into the stadium. Wallop!

By lap 40 things had begun to settle down again and Cecotto had a lead of some 45secs with Schlessler (in the Hahne car) second, with Moffat fighting it out for third with Ravaglia (yes, Roberto was back, having been drafted into the Quester Bee Em). Niedzwiedz struggled on with only the late-pitting Metge still on the same lap.

Lindstrom, though, was not to be caught, and his advantage grew when Schlessler peeled off into the pits with

what turned out to be terminal engine failure, while Ravaglia had got the better of Moffat for third - the Holden spilling oil thanks to a trip over the kerbs by Brock, holing the Commodore's sump. Everyone else, by now, was lapped, Percy having dropped from the equation when he hit a kerb four laps after the changeover which cracked a wheel and caused a puncture. Soper, though, was charging in his pre-Eggenberger Ford. The car may not have handled so well, but it stayed on course and by the end of the day was to give the

Ford team a well deserved third place. Good for them and good for Ford in front of their 'home' crowd. Well done!

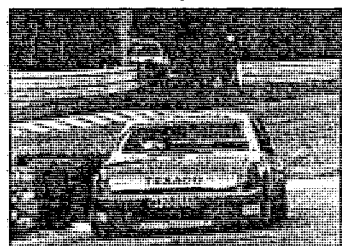
Ravaglia drove well, as ever, to take a safe second, although the talented Italian could claim no points, while fourth place fell to the Percy Rover which had Brock (he replaced Moffat after another stop) closing fast towards the end. The Metge/Alex Guyaux BMW 635Si came home a consistent if distant sixth after an entertaining battle with the Alain Cudini/Dany Snobeck Mercedes winner of the middle class.

The victory, though, was all Volvo's and Johnny Cecotto for one was delighted. "Grice's Holden was very quick," he admitted, "but once he was gone, we had no problems." Lindstrom made a late fuel stop, but no one was even close. A shame, because Grice might have been. Someone sponsor him soon.

When the going gets tough, the tough get stuffed! Grice deserved more...



One careful owner, designer crumpled roof...



HOCKENHEIM (D)

Apr 13, FIA Touring Car Championship, round 3, 74 laps - 314.3 miles

Pos	Drivers (Nat)	Class	Chassis/Engine	Result	Qualifying	Pos
1	Johnny Cecotto (VEN) Thomas Lindstrom (S)	3	2.0t Volvo 240 Turbo	3-03:33.17	2:23.21	6
2	Dieter Quester (A) Roberto Ravaglia (I)*	3	3.5 BMW 635CSI	3-05:11.09	2:26.10	12
3	Klaus Niedzwiedz (D) Steve Soper (GB)	3	2.3t Ford Sierra Turbo	73 laps	2:24.40	9
4	Tom Walkinshaw (GB) Win Percy (GB)	3	3.5 Rover Vitesse	73 laps	2:22.99	2
5	Peter Brock (AUS) Allan Moffat (CDN)	3	4.9 Holden Commodore	73 laps	2:24.92	11
6	Rene Metge (F) Alex Guyaux (F)	3	3.5 BMW 635CSI	72 laps	2:27.44	14
7	Dany Snobeck (F) Alain Cudini (F)	2	2.3 Mercedes 190E	72 laps	2:30.97	20
8	Anna Cambiaghi (I) Georges Bosshard (CH)	3	3.5 BMW 635CSI	71 laps	2:30.99	21
9	Tony Palma (I) Daniele Gasparri (I)	3	3.5 BMW 635CSI	71 laps	2:30.28	18
10	Georg Pachter (A) Josef Gerold (A)	3	2.3t Ford Sierra Turbo	71 laps	2:24.63	10
16	Philipp Muller (CH) Bruno Eichmann (CH)	1	1.6 Toyota Corolla	67 laps	2:37.43	33
R	Jean-Louis Schlessler (F) Armin Hahne (D)	3	3.5 Rover Vitesse	53 laps - engine	2:22.67	12
R	Winni Vogt (D) Markus Oestreich (D)	2	2.5 BMW 325i	47 laps - engine	2:29.08	16
R	Anders Olofsson (S) Ulf Granberg (S)	3	2.0t Volvo 240 Turbo	40 laps - engine	2:23.10	4
R	Allan Grice (AUS) Graeme Bailey (AUS)	3	4.9 Holden Commodore	25 laps - accident	2:23.06	3
R	Jeff Allam (GB) Gianfranco Brancatelli (I)	3	3.5 Rover Vitesse	23 laps - engine	2:23.92	7
R	Pierre Dieudonne (B) Sigi Muller Jr (D)	3	2.3t Ford Sierra Turbo	21 laps - oil pressure	2:27.08	13
R	Harald Grohs (D) Roman Feitler (LUX)	3	2.3t Ford Sierra Turbo	12 laps - engine	2:24.36	8
R	Roberto Ravaglia (I) Oscar Larrauri (RA)	3	3.5 BMW 635CSI	5 laps - overheating	2:23.13	5

Winner's average speed: 102.74mph. Fastest laps: Class 3: Grice, 2:24.74, 105.65mph; Class 2: Cudini, 2:30.95, 101.35mph; Class 1: Eichmann, 2:41.71, 94.61mph. Drivers championship: 1, Walkinshaw & Percy, 71pts; 3, Cudini & Snobeck, 52; 5, Oestreich & Vogt, 44; 7, Muller & Eichmann, 40; etc. Next round: Misano, May 04. * Ravaglia does not score points having driven more than one car.



INTERNATIONAL RACES

Takahashi twice

SUZUKA, Apr 06: Japanese sports car racing has continued to grow strongly during the last few years, and 29 cars took part in this year's opener for the All Japan Endurance Championship, 14 of which were Group C cars. There were four Porsches (962s and 956s), six Dome-Toyota 85Cs, three Nissan VG30-powered cars (two March 86Gs and a Lola T810), and one brand new Mazda 757.

The Yokohama-shod Advan Porsche 962 had a new 2.8-litre engine with more power and improved fuel efficiency. Nissan ordered two March 86Gs in preparation for Le Mans, but only one was ready in time for this race; the second should appear at Fuji. The new March had a cooling problem which hit Kazuyoshi Hoshino's car shortly after the start of practice. All the Domes which took part were 85Cs; the 86C will soon be completed for the use of the Dome and Tom's teams.

More European drivers participated than last year, the new names being Italian Beppe Gabbiani, who teamed up with Eije Elgh in the Dome Toyota, and Ireland's Michael Roe, who partnered Kenny Acheson in Team Ikuzawa's Dunlop Dome 85C. The March-Nissan 86G caught fire during the morning practice on race day and did not take part in the race.

Geoff Lees' Tom's Toyota 85C took the lead in the race, but was penalised one lap for a flying start. The second-placed March 85G Nissan of Hasemi was followed by the Advan Porsche, the From A Porsche 956, the Trust Porsche 956 and several Toyota Domes.

When Hasemi's engine blew up after eight laps, the Advan Porsche inherited a lead which it held until the end. An exciting battle for second place was finally won by the Asai/Okada From A Porsche, ahead of the Ikuzawa Dunlop Dome 85C of Acheson/Roe. Fourth was the Tom's Toyota 85C of Lees/Sekiya, with the Trust Porsche driven by Vern Schuppan and South African George Fouché fifth. Sixth place fell to the Mazda 757.

KUNIHIKO AKAI

SUZUKA (J)

All Japan Endurance Championship, round 1

85 laps – 500km (312.5 miles)

1, Kenji & Kunimitsu Takahashi (Advan Porsche 962C), 3h05m04.681s; 2, Hideki Okada/Tsunehisa Asai/Jiro Yoneyama (From A Porsche 956), 84 laps; 3, Kenny Acheson/Michael Roe (Ikuzawa Dunlop Toyota 85C), 84 laps; 4, Geoff Lees/Masanori Sekiya (Tom's Toyota 85C), 83 laps; 5, Vern Schuppan/George Fouché (Trust Porsche 956), 83 laps; 6, Yoshihiro Katayama/Takahashi Yorino/Yojiro Terada (Lucky Strike Mazda 757), 81 laps; etc.

Next round: Fuji, May 04.

ARS about face . . .

LONG BEACH, Apr 13: Contrary to many predictions the Super Vee championship in America got off to a fine start with a bumper grid of 41 cars at Long Beach. The event however was dominated by Super Vee graduates who have gone on to the ARS championship and were returning to Super Vee for just one event.

Pole went to Steve Bren, but as the lights went green the man to watch was Ross Cheever in his Provimi Veal Ralt RT5. Ross blitzed past the front men on the inside heading towards the first corner, and while all the other cars went through the turn, Cheever went off . . .

Mike Groff was an early leader, but Bren reasserted himself and duly took the lead lapping faster than he had in qualifying.

Other well known names in the massive field included Davy Jones, who qualified seventh but went out early on with an engine problem; Tommy Byrne who qualified an Anson eighth but retired on the third lap.

LONG BEACH (USA)

SCCA Super Vee Championship, round 1

37 laps – 61.79 miles

1, Steve Bren (Ralt RT5), 50m31.72s, 73.37mph; 2, Mike Groff (Ralt RT5), 50m34.00s; 3, Jeff Andretti (Ralt RT5), 37 laps; 4, Didier Theyes (Martini MK47), 37; 5, Denis Vitolo (Ralt RT5), 37; 6, Dave Kudrave (Ralt RT5), 37; 7, Matt McBride (Ralt RT5), 37; 8, Dave Whitney (Ralt RT5), 37; 9, Eddie Jones (Shannon), 36; 10, Danny Thompson (Ralt RT5), 36; etc.

Fastest lap: Groff, 1m14.045s, 81.19mph.

Next round: Indianapolis, May 24.

All Alugard

BRISTOL, Apr 06: After a break of over a month, a long time for the NASCAR teams with their busy summer schedules, the circus moved from Rockingham in South Carolina to Bristol in Tennessee and Daytona 500 winner Geoff Bodine placed his Levi Garrett (chewing tobacco) Chevrolet Monte Carlo firmly on pole with Neil Bonnett alongside.

Bodine it was who led the 32-car field away with Bonnett in tow. However, by half distance they were both out, with engine failure and an accident as the causes. Dale Earnhardt then took up the cudgels in his Wrangler Chevy, chased by Terry Labonte, Rusty Wallace and the inevitable front runner Darrell Waltrip. These three then shared the lead until the flag with Wallace leading the last 100 laps and taking the spoils in his Alugard backed Pontiac Grand Prix.

Showing that the Ford Thunderbirds are not completely out of the frame, Ricky Rudd brought his Motorcraft example through to second ahead of Waltrip, these three being the only cars to go the whole distance.

Again Alan Kulwicki's Quincy's Steakhouse Ford was best Rookie.

BRISTOL (USA)

Valleydale Meats 500

NASCAR Winston Cup, round 5

500 laps – 266.5 miles

1, Rusty Wallace (Pontiac Grand Prix), 2h58m14s, 89.747mph; 2, Ricky Rudd (Ford Thunderbird), 2h58m25s; 3, Darrell Waltrip (Chevrolet Monte Carlo), 500 laps; 4, Harry Gant (Chevrolet Monte Carlo), 499 laps; 5, Bill Elliott (Ford Thunderbird), 499 laps; 6, Bobby Allison (Buick Le Sabre), 499 laps; 7, Terry Labonte (Oldsmobile Delta), 498 laps; 8, Tim Richmond (Chevrolet Monte Carlo), 498 laps; 9, Kyle Petty (Ford Thunderbird), 497 laps; 10, Dale Earnhardt (Chevrolet Monte Carlo), 497 laps.

Stocks on at Darlington

DARLINGTON, Apr 13: Round 6 of the NASCAR Winston Cup took place at Darlington, South Carolina at the track they call 'The Lady in Black' – a 1½ mile oval which dates back to earliest days of NASCAR racing. The Darlington event is an important one for the 'Good Ol' Boys', it used to be the 'Rebel 501' before rampant commercialisation took over, but it is still considered one of the classic events on the NASCAR schedule. And a tough one at that!

Fittingly the event was won by the toughest of the tough 'Ironhead' Dale Earnhardt in his Wrangler Chevrolet, who was followed home by Darrell Waltrip. After their early season 'disagreement' Waltrip and Earnhardt are "not going out and having ice cream together", but on the track, at least, they are behaving.

Earnhardt led 335 of the 367 laps and his victory breaks the chain of different race winners which had until Darlington reached 12 drivers.

Of the other well known names, pole-sitter Geoff Bodine blew up on lap 1.

DARLINGTON (USA)

NASCAR Winston Cup, round 6

367 laps – 500 miles

1, Dale Earnhardt (Chevrolet Monte Carlo), 367 laps; 2, Darrell Waltrip (Chevrolet Monte Carlo), 367; 3, Bobby Allison (Buick Le Sabre), 366; 4, Neil Bonnett (Chevrolet Monte Carlo), 366; 5, Tim Richmond (Chevrolet Monte Carlo), 364; 6, Rusty Wallace (Pontiac Grand Prix), 364; 7, Richard Petty (Pontiac Grand Prix), 364; 8, Bill Elliott (Ford Thunderbird), 362; 9, Kyle Petty (Ford Thunderbird), 361; 10, Ken Schrader (Ford Thunderbird); etc.

Next round: North Wilkesboro, Apr 20.

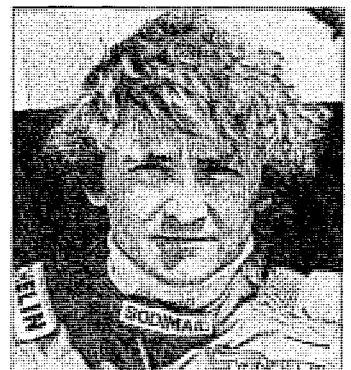


Photo chasing his team mate . . .

No panic for Yannick

ALBI, Apr 13: Yannick Dalmas scored his second win in as many weeks at the second round of the Marlboro French F3 championship at Albi, near Toulouse in Southern France.

Dalmas, in his ORECA Marlboro/Ville de Toulon Martini took pole position with none other than Harald Huysman alongside in his KTR/Marlboro car. Nothing to complain about for the cigarette manufacturer!

Harald, it was who took the lead in a blaze of glory and for 15 of the 23 laps he led the way until sidelined with mechanical failure.

Dalmas had only his team mate Michel Trollé to worry about, while behind them Gilles Lempereur (DRS Ralt Alfa), Jean Alesi (Dallara-Alfa) and Frederic Delavallade in his Eddie Jordan Racing Angoulême-sponsored Ralt-VW battled.

'Fred' managed to pass the rapid young Dallara driver but was unable to worry Lempereur.

Serge Saulnier's new recruit Eric Bellefroid came home a strong sixth in his Tropico-sponsored Martini, while Dave Price's trio had a poor weekend with Fabien Giroix eighth and Paul Belmondo tenth. The Avia Martini team, too, were off the pace.

ALBI (F)

French F3 Championship, round 2

23 laps – 50.96 miles

1, Yannick Dalmas (Martini-Volkswagen MK49), 27m06.32s, 112.80mph; 2, Michel Trollé (Martini-Volkswagen MK49), 27m10.69s; 3, Gilles Lempereur (Ralt-Alfa Romeo RT30), 27m15.47s; 4, Frederic Delavallade (Ralt-Alfa Romeo RT30), 27m21.48s; 5, Jean Alesi (Dallara-Alfa Romeo 386), 27m21.96s; 6, Eric Bellefroid (Martini-Alfa Romeo MK49), 27m24.06s; etc.

Next round: Magny Cours, May 04.



Per-Gunnar Andersson (left) won the second round of the German Touring Car Championship leading home reigning champion Per Stureson.

HOCKENHEIM (D)

German Touring Car Championship, round 2

15 laps – 63.71 miles

1, Per-Gunnar Andersson (Volvo 240 Turbo), 38m20.60s, 101.13mph; 2, Per Stureson (Volvo 240 Turbo), 38m25.97s; 3, Klaus Niedzwiedz (Ford Sierra Turbo), 38m34.31s; 4, Kurt Koenig (BMW 635CSI), 38m34.76s; 5, Klaus Ludwig (Ford Sierra Turbo), 38m45.68s; 6, Fritz Muller (BMW 635CSI), 38m57.90s; etc.

Fastest lap: Hans-Friedrich Pöll (Volvo 240 Turbo), 2m02.81s, 124.58mph. (This time would seem to indicate computer error.)

AUTOSPORT

PIT & PADDOCK 4

All the international racing news – The de Angelis tragedy – Indy 500 line up finalised – Foulston buys Brands Hatch, Oulton and Snetterton – Air restrictors to curb F1 power on the way? – Racing for Britain boost for Wallace – Spa F1 preview – *Weekend Sport*.

OBITUARY 11

We pay tribute to Elio de Angelis who died so tragically last week.

COMMENT 12

Safety in testing: we discuss the need for improving standards – Your tributes to Elio de Angelis, and thoughts on safety matters in *Correspondence* – A look back at the news in motor sport, 10, 20 and 30 years ago this week – And some welcome humour from *Catchpole*.

PAU F3000 14

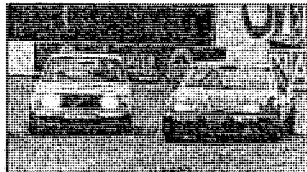


Mike Thackwell took the lead from poleman Emanuele Pirro at half distance and thereafter dominated the race through the winding streets of this picturesque French town. Ian Phillips headed south for the third round of the series.

SPECIAL STAGE 20

All the national and international rallying news – Audi withdraw – Mikkola set to retire? – 1987 World Championship planned – Acropolis and Scottish entries – Cosworths to miss Ypres – Drivers meet to discuss the future.

ANDERSTORP TCC 24



The closest-ever finish to a Touring Car Championship race saw Volvo beating Rover by just 0.37sec to take a home win at the Anderstorp circuit. The Swedes were over the moon, and applauded, as Joe Saward recounts.

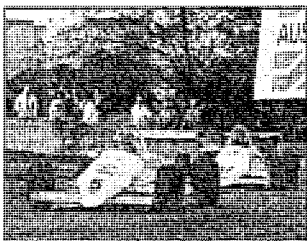
SPORTS EXTRA 29

All the national news – Ayles flies at Brands – Disqualification hits prodaloons at Donington – New Honda for circuits – More runners for Saab Turbo series.

POND COLUMN 33

Our regular column from Tony Pond, who discusses the crisis which has hit rallying, and makes a few suggestions for the future.

DONINGTON F3 37

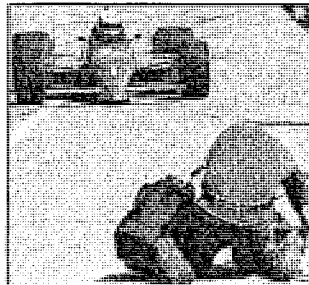


Martin Donnelly and the Swallow Racing Team got their sums right at Donington, the Ulsterman pulverising the championship leaders *en route* to his maiden F3 victory. Alastair Lyall was another first time winner in Class B, as Marcus Pye reports.

FIFTH COLUMN 40

Nigel Roebuck looks at the circumstances surrounding the tragedy at Paul Ricard last week, and wonders why, yet again, safety facilities in testing have proved less than those acceptable at a race.

INDY 500 QUALIFYING 44



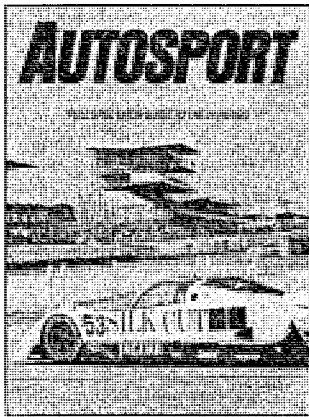
Two time winner Rick Mears starts from the pole on Sunday, and is everyone's favourite to make it three. Alongside, however, is his Penske team mate Danny Sullivan – who took the race last year. Gordon Kirby runs down the 33-car field.

SPORTSCARD 52

International and national reports of all the weekend's motor sport events, including NASCAR from Dover Downs, F3 from Italy, Sweden and Belgium, IMSA GT from Charlotte – National racing from Oulton, Donington and Brands – Plus rallying, Ford's 1-2 success on the South Swedish Rally, and Didier Auriol's first Metro win – Off-track from Croft, Barbon and Wiscombe.

AUTOSPORT LE MANS YEARBOOK

All you need to know to keep you informed and entertained at Le Mans this year in this free supplement.



FRONT COVER

Above: Rick Mears is poleman at the Indy 500, having averaged 216.828mph during last week's practice. Photo: David Hutson. Story: page 44. Below: Eddie Cheever hurries the Jaguar to an historic victory at the recent Silverstone 1000. Free inside this issue is our comprehensive 52-page guide to next week's Le Mans classic when the Jaguar team will again try to defeat the establishment.

NEXT WEEK

Read Nigel Roebuck's detailed report of the fifth round of this year's Formula 1 World Championship from Spa – Plus full coverage of the Indianapolis 500 – F3000 racing from Spa – F3 from Silverstone – An in-depth look at the Renault Formula 1 engine – The four-wheel drive Porsche heading for Le Mans – Acropolis Rally preview – Plus all our usual news and features.*

*These items correct at press time.

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ABC



A flying finish! Lindstrom and Hahne cross the line together after three and a half hours motoring — 476 miles.

Swamp fever!

It's not that close, is it? So ended the report of the race two weeks ago at Misano — 5secs after three and a half hours. Not bad. Well, in Sweden they got closer than that, Thomas Lindstrom crossing the line just 0.379secs ahead of Armin Hahne, which ain't a lot of yardage, take it from me! For three and a half hours the swamp of Anderstorp saw an incredible race with the front five men running together all through the afternoon. The last few laps were the most exciting I can remember of any race for years. Sheer entertainment. It may not be the centre of civilisation, but for some reason Anderstorp always produces a good race. Last year it was the best race of the championship ... Perhaps it will be this year. Oh Lord, we go to Brno next ...

QUALIFYING

Hello Sweden. The land with 14 people per square kilometre, 12 of them called Johansson, Andersson or Lindstrom. There are only two things more numerous than Johanssons: trees and Volvos. I have nothing against trees, but this really is Treesville. It would warm a timberman's heart — bring dollar signs to his eyes — for normal city folk it is enough to make you go berserk with a chainsaw. I never want to see another tree again!

Flying in over the forests, the pilot informed us that "66 per cent of the air traffic controllers had called in claiming to be ill." It must be a nice life being a Swedish traffic controller — the same thing happened last year! Perhaps it has something to do with the fact that there was a national holiday? But, who dares wins and the SAS pilot was going to get in whatever. The people after all have to get to the Group A stock car race (as the

inflight magazine described Anderstorp). Yeehah! "It is overcast with rain," said the pilot. Oh, great!

Once on the ground we began to wonder why we'd come. Dodging Volvos we headed off into the fir-lined boonies. There were signs to Hulu, Hok, Hallo, Horne, Hono, Hol and Habo — who'd be a Swedish postman. Still there is Lodose (good for avoiding radiation), and Grabo, Horred and Rude (good for a laugh). We never did discover what Sexdrega was good for! Deep in Sjuharadsbygd province, not far from the Nissan river (what, no Volvo?) lies Anderstorp.

It's not a bad place if you like the quiet life, if you don't mind paying £2.50 for half a pint. "Shall we play Russian roulette?" suggested someone over dinner. It seemed a good idea at the time, it might have livened things up a bit. Racing drivers going to bed at 10pm — whatever next? Off to watch Benny Hill

Christian Danner put in a good showing for the Linder team — driving both cars into the points!



with Swedish subtitles. Truly, the world had gone mad ...

Thankfully, the circuit makes up for some of the lack of excitement around it. It is a good track for touring cars — just the right mixture of corners and straights with plenty of room for the ever-fascinating error ... Go off here and you're in a swamp — squelch!

Pre-race testing on the Friday had been conducted in rainy conditions, but come official qualifying on Saturday the sun was shining — something which cheered up the TCC circus. The entry was down to 36 cars, not entirely surprising when you realise just how out of the way the place is. Missing from the line up were all the Ford Sierra Turbo XR4T's. Why? Well, it seems the teams had need to consolidate a little before the series begins its midsummer dash around the tracks of Europe: engines and such things.

Also *hors de combat* were the Sno-neck Racing Services Mercedes — this race never in their schedule despite their success to date and, more importantly, despite their championship points standings. The CIBiEmme Sport team were down to just three cars. With Tony Palma and Daniele Gasparri the missing link, while the Bulgarian BMW which we saw last year failed to show.

This being Sweden we had lots of Volvos. Aside from the works cars we had two Team Beckers cars in their rather colourful rainbow design. At the wheel were Per-Gunnar 'Pegger' Andersson/Mats Linden and Greger Pettersson/Ulf Svensson. Hotfoot from his Avus disqualification in the German series, 'Pegger' was looking for a result, his car running on Goodyears while the Pettersson car ran on Pirellis. There was a third privateer Volvo for German Touring Car champion Per Stureson, joined for the weekend by Curt Simonson and Anders Berggren.

And, the Juma team were back with a brand new BMW 635CSi for Marc Surer and Hans Heyer. The car, which will run at Brno and Spa, featured sponsorship from Castrol and Leaseplan. There was also a local BMW (Juma-built) for Leif Lindstrom and Jan Brunstedt, which would run for the weekend with Bridgestone sponsorship and Bridgestone tyres.

The South Pacific Rover team (still unsponsored) had two Rovers, the leading car for Denny Hulme and Jeff Allam and a second, brand new chassis, for Neville Crichton and Ron Dickson.

The Volvo team had been testing at what is their home track since the previous Monday and come official qualifying much was expected of them. Thus it was somewhat surprising at the end of the first session when the timesheets appeared. 'Skippy' Hahne was on the pole! Just as he had sneaked a quick one at Hockenheim, here it seemed he had done it again.

Throughout practice the Rover teams looked very good and there was much optimism. "I don't want to do too many laps," expounded Jeff Allam, "we'll show everyone how good we are! I'm pretty confident we're going to win," said the normally restrained Allam. His co-driver, a gentleman called Denny Hulme, had some small local experience having stolen the 1973 Swedish Grand Prix on the last lap from Ronnie Peterson! A popular man in these parts ...

There were times when you had the distinct impression that the Austin Rover drivers needed a minibus, everywhere you turned there was another couple: four cars, two drivers apiece, no corner of the paddock was safe. "We've got a new *kair*," explained Ron Dickson, "and I've broken it already. On only the second lap — something seized."

"He tried to do it on the first lap!" suggested Neville Crichton.

"Skippy" Hahne was hobbling but happy throughout practice. "But you know," he said, "Schlesser ..." Yes, yes, he would have been quicker! Hilarity was the order of the day. If you're stuck in a Swedish swamp on a damp Saturday surrounded by trees, the Dunkirk spirit tends to prevail, even with Armin!

Ah, said the pitlane wisecracs, you wait, Volvo are saving up the qualifying runs for the last minutes of the second session - they'll snatch the pole with a real blinder and all the folk from Trollhatten to 'Yotayu' (Goteborg) will be able to read about it in the papers and will come along to the race. We waited for Ulf Granberg to take his brain out ...

The RAS team seemed a little less fraught than of late. Thomas Lindstrom and Ulf Granberg admitted that everything was perfect. To misquote Mandy Rice-Davies "Well, they would say that, wouldn't they!" This, after all is Sweden - smile for the cameras. Anders Olofsson kept an inscrutable silence, while the 'Latin Quarter' of the crew (Johnny Cecotto) was more forthcoming "We have been running the Misano race engine and the turbo is f ... not very good." And, of course, there is traffic. In between sessions the number 1 Volvo had a new engine fitted and we waited for the quick 'gumball special' lap ...

The Schnitzer team was not the bundle of joy we had seen in Italy. "I'm not so happy with the car," explained Gerhard Berger after the first session. "We are changing everything!" The team seemed a little less settled than at Misano. The main elements of the crew had not arrived till Friday and before then Roberto Ravaglia and, believe it or not, the Schnitzer truckie 'Klaus the wild man' had done the early testing together, being the only two on site. Klaus, by the way, was quick - a MAN development truck racer! Everything seemed fine, the times were good, but from then on things seemed to go wrong. A radical change was called for. The second session would tell.

The CiBiEmme Sport team, on the other hand, seemed very 'appy with life. "Finally, it is good," said Carlo Rossi, "the balance is good. Not bad when we never do any testing!" The gap to the frontrunners had certainly closed again with the Rossi/Micangeli (Marco) car with an ace of the Schnitzer lead car. *Multo bene!*

The Juma team, however, were struggling first time out. "It is a new car," explained Marc Surer, "but after two days that should not be an excuse. We don't seem to have enough power. I can make up a few tenths, but not whole seconds!"

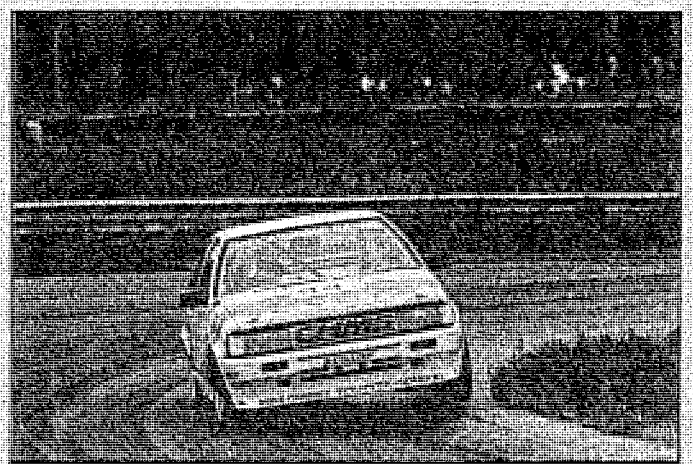
So, with the sun out and a brisk wind ruffling the pines, the second session got underway. And what was the result? Wallop! With a few minutes to go, a kerb-hopping car came flying through - pole by over a second. That's some performance! How did you feel about it, Winston? Winston Percy, no less, had wound up a quick one, been given some Dunlop 922s and the result was stunning. "I'm tickled pink so I am!" said the man from Weymouth. Take that Volvo! The Volvo team were not tickled, but they were certainly pink. Three Rovers ahead of the first 240 Turbo. Three? Yes, for joining Winston and Hahne in the glory was none other than Denny Hulme. If he'd been given some 'gummies' he would have been quicker.

The Volvos were fourth and fifth, with a happier Berger/Ravaglia car in sixth, Roberto having set the time this weekend. Carlo Rossi put the CiBiEmme BeeEm seventh, but a mistaken diff change meant that he could not use

Ein-zwei-drei

BMW scored a fine 1-2-3 with their 325i in the middle class with Christian Danner/Winni Vogt making the running all the way to lead home their sister Linda Hennepart car by some two laps. Massimo Micangeli/Johnny Beindl and Christian Danner (yes, him again) driving the second car home. A lap further back came the Autobuckler car of Robert Waltherscheid-Muller and Jürgen Harmlmann, spilling oil onto its tyres, but still making the 'lap'. No one else came close. The Saabek Mercedes did not come to Sweden (it had never featured in their plans) and so it was up to the Carlson Merco to keep the 190Ea in the hunt, which they did effectively in practice - the cars showing much more speed than of late. Both however were to blow up early in the race, leaving the only Mercedes still going at the flag the Morris version driven by Bernard de Dryver and Thierry van Dalen - 13 laps down at the flag after a long stop. Of the Alfas only the Imbert team appeared and the cars were not on the pace.

In the baby class, there was a runaway victory for the Team Toyota Control team of Kurt Thim, Eric Hoyer and John Nielson,



Chris Hodggets put his Toyota on baby class pole in spectacular style.

although practice has seen the Team Toyota GB car of Chris Hodggets and Sig Green on pole. The British team only arrived on Saturday morning, for what was their first foreign excursion and a lack of testing and

circul knowledge saw them make the wrong tyre decision in the race. They finished fourth in class, having been overtaken for third on the very last lap. Toyotas all the way, 1-2-3-4.

the Pirelli D7s to their best, so Georges Bosshard was given them for his car and duly bumped the second CiBiEmme car up to 11th, behind the fourth Rover (Crichton/Dickson), the leading Becker team Volvo - with Per-Gunnar Andersson setting the time - and the second Schnitzer car, qualified by Otto Rensing.

Practice over, the drivers held a meeting to ask FISA to ensure that fuel checks be made in the light of the recent accidents involving fire. (See P&P).

With the intrigues over for the day, it was off to discuss the issues over dinner. For race day, they reckoned, the Volvo 'sandbagging' would be over. We would have to see. Back to the quiet life ...

RACE

I have a vague suspicion that some Swedes are insane. Having been woken at four in the morning by a man passing the hotel window singing at the top of his voice - on a skateboard - I was willing to believe anything. In the warm up the Volvos and BMWs were setting the pace, until towards the end Walkinshaw threw in a quick lap ...

It was, climatically, a miserable sort of day, but something in the region of

11,000 Swedes trekked out to the swamp to watch the battle. Last year, they informed each other, it was a good race, no? Yah!

No one was quite sure what the pit stop schedule was going to be, nor indeed what the weather was up to. "I think I'll go and get my waterproof gear," muttered John Wickham, with a skyward glance, "it's coming!" It certainly was, a huge, horrible looking black cloud drifting towards the track, such that as the teams lined up on the dummy grid, the occasional spot could be felt ... Interesting possibilities. The three frontrunning Rovers had all opted for soft 194 race rubber, which meant we knew we would be seeing them in at a fairly early stage. The Pirelli runners, for the most part, were sticking with the tried and trusted race rubber, good old D3.

Away they went for the last half warm up lap - the start and pits being separated for some reason - with Walkinshaw and Hahne leading the way in Bastos colours and the white Rover of Hulme forming the rearguard. Off peeled the pace car - would you believe a Volvo? And they were off, 36 cars bound for the slightly banked Start Kur-

van. NASCAR! Going high, wide and handsome through the second turn, the even steeper banked Opel Kurvan, Walkinshaw led Hahne, with Granberg third. But what was this? Through they came, Hulme, Cecotto, Per-Gunner Andersson (pretty wild considering his starting position), Dickson, Rossi, Danner (insane if you consider his 14th starting position), something was going on, where were the Schnitzer BeeEm's? Poor Berger's weekend continued the downhill trend. On the warming up lap his car had locked on the brakes, leaving the Schnitzer team to climb all over it as they endeavoured to find the problem. Gerhard did take the start, but from the back.

While the Austrian made the most progress, scything through the backmarkers, at the front Walkinshaw and Hahne were quickly joined by Granberg, Hulme and Cecotto. A gap quickly developed back to Andersson and behind him Dickson and Rossi began what was to prove a very entertaining dice. Christian Danner was next up in the leading middle class car, miles clear of the rest.

By the 10th lap the top five men had

into the banked Start Kurvan/Walkinshaw has Hahne, Granberg, Hulme, Cecotto, Andersson, Dickson and the rest after him ...



closed right up and Hulme was challenging Granberg, while the Swede was more intent on overtaking Hahne - which he did on the 12th lap. Berger's progress had been remarkable and he was already closing in on the Rossi/Dickson battle, which itself was by now right up with the Andersson Volvo. Things were shaping up well...

Five laps later and spots of rain began falling, but it was never enough to cause anyone any problems and after a further three laps it went away, not to return till long after the chequered flag had fallen.

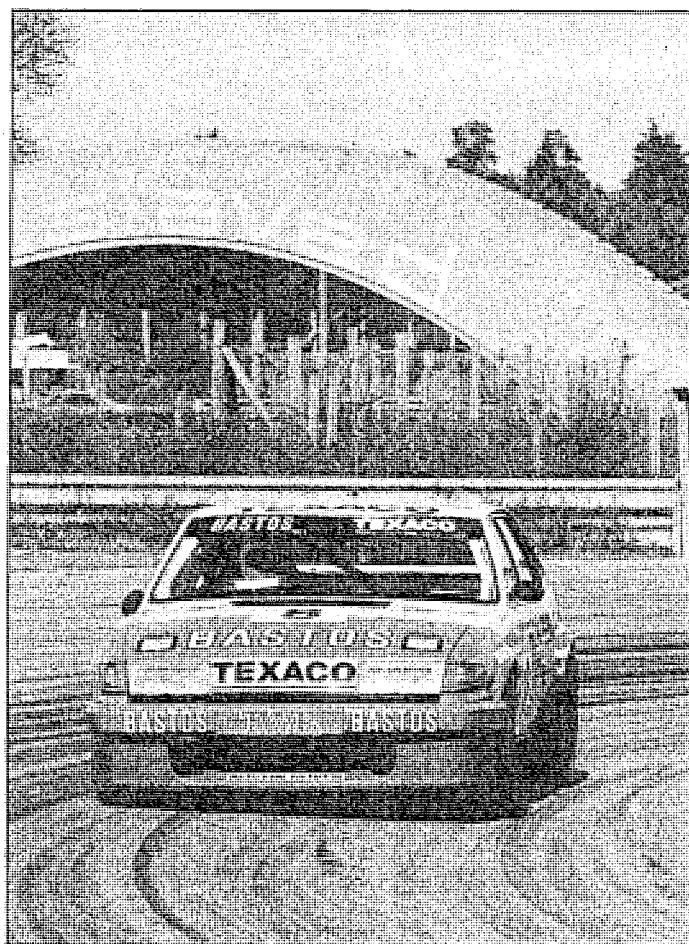
Granberg looked the strongest now (so, they had been sandbagging!) and was after Walkinshaw for the lead, while just behind them Cecotto had eased his precise way past Hulme. There was a 20secs gap back to the battling Andersson/Dickson/Rossi combo which lost the middle named in rather lurid fashion in the Karusell of all places - the centre of a wheel breaking and sending Ron into the barriers very heavily. He emerged unscathed, wandering in massaging his shoulder. The battle might have been breaking up, but Berger was closing in, while behind him Surer was having a fair old ding-dong with Christian Danner's 325i. Berger's moments of glory however were numbered for his BMW now began to misfire horribly in the turns.

Granberg had the lead by the end of lap 22, but his mirrors were full of Walkinshaw, Hahne, Cecotto and Hulme, all running nose to tail, with sixth having gone to Rossi, who had got rid of Per-Gunnar Andersson. Then Granberg began to pull away. If this was to be the pattern, we thought, we may be in for a dull afternoon. Far from it! Lap 28 and suddenly Walkinshaw was into the pits, his tyres gone, well before any pitstop was scheduled. Percy rejoined on the same rubber TW had been using and set off with Berger just ahead of him. Volvo was looking even stronger, with Cecotto moving in on Hahne and sizing him up to take second, something which Armin denied him, when the Rover pilot peeled into the pits on lap 39. So the Rovers were going for two stops apiece! Sure enough, two laps later in came Denny to hand over to Jeff Allam, which, of course left the Volvo pair a good 30secs ahead. One stop or two? If one was to judge by the behaviour of Per-Gunnar Andersson it would have to be two, as he came in on the same lap as Hulme.

The first round of stops over, we had Volvos ruling the swamp (a delighted crowd) and three Rovers chasing in line astern 30secs behind them (the crowd all but hissing). Surely, they asked, Volvo cannot do it on one stop. They had at Misano! Lap 54 answered that question for suddenly in came Granberg. This might have been dramatic on the track, but in the pits it was even more so, for Thomas Lindstrom was to be found sitting calmly back with his feet up and helmet a long way from his side. Chaos (read RAS pit stop!). It all took rather a long time. When Cecotto came in a lap later things were better, but not quite right.

All this excitement saw Win Percy in the lead, in a stint in which he would set the fastest lap of the race, but he was not having it easy because in his mirrors came (deep breath) Lindstrom, Brancatelli, Allam and Olofsson - just like that. There was a long gap back to Rossi, who was being shadowed by Surer (ever more sideways) and Danner, who had been fighting it out right from the word go. No one else was on the same lap, Berger, by now, a retirement.

Next we had the midrace stops for the select few that could actually run the distance on one stop. This accounted for Rossi, Surer, Danner and Rensing and



What a little megastar! Winston Percy took pole and set fastest lap in the race.

most of the small class cars.

The top five became the top three as Allam and Olofsson fell back a few seconds to fight it out among themselves. The gaps were dependent on traffic, but despite all this it was still incredibly close, the top five covered by 13secs ... All of them with one pitstop left to come. Percy completed a fine 50 lap stint and left Brancatelli to lead Lindstrom. 'Branca' had lost vital seconds after his stop for no apparent reason, running 1:49s and 1:50s until in desperation he flicked the spare fuel pump switch and immediately was down to 1:45s. "Really magic!" he explained rolling his eyes, "magic when I turn the switch!"

Allam was the next to pit, followed shortly afterwards by 'Branca' and, to the cheers of the crowd we had Volvo running 1-2 again - 20secs apart and, surprise, surprise, three Rovers running

as one with Hahne, Walkinshaw and Hulme back at the respective wheels. By now no one else was even close, Marco Micangeli leading the BMWs one lap down and Heyer taking up where Surer had left off, fighting it out with Winni Vogt. In the meantime Quester was starting a charge, the Schnitzer team having switched to 17ins rims when Rensing (who had been running 16ins) handed over to the Austrian. The Beckers Volvos were both in trouble, Linden retiring the Andersson car with engine failure on lap 78.

"It's going to be close," said John Wickham in the Volvo pits. Indeed it was. By lap 94 Ulf Granberg was standing by the refuelling crew waiting. In came Lindstrom, waved Granberg away and taking new tyres and fuel he was away, rejoicing in third right behind Hahne. Olofsson led by a dwindling 12secs and we knew he had to pit. About

15secs behind Lindstrom and Hahne came Walkinshaw, a further 15secs ahead of Hulme. Lindstrom warmed his tyres and then made to pass Hahne, which he did on lap 102, about the same time Olofsson came into the pits. The race was on; Armin versus Thomas, and 20secs in arrears Thomas (Walkinshaw) versus Anders Olofsson, with Denny Hulme beginning to close in. The gaps were dependent as ever on traffic, but now it was becoming crucial...

There were maybe 12 laps to go - this being a timed race it was difficult to predict on exactly which lap the flag would fall. Lindstrom came through with Hahne, headlights blazing, right under the Volvo rear wing, while behind them Walkinshaw, with his headlights blazing, had his mirrors full of Nordica Volvo signs. If a Rover was held up in traffic the crowd went mad. Hahne fell foul of traffic twice, but close the gap each time. Six minutes to go, the German climbing all over the back of the Volvo in the corners. Thomas though had that tiny little extra grunt on the straights. Olofsson dived inside the Walkinshaw at the Hansen Kurve, just before the Karusell and the crowd erupted! Hulme was but 3secs behind Walkinshaw and Olofsson and closing. Four minutes to go ... The traffic was working to Lindstrom's advantage as he flashed his headlights to give warning of his approach. The backmarkers couldn't see Armin! Every time he dropped back, though, he quickly made up the gap. Olofsson was quickly pulling away from Walkinshaw, who was suffering from a broken anti-roll bar and rooted tyres. "To all intents and purposes," he reported regally, "a finish one was going for ..." And, we had the mysterious yellow dot appear on the TWR pitboards. What could that mean? Who knows. Hulme closed right up to Walkinshaw with consummate ease, and then sat behind the team boss all the way to the flag. I wonder what a yellow dot means...

All this was insignificant as we watched Hahne and Lindstrom go into the last 2mins. Through the Karusell Armin was all but inside Thomas and on the last but one lap he actually pushed the Volvo all the way along the pit straight. Not even a car's length in it ... Down the back straight as one, braking for Granpa's turn, into the last corner and there was the chequered flag! From the other side of the circuit you could tell who had won as the grandstands erupted!

Armin emerged from the car with just two words rattling round his head: "no way," he kept repeating as he steamed gently. "I was driving 110% but he always had that extra bit on the short straights." At the end of the day leaders were running 1:45s, the same as they had at the start. A great day for the sport, a great day for alcohol sales in the area. Thank you Sweden and goodnight...

ANDERSTORP (S)

May 18, FIA Touring Car Championship, round 5, 118 laps - 475.65 miles

Pos	Drivers (Nat)	Class	Chassis/Engine	Result	Qual	Pos
1	Thomas Lindstrom (S) Ulf Granberg (S)	3	2.0t Volvo 240 Turbo	3-31:06.24	1:43.13	4
2	Armin Hahne (D) Gianfranco Brancatelli (I)	3	3.5 Rover Vitesse	3-31:06.61	1:42.60	2
3	Johnny Cecotto (VEN) Anders Olofsson (S)	3	2.0t Volvo 240 Turbo	3-31:41.19	1:44.22	5
4	Tom Walkinshaw (GB) Win Percy (GB)	3	3.5 Rover Vitesse	3-32:03.14	1:41.53	1
5	Denny Hulme (NZ) Jeff Allam (GB)	3	3.5 Rover Vitesse	3-32:04.72	1:43.01	3
6	Marco Micangeli (I) Carlo Rossi (I)	3	3.5 BMW 635CSI	1:16 laps	1:45.10	7
7	Marc Surer (CH) Hans Heyer (D)	3	3.5 BMW 635CSI	1:16 laps	1:46.48	12
8	Dieter Quester (A) Otto Rensing (D)	3	3.5 BMW 635CSI	1:16 laps	1:45.73	10
9	Christian Danner (D) Winni Vogt (D)	2	2.5 BMW 325i	1:15 laps	1:46.94	16
10	Massimo Micangeli (I) Johnny Reindl (A) Christian Danner (D)	2	2.5 BMW 325i	1:13 laps	1:47.23	16
17	Erik Hoyer (DK) John Nielsen (DK) Kurt Thim (DK)	1	1.6 Toyota Corolla	109 laps	1:51.87	28
R	Per-Gunnar Andersson (S) Mats Linden (S)	3	2.0t Volvo 240 Turbo	77 laps - engine	1:45.54	9
R	Gerhard Berger (A) Roberto Ravaglia (I)	3	3.5 BMW 635CSI	45 laps - differential	1:44.48	6
R	Ron Dickson (AUS) Neville Crichton (NZ)	3	3.5 Rover Vitesse	18 laps - accident	1:45.20	8

Winner's average speed: 84.49mph. Fastest lap: Percy, 1:44.56, 86.73mph (record). Championship positions: 1, Walkinshaw & Percy, 102 pts; 3, Vogt, 86; 4, Cecotto, 75; 5, Dany Snobeck & Alain Cudini (Mercedes 190E), 68; 7, Bruno Eichmann & Philipp Muller (Toyota Corolla), 54; etc. Next round: Brno (CS), Jun 08. *Danner does not score having driven more than one car.

▶▶ the new Mercury Merkur XR4Ti with a strong drive while Kniefel recovered from an incident on lap 8 which eliminated early leader Jim Miller (Camaro). Les Lindley (Camaro) was a close fourth with Larry Park rounding off the top five. George Follmer drove well to 7th place in a five-year-old Corvette, his Porsche not being prepared in time.

In the companion West Coast Atlantic Championship Roberto Quintanilla scored his first series win taking advantage of a mid-race tangle between Tom Phillips and Pau winner Ted Prappas. Points leader Dan Marvin took second while Prappas recovered third place ahead of Mike Buckenham.

JOHN ZIMMERMANN

RIVERSIDE (AM)**Bendix TransAm Series, round 1**
40 laps – 101.60 miles

1, Scott Pruett (Capri), 1hr 1:50.780s, 98.56mph; 2, Peter Halsmer (Mercury XR4Ti); 3, Chris Kniefel (Mercury XR4Ti); 4, Les Lindley (Camaro); 5, Larry Park (Corvette); 6, Andy Porterfield (Camaro).

Next round: Sears Point, Jun 01.

West Coast Atlantic Championship, round 3

25 laps – 63.50 miles

1, Roberto Quintanilla (Ralt RT4), 33m43.579s, 119.01mph; 2, Dan Marvin (Ralt RT4); 3, Ted Prappas (Ralt RT4); 4, Mike Buckenham (Ralt RT4); 5, Glenn Smith (Ralt RT4); 6, Paul Dallenbach (Ralt RT4).

Next round: Sears Point, Jun 01.

Super Stefano

VARANO, May 18: Stefano Modena took his second successive victory in the Team Seresina Reynard, capitalising on his debut win in the previous round at Magione. Modena now lies only two points behind championship leader Marco Apicella.

Alex Caffi finished a close second just 0.56sec behind Modena while Apicella could manage only third, shadowed by his team mate Nicola Larini.

GAETANO DIMA

VARANO (I)**Marlboro Italian F3 Championship, round 4**

56 laps – 62.63 miles

1, Stefano Modena (Reynard-Alfa 863), 44m55.42s, 83.65mph; 2, Alex Caffi (Dallara-Alfa 836), 44m55.98s; 3, Marco Apicella (Dallara-Alfa 386), 45m09.51s; 4, Nicola Larini (Dallara-Alfa 386), 45m09.82s; 5, Fabio Mancini (Dallara-Alfa 386), 45m10.60s; 6, Thomas Danielsson (Dallara-Alfa 386), 45m13.29s; 7, Giorgio Montaldo (Dallara-Alfa 386), 45m33.51s; 8, Giovanni Lavaggi (Dallara-Alfa 386), 45m34.32s; 9, Nicola Marozzo (Dallara-Alfa 386), 45m40.72s; etc.

Fastest lap: Caffi, 47.13s, 85.48mph.

Next round: Monza, Jun 01.

Canon spiked

ANDERSTORP, May 18: In keeping with the general trend across Europe, the Swedish F3 has blossomed of late and 22 cars made the start, led, after practice, by the familiar Caratom Ralt RT30 of Hasse Thaug, a longtime campaigner in Swedish F3. Behind him came the Canon Ralt RT30 of Michael 'Micke' Johansson and the Reynard of Niclas Schonstrom. At the start it was Johansson who made the best getaway to lead from Schonstrom and Thaug, these three clear of the rest.

With a lap to go Johansson was held up dreadfully by the slow Magnum of Christer Simonsen and as they set off down the long back straight for the last time Schonstrom was right with the

Canon car which he outbraked into Grandpa's turn to win by 0.619secs.

JOE SAWARD

ANDERSTORP (S)**Swedish Formula 3 Championship, round 1**

18 laps – 45.33 miles

1, Niclas Schonstrom (Reynard-Volkswagen 853), 29m11.93s, 93.18mph; 2, Michael Johansson (Ralt-Volkswagen RT30), 29m12.55s; 3, Hasse Thaug (Ralt-Volkswagen RT30), 29m14.41s; 4, Henrik Barkstrom (Ralt-Volkswagen RT30), 29m15.52s; 5, Ronnie Peterson (Ralt-Volkswagen RT30), 29m25.38s; 6, Hakan Olsson (Ralt-Volkswagen RT30), 29m27.16s; 7, Mikael Norlander (Ralt-Volkswagen RT30), 29m28.56s; 8, Sami Pensala (Ralt-Volkswagen RT30), 29m31.61s; 9, Rikard Rydell (Reynard-Volkswagen 853), 29m35.67s; 10, Jan Nilsson (Ralt-Volkswagen RT30), 29m36.21s; etc.

Fastest lap: Johansson, 1m36.00s, 94.47mph.

Street racer

PAU, May 19: Yannick Dalmas scored his third win of the year in the French championship in the F3 event supporting the F3000 race at Pau. The ORECA Martini driver led from start to finish to win by eight seconds. Pierre Petit's fortunes took a turn for the better with second place. The star of the show, however, was Dalmas's team mate Michel Trolle who charged through to fourth after starting on the seventh row.

The French Production car race saw Jean-Louis Bousquet take pole and lead from flag to flag in a race of attrition. Jean Ragnotti, who qualified alongside Bousquet on the front row retired.

TONY DODGINS

PAU (F)**French Formula 3 Championship, round 4**

28 laps – 48.02 miles

1, Yannick Dalmas (Martini-Volkswagen MK49), 36m46.88s, 79.67mph; 2, Pierre Petit (Martini-Volkswagen MK49), 36m55.13s; 3, Fabien Giroix (Reynard-Volkswagen 863), 37m03.42s; 4, Michel Trolle (Martini-Volkswagen MK49), 37m05.20s; 5, Denis Morin (Reynard-Volkswagen 863), 37m08.83s; 6, Frederic Delavallade (Ralt-Volkswagen RT30), 37m17.14s; 7, Jean-Noel Lantuit (Martini-Volkswagen MK49), 37m24.12s; 8, Gilles Lempereur (Ralt-Alfa Romeo RT30), 37m25.52s; 9, Eric Bellefroid (Martini-Alfa Romeo MK49), 37m30.86s; 10, Eric Bachelart (Martini-Alfa Romeo MK49); etc.

Fastest lap: Dalmas, 1:17.94, 79.67mph.

Next round: Paul Ricard, May 25.

NOSCAR French Production Car Championship, round 5

30 laps – 51.54 miles

1, Jean-Louis Bousquet (Renault 5 Maxi Turbo), 44m03.08s, 70.48mph; 2, Alain Cudini (Mercedes 190E), 44m07.80s; 3, Olivier Grouillard (BMW M5), 45m05.36s; 4, Xavier Lapeyre (Audi 200 Quattro Turbo), 45m31.50s; 5, Bernard Beguin (BMW M5), 29 laps; 6, Jean-Pierre Jarier (Pontiac TransAm), 29 laps; 7, Marc Sourd (BMW M5), 29 laps; 8, Jean-Marie Almeras (Porsche 944 Turbo), 27 laps; 9, Francois Bonnet (Alfa Romeo GTV6), 27 laps; 10, Jacques Laffite (Mercedes 190E), not running at finish, 26 laps.

Fastest lap: Bousquet, 1:26.50, 71.79mph.

Next round: Paul Ricard, May 25.

Breaker Brock

SURFERS PARADISE, May 18: Peter Brock returned to winning form with a runaway 13secs victory over Robbie Francevic (Volvo 240 Turbo) in the Australian Touring Car Championship. But Brock made a dreadful start from pole position – he missed his gearchange and went from 1st to 4th! George Fury and Glenn Seton in the works Nissan Skylines plus Graeme Crosby (Commodore) swooped by but Seton and Crosby came together on the very next corner and then Fury went off in his own accident – so Brock was back ahead

before the end of lap 1. He then headed home increasing his lead by around half a second a lap and championship leader Francevic admitted he could do nothing home increasing his lead.

Jim Richards, the reigning champion, was third some 6secs behind Francevic, whose second place almost seals the title. Fury, who had rejoined in 12th place did a good job to come back to fourth. New Zealander Dave Oxtan brought his new Ford Sierra Turbo to Australia but failed to finish, while John Bowe had a miserable time his Volvo's lack of power problems returning as at Waneroo.

David Brabham, youngest of the three racing Brabham sons, won the FF1600 driver to Europe race stylishly.

BOB JENNINGS

SURFERS PARADISE (AUS)**Australian Touring Car Championship, round 6**

25 laps – 50 miles

1, Peter Brock (Holden Commodore), 32m19.1s, 92.83mph; 2, Robbie Francevic (Volvo 240 Turbo), 32m32.8s; 3, Jim Richards (BMW 635CSi), 32m38.9s; 4, George Fury (Nissan Skyline Turbo), 32m41.2s; 5, Charlie O'Brien (BMW 635CSi), 33m11.9s; 6, Tony Longhurst (BMW 325i), 33m12.6s; 7, Graham Bailey (Holden Commodore), 33m17.7s; 8, Gregg Hansford (BMW 635CSi), 33m19.9s; 9, John Bowe (Volvo 240 Turbo), 33m26.9s; 10, Dick Johnson (Ford Mustang), 33m32.8s.

Fastest lap: Brock, 1m16.6s, 93.99mph (record).

Next round: Calder, Jun 01.

Yamaha 1-2-3

NISHI NIPPON, May 11: On the first anniversary of their V6 engine finishing a race, Yamaha completed their hat trick of 1986 Japanese F2 wins with a powerful 1-2-3 result.

Three days of practice indicated that the three European drivers might dominate the event: Geoff Lees, Eje Elgh and Mike Thackwell heading the time sheets. However, in official qualifying Keiji Matsumoto and Kazuyoshi Hoshino took the front row from Lees and Elgh with Thackwell (driving a B6J for the first time) and Satoru Nakajima (using a new electronic management system on his Honda) at the back after problems.

At the start of the 50-lap race around the twisty 2.8km circuit Matsumoto took the lead chased by Elgh, aided by Dunlop's now very competitive race tyre. Hoshino presented the major Honda threat moving into second and pushing Matsumoto until half distance when he retired with engine problems. Lees moved up and quickly reeled in Matsumoto leaving Elgh to successfully hold off Nakajima.

Lapping backmarkers, Lees was forced into an error which saw him spin down to fourth place. He quickly recovered and, showing the superiority of the Yamaha engine, he was able to repass Nakajima once he was close enough. Elgh, having his best ever F2 race in Japan, closed on Matsumoto as Lees pressured him towards the end, and all three cars were very close.

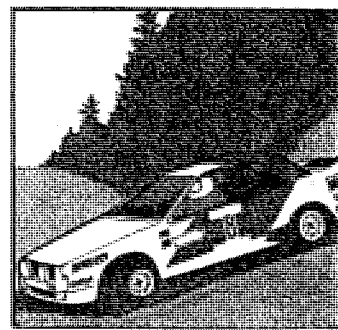
IAN PHILLIPS

NISHI NIPPON (J)**All Japan F2 Championship, round 3**

1, Keiji Matsumoto (March-Yamaha 86J), 54m12.54s, 97.37mph; 2, Eje Elgh (March-Yamaha 86J), 54m13.32s; 3, Geoff Lees (March-Yamaha 86J), 54m13.78s; 4, Satoru Nakajima (March-Honda 86J), 54m16.61s; 5, Masahiro Hasemi (March-Yamaha 86J), 54m30.09s; 6, Mike Thackwell (March-Honda 86J), 54m31.50s.

Championship positions: 1, Matsumoto, 48pts; 2, Nakajima, 40; 3, Lees, 32; 4, Elgh & Wada, 24; 6, Thackwell, 19; etc.

Next round: Suzuka, May 24.



INTERNATIONAL RALLIES

Tiptop totip

May 15/17: Dario Cerrato and Geppi Cerri gave their sponsors Tiptop just the result they had hoped for on the Isola D'Elba Rally, for Totip are also the main sponsors of this island rally. They kept the similar Esso-backed Lancia Delta S4 of Fabrizio Tabaton well in sight by the end of the first tarmac leg and then accelerated into the lead over the second night of gravel stages. Andrea Zanussi was unable to match the Lancia's speed in the older Peugeot 205 T16, and Per Eklund had yet another disastrous event at the wheel of the Clarion Metro 6R4, the engine refusing to restart for the second leg.



Cerrato – sponsor pleasing victory.

A very wet winter had caused the organisers, AC Livorno, all kinds of problems before the start of this year's Elba Rally, many of the gravel roads being impassable just a couple of weeks before the start and even the tarmac road round the west coast was lost to the rally when a land-slide took the road into the sea. This robbed them of their longest (40kms) tarmac stage. One of the gravel stages wasn't opened until just two days before the start and even then it was very soft and muddy, several crews getting stuck during their recce. However the rally did get underway on time with Cerrato leading the 61 crews away from the harbour front in Portoferraio, but it was Tabaton that shot off into an early lead taking 10secs from Cerrato over the first 15km stage over Monte Peroni. Per Eklund in his first tarmac stage in the Konrad Schmidt car was well off the pace here dropping 1½mins to the leaders. Stage 2 saw Tabaton maintain his lead, while Group A changed dramatically, Stefano Fabbri who led on stage 1, was out with electrical failure on the Opel Kadett GSi, gone too was the Audi Europa Team 80 Quattro of Ivan Simonini, and Milanesi's Kadett GSi was also overheating, so Caneva took the group lead in the Escort RS Turbo. Cerrato, Tabaton and Gianfranco Cunico all set equal fastest

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AUTOSPORT

PIT & PADDOCK 4

All the international racing news – Danner's Arrows drive? – Warwick wrecks Brabham – Ekstroem F1 project suspended – Dick Parsons tragedy – SP World series goes to Jerez – Canadian Grand Prix preview – Weekend Sport.

COMMENT 10

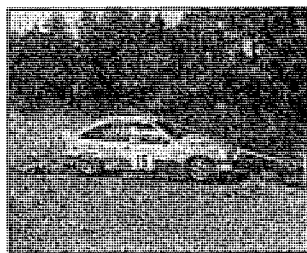
Our reaction to an example of reactionary safety attitudes – Our readers discuss a number of issues – Motorsports 10, 20 and 30 years ago this week in *Then As Now?* – The lighter side of life with *Catchpole*.

MILWAUKEE CART 12



Michael Andretti established a handy lead at the head of the IndyCar championship table with his second victory of the series, this time from the pole. Gordon Kirby was our reporter in Wisconsin.

SCOTTISH RALLY 14



The only full report you can read this week of the latest round of the British Open series. Peter Foubister went home to Scotland to bring you all the details of the Peugeot versus Ford battle between Sundstrom and Lovell.

SPECIAL STAGE 20

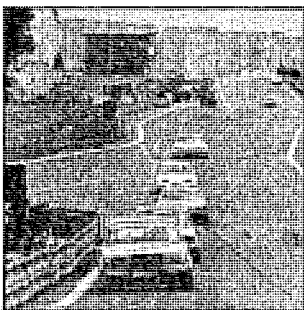
The week's news on the rallying front – Davenport hits out at new technical regs – Revised 1000 Lakes format – GM Dealersport support Wood – Rohrl to Lancia?

IMOLA 3000 22



Ian Phillips sunned himself in Italy and watched Pierluigi Martini score a narrow victory over poleman Ivan Capelli, becoming the fifth winner in five races.

BRNO TCC 26



Jurgen Stiftschraube collected his Czechoslovakian visa and flew off to see the last big race to be held on that country's classic street circuit. The spoils fell to Volvo, but the Rovers were right in there yet again.

ACROPOLIS RALLY 28

Juha Kankkunen was the dominant force on the Greek round of the World Championship, and won the event with all the authority of Peugeot. Keith Oswin stayed off the *ouzo* just long enough to file this report of the action.

FILE UNDER Q 37

Quentin Spurring reflects on a Le Mans 24 Hours completed under the dark shadow of Jo Gartner's accident.

SILVERSTONE F3 43



Andy Wallace closed to within one point of Lucas series leader Maurizio Sandro Sala with an impressive victory for Reynard, as Marcus Pye relates.

ROAD CAR 47

The latest performance car out of Italy is the four-wheel drive, turbocharged Lancia Delta HF. Bruce Jones was mightily impressed.

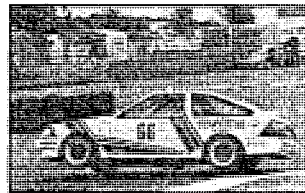
WILLHIRE 24 PREVIEW 49

Britain's version of Spa. That's this weekend's annual 24-hour race at Snetterton. Paul Harmer sets the scene as the growing numbers of prodsaloon racers assemble for the high point of their year.

SPORTS EXTRA 51

The latest news from the national competition scene – ProAm Renault 5 turbo race at Birmingham – Standard Escort XR3i series mooted – Bradley goes well in Swift.

SPORTSCARD 52



Our unrivalled coverage of the weekend's motorsports from all over the world – De Vinuesa takes surprise German F3 victory – Tim Richmond back in NASCAR winners' circle – Rouse takes Group A laurels – Excellent Esso to Elliott – National racing from Silverstone, Snetterton, Mallory, Kirkistown and Lydden – Rallying from Russia.

FRONT COVER

Mark Lovell threads a path around the forest detritus during his pursuit of Mikael Sundstrom on the Lloyds Bowmaker Scottish Rally, which finished on Tuesday. The Ford RS200 driver's persistence went unrewarded – see our report page 14. Photo: Colin Taylor Productions.

NEXT WEEK

Will Alain Prost get a firmer grip on a second World Championship crown? Read Nigel Roebuck's full report of the Canadian GP – More Group A Touring Car race action from Austria – The latest ADAC Supercup at Hockenheim – The fast-moving Indycar circus performs in Portland – Expert reactions to FISA's proposals for reducing Formula 1 engine power – Reflections on the Scottish Rally – Plus all our usual news and features*

*These items correct at press time.

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The leading CiBiEmme Sport BMW of Carlo Rossi and Marco Micangeli continued to show its form of late, outqualifying the second Schnitzer entry of Quester/Rensing, its sister car driven by Georges Bosshard/Anna Cambiagli, the 635CSi of Rene Metge, the Garage du Bac car, crewed this weekend by Fabien Giroix and Paul Belmondo and the Juma Castrol/Leaseplan car, Hans Heyer being joined for the weekend by Enzo Calderari, following Marc Surer's terrible accident on the Hessen Rally. The second South Pacific Rover of Ron Dickson and Neville Crichton was only 15th.

Eager to impress his home crowd Denny Vojtech set the quickest time in the middle class in his Carlsson Mercedes 190E, although both Linder Motorsports BMW325is were within a second.

The baby class was led on this occasion by the Danish Castrol Toyota Corolla some 3secs clear of the opposition.

The mood in the Ford camp on the eve of the race was one of confidence. The mood in the Volvo camp was the same. They were, for the most part happy in the Rover team and with BMW, well you can never tell with Berger and Ravaglia.

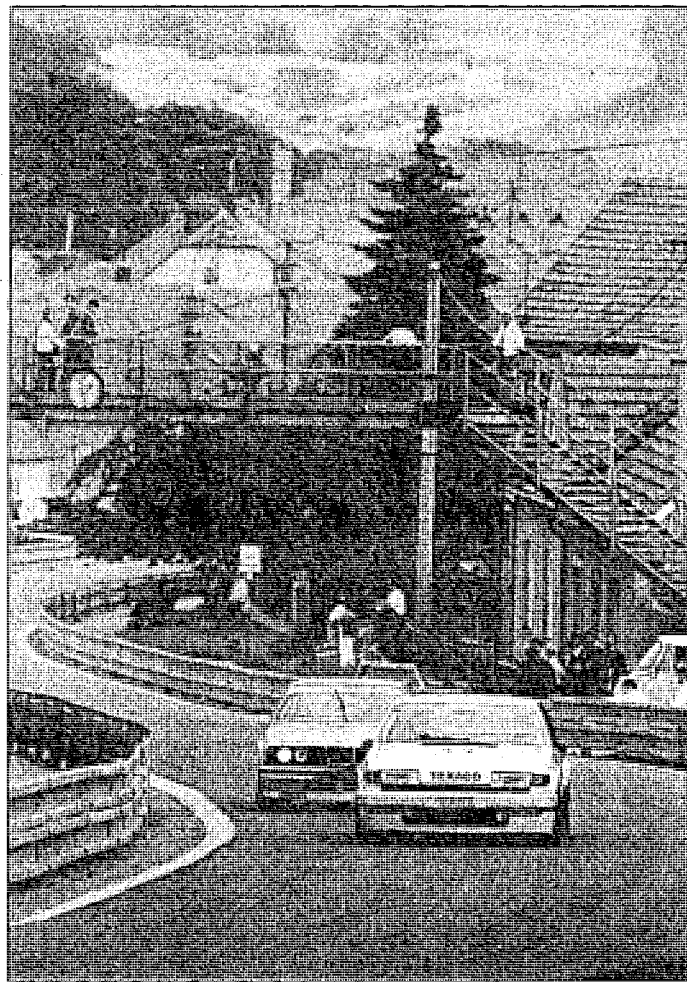
RACE

Come raceday the red flags dotted about the paddock area were fluttering gaily as everyone prepared for the 1pm start. It was cloudy, but it looked as though the weather would stay dry. A huge crowd was gathering up in the hills - easily the biggest crowd the FIA Touring Car men draw each year.

As they came thundering through to take the rolling start Soper was already flying with the rest in hot pursuit led by Dieudonne and Cecotto who took off like a startled rabbit and by the end of lap 1 was into second. Soper, though had no thoughts of being caught and maintained his advantage as the others battled among themselves in his wake. It was some battle.

Berger had been swallowed up by the chasers and, despite a strong defence slipped back as the really fast race day men came to the fore. Cecotto, Granberg and Walkinshaw fought their way past Dieudonne one after another, leaving the Belgian to fight it out with Jeff Allam for fifth place. Good slipstreaming stuff. The battle for second was remarkable, "Unbelievable," said Win Percy, watching from the pits, "The best saloon race I've seen in a long time. Quite incredible and at such speeds."

It was a battle that was to continue for over 20 laps Walkinshaw taking on the Volvos and never letting go, using the tow he could get from them in the long haul up the hill and attacking them where he could. "He didn't give an inch," remarked Allam later, "Going into the village, he'd be two or three lengths behind them and at the exit he'd Ravaglia - an open wheeler driver again.



Battling through Bosonohy, with the pits in the far background.

be right there sitting on their boot lids." Allam himself had a battle on his hands as he tried to dispense with the attentions of Dieudonne, who would not be shaken. Allam got by, only to be held up by a slow BMW in Bosonohy and then he had to do it all over again.

With half distance approaching Granberg made a slight mistake at the top of the hill which allowed Walkinshaw through into second place and then the trio were pulling in Soper. Hey, this was getting even more exciting. Dieudonne and Allam continued their fight, while Berger was by now at quite a distance with 'Branca' leading the rest. As the midrace stops approached the first four cars were absolutely together and for four or five laps they came through switching places on each lap - not bad after 1h30m racing...

The stops, however, were to change the face of the race. Soper handed over

to Muller, (Mike Thackwell stepping down to give Sigi the chance of some much needed points.) The German's race was to last but one lap for a turbo blew and the Ford coasted in billowing white smoke. The Rover stops, with the exception of the Brancatelli/Hahne switch were slower than usual, allowing the German to catch up with his team mates somewhat. Both Volvos were in and out relatively quickly, the crowded pitlane allowing. And we had status quo. Dieudonne had come into hand over to Thackwell and as the New Zealander sat waiting to go, the rear of the car suddenly erupted in flames. Mike bailed out, while Ruedi Eggenberger and his crew fought to extinguish the blaze. With that done, Eggenberger himself climbed aboard to start the car, to discover to his horror that none of his drivers were readily available. The nearest man was Pierre Dieudonne, so it was

PD who was sent out for another stint! The delay, however, had dropped them from effective contention, and a further stop at two-thirds distance to put Thackwell in the car dropped the only remaining Ford still further. It was to finish the afternoon 10th.

Also in trouble was the leading Schnitzer BMW. Roberto Ravaglia had taken over from Berger when, at the top of the hill, he came across the spinning Mercedes 190E of Vojtech. There was no avoidance to be had and Ravaglia collided heavily. The Italian managed to restart despite quite considerable damage to the left front of the car. The ever unfortunate Vojtech was not so lucky, although he finally managed to get going again, but after just a few hundred yards the bonnet popped up and his race was run.

Up at the front the two Volvos were indulging in a battle of their own, with the Percy Rover around half a minute in arrears. After the fraught action of the first half of the race, things had settled down. But, not for long...

With just a handful of laps to go, both Volvos dived into the pits for extra fuel. Lindstrom's car was at rest for 14secs, but Olofsson was stopped for just 7secs. The matter seemed to be resolved. There were just two laps to go and the Volvos about 5secs apart when Olofsson's fuel light came on. Expecting the flag to come out at 4.30pm - this being a three and half hour timed race - Olofsson crossed the line. There was no flag, the race having started 10mins late. Over his radio Win Percy heard the message. "Volvo in trouble - Go for it!" Go for it, he did. Lindstrom had swept past the ailing lead car as it searched for fuel and as they climbed the hill for the last time Percy too passed by the Olofsson car as it zigzagged, searching for fuel. From the top of the hill it could coast for home, but by then it was down to third...

Lindstrom duly crossed the line to win his second consecutive event, with Percy following through some 40secs later.

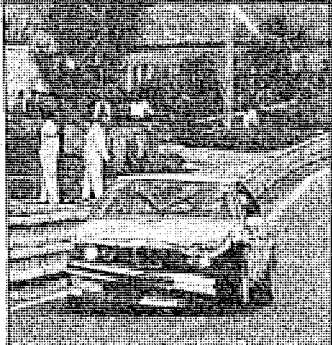
There was both rejoicing and despair in the Volvo pit. Cecotto stalked away and did not appear on the podium.

Hahne and Hulme crossed the line 4secs apart to take fourth and fifth, well clear of the damaged Berger/Ravaglia BMW, which crossed the line just ahead of its sister Schnitzer car.

The winning cars had covered some 402.67miles at an average speed of 113.53mph - including stops. Sixteen miles further than the cars went last year in the same time ... Progress.

Class 2 victory went once more to Linder, thanks to the efforts of Christian Danner, Winni Vogt and Bratislav Enge in their 325i, while baby class victory fell to the Lingmann/Holz/Toyota, ahead of the Nielsen/Hoyer example.

A fine race, one of the best, and the promise of even closer racing as the series turns to the dramatic Osterreichring this weekend.

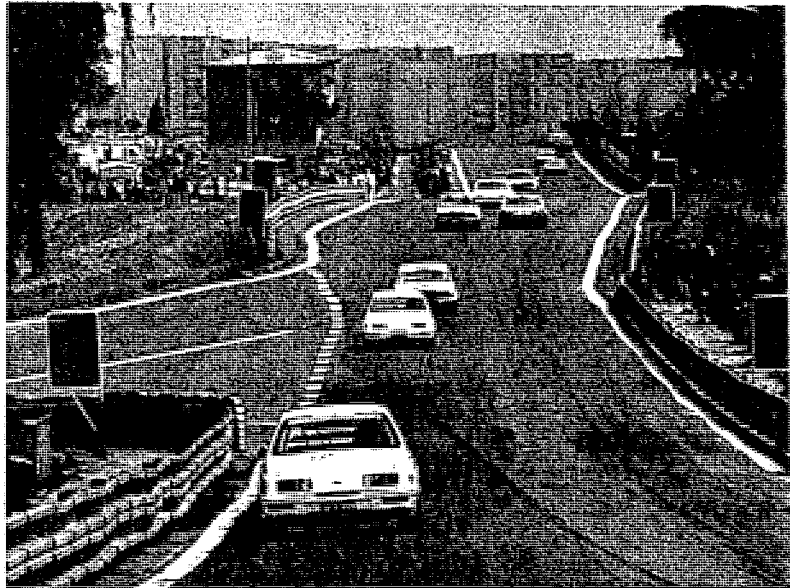


BRNO (CS)

May 08, FIA Touring Car Championship, round 6, 59 laps - 402.67 miles

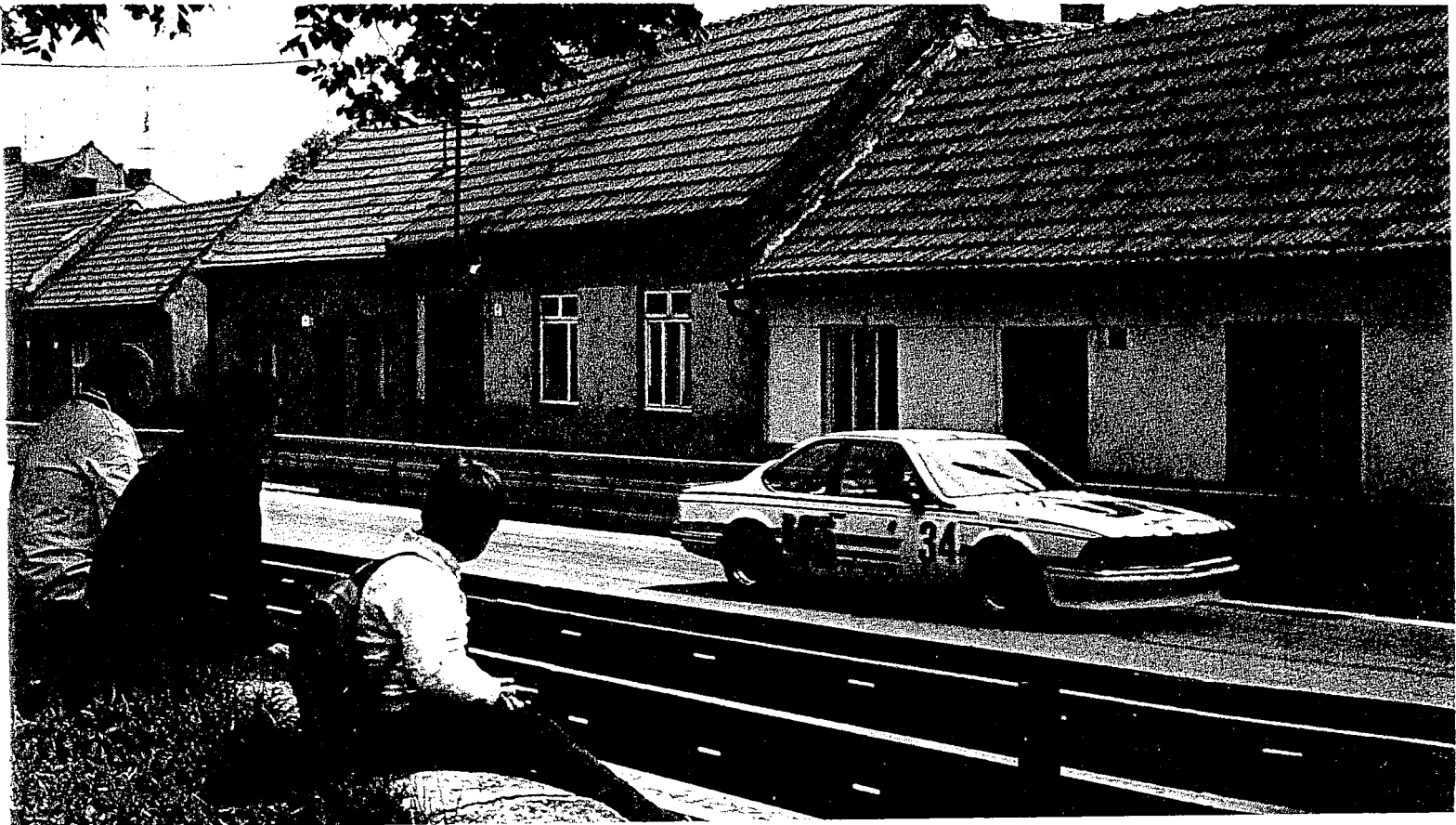
Pos	Driver (Nat)	Chassis/Engine	Result	Qual	Pos
1	Thomas Lindstrom (S) Ulf Granberg (S)	2.0t Volvo 240 Turbo	3-32:47.71	3:33.06	5
2	Tom Walkinshaw (GB) Win Percy (GB)	3.5 Rover Vitesse	3-33:28.11	3:33.54	6
3	Johnny Cecotto (VEN) Anders Olofsson (S)	2.0t Volvo 240 Turbo	3-33:43.67	3:32.94	4
4	Armin Hahne (D) Gianfranco Brancatelli (I)	3.5 Rover Vitesse	58 laps	3:35.48	8
5	Jeff Allam (GB) Denny Hulme (NZ)	3.5 Rover Vitesse	58 laps	3:34.78	7
6	Gerhard Berger (A) Roberto Ravaglia (I)	3.5 BMW 635CSi	58 laps	3:32.88	3
7	Dieter Quester (A) Otto Rensing (D)	3.5 BMW 635CSi	58 laps	3:37.20	10
8	Georges Bosshard (CH) Anna Cambiagli (I)	3.5 BMW 635CSi	57 laps	3:38.35	11
9	Hans Heyer (D) Enzo Calderari (CH)	3.5 BMW 635CSi	57 laps	3:42.70	14
10	Pierre Dieudonne (B) Mike Thackwell (NZ)	2.3t Ford Sierra XR4Ti	57 laps	3:32.33	2
12	Christian Danner (D) Winni Vogt (D) Bratislav Enge (CS)	2.5 BMW 325i	56 laps	3:44.00	18
15	Ludwig Holz (D) Herbert Lingmann (D)	1.6 Toyota Corolla	52 laps	3:59.06	36
R	Steve Soper (GB) Sigi Muller Jr (D)	2.3t Ford Sierra XR4Ti	27 laps - turbo	3:31.91	1

Winner's average speed: 113.53mph. Fastest lap: Olofsson, 3-32.08, 115.85mph. Next round: Osterreichring, Jun 15.



TC — Brno

THE MAGNIFICENT 11 km road circuit at Brno was used for the last time on June 8th, the Czech authorities are, however, building a permanent circuit nearby. (Above left) The story fell to the Volvo 240 turbo of Thomas Lindstrom and Ulf Granberg. It is nearly a Volvo 1-2 but the car of Johnny Cecotto and Anders Olofsson ran out of fuel a lap from the end allowing the Rover Vitesse of Tom Walkinshaw and Win Percy (top right) to inherit the spot ahead of them. The fastest cars in practice were the Ford Sierras of Steve Soper/Sigi Muller and Pierre Dieudonne/Mike Thackwell. (Right) Soper leads at the start but the car was out just before half distance with turbo trouble while a comedy of errors during a pit stop delayed the second Ford which eventually finished 10th. (Below) Some of the flavour of Brno is captured in this shot of the Hagen/Haezebrouck BMW 635 CSi passing through the village of Bosonhy.



TCC - Spa 24 hours

The annual Spa 24 Hour race has always been regarded as a classic, but it has never received as much attention here as in Europe. We paid our first visit to it in early August and came away with the impression that this is a very important event indeed. It receives enormous publicity on the Continent, is covered superbly on television by a team which really does know how to film a motor race (helped by a camera mounted in one of the leading Volkos) and attracts a crowd which is not far short of that at the Belgian Grand Prix.

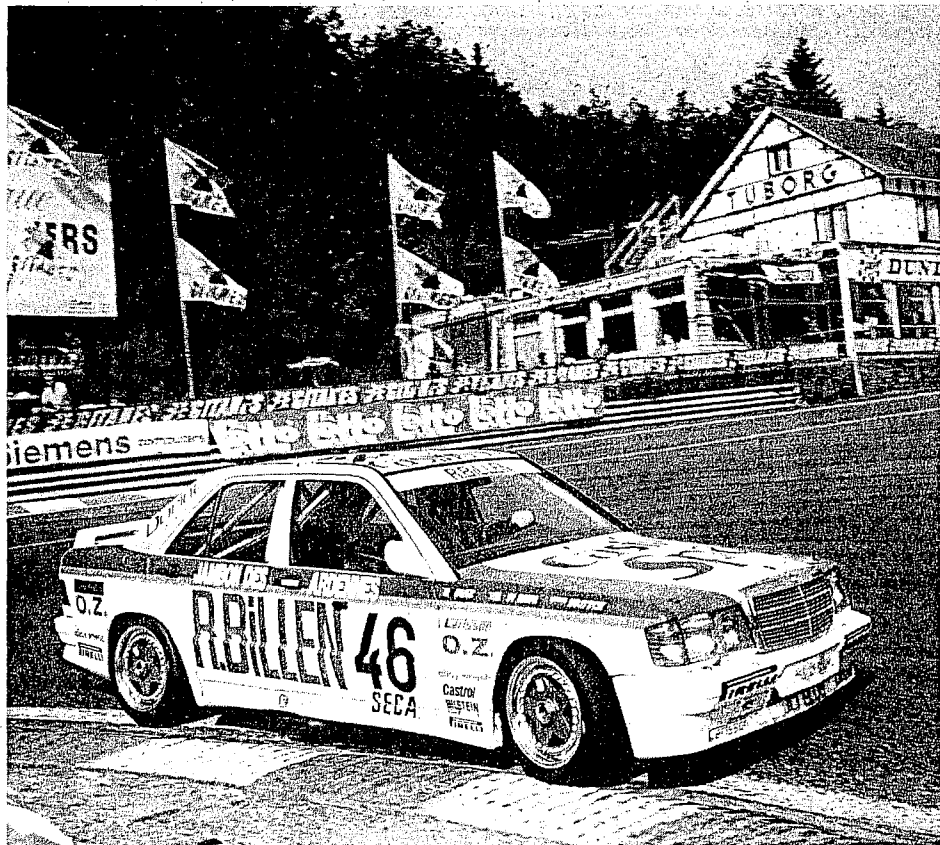
It's not hard to see the attraction. First, it's impossible for a race on the magnificent Francochamps circuit to be dull. Then there is the huge entry, the fifty-five cars take a full half minute to cross the start/finish line after the rolling start. Then there is the special delight of watching versions of everyday cars, sometimes driven by star drivers, do battle for 24 hours. Finally, for the spectators at any rate, there is a relaxed atmosphere, with a hint of carnival.

The one thing which spoils the Touring Car Championship and, the indeed British Saloon Car Championship, is imaginative interpretation of the rule book. This is not to suggest that anyone cheats. Lawks, no, it's just that if you press a rule hard enough, it bends, and with more pressure, it breaks. Fortunately the bickering which has gone on all season was absent at Spa, the teams had quite enough to occupy themselves with getting to grips with the organisers' regulations and, besides, the sort of dubious tweak which might give an advantage over three hours of racing is often nullified over twenty four.

All the usual TCC runners were there, of course, supplemented by a three car Holden team and dozens of drivers paying their francs for a chance to take part in a classic race. Practice times for a 24 hour race are meaningless unless you take into account the vast television audience for the start, but Tom Walkinshaw brought contentment to Rover personnel with a pole-winning time of 2 min 37.80 sec, his fifth consecutive pole for the event, 0.43 sec ahead of the BMW of Gerhard Berger. Next up was Armin Hahne's Rover followed by the two RAS Sport Team Volkos.

Both the Volkos and the turbocharged Sierra XR4Ti's had a question mark over them, they were quick but could they last the distance and still be quick? The same question must have been in the back of many people's minds as they viewed a number of Sierra RS Cosworths about the paddock, since production of this car has now started.

Of the other classes, the quickest of the Mercedes-Benz 190 2.3-16 runners (Snobeck/Cudini/Gouhier) was a commendable 11th quickest overall while the Toyota Corolla of



MERCEDES-BENZ 190 2.3-16s are becoming very popular cars in TCC but at Spa they all failed to finish.

Nielsen/Hoyer/Jensen was a full four seconds ahead of the rest of its class. Still, it's not always the hare who wins the race.

Race day saw a plethora of umbrellas, and not for the usual reason at Spa. Despite threatening clouds which did no more than threaten, the air was hot and humid and on the Sunday it got even hotter, reaching 90°F. Just before 5 pm, the pace car led the 55-strong field around, pulled off, and the leaders stormed away. Walkinshaw fended off a challenge from Pirro's BMW as they climbed up Eau Rouge, the two cars actually touching. Armin Hahne made the most of the kerfuffle to slip into second place.

At the end of the first lap, the two Rovers had already pulled out a cushion and they continued to do so at a rate of two seconds a lap for the first hour or so, you'd have thought they were in a ten lap sprint especially since Hahne was looking for a way past his boss. They were followed by Allan Grice's Holden Commodore, Pirro, Dieudonne's Sierra, Soper's Sierra and Granberg's Volvo which had a camera on board.

A VW Golf blew up on lap four, spreading oil on the approach to the "bus stop" chicane, which

nearly caught Hahne. It dropped him back five seconds but he quickly regained ground and took the lead early in the second hour. Grice had tyre trouble quite early on, Dieudonne's pace slackened, and Granberg moved his Volvo to fourth and started to challenge Soper.

Just into the second hour, Brock brought his Holden into the pits with what was to be the first of two blown head gaskets and Grice's Holden shed a front wheel as he swooped down the hill towards Pouhon. Grice returned to the pits on three wheels and continued. Later his problems included a broken seat and a cracked sump and the third Holden had suspected big end failure but all three cars finished, crossing the line abreast, and, blooded but unbowed, won the Coupe du Roi (team prize).

After six hours the order was 1, Rover (Hahne/Aillam/Denny/Hulme); 2, Volvo (Cecotto/Olofsson/Baldi); 3, BMW (Pirro/Ravaglia/Berger); 4, Rover (Walkinshaw/Percy/Joosen); 5, BMW (Metge/Sourd/Haezebrouck); 6, Mercedes-Benz (Snobeck/Cudini/Gouhier). Sixth overall, and an easy class lead, was good for Mercedes-Benz but the team must have been bothered by the number of similar cars which were spending a long time in the pits. It hit problems soon after and Class 2 was then headed by a BMW 325i which also held fifth,



such was the rate of attrition. In fact no Mercedes-Benz finished. The Neilsen/Hoyer Toyota spun while leading Class 1 and then found the battery dead. The small car class was then led to the end by the Corolla of Hozl/Hess/Eichmann.

At 1.30 am, the prop shaft snapped on the leading Rover but fortunately it happened coming out of La Source and the car was able to coast into the pits for a replacement, but it dropped to seventh and allowed Berger's BMW to lead. By this time there was only one Sierra still in contention. At 4.30 am, Baldi brought in the second-placed Volvo with a blown turbo. Both the quickest Volvos had major surgery to their turbochargers.

After half distance the race became a straight fight between Rover and BMW, the order being Rover, BMW, BMW, Rover, BMW, BMW. As the night ended, the leading Rover had a four lap advantage, despite getting through its Dunlop tyres at a fair rate, and the second Rover was in third place and looking for second. Then at 4.45 am, in came the leading car with rear axle troubles, lost three laps, went out again, but returned for further attention. This promoted the Berger/Pirro/Ravaglia BMW 635 CSI into the lead but the second Rover was hauling it in.

By three quarter distance, the Hahne Rover led, with the Walkinshaw car fifth and the other places taken by BMWs. Remarkably, less than a minute covered the first three cars after seventeen hours racing. Then, with four hours to go, the Rover came into the pits with drive train

problems and there it sat sadly alongside its sister car which was to retire with the same malady, oil leaks from the rear axles.

All possibility of a British victory faded especially since the Hahne car later had to have its front suspension units changed. The last fifty minutes of its race it was nursed around by Denny Hulme with its broken rear axle bound by canvas. Despite this "Honest John, Used Car Broker" style of repair, it still managed sixth but behind the class winning BMW 325i of Voight/Danner/Oestreich which led home a gaggle of Alfa Romeos.

The final stages of the race looked as though it would result in a 1-2 for the Schnitzer BMWs but Pirro's leading car was delayed for twenty minutes while an alternator was replaced, and passed by its team-mate (Questa/Tassin/



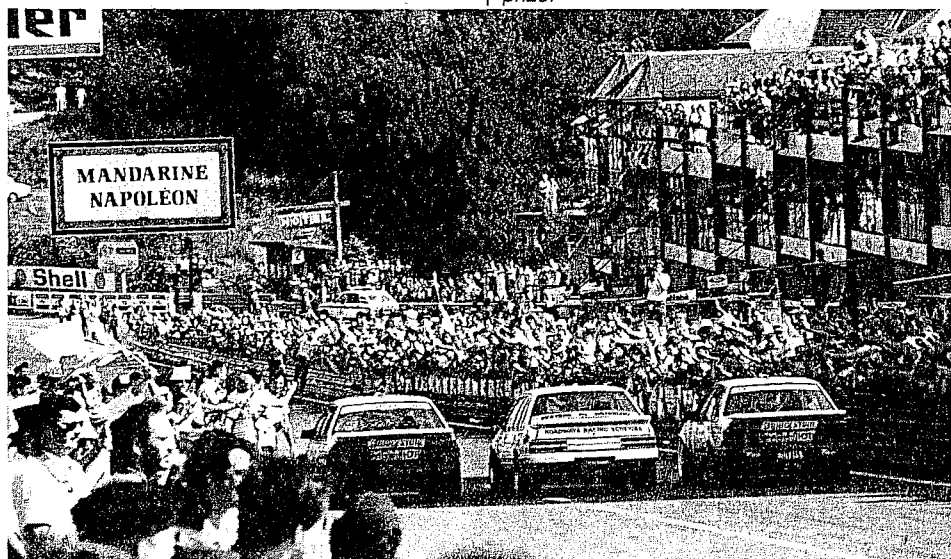
(above left) DENNY HULME shared one of the Rovers and, at one stage, looked as though he might finish on the winners' rostrum. (Above) The Rover pits at night. (Below) The three car Holden team stage managed a line abreast finish. Though they were all 'walking wounded' they took the team prize.

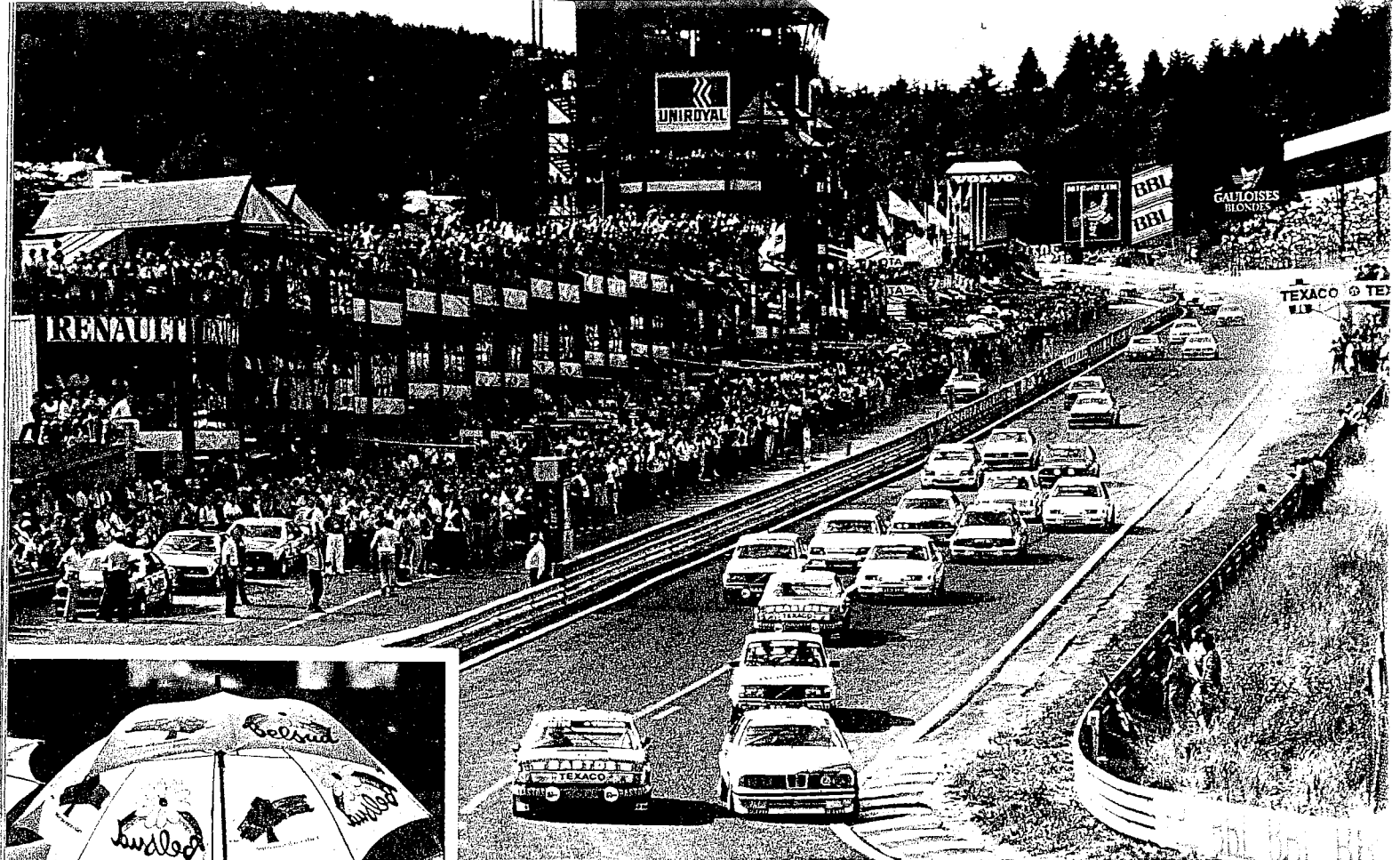
Heger) and the CiBiEmme BMW of Carlo Rossi and the two Micangeli brothers who were five laps down in second place.

The BMW 635 CSI of Metge/Sourd/Haezebuck came home fourth, ahead of the class-winning BMW 325i, the Hahne Rover and the Ford Sierra XR4Ti of Soper/Niedwiedz/Muller with Alfa Romeos filling the next three places ahead of the class-winning Toyota.

It's perhaps odd to cast BMW 635 CSIs in the "tortoise" role of a "hare and tortoise" race but in terms of sheer speed they now do lag behind the Rovers, Volvos and turbo Sierras, but they are certainly reliable, as shown by the fact they filled the first four places. It's also odd that British enthusiasts who flock to Le Mans in their tens of thousands each year have not yet discovered the Spa 24 Hours which is a lot nearer to home and as equally interesting. Australians present admitted that Spa beats even Bathurst for toughness.

Then again, more British enthusiasts go to Le Mans than spectate at the Tourist Trophy which is so often a cracking good race. It happens that it's the next round of the TCC, at Silverstone on September 7th. — M.L.





SPA 24 HOURS Walkinshaw's Rover and Pirro's BMW lead the huge field after the rolling start. By the end of the first lap the Rovers of Walkinshaw and Hahne had a clear lead but both suffered rear axle problems. (Left) Umbrellas are often useful at Spa but these were for protection from a scorching sun. (Below) Past the pits and up the hill at night.



TCC — Tourist Trophy

Denny Hulme's fourth TT win

Two small pieces of motor racing history were made at Silverstone on September 7th. The first was the fact that it was the fiftieth occasion on which the world's oldest motor race had been run, which was celebrated by a parade of some past winning cars. The second was that Denny Hulme won his fourth TT. Since 21 years span Hulme's first and latest win, this may constitute a record.

Following the Spa 24 Hours, the TCC contestants had a month's breather before a tight schedule of races to end of the season, the TT being the first of five remaining rounds all crammed into seven weeks. The result of qualifying was an all-Rover front row, the team's Dunlops working well in qualifying in marked contrast to the Pirelli qualifiers used by most runners.

Armin Hahne stole pole position from his boss, Tom Walkinshaw, with behind, and a little surprisingly, Allan Grice's Holden Commodore. Fourth on the grid was Andy Rouse's Ford Sierra XR4Ti, the remarkable driver/engineer quietly making a point and putting the official Ford Motorsport-Eggenberger team in its place. It was fastest in the race-day warm-up session too. Jeff Allam was fifth in the third Rover, this one sponsored by the race sponsor, Istel, a computer systems and software company which is part of Rover Group plc. Then came Steve Soper's Eggenburger Ford, the quickest Pirelli user, Emanuele Pirro's Team Schnitzer BMW 635 CSi and Pierre Dieudonne's Eggenburger Ford.

What of the Volvos? Ulf Granberg was tenth on the grid, behind Vince Woodman's Holden and just ahead of his team-mate, Johnny Cecotto. And clearly underlining the rapid change in fortunes which has been occurring in Group A, Dave Brodie's Colt Starion (shared with Barry Sheene) which last year took pole position was down in 14th place.

Still qualifying is one thing, racing another, and with five different makes of car in contention for an outright win the series is nothing if not varied.

It is not only Division Three in which changes have been made. Last year, Richard Longman's Escort RS Turbo was ninth on the grid, quicker than all the BMWs, not to mention the rest of Division Two, this year it was 20th, just behind the BMW 325i of Winni Vogt and Markus Ostreich.

Division Two used to be the preserve of the Alfa Romeo GTV6, but looks like now becoming a straight contest between BMW and Mercedes-Benz. The Alfa Romeo 75 is well-represented but, though reliable, has yet to find the outright pace of the German cars and its fortunes are not likely to be improved with the arrival next year of the BMW M3 homologation special.

In Division One, the entry is now dominated by rear wheel drive Toyota Corollas and it was the



CLASS-WINNERS: Vogt and Ostreich plus BMW 325i.

example of Chris Hodgetts and Alex Moss which made the running during qualifying and the race.

Silverstone regulars were a little disorientated by a big, hot, yellow ball in the sky and the entire event was run in mellow late-summer weather. Just before 3 pm, the pace car led the field around on the warm-up lap, though the Starion was missing, having an engine change.

As soon as the pace car drew off, the Rovers set off at a furious pace and at the end of lap one it was Hahne from Walkinshaw and Allam, with Grice's Holden fourth, then Soper, Rouse, Pirro, Dieudonne, Cecotto, Woodman and Granberg.

In the early stages, everyone was driving as if in a ten lap sprint and by the end of lap four the order had changed to read: Soper, Allam, Hahne, Rouse, Grice, Walkinshaw, Cecotto, Pirro and Granberg. Then Rouse became the first of many front-runners to call in at the pits, apparently with a puncture but also to sort out the gearbox. It was a lengthy stop and though the car reappeared and went on the pace, it was out of contention. The Ostreich/Vogt BMW led Division Two and the Moss/Hodgetts Toyota, Division One, and each car went on to win its class.

Dieudonne was an early caller at the pits, following a collision with Pirro's BMW which removed a tyre valve, while the Grice Holden joined it following a spin. Then Quester and Rossi collided at Club (the early stages were a panel beater's dream) and the incident left Rossi stranded on the racing line so the pace car was called out while the car was removed.

Several laps behind the pace car closed the field up and allowed the turbo cars just a little extra fuel to play with before the mid-race pit stop. Once everything was under way again, Soper still led from Allam and Hahne but by lap 20 Cecotto and Granberg had their Volvos just behind.

The pace was still furious and the leaders still close together, indeed, by one fifth distance the first eight were close enough for pit stops to be able to reverse the order. Soper was comfortable, though, and steadily drawing out a longer lead.

On lap 25, however, the Hahne Rover went out with rear axle trouble. Pirro's car followed four laps later with a terminal oil leak.

By lap 40 Soper seemed to have a comfortable lead from Allam, Cecotto, Granberg, Wilkinshaw and Dieudonne. Granberg was the first in to change over, Lindstrom taking the car out to start lap 45 by which time Quester had been making steady progress to sixth place. Then Walkinshaw handed over to Win Percy and on lap 50 Cecotto blew a front tyre and limped to the pits.

By lap 60 the order read: Niedwiedz/Soper; Hulme/Allam; Lindstrom/Granberg; Muller/Dieudonne; Ravaglia/Quester. But on the following lap, cruel luck, the leading car was out with a blown engine.

Denny Hulme therefore led, driving beautifully smoothly, but the fastest man on the circuit was Roberto Ravaglia who was very gradually hauling in Sigi Muller's second-placed Ford. The race settled down but Lindstrom suffered a puncture on lap 90 which delayed him and five laps later Muller had a longish stop with gearbox problems which allowed Ravaglia up to second. Win Percy, in third place appeared to be catching the BMW but there was insufficient time besides he had to make a late, very quick, stop for fuel, though without losing third. Lindstrom was meanwhile holding fourth with a mole wrench acting as a gear lever!

As the final laps were reeled off, Jeff Allam could not bear to watch as the former World Champion completed his run and gave them both their first FIA Championship win, one which was extremely popular with the crowd. — M.L.

Results	
1st: Jeff Allam/Denny Hulme	Rover Vitesse 3hr 01 min 56.72sec (103.45mph)
2nd: Dieter Quester/Roberto Ravaglia	BMW 635 CSi 3hr 02 min 43.93sec
3rd: Tom Wilkinshaw/Win Percy	Rover Vitesse 3hr 03 min 24.78sec
4th: Ulf Granberg/Thomas Lindstrom	Volvo 240T 106 laps
5th: Pierre Dieudonne/Sigi Muller Jnr	Ford Sierra XR4Ti 105 laps
6th: Fabien Giroix/Rene Metge	BMW 635 CSi 105 laps
Class winners: Winni Vogt/Markus Ostreich, BMW 325i, 104 laps, 8th overall; Chris Hodgetts/Alex Moss, Toyota Corolla, 98 laps, 17th overall.	

AUTOSPORT

PIT & PADDOCK 4

This week's news of the international track racing scene – FISA looking for normal induction F1 engines as early as 1987 – Spa 1000 prospects – Swallow team to build own F3 car – Herbert's full-time F3 drive.

COMMENT 10

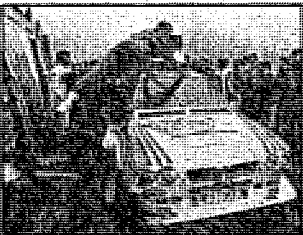
Our views on Prost's treatment at Monza – Readers' forum – Motorsports 10, 20 and 30 years ago this week – Catchpole never misses!

ITALIAN GP 12



Fabi took another pole, but the race was all about Williams, and this time Piquet led Mansell in a classy one-two placing the team at the head of the points table. Nigel Roebuck reports from Monza.

1000 LAKES RALLY 22

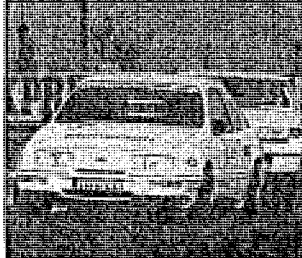


Allen's crash in the leading Lancia let in Salonen and Kankkunen to score a one-two for Peugeot, and the result clinched the Makes title for the French company. Peter Foubister was our man in Finland.

SPORTS EXTRA 29

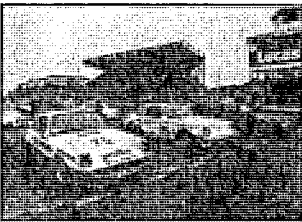
Uniroyal Prodsaloons down to the wire: Blower v Taylor – Metro action at Silverstone – Crossle 63F illegal – Mondello FF2000 round saved.

SILVERSTONE TT 30



The Bastos Rovers were on the front row, but the Tourist Trophy seemed to be going Ford's way – until the leading Sierra retired and the Istel Vitesse came through to win. Joe Seward saw a strong performance by the Hulme/Allam combination.

PORSCHE ON TEST 37



Tiff Needell was offered a Porsche Carrera to race in a Giroflex series event at Donington – and he won it. Here are his impressions of the car and a racing Porsche 924.

LINDISFARNE RALLY 41

Sutherland took his Metro 6R4 past Wood's Opel Manta on the final stage, and these are now the main Marlboro/AUTOSPORT title contenders with two rounds to go. Keith Oswin reports.

LAGUNA HISTORICS 48

The Californian meeting is now established as one of the biggest in the Historic racing season, and Mike McCarthy was drooling over the exotic machinery there.

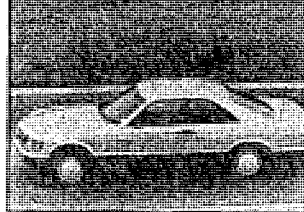
ARMCHAIR ENTHUSIAST 51

Our monthly round-up for both browsers and collectors – book and model reviews, posters and competitions.

FRANK JELINSKI 54

Having begun his career as a match for his compatriot, Stefan Bellof, this talented German has taken longer to establish himself as a top-class professional driver, as Adam Cooper recounts.

ROAD CAR 56



Mercedes give more muscle to the top of their range – August's all important top 10 car sales – All-new Italian/American Cadillac.

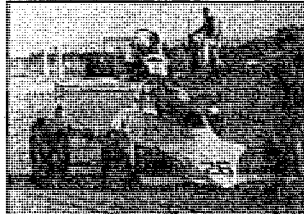
SPECIAL STAGE 59

Our rally men bring you the latest news from the world of international and national rallying – FISA threatens Peugeot's competition licence – Vatanen set on comeback – Mouton rejects Mazda – Preview: Manx finale of Open series – Collins takes Cosworth crown.

SANAIR INDYCAR 62

Rahal is into his regular late-season charge, and his victory in Canada brings five men within five points at the top of the CART/PPG series table. Gordon Kirby reports on another yellow race.

SPORTSCARD 64



Our coverage of the weekend's sport from across the world – Richmond keeps up the pressure – Blundell increases FF2000 title bid – Fine Esso win for Ayles – Warwick heads for second novice title – Griffiths sets himself up for Guyson USA hillclimb crown.

FRONT COVER

Stefan Johansson's third place for Ferrari was the highlight for the fans at Monza on Sunday, but the race fell to another Williams-Honda one-two. Photo: IPA. Report: page 10.

NEXT WEEK

Can Jaguar win at Spa? Read our full report of the latest confrontation with Porsche – British F3 at Spa – More TCC action from Nogaro – British Open Championship settled on Manx Rally – Examining the safety question – Nakajima: Honda's F1 protégé – More on Monza in *Fifth Column* – Plus all our regular news & features*

*These items correct at press time.

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Better by design? TWR's designs on the Tourist Trophy saw victory go to Denny Hulme and Jeff Allam, the Kiwi's fourth TT win and the Englishman's first European championship success.

Stroker ace

Crowds and journalists have short memories. Very few of those who witnessed the 50th Tourist Trophy at Silverstone on Sunday will remember much more than the weather and the winner. Both were superb. They will not remember the details of the race for it was not of the calibre of some of the other FIA Touring Car events this year; they will not remember the brilliant runs of Jeff Allam and Steve Soper. Instead they will recall this old guy called Denny Hulme winning his fourth 'TT' victory. The race was 50, but Denny could match that. The race was sponsored by Istel, and Denny could match that, too. Indeed Denny could match just about anything as he stroked to an emotional victory. Hulme deserves to be remembered, but so too do Allam and Soper . . .

QUALIFYING

Here it was again. Wonderful, wind-swept Silverstone. A place, for some reason, inextricably linked in the mind to the onset of autumn. Come to Northants and pick up a tan. A wind tan! For the visiting continentals the place is something of an optional extra. Some never bother to come. It isn't that you don't like Silverstone, it is just that it doesn't really carry with it the excitement of a place like Brno or Spa. It is a bit like being a kid and opening a box of Shreddies and finding that the plastic toy

inside has been left out. The Shreddies taste the same, but it just isn't as exciting.

It is fast and flat and, comparatively, featureless. An old airfield. Despite this lack of character, it is a hard track. To master this one you have to get two vital corners absolutely right. Exit Woodcote chicane or Chapel with the revs not exactly right and you lose a second or more every lap.

Come 0925 Saturday morning, with qualifying a few moments away, the weather gods (bless them) gave every one a reminder to keep them on their

toes. Beware, 'TT' weather! The clouds spat rain. When the green flag was waved and the pitlane opened the rain had cleared. It was back to business as usual.

After its month-long 'summer holiday', in the wake of the gruelling Spa 24 Hours, the FIA Touring Car 'circus' rolled up to begin the second part of its season: five races in seven weekends. It is a decisive time; win this race and the event a week later at Nogaro and the whole championship can change.

There were 47 cars present, and perhaps as many as 14 potential winning combinations, but this, of course, is Rover's home ground and the TWR team like to make a habit of winning here. The team won in 1983 and last year, and as qualifying began it was quickly clear that Rover wanted to repeat this success.

A few minutes into the first session Tom Walkinshaw's Rover came out of Chapel very slowly and cruised down the 'inside lane' of Hangar Straight. Out of

The stars of qualifying: Armin Hahne and Andy Rouse, indulge in a little synchronised cornering.



Club Tom put the power down and under the *Daily Express* bridge he had the Rover flying, ready for the first flying lap. It was pretty dramatic stuff, for although Silverstone is a wide and open track the traffic is still a problem. The first lap was quick and the second flyer looked even quicker until the Scot came up to Abbey and found the road blocked by a trundling BMW. He took to the outside of the car, but vital tenths had been lost.

Before Walkinshaw's flying lap Allan Grice had briefly topped the charts in his Holden Commodore, which, in the fast corners at least, didn't sing quite as tunefully as we have come to expect. "It's a trade-off," explained the Sydney-sider, "it is best to run the car like that here. It sounds bad, 'cause it misses when you feather the throttle, but it pays off in the times."

As Walkinshaw was winding down from what was at that stage the pole lap, out came Armin Hahne on his first set of qualifiers, the German very much a man in form at the moment and this signalled the rush of flying laps we have grown used to seeing after about 20mins of the first session. The times were tumbling, yet somehow the increase in performance over the year was nowhere near as marked as it has been at other circuits around Europe this season. Dave Brodie's extraordinary pole lap of '85 was standing up well to the battering - quite how he managed that time in '85 I will never really know!

Andy Rouse was making waves too, just as he had done at the 'TT' last season and was right up on the pace. What was quickly emerging, however, was that the Pirelli-shod cars were struggling. Watching them through Stowe Corner was an interesting experience, for they all - Fords, Volvos and BMWs - looked very skittery.

Thomas Lindstrom had put in a quick lap quite early on to set second quickest time to that point, but as the attack increased from the opposition, so the challenge faded away down the time-sheets. The Volvo team had done considerable testing in the week leading up to the race. Tuesday at Silverstone, Wednesday at Mallory, Thursday at Oulton and Friday back at Silverstone once more.

With the first attacks over, the session fell into its usual midway lull, while the teams took stock of the situation.

First to go, this time, was Armin Hahne, looking neat and tidy, yet very aggressive as he attacked the circuit, easing beautifully through Woodcote chicane to post a time 0.05sec faster than his team boss. "It was just a normal lap," he explained later. "It was a choice, you know. Being faster than Tom and being sacked or staying with the team!" Whatever, the German was quickest.

The TWR team had what they came for, an all-Rover front row, and with the Jeff Allam/Denny Hulme car, sponsored by the race backer Intel, in fifth everything looked to be hunky dory in the British team. Allam was confident that his car had the best race set-up...

Splitting the three Rovers were the Grice/Galvin Holden and the Rouse/Sears Ford. Grice was happy enough with his third grid slot, although he reckoned he could have gone quicker. "I did three qualifying runs," he explained. "I understeered once on the first, twice on the second and was held up badly on the third." He was sure he could have been on the pole and was planning, "one more shot" in the afternoon, if the weather held out.

For the Australian there was satisfaction, too, in the efforts of his team mate for the weekend, Mark Galvin, who



The early laps of the race were fraught with incident as the top cars battled for position. Few survived to take the flag.

quickly showed that he could run consistently - and very neatly - on the race pace. "First time this year I've had a half-decent team mate," muttered Grice.

Andy Rouse, in the fourth slot, was happy enough with progress. He had wanted to outqualify the works cars from Eggenberger and he managed that.

While many of the teams, unusually, decided to have a second shot at qualifying in the afternoon, Rouse set his mechanics to changing the Sierra's engine, quite prepared to run the second session in race trim. David Sears was alongside Rouse once more.

The leading works Ford was the Steve Soper/Klaus Niedzwiedz car which was sixth fastest, and the quickest of the Pirelli runners. Soper was pushing his XR4Ti around in spectacular fashion. This, after all, was his home race too. The Rovers weren't the only Brits in the event, and he wanted to remind everyone that he was still about, after what has been a quiet season by his standards.

Klaus Niedzwiedz had less time in the car and although the German was very spectacular his times could not match those of Soper.

The Eggenberger team's second Sierra - both cars still bearing allegiance to Motorcraft - crewed, as ever, by Pierre Dieudonne and Sigi Muller was two places and 0.6sec shy of the Soper car, an engine change slowing progress.

Splitting the Fords was the Schnitzer car of Roberto Ravaglia and Emanuele Pirro. The team had one brand new car here, having despatched its Spa-winning machine to Bathurst. Ravaglia tested both cars and decided that the new one had a slightly better turn-in and chose to concentrate on the newer model, which both he and Pirro lapped in spectacular fashion. "It just doesn't seem to be our track," mused Charley Lamm. Ravaglia summed it up in one word, "Pirelli". Dieter Quester and Pirro used variations on the same theme: said Pirro, "Not so bad - not so good."; said Quester, "Not so good - not so bad." I'm sure a psychoanalyst would work out why the two transposed their sentiments...

Most spectacular of all in the team, however, and no great surprise in that, was James Weaver, drafted in to drive with Quester at the last minute. Weaver's Trench, undug for so long,

received some new excavation.

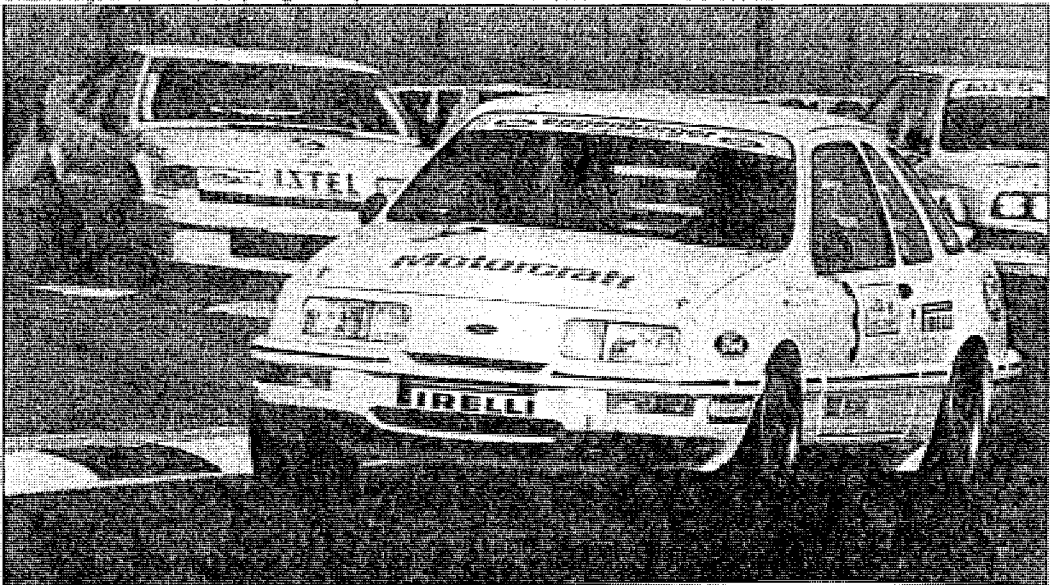
The team, though, were not confident. "I think we can expect maybe fifth or sixth," predicted Lamm, glumly.

Sneaking into the top 10 was the ex-Brock Holden which was being campaigned for the weekend by Vince Woodman and John Cleland. It was the Scot's first attempt at qualifying rubber and he reckoned he still had a lot to learn. "I'm dead chuffed," he admitted after first practice. "It's a great thing to drive, you drive it with the window down it sounds so good." Whatever, it was well up there.

Harald Grohs was well into the fight as well in his unreliable HWRT Sierra. The German was joined for the weekend by Tiff Needell, but poor Tiff found himself with just five laps under his belt after qualifying was over - Harald rather hogging the lappery.

Last year's pole-hogger, Dave Brodie, was having a much harder time this year and could get nowhere near the times of 1985. All, however, was not well with the car for in the second session the gearbox let rip in mighty fashion, sending 'The Brode' scurrying

Britain's forgotten star - Steve Soper - gave everyone a reminder of his talents... until the Ford broke down.





An early incident involving Dieter Quester and Carlo Facetti brought out the pace car, and it picked up the leader Soper.

off to his workshops to find replacement parts. Barry Sheene as a result was short on lappery.

If the Colt was in trouble the CiBiEmme Sport team were down in the dumps after their successes at Spa. The three cars were split only by the *Garage du Bac* 635CSi of Fabien Giroix and Rene Metge, and all the drivers complained about the handling. "We need another miracle!" explained Rossi, looking heavenward. Still, for a team that does no testing, the Italians seem to enjoy more than their fair share of post-practice visitations from the gods.

If the CiBiEmme Sport team were having a rough time, others were faring even worse. The Dennis Leech Rover, with Neil McGrath at the wheel, exploded mightily in the first session and with no more engines available the team, desperately disappointed, set off for home.

Also heading for the pavilion were two other British entries. The Toyota Celica Supra of John Morris and Bob Meacham, which the latter unfortunately backed heavily into the wall at Abbey in the second session, went no further. That was the end of their weekend. The poor car went off on a trailer bound for that great garage in the sky.

The Barry Robinson/Craig Simmiss BMW 635CSi was fated to drop out too, with a loose flywheel threatening to destroy the car. Another non-starter came Sunday morning.

While the other Brits were heading for home, Mike Newman fought on, despite losing the team's only good engine in testing on Friday.

The second session promised more qualifying runs than is normal in the series, as the Fords and Volvos tried to overcome the Pirelli problems. Ulf Granberg put on a fine show, but could make no impact, while Grice gave the Holden one more run and although extremely spectacular could not improve his time.

The closing minutes, though academic on the timesheets, saw some fiery lappery from Grohs, Ravaglia, Quester, Granberg and Micangeli - all Pirelli runners, but the Italian rubber would just not play gumball...

The potential for the race was enormous. On race tyres all the leading runners were close together. Wandering around after qualifying, one could find Jeff Allam, sitting outside the TWR motorhome, looking confident. "I'm long overdue to win," he raved, "and the 'TT' is the race to win."

The discussions turned to pitstops.

How many would the Rovers do? "At least one," said Hahne helpfully. Down in the Ford and Volvo pits they scratched their heads. Could they do one or would they have to settle for two? The computers buzzed.

RACE

It all seemed rather strange on Sunday morning. There was no need to watch the sun rise and head off for a cold early morning warm-up. With the race scheduled to begin at close to 3pm, the morning session could begin at a civilised hour. Time to read the Sunday papers and marvel at the weather. Something had gone very wrong. There wasn't a hint of cloud. Surely we would not be seeing a dry 'TT'? Why, that goes against the grain!

The morning session, when it came idly around, proved little, as most of the teams looked to be sandbagging. Andy Rouse put his Sierra at the head of the time sheets and David Brodie put his Colt into the garage for a new engine. That aside it was quiet. Too quiet. Just the sort of thing you expect before a really good shootout.

This unseemly calm was disturbed around lunchtime as a glorious cavalcade of past 'TT' winners, trundled or thundered around the track, giving

everyone the chance to see the much-lamented Jaguar XJS in action once more.

It was a really glorious day as the cars lined up on the pre-grid in front of a large crowd. Looking down the ranks, Brodie's Starion was still missing as the crew worked frantically to fix a problem with the new engine they had fitted after the warm up, leaving a desperately disappointed Barry Sheene roaming the paddock.

There were some curious cocktails of tyre choice to be found, nowhere more so than in the Rover camp. Each Vitesse had a different set of compounds. One of them, after all, would surely work. Wouldn't it? With the powerful sun beating down the Pirelli men cheered up somewhat. The hotter the track the happier they were. The same could not be said for the Dunlop men.

Round they came for the rolling start, 44 raucous, raunchy racing cars high-tailing it down towards Copse Corner. This was what it was all about. Hahne made the most of his pole slot and with Walkinshaw and a fast-starting Allam in tow they steamed off into the nether regions of Silverstone, a train of bobbing and weaving motor cars. It could only lead to tears.

There was a fair old barney between Dieudonne and Pirro out the back on the second lap when the Italian collided with the Belgian going into Stowe. "It was a kamikaze attack!" muttered Dieudonne later. "I was really going for it," explained Pirro unabashed. The result of this was that Dieudonne headed for the pits to replace a tyre which had had its valve removed.

At the front it was Rover-Rover-Rover, although already Soper in his Ford was making an impact. Steve might have been suffering from 'flu, but he was not messing around with all these Rovers in his way. He picked them off one by one. First Walkinshaw, then Hahne and finally Jeff Allam, the last named having decided he wanted to lead in the course of the third lap.

Also making progress after a circumspect first lap was Andy Rouse, who was really flying as he closed up on the three front running cars. At the end of the fourth lap Soper had the lead he so dearly wanted and had Allam, Hahne and Rouse tucked in behind him. There was a slight (blink, and you miss it) gap to the next four-car combo, starring Walkinshaw, Grice, Pirro and Cecotto and then another slight gap to Granberg (I never did discover who Ulf Granborough was, though the commentators insisted there was a man there by that name!), Woodman, Grohs, Quester and Rossi, the last two really not getting on too well.

Gone from the show already were Georges Bosshard and Bretislav Enge (Linder BMW 325i) who had collided at Club and both buried their steeds in the sandpits.

Rouse it was who looked threatening as he moved to third, demoting Hahne, but a lap later the ICS Sierra peeled off from the battle and headed for the pits. It was to stay stationary for what seemed like an endless 17mins as the team worked on the gearbox.

The two leaders, Soper and Allam were running nose-to-tail, Jeff tucked into Soper's slipstream, "just hanging on." Hahne had dropped away a bit as he lost the draft, but he was still safely ahead of the battle for fourth, which was getting out of hand as Cecotto, Walkinshaw, Pirro, Grice and Granberg played at trying to do each other's cars serious damage. "Now let me see," recounted Pirro later, "I hit Walkinshaw and Cecotto and Grice..." It was getting a mite rough out there.



The Vince Woodman/John Cleland Holden Commodore showed real, but refined with suspension troubles.

If that looked a bit fraught the group behind were having even more fun as Woodman, Grohs, Quester and Rossi misbehaved. Tempers were now fraying a touch between the last two and, after nearly having a big accident at Woodcote, they contrived to do it instead at Club. And that ain't no place to have a big accident!

The two had conflicting stories of what had happened, Quester explaining later that Rossi's helmet had obviously fallen over his eyes. A more calm (though Lord only knows why) Rossi explained that he was clearly the quicker

of the two and was merely trying to pass when Quester put paid to him. "That's the thanks you get for not protesting him at Spa over a tow rope!" said a desperately disappointed Carlo, his car destroyed. "We had managed another miracle after qualifying..." Now it seemed the CiBiEmme lead pairing might not be able to finish the season.

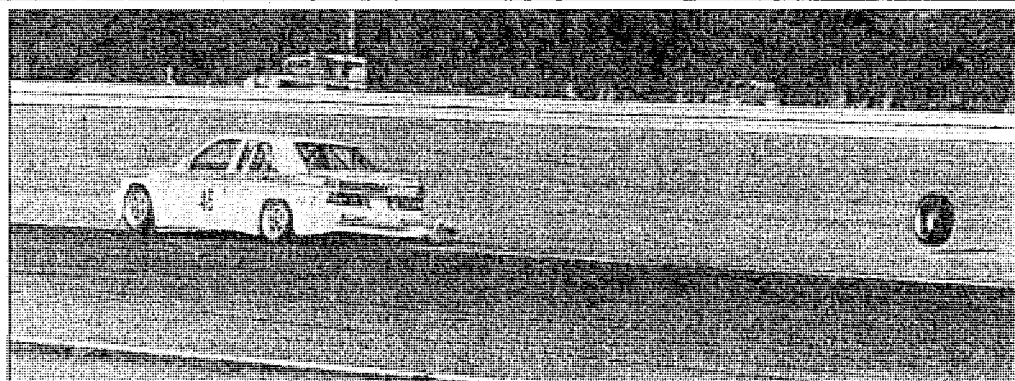
Shortly after Rossi disappeared backwards into the banking - one corner to be exact - Grice hit oil at Abbey and had a huge spin just before the bridge while flat in fifth! He dropped into the pits to replace square tyres.

Allam was still right up with Soper out front, the two pulling away from Hahne, who, being a little lonesome was indulging in some beautiful power slides. If Armin was all alone, behind him mayhem still reigned as Walkinshaw defended his position against Pirro and Granberg with a recovered Dieudonne closing in. Just as the cars were sizing up for a sizeable debacle a pace car came out, as it was decided that the remains of Rossi's BMW constituted a health hazard.

And, yes, the pace car picked up the leader! The cars slowed and for four laps

the race ran under the caution.

At the restart, the cooling-off period had had little effect for Allam set off like a startled rabbit to latch onto Soper's tail, while Granberg took to the grass in combine harvester fashion as he tried to go round Walkinshaw and several back-markers at the same time. Result: Walkinshaw just ahead. These two seemed to be suffering a severe case of the 'Quester/Rossi's as they misbehaved their way around the back of the track. Behind them, though, things were even rougher as Quester and Woodman came



"I think we left something behind!" The Wojtech/Micangeli Mercedes leaves a vital component behind at Abbey.

Deutschland über alles (again)

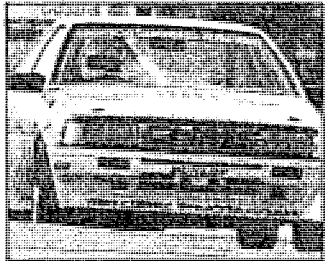
There was doubt in the air at Silverstone over the weekend. Doubt as to who would win Class 2, which Linder Rennsport BMW 325i. Would it be the Winni Vogt/Markus Oestreich or the Otto Rensing/Bretislav Enger version, that was the question?

With their usual foes, the Snobeck Racing Mercedes 190Es of Snobeck and Cudini *in absentia*, a Linder BMW duly took the class pole, Vogt's first session time of 1m39.23s being good enough for 20th overall on this power circuit. But, what was this, an interloper? Right behind them on times was the Datapost Ford Escort Turbo of Richard Longman/ Alan Curnow, and the time had been achieved when the car was suffering awful misfire problems, popping and banging its way around. Providing the gremlin could be located, this was a threat indeed. The second Linder car was next up, concentrating, as were their team mates, on finding a good race set-up and doing many laps on full tanks.

The second practice session was acknowledged to be for race testing, so it came as something of a surprise when everything went quiet, the session brought to a halt. Drama at Copse, and in the most unfortunate of manners. Carlsson Mercedes had struck Carlsson Mercedes, as Franz Baron's foot had slipped off the brake pedal of his car had clouted 'Denny' Wojtech's. Ooops!

As it was, neither car was badly damaged and they were both to start the race, with the Wojtech/Maurizio Micangeli example in

Chris Hodgetts and Alex Moss dominated the baby class in their Toyota Corolla.



fourth position in class, just clear of the Monroe Racing version of Thierry van Dalen/Bernard de Dryver. The Jolly Club team brought three Alfa 75s to Northamptonshire, but only ran two, putting Lella Lombardi in with Romeo Camathias/Roberto Castagna and Rinaldo Drovandi with Roberto Orlandi/Massimo Siena. And they were nearly forced to use the withdrawn Lombardi/Drovandi 75 after car number 49 limped back to the pits midway through the first session in need of a good deal of panel beating.

Class 1 was always going to be another Toyota benefit, with Corolla GTs filling seven of the first eight class spots on the grid, led by the Team Toyota GB/Duckhams entry of Chris Hodgetts/Alex Moss. Their chances looked good, with a 1.26sec margin over the series leading Team Toyota Castrol Corolla of John Nielsen/Erik Hoyer.

And so to the race, and all was not well for the Geoff Kimber-Smith/Gerry Marshall Corolla GT, which had qualified third in class overcoming two engine blow-ups, the loss of third gear and an overnight engine

change, only to be removed from the grid with a fuel leak. It was to start from the pitlane.

Oestreich set off in fine style and was soon up to 16th and being pushed hard by Eng, with Longman and Wojtech right behind. Eng had the bit between his teeth and barged his BMW-Style car into the class lead. But this was not to last, though, as he never returned from lap 4, having collided hard at Stowe. There was no damage to the 325i, but it was marooned in the gravel trap. And this left the Rene Lezard/Lui car in the clear.

The early leader in Class 1 was Moss, with the Ludwig Holz/Herbert Lingmann Corolla GT and Nielsen on his tail. But any early advantages gained were lost when the pace car was brought out. Mind you, this was already too late for some, with Belgian driver Jean-Claude Burton pulling off at Copse after three laps and retiring with a lack of motive power. Johannes Wollstadt got no further, retiring his Autohaus BMW 325i to the pits. Kimber-Smith pitted once,

The Markus Oestreich/Winni Vogt Linder BMW 325i was unchallenged in the middle class.



with plummeting oil pressure and then pulled off beyond Stowe after seven laps, the engine tightening dangerously. And the Corolla GT of Georg Alber/Antonin Charoux returned to the pits for good with a broken conrod. Three Class 1 cars and brace of Class 2s out with less than 10 laps run...

Once the pace car had departed, Oestreich continued where he had left off. The others had to satisfy themselves with the battle for second, led by van Dalen, Wojtech and Jurgen Hamelmann (who was sharing a 325i with Frank Sytner), with Siena recovering from a spin on lap 1. There was an 'early bath' for the John West Foods/Alfa Romeo Dealer Team 75 of Jon Dooley and Rob Kirby, which had suffered from a lack of traction in practice and a rather tired engine, and then was to complete no more than 24 laps, retiring with a broken clutch housing.

Longman's bid for glory was thwarted early on when he had to pit for attention to the exhaust, and it was soon to go out in a blaze (not of glory...) as the turbo blew in the biggest of ways, laying a thick trail of smoke from Becketts to Stowe, where the spectacularly blazing car was parked and extinguished.

Massimo Siena was having a wild time. He spun to the tail of the field on lap 1, recovered, and then pitted for Orlandi to have a go. And so he did, spinning and becoming straddled on the kerb at Stowe. He subsequently rejoined, chastened.

Oestreich's car was running like clockwork and pitted for Vogt to take over and then ran untroubled to the end, classified eighth overall, three laps down. By mid race the horrendously loud Mazda 929 of Hans van de Beek/Raymond Coronel was up to second place, which they were to keep, despite Sytner not being far behind and somehow thinking that he was second in class and safe in that position, backing off slightly accordingly. Thus it was a shock when he discovered his true position with but a few laps to go. The gap between the two at the end was but 6.37secs...

The Belgian Monroe car had to make do with fourth place after a steady run. The Carlsson Mercs seemed bent on doing everything in a similar manner, both shedding a wheel out on the circuit. Eventually, the Wojtech/Micangeli car claimed fifth, the other Baron/Heribert Werginz/Eddie Arundel entry not passing 70 laps.

Class 1 was Hodgetts/Moss all the way, save for a brief time during the pit stop cycle when the other British Corolla, the Demon Tweeks/Triple C entry of Alan Minshaw/Tony Hill took to the front. At the flag, though, they were separated by the Hoyer/Nielsen car, all on the same lap, in 17th to 19th places overall.

Roger Eccles and John Lepp had made a valiant effort in their prodsaloon (save for its slick tyres) Mercedes, but this ended in retirement after 67 laps with an electrical problem. And the only other British interest was centred on the prodsaloon-style Renault 5 GT Turbo of Alex Postan/David Cox, which left the ball park with a melted piston.

All in all, this was as disappointing as the race for overall honours, with no one able to come anywhere close to the winning car from the very off.

BRUCE JONES

into contact at Becketts and Vince did a quick 360° sightseeing tour as Dieter continued on his merry way, bent on what was beginning to look like a *Cannonball Run*. Close your eyes and think of Austria!

Up at the front it was serene as ever, with Soper and Allam by now slightly parted running free, with Hahne dropping back towards the wild bunch led by Cecotto. Behind the Venezuelan, Walkinshaw and Granberg were all over the place, leaving Dieudonne and Pirro to watch in amazement in their wake. The only other man hanging on was Dieter 'I've got a motor and I'm gonna use it' Quester.

Mixed in among these duellists was Allan Grice, a lap down, but intent on showing the world what might have been... Oh, and, in passing, Brodie had joined the fray 20 laps down.

Lap 25 and suddenly we heard word from Club that Armin Hahne was pulling off trailing oil and smoke, following the demise of his diff. Poor Armin was not even going to get his one promised pitstop! A shame, because the Rover was looking strong.

Looking even stronger, though, was S Soper Esq, who was pulling away from Jeff Allam, but coming up to try to lap an assorted (and much-sorted) group of middle class cars consisting of sundry BMW325is, Alfas and Merics which had been having a battle all of their own.

Suddenly gone from the frontliners was Pirro, who came touring into the pits after 29 laps with engine kaput!

Another car looking likely to follow suit was the Grohs Sierra which was trailing smoke and seemingly dying on its wheels. Harald brought the car in for a 15mins stop to allow the HWRT crew to change most of the ancillaries.

Walkinshaw and Granberg continued their unfriendly dice, but now, finally, things were beginning to settle, with Woodman the only man really making ground as he fought his way up past the Oestreich BMW325i and the ably-driven Cipriani BMW635CSi, now the only remaining CiBiEmme machine. Vince now had his sights set on the Giroix BMW which to that point had been having a rather lonely time.

Stability had struck. Soper, driving super smoothly was easing ahead of Allam with Cecotto finally breaking clear of the remains of the wild bunch, which saw Granberg ahead of Walkinshaw. Tom, suffering (surprise, surprise) from tyre problems, was falling back to Dieudonne, with only Quester anywhere near them.

For 10 laps nothing much changed. Woodman closed steadily in on Giroix



Henry's not sound the best but the raucous Mazda 929 proved it can get results: second in Class 2.

for eighth place, a position he took on lap 44. This coincided with the Granberg Volvo heading pitward, Ulf handing over Thomas Lindstrom in a routine stop. The Volkos, it appeared, were going for two stops. The appearance of the pace car, in the early laps, had meant that team managers were working furiously to discover if it was possible for their cars to survive just one stop.

Lindstrom rejoined in sixth and a lap later Walkinshaw went offtrack briefly at Maggotts and came limping into the pits, tyres in a rather poor state following the battle with Granberg. As Win Percy climbed aboard, Denny Hulme could be seen smiling from ear to ear. He would get to drive after all! With the Walkinshaw car lagging a little Percy might have been switched to his car. Not so lucky was Jim Weaver, who was informed that Roberto Ravaglia would be needing his seat in Quester's car. James would not be taking part after all.

We had status quo again for another six laps before suddenly Johnny Cecotto came in for bodywork repairs, his front left tyre destroyed following a brush. After 42secs the Volvo was on its way, Olofsson at the wheel.

This signalled the start of the mid-race pit rush hour and in they all came, including Olofsson who had had the front suspension collapse on him. The Volvo was back for a suspension rebuild which was to last 12mins.

With everyone coming and going Soper stayed out and briefly Dieudonne

moved to second to make it a Ford one-two. After both the cars pitted however, it was back to reality with Niedzwiedz about 30secs up on Hulme with Lindstrom and Muller in fairly close order and Ravaglia charging along in fifth. Only Win Percy was unlapped.

Then, just as things looked settled again, Niedzwiedz pulled off at Chapel, his engine gone. Denny Hulme, driving smoothly as ever, was in the lead and pulling away from Lindstrom's Volvo which was being reeled in by Muller's Ford. Why? The gear lever in the Volvo had broken and poor Thomas was struggling along changing gear with just a stump of a lever. It wasn't long before he pitted.

Further back there had been dramas. Mark Galvin (who had taken over from Grice) survived a frightening moment at Becketts, when a brake disc seized solid, pitching the delayed Holden barrierward. The F3 pilot threw the machine into a spin and, taking off over the kerb, was showered with glass as the rear screen disintegrated. The Holden spent half an hour at rest. The Mobil Holden, too, had been in the pits with Cleland driving, an oil filter needing changing.

Many were struggling now: Ravaglia was pumping his brakes to find any stopping power: Lindstrom was back on the track, changing gear with a mole grip which some bright spark had attached to the gear lever stump. He was missing gears aplenty, but was still trucking along in an undisturbed fifth place.

Gone a few laps later was the Mobil Holden which thumped a tyre barrier heavily at Club when a hub broke. The car crawled into the pits, wheels askew. This time it was retirement. Going almost unnoticed were the efforts of Barry Sheene, who was out in the Starion. Despite a misfire, Barry was doing a grand job.

At the front Denny was stroking along, inch perfect every lap. No-one, but no-one, was going to stop him now. It was a display of the *art* of racing cars, not the craft.

Muller held a lonely second with the troubled Ravaglia equally alone in third and Win Percy doing what he could to close the gap to the Italian, tenth by tenth it came down. Fifth was Rene Metge in the *Garage du Bac* car, two laps down. Making an impression, albeit out of the effective running, was David Sears, throwing his car around and blazing the headlights, pretending to be the leader!

The final blows were still to come as Denny continued his lesson in high performance driving. First the Volvo of Lindstrom was in for its scheduled stop, dropping a lap behind the leader in the process. Next it was Muller who found the Sierra gearless and headed for the pits, leaving second place to a delighted, if overworked Ravaglia. The Ford stayed stationary for a minute and a half, dropping to fifth. When it re-emerged Sigi had only fourth gear, "1:41s," he related later, "Not bad, huh?"

Jeff Allam was walking around in circles in the pits worrying. "I almost had to get the organisers to stop it," he said when victory had been confirmed, "I thought I was going to have a cardiac arrest."

Perhaps it is better he did not know what was going on in the Rover's cockpit for Denny, too, was worried, the car developing a vibration in the closing laps.

Just four laps from home, Percy headed for the pits for a splash of fuel, safe in third place. Then it was all over. Jeff Allam was happy; this, lest we forget, was his first European victory. Denny Hulme was a happy man too. "This is the one I really wanted to win," he said, "it means a lot to me. I can retire again now!" Let us hope that Denny was not being serious.

A thought, perhaps, for Steve Soper to ponder: one day things must get better. Lady Luck must have an olive branch somewhere...

FACING PAGE

The Bastos Rovers of Armin Hahne and Tom Walkinshaw lead the 44-car field down Hanger Straight on the first of 107 laps.

SILVERSTONE (GB)

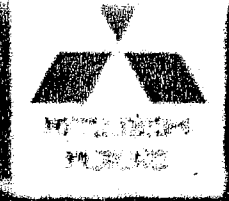
Sep 07, Istel RAC Tourist Trophy, FIA Tquring Car Championship, round 10, 107 laps - 313.72 miles

Pos	Drivers (Nat)	Team/Sponsor	Class	Car/Engine	Tyres	Result	Qual	Pos
1	Jeff Allam (GB) Denny Hulme (NZ)	TWR/Istel	3	3.5 Rover Vitesse	Dunlop	3-01:56.72	1:35.14	5
2	Dieter Quester (A) Roberto Ravaglia (I)*	Schnitzer/BMW	3	3.5 BMW 635CSi	Pirelli	3-02:43.83	1:37.10	13
3	Tom Walkinshaw (GB) Win Percy (GB)	TWR/Bastos	3	3.5 Rover Vitesse	Dunlop	3-03:24.78	1:34.73	2
4	Ulf Granberg (S) Thomas Lindstrom (S)	RAS/Nordica	3	2.0 Volvo 240 Turbo	Pirelli	106 laps	1:36.22	10*
5	Pierre Dieudonne (B) Sigi Muller Jr (D)	Eggenberger/Motorcraft	3	2.31 Ford Sierra XR4Ti	Pirelli	105 laps	1:35.93	8
6	Fabien Giroix (F) Rene Metge (F)	Garage du Bac/Trio	3	3.5 BMW 635CSi	Pirelli	105 laps	1:37.96	16
7	Umberto Grano (I) Marcello Cipriani (I)	CiBiEmme/Enny	3	3.5 BMW 635CSi	Pirelli	104 laps	1:38.71	18
8	Winni Vogt/Markus Oestreich (D)	Linder/Reine Lezard	2	2.5 BMW 325i	Pirelli	104 laps	1:39.29	20
9	Hans van de Beek (NL) Raymond Coronel (NL)	Mazda NL	2	2.0 Mazda 929	Dunlop	103 laps	1:42.67	33
10	Jurgen Hamelmann (D) Frank Styner (GB)	Autobudde	2	2.5 BMW 325i	Pirelli	103 laps	1:41.59	28
11	Andy Rouse (GB) David Sears (GB)	Rouse/ICS	3	2.31 Ford Sierra XR4Ti	Dunlop	101 laps	1:35.07	4
13	Johnny Cecotto (YV) Anders Olofsson (S)	RAS/Nordica	3	2.0 Volvo 240 Turbo	Pirelli	99 laps	1:36.47	11
17	Chris Hodgetts (GB) Alex Moss (GB)	CHMS/Toyota GB	1	1.6 Toyota Corolla	Dunlop	98 laps	1:43.20	34
24	Allan Grice (AUS) Mark Galvin (IRL)	Grice/Yokohama	3	4.9 Holden Commodore	Yokohama	87 laps	1:34.89	3
NC	Dave Brodie (GB) Barry Sheene (GB)	BBW/Phillips	3	2.01 Colt Starion Turbo	Pirelli	71 laps - running	1:37.50	14
R	Vince Woodman (GB) John Cleland (GB)	GMDS/Mobil	3	4.9 Holden Commodore	Dunlop	67 laps - hub failure	1:36.14	9
R	Steve Soper (GB) Klaus Niedzwiedz (D)	Eggenberger/Motorcraft	3	2.31 Ford Sierra XR4Ti	Pirelli	63 laps - engine	1:35.32	6
R	Emanuele Pirro (I) Roberto Ravaglia (I)	Schnitzer/BMW	3	3.5 BMW 635CSi	Pirelli	29 laps - engine	1:35.67	7
R	Armin Hahne (D) Gianfranco Brancatelli (I)	TWR/Bastos	3	3.5 Rover Vitesse	Dunlop	24 laps - differential	1:34.68	1
R	Carlo Rossi (I) Marco Micangeli (I)	CiBiEmme	3	3.5 BMW 635CSi	Pirelli	7 laps - accident	1:37.83	15

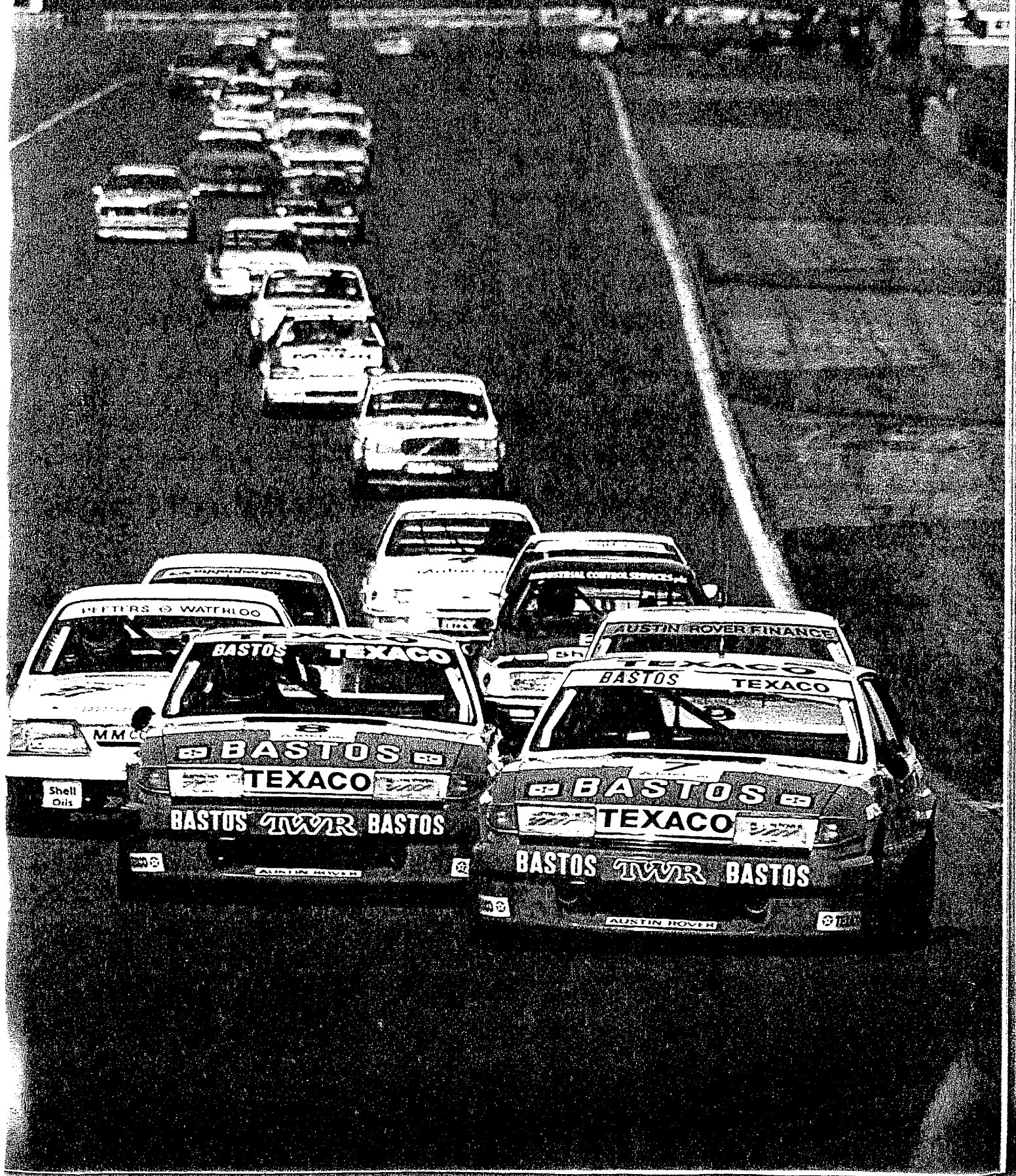
Winner's average speed: 103.45mph. Fastest lap: Class 3: Soper, 1:36.97, 108.85mph (record). Class 2: Otto Rensing (2.5 BMW 325i), 1:40.81, 104.70mph; Class 1: Hodgetts, 1:46.13, 99.45mph. Next round: Nogaro, Sep 14. * James Weaver practised this car.

Marlboro Marlboro

Castrol GTX



Mobil



MILERS WATERLOO

BASTOS TEXACO

BASTOS TEXACO

BASTOS TVR BASTOS

AUSTIN ROVER FINANCE

BASTOS TEXACO

BASTOS TEXACO

BASTOS TVR BASTOS

Shell Oils

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AUSTIN ROVER

AUSTIN ROVER

September 1986 Vol 104 No 12

AUTOSPORT

PIT & PADDOCK 4

This week's news from the international racing scene – Pirelli withdraw from F1 – Larrousse goes it alone – Arnoux tests Alfa engine – Wallace is F3 champion – Portuguese GP preview.

COMMENT 10

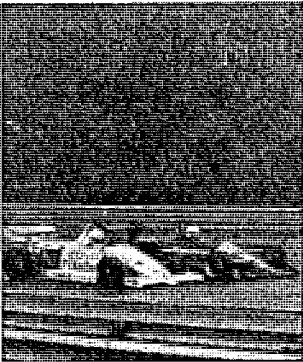
We salute the new Open Rally Champion – Your views on the topics of the moment – And we look at the racing scene one, two and three decades ago and *Catchpole* dishes up its own particular brand of weekly humour.

SPA 1000 12



Spa-Francorchamps witnessed the closest finish in the history of Group C. Boutsen's Porsche and Warwick's Jaguar had the crowd on its feet on the final lap, Thierry just hanging on. Quentin Spurring tells the story.

SPA F3 19

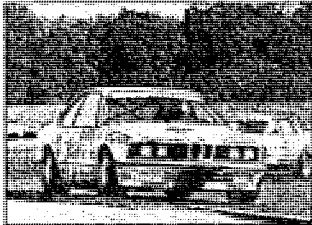


The British F3 championship was resolved in favour of Andy Wallace, the Oxford man turning in a crushing display. Rival Maurizio Sala survived an enormous shunt at Eau Rouge. Marcus Pye saw it all.

SPECIAL STAGE 23

Rallying news from the East End to the Far East – Lovell's title clears way for world programme in 1987 – Austin Rover lose 1000 Lakes points – Audi delay decision again – Latest from Hong Kong-Beijing Rally – Astras and Novas combine for 1987.

NOGARO TCC 26

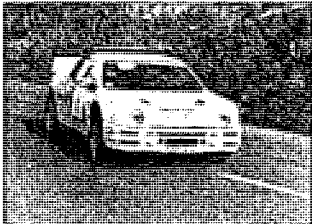


That man Ravaglia is at it again, sneaking up on Win Percy's series lead. With three rounds to go the Italian could still pull it off. Joe Seward appeared not to like Nogaro but looking at his colour and his clanking empties, we don't believe him.

SPORTS EXTRA 30

Gachot and Blundell fight out leading FF2000 titles – Blower seals Uniroyal title – Lewis hurt at Spa – Hine is 5 Turbo king – Euro Rallycross preview –

MANX RALLY 32



Tony Pond and David Llewellyn scored the first ever 1-2 for the Metro 6R4. It was also a successful weekend for Mark Lovell who clinched the British Open title. Keith Oswin reports.

PROBE COSWORTH 39

Ford's GTP car now has a 2.1 turbo V8. It's all here as Jonathan Ingram probes the Probe.

SATORU NAKAJIMA 44

Lotus's tie up with Honda has produced enormous interest in Japan, this largely due to the involvement of the Japanese giant's favourite son, Satoru Nakajima. Mark Gallagher profiles him.

SAFETY EQUATION 49

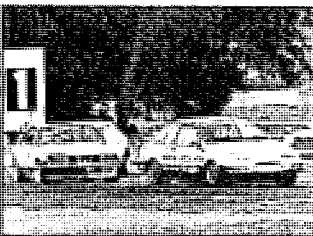
Dr Rowland Cottingham has some interesting theories on safety and its application to the sport. Rally enthusiasts and hedgehogs look out!

FIFTH COLUMN 52



Nothing much was announced at the annual Ferrari press conference, but Nigel Roebuck still found it enlightening. He reflects on Maranello.

SPORTSCARD 55



We cover the major events from across the world – Caffi victorious at Enna – Nissan 1-2 in Castrol 500 – Rudd this week's NASCAR winner – Gachot lengthens Racing Displays lead – Hodgetts is RAC Saloon champion – Favre leaves them in his wake – Griffiths again in Wiscombe Hillclimb.

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FRONT COVER

Above: Mark Lovell on his way to becoming British Open rally Champion. Below: Frank Jelinski assisted Thierry Boutsen in winning the Spa 1000.

NEXT WEEK

Portuguese GP at Estoril: Can Mansell maintain his lead? – IndyCar racing at Elkhart Lake – IMSA at Watkins Glen – Jaguar versus Porsche at Nurburgring Supercup – Hong Kong-Beijing report – File under Q – Johnny Herbert interview*

*These items correct at press time.

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Roberto Ravaglia crosses the line for his third TCC victory of the year. The BMW 635CSi lives on . . .

Won and lost in France

While the Rovers, Volvos and Fords have been making the headlines with protest and counter-protest, Roberto Ravaglia in his Schnitzer BMW 635CSi has been edging ever upward in the points table. At Nogaro, with a little help from Gerhard Berger, Ravaglia did it again to score his third win of the year. In the last four races Signor Ravaglia has won twice, finished second once and third once. With just three rounds remaining the Italian could yet steal the title . . . With Zolder and Estoril being 'BMW circuits' the politics of touring car racing might have nothing to do with the title winner!

QUALIFYING

Don't let anyone tell you that the FIA Touring Car Championship teams have an easy life. After the blazing heat of Silverstone (surely some mistake), it was off, in a hell-for-leather truck race to Nogaro — a little Gascon town with a bull ring, (just like Birmingham?), an airstrip and a motor racing circuit. The glorious thing about Nogaro is that it isn't really close to anywhere — and you get the impression it should be left that way. Jost busloads of grockles start turning up to view rural French 'culture'.

If I was to start telling you all how wonderful it is, why, you will all be wanting to go. Nogaro, therefore, is a terrible place. There is endless energy-sapping sunshine, food notorious for its quality, wine which goes by the unappetising name of *floc*, fiery Armagnac brandy and hotels with unusual names. Imagine touring down to the region and being expected to stay in the *L'Hotel de Bastard*, or the *Hostellerie du Donjon* (dungeon)! No, you wouldn't like it one bit . . .

They speak French with a curious dialect, *l'accent pointu*, which means that no-one understands them, and the locals mope around all day in their black berets, basking (*pardonnez moi le pun*) in the sunshine. It could drive a man mad.

Centuries ago the French and British spent 100 years squabbling over the area, which they called Aquitaine then. If I were to say it was a shame we lost, you might get the impression it's a nice

place. Cannes, Nice and St Trop are far nicer for a holiday . . .

Life in Gascony is conducted at a slow pace. Nothing, but nothing, should be hurried. For a race meeting, this means that practice is spread over two days.

With the morning sun slanting in, poleman Walkinshaw leads the pack through the first corner. Hahne is about to punt Alledziwiedz.



leaving plenty of time for the important things in life, like eating and sleeping and playing *petanque*. As I said before, this really is a tough life.

The *Circuit Paul Armagnac* itself, is a curious sort of place, a couple of good straight blasts and then a mish-mash of tight corners which promote compromises in set-up. This, the *27eme Grand Prix de Nogaro*, was to be the first on the resurfaced track — the work having been completed only a few weeks. The track had not changed in length, but the new tarmac had taken out many of the bumps which had plagued the touring cars (the French call them *tourisme* cars) last season. There were few complaints with the surface, and it stayed down.

The two days of qualifying were glorious, with the sun blazing down ripening

vines, corn and visitors. The teams had kept themselves amused on the Thursday with three hours of unofficial testing and were ready for the qualifying. It's a busy sort of track with 37 cars on it, and, inevitably, traffic was to be a problem with everyone complaining about everyone else and big and little cars alike causing each other grief. Everywhere you looked (and in some places the cars come at you from two, or even three directions), there were things happening. If a driver hooked a wheel off the newly laid tarmac, a huge cloud of sand would be launched skyward to obscure vision and make the track slippery. Add to these hazards the local flyers. The airstrip at Nogaro runs alongside the main straight and *les aeronauts* seemed keen to see what was going on, passing overhead at zero feet. This doesn't do the concentration much good if you are on a qualifying run. Top award for tact must go to the local military helicopter which at one point, flew head on at the cars along the main straight just a few feet above roof level. *Vive la difference!*

The entry was down on Silverstone, as expected, but the same names were fighting it out at the top of the list. Twenty minutes into the first session the leading cars all headed pitward and on went the qualifiers. Ready for a blast . . .

They came out one by one, and, as ever, it was Tom Walkinshaw who set the benchmark with a time of 1m22.12. Next through on a flyer was the Eggenberger Ford Sierra of Klaus Niedzwiedz — the German having the use of qualifying rubber at this meeting. Dodging the traffic Klaus came through at 1:21.82. *Eh voila!*

The next time round though the German car was crawling, a driveshaft having broken. Mechanics were despatched to the team truck to find a replacement part and, on opening the doors of the transporter, discovered Pierre Dieu-donne and Steve Soper locked inside! Ruedi Eggenberger had been wondering what had happened to those two.

Was it foul play? No, it seems that when the two were changing, one of their own team locked them in without realising. With the paddock across the track from the pits, there was no-one around to hear them trying to get out. The two spent an hour getting to know each other better.

While all this drama was unfolding,

the session had fallen into its usual morning lull. "It'll all go crazy in a minute," noted a sun-pinkened timing man, and, bang on cue, out they came for another shot at pole. Walkinshaw clocked a 1:21.76 and, as the minutes ticked away, went for it again with a 1:21.22. Surely this was to be the pole lap. Everyone was posting times now, but none could approach the Scot. Out came the flag ...

There was a day for the opposition to wander around and work out how to overturn the Walkinshaw factor. "I went out on old qualifiers," said Niedzwiedz, "if the driveshaft hadn't broken I think I could have done a 1:21.00."

Armin Hahne in the second Rover (three cars were present, but with only four drivers the third was used solely as a test car) was not happy either. "It was my fault," he explained, "my foot slipped off the accelerator and I understeered off on my qualifiers. I wasted them!"

Opinions were divided over the relative merits of the circuit. "It is okay for F3 cars maybe," said Gerhard Berger. "Ah, but after Silverstone in these cars." "Ah, but after Silverstone in these cars," groused Dieter Quester. "After Silverstone?" said an incredulous Berger, "after Monza." He had a point. One in the eye for Dieter ...

Perhaps it is a new trend, but for the second race in a row, qualifying was not yet over. Several teams indicated a desire to knock Walkinshaw off poie on Saturday morning.

When the green flag was waved the weather was superb, the air hot and still. Everyone waited, Dunlop 166s and Pirelli D7s sitting by in heaps. There was going to be a shootout for pole. Walkinshaw was not getting away with it as easy as that. No sir. BMW, Volvo, Ford and Armin Hahne all wanted a piece of the action ...

It was hot and the teams did what they could to cool the engines, some resorting to dry ice, others to endless quantities of water poured over steaming metal. The sand beside the track was dusty dry and a wheel off mcant a huge cloud. Rene Metge relived his triumphs of the Paris-Dakar.

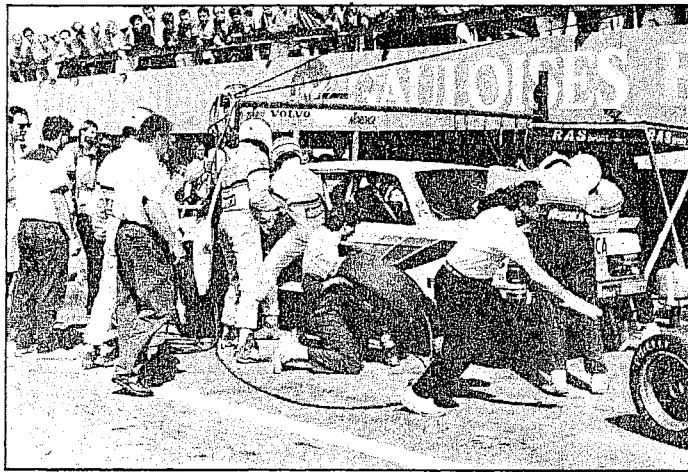
Roberto Ravaglia was the first to show this time with the leading Schnitzer car (he had qualified the second car the day before) with a 1:22.21, but Walkinshaw soon put the Italian back in his place with a 1:21.10.

Johnny Cecotto now improved to 1:21.83, although a second flying lap was spoiled by an errant Golf, which occasioned Johnny to spoil the small class driver's lap as well ... As the session drew to a close, Armin Hahne was the only man left with qualifiers, albeit a set of used rubber. They were good enough, though, as Armin scorched through; without traffic to hinder him to steal fourth slot on the grid with a 1:22.07. That, was that. Qualifying was over.

A look down the official lists saw Walkinshaw safely on pole, some 0.73secs clear of the rest, although Niedzwiedz and Cecotto were separated by just 0.01secs for second, with Hahne alongside the Volvo on row 2.

The two Schnitzer cars - both qualified by Ravaglia - were within 0.2secs (there's consistency) with the Granberg/Lindstrom Volvo lower down than would be expected in seventh, the result of a blown engine in the second session. Sigi Muller and Pierre Dieudonne rounded off the 'Big Eight', despite a brake balance problem. The rest were over half a second behind (led by the third Rover which would not be raced).

The drivers had few complaints, all reckoning that they would be on the pace in the race, although Steve Soper was still under the weather from his



Pit stops at Nogaró were vital. The RAS team, despite pitlane anxiety had a good day.

Silverstone flu, and Ivan Capelli debuting in the Schnitzer second car missed the first day with a fever. Everyone seemed happy for the race. Illusions queuing up to be smashed ...

The rest of the big class was down in number. Thanks to Quester's assault on Rossi at the 'TT', the CiBiEmme team were down to two cars. The third, a sorry wreck. As it turned out, though, the fastest privateer BMW was the local Garage du Bac version which featured Michel Trollé alongside Pascal Fabre. There was not much of gap back to the CiBiEmmes of Marcello Cipriani/Marco Micangeli and Georges Bosshard/Jose-Angel Sassiambarena (Carlo Rossi having driven both cars in practice, but being denied a race).

The only other car in with a shot was the Bavaria Automobiles 635SCi of Rene Metge and Marc Sourd, a car you can always rely on to be there or thereabouts. The rest, frankly, do not deserve a mention.

RACE
Well really, can you believe it rained? In the small hours of Sunday morning the entire region received a quick dose of Spa-like weather. When the teams arrived at the circuit, the place was a little damp. The sun down there, how-

Christian Danner, inch-perfect on the tarmac, and a glider hoping to be ...



ever, works with lethal effect and as the start time of 1100 drew close up shot the temperatures.

Around the paddock the talk was of pitstops, how many would each team do? "At least one," they chorused ... As at Silverstone a week before it looked as if the race might have to be settled in the pits, so close were the race times. This, they reckoned, could be a barnstormer ...

The early morning mist was clearing as they lined up the off, and it was beginning to turn into a corker of a day. Heat exhaustion was going to be a problem for the spectators, let alone the drivers. The Rover team had cool suits, while the rest had to rely on more conventional air pipes. "I've never used one of these things before," muttered Walkinshaw, "but anything that looks this silly must work." He donned the black skull cap. All right? All ready?

There was hardly what could be described as a massive crowd, but then, at Nogaró you hardly expect that, there simply aren't enough big towns within a hundred miles.

The Schnitzer team had developed its usual unusual approach to driver cooling, this consisting of the said overall-clad types throwing buckets of water over each other. More seriously, how-

ever, how did the team rate its chances? "Maybe fifth or sixth," mused Charley Lamm, ever the optimist. Now the last time he said that ...

Walkinshaw decided to start the race on unscrubbed rubber, but on the grid, it was not the rubber which seemed to be causing trouble. The brakes were locked on. Working on the grid, though, is illegal, and the TWR crew had to sit and watch - and pray.

On the final warming up lap the 37 car field filled the main straight from end to end and the place buzzed with excitement, temperature rising ...

Off they went with a roar and it was Walkinshaw, locking brakes or no, who edged ahead at the first corner, while Niedzwiedz decided to brake early and received a helping shove from behind from Armin Hahne. "I said sorry afterwards," related Armin, "although, actually, I think it helped him!"

It was a fairly neat getaway with little position changing on the first lap, the only man doing anything untoward being Marco Micangeli who made up two places.

Despite the brake problem, which was denying him revs, Walkinshaw was trying to make a break. It was not to be. With Niedzwiedz keen to keep things under control and Cecotto being a little circumspect, it was left to Berger to produce the fireworks. "I wasn't taking risks," he said later, "being very careful." It didn't really look that way as he locked up furiously as he fought his way past Cecotto and then Hahne.

Further back Trollé, Micangeli, Sasiambarena, Cudini and Danner caused a little trouble to great effect in the early laps.

Don't get the impression, however that this was boring. No, no, no, the cars were not overtaking each other, but the battle throughout was intense.

Walkinshaw strove for his break with Niedzwiedz, Berger and Hahne watching, and then, interestingly, there was a small gap developing back to Cecotto (tooting along waiting for the others to break their cars). Quester (in the process of trying), Granberg (rueing the advent of silicon chip technology and lacking first gear) and Dieudonne ("When I put my foot down, there was nobody home.")

Berger was after Niedzwiedz now, and Hahne was dropping away to the second group - all was not well with Rover No 7. "No grunt," explained 'Skippy' later. He was also in some difficulties with his cool suit which had sprung a leak!

Niedzwiedz and Berger in their exertions to beat each other pulled up much closer to Walkinshaw and then the three came upon the first of the backmarkers - the much-feared baby class! At a place like Nogaró traffic can be a deciding factor and concentration is all-important. As the top three threaded their way through the battling babies, Cecotto closed in. This was getting wild ...

The second battle, thus, consisted of the second string cars of all big four teams, battling as hard as the front four. Trollé's challenge had gone 'boom' after just 15 laps, so it was left to Micangeli to keep up the privateer honour.

A lap after the demise of Trollé it was all change up front with Niedzwiedz passing Walkinshaw and Cecotto passing Berger. If that wasn't enough the Venezuelan proceeded to take second on the next lap. Tom was in trouble, because his mirrors were now full of Berger's BMW. The four had an 11secs gap to the 'seconds' who were headed now, by Granberg and Quester (a recipe for fireworks there), with Muller close and the fading Hahne seeing Micangeli

closing in . . .

By now the front men had cleared the baby class and were up lapping the middle class men. Lap 24 was another all-change lap as Cecotto took the lead and Berger passed Walkinshaw. Cecotto then put in a charge to try and make a break, but Berger was not keen on that idea and outbraked Niedzwiedz at the hairpin to take second a few laps later and set off after Cecotto, while Walkinshaw dropped away towards Granberg who, at last, had made a break from Group 2.

Cecotto, too, was giving Volvo a welcome boost (no pun intended) and, although Berger would not let go, the Volvo looked to be in control. With the 50 lap mark beckoning Gerhard put in a burst to pull himself right up with the Swedish car. The Rovers, by now, had both pitted on scheduled stops for tyres and fuel with Brancatelli replacing Hahne, but Walkinshaw staying out. The official times for the pitstops - believe them at your peril - were 15 and 17secs respectively. *Nuage neuf!*

A few laps later the Quester BMW was in too, with tyre troubles and Quester jumped out to allow Capelli into the car. These changes left Cecotto a small way clear of Berger, with Niedzwiedz (experiencing a tyre problem) some 16secs up on Granberg, who had 12secs on the battle between Dieudonne, Walkinshaw and Micangeli.

Berger now made his move and Cecotto found himself second on the 59th lap as the Austrian passed him at the final corner. Almost immediately Gerhard began to pull away, not at a great rate, but enough to build the foundations for victory.

Behind Cecotto, Niedzwiedz was fading badly now, his tyres shot, and Granberg moved up to third briefly, although Walkinshaw, still up there, took that place a few laps later, while Micangeli (a sterling job this) held a strong fifth. Further back Brancatelli began a series of pitstops in the No 7 Rover, suffering a wheelbearing failure and an electrical engine problem which were to see the car end the day in retirement.

The midrace stops approached with Berger's gap to Cecotto now up to around 10secs. Suddenly they all started to come in. The Schnitzer stop was fast, but in the Volvo pit there was a delay with a sticking wheel nut and some confusion over the jacks. Roberto Ravaglia, when he joined the fray, found himself with a healthy lead. The Volvo camp switched second drivers, with Lindstrom climbing into Cecotto's car - Thomas, apparently is better placed in the championship - and Anders Olofsson being consigned to the No 2 car. The Fords were in and out relatively quickly, while Walkinshaw moved back to the places briefly as everyone pitted, the Scot still needing one more stop.

When things settled down again



Armin Hahne had a busy day! Blumper ahead and mud-caked the German struggled in vain.

Ravaglia had a healthy gap over Lindstrom, who himself had plenty in hand over Capelli (still to pit again) with

Olofsson and Soper running in close formation. The rest were a lap down (not that a lap at Nogaro is very

long . . .) Percy was next up with Cipriani (in the Micangeli BMW) and an increasingly troubled Muller Ford. The race had been decided in the pits . . .

Thereafter Ravaglia stroked for home, keeping the gap to Lindstrom just as he wanted it, while Olofsson had trouble initially from Capelli, until the Italian pitted and gave the 635CSI back to Quester. At the same time Soper came in believing he had a puncture - the Fords were in serious tyre trouble.

The new set of Pirelli's gave Steve a welcome boost and it was he who charged in the late stages passing Cipriani, Muller and finally Quester before the flag. At the end, Steve was exhausted. "I love this place, but today I'm absolutely exhausted. Next year I've got to get a cool suit. I'm finished!"

Rover, too, had difficulties with its one remaining car. The brake problem (apparently due to a mistake in set up) continued to slow progress until Win Percy spun when the pad and disc had both worn completely away. After a long stop to cure the problem Win rejoined and drove well, but there would be no points this time.

No-one could get close to Ravaglia, who gives himself a healthy boost in the championship standings. Things are definitely hotting up.

Tourism may not be popular in this region of France, but *tourisme* made a big impression . . .

The French answer back in style

The battle for the middle class proved to be as exciting as ever, with the Snoback Mercedes taking on the Linder BMW 325i once more.

Qualifying saw Snoback tenth on the grid, less than half a second clear of the Christian Danner/Otto Rensing BMW, with the best Linder car of Winni Vogt and Markus Oestreich a lowly fourth in class (having not bothered to qualify on the second day) behind the IMS team BMW 325i of Jean-Pierre Jarier/Jean-Marc Smeets.

The race itself saw Cudini lead away, although Danner kept the French car well in the sights, while the Austrian BMW 325i moved to third in class, although seemingly unable to make much of an impression. The battle between Cudini and Danner was a battle for overall places as the two easily outpaced several of the big class cars, running as high as sixth overall. Very impressive too.

None of the other cars in the middle class could cope with this sort of pace, but most kept running. Jarier fighting hard in the early laps with the Mercedes of Bernard de Dryver. The Austrian Mercedes had a miserable time, however, way down behind the Audi-bred BMW 325i, featuring among their drivers BMW Junior team man Massimo Micangeli (identified by the timing man as M3 Micangeli).

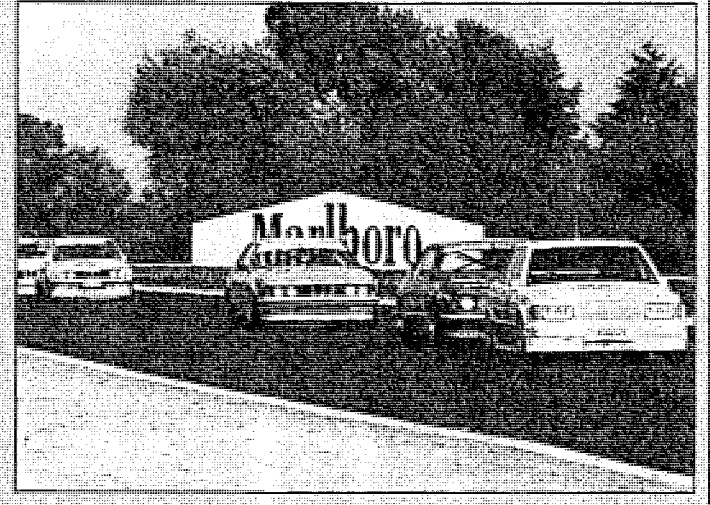
Cudini was able to make a break before

he handed over to Snoback and the SRS car was never headed. Winni Vogt took over from Danner rather than his usual partner, Oestreich, and the little German drove his heart out, collapsing later from heat exhaustion. It was worth it for Winni moves closer to Armin Cudini's embarrassee a pair of big Rover Ems in the rigid little Mercedes.

Win Percy in the championship.

The baby class provided little excitement as the Lingmann/Holz Toyota took an early lead. It was never to lose, while its challenger disappeared.

JOE SAWARD



NOGARO (F)

Sep 14, 17th Grand Prix de Nogaro, FIA Touring Car Championship, round 11, 147 laps - 285.03 miles

Pos	Driver (Nat)	Team/Sponsor	Class	Car/Engine	Tyres	Result	Qualifying	Pos
1	Roberto Ravaglia (I) Gerhard Berger (A)	Schnitzer/BMW	3	3.5 BMW 635CSI	Pirelli	3-30:12.2	1:22.21	5
2	Johnny Cecotto (YV) Thomas Lindstrom (S)	RAS/Nordica	3	2.0 Volvo 240 Turbo	Pirelli	3-30:51.9	1:21.83	3
3	Ulf Granberg (S) Anders Olofsson (S)	RAS/Nordica	3	2.0 Volvo 240 Turbo	Pirelli	3-31:36.3	1:22.47	7
4	Klaus Niedzwiedz (D) Steve Soper (GB)	Eggenberger/Motorcraft	3	2.3 Ford Sierra Turbo	Pirelli	146 laps	1:21.82	2
5	Dieter Quester (A) Ivan Capelli (I)	Schnitzer/BMW	3	3.5 BMW 635CSI	Pirelli	146 laps	1:22.41	6
6	Pierre Dieudonne (B) Sigi Muller (D)	Eggenberger/Motorcraft	3	2.3 Ford Sierra Turbo	Pirelli	146 laps	1:22.65	8
7	Alain Cudini (F) Dany Snoback (F)	SRS/Mercedes Concessionaires	2	2.3 Mercedes 190E	Pirelli	146 laps	1:23.36	11
8	Marco Micangeli (I) Marcello Cipriani (I)	CIB/Emme	3	3.5 BMW 635CSI	Pirelli	145 laps	1:23.45	12
9	Christian Danner (D) Winni Vogt (D)	Linder/BMW	2	2.5 BMW 325i	Pirelli	145 laps	1:23.72	14
10	Markus Oestreich (D) Otto Rensing (D)	Linder/Rene Lezard	2	2.5 BMW 325i	Pirelli	145 laps	1:23.93	17
16	Tom Walkinshaw (GB) Win Percy (GB)	TWR/Bastos	3	3.5 Rover Vitesse	Dunlop	140 laps - running	1:21.10	1
19	Herbert Lingmann (D) Ludwig Holz (D)	Scuderia Avus	1	1.6 Toyota Corolla	Dunlop	136 laps - running	1:28.69	30
R	Armin Hahne (D) Gianfranco Brancatelli (I)	TWR/Bastos	3	3.5 Rover Vitesse	Dunlop	77 laps - electrics	1:22.07	4
R	Michel Trolle (F) Pascal Fabre (F)	Garage du Bac/Kenwood	3	3.5 BMW 635CSI	Pirelli	14 laps - engine	1:23.28	10

Winner's average speed: 81.82mph. Fastest lap: Percy, 1:23.4, 84.17mph. Next round: Zolder (B), Sep 28.

TWR Volvo testing – but what is Walkinshaw planning?

Despite there being indications that a TWR-entered Volvo 240 Turbo would appear at the Silverstone Tourist Trophy last weekend, no such vehicle was to be spotted lurking in the paddock. We understand, however, that at least one such car does exist and, as you read this, will have been testing at Nogaro in south-west France for several days.

The car ran last week at Donington Park with Ulf Granberg and Win Percy doing a few exploratory laps on Dunlop tyres. These, apparently, proved to be rather different from the Pirelli rubber which the works Volvos used to run with and resulted in rather alarming handling tendencies – notably at the Old Hairpin where Granberg could be spied teetering on the brink of a roll!

So what is Tom up to this time? When we tried to track him down early this week he was out of the country,



Granberg – still rolling along.

believed to be somewhere in America. The only other man who would appear to know anything about the Volvos is

former Rover team manager Andy Morrison, who was at Nogaro and also out of contact.

For those with a reading knowledge of Swedish, however, the mystery can be partly solved. A Volvo newsletter indicates that TWR has landed a major sponsorship deal to run a 240 Turbo in a number of races later this year in the Far East and Australia. These are believed to include the Wellington WTC round and the Macau Grand Prix support – the Guia. It is understood that Walkinshaw will co-drive with Ulf Granberg.

It is not believed that the deal will extend beyond this, although it is always possible that Volvo might be tempted to return to competition were Walkinshaw to be convinced to run the Swedish machines. There is still a great deal of potential in the 240 and, perhaps, the newer 7 series cars. We await further developments with interest.

New venues for CART?

The CART board met last Saturday at Mid-Ohio to consider its schedule of races for next season. This year there are 15 rounds, but it seems that for next season the board has received 17 applications – the additional two understood to be from Dallas (on a different track to the former Grand Prix circuit) and Vancouver in Canada. Dallas has apparently applied for a date on the first weekend of May, just before the start of Indianapolis qualifying, while Vancouver is looking to link up with Laguna Seca's October date.

The future of the Pocono 500, which has been the least successful of all the Indycar races for a number of seasons, is in serious doubt, while John Frasco announced himself in favour of dropping the road races at Mid-Ohio and Road America. This is understood to have been greeted with much opposition from other members of the board.

In the course of the meeting Mid-Ohio owner Barbara Trueman (widow of Jim) and her daughter Michelle (who now runs the administration for the track) presented their plan for the future of the track, with the clear intention of continuing the improvements instigated by Jim Trueman before his death.

Ford buys Aston Martin

Aston Martin Lagonda has announced that an agreement has been reached to sell 75% of its shares to the Ford Motor Company. Victor Gauntlett will remain the Chairman and Chief Executive.

Gauntlett spoke of his excitement and regret about the deal. "The excitement is because of the enormous influence and resources Ford will bring to the company. My regret is at losing the unstinting support and trust of Peter and George Livanos, who have done so much to enable Aston Martin to stabilise in the last three years," he said.

We understand that the Ford deal will not affect Aston Martin's Sports-Prototype World Championship 1988 plans, when Ecurie Ecosse is due to use Aston power units.

'Rockford' files entry

First there was Paul Newman. Now it seems that another Hollywood star is about to take the plunge into the world of Indycar team ownership. Racing car fan, and sometime Indycar pace car driver, James 'Jim Rockford' Garner looks set to join forces with mid-western hotelier Larry Cahil to run a CART/PPG team next season.

There is no word as yet as to possible chassis, engine or driver arrangements, but both men have some experience in the world of motor racing team management. Cahil has been involved in the Sprint car world with Sammy Swindell – indeed he sponsored Swindell in a number of American Racing Series drives last season – while Garner owned a Formula A (5-litre) team in the seventies.

AUTOSPORT, SEPTEMBER 10, 1987



Armin Hahne was well into the top 10 at the Silverstone TT. His co-driver, Nicola Tesini, slowed things down somewhat.

Maserati fortunes look up with Sala

Following its split with the Imberti outfit, the Proteam Maserati World Touring Challenge is to be prepared by Modena-based William Sala, who has been out of frontline racing for almost 15 years.

Sala, best remembered as the partner of Marverti, prepared the dramatic Group 5 De Tomaso Panteras for Carlo Pietromarchi and the Micangeli brothers in the mid-seventies.

Sala will continue with the team for the remainder of this year and, probably, beyond.

The Maserati fortunes took a turn for the better at Silverstone with Armin Hahne running comfortably in the top 10 for the first half of the Tourist Trophy. Unfortunately his inexperienced co-driver Nicola Tesini threw away much of the German's hard work with a series of spins. The

car nevertheless finished 12th.

"I don't think things are as bad as has been made out," said Proteam boss Tony Palma, "the project was designed to last for three years, with this season being for testing and development. It is better for the championship that we are racing, but we are still in the early stages of the development. Next year will be very different. Next year I hope we can win races."



Andskar's first aid

Swedish F3000 driver Steven Andskar had reason to thank both Joachim Winkelhock (left) and Peter Oberndorfer (right) last weekend at Silverstone. The victim of an enormous accident in qualifying for the Tourist Trophy, Andskar was unconscious, strapped into his upturned Alfa 75 Turbo, with the whole thing in flames. The two Germans fought through the blaze to pull Andskar out. Several other drivers, including Emanuele Pirro and Johnny Cecotto also came to the aid of the Swede. Full Silverstone Tourist Trophy report begins on p50.



AUTOSPORT

PIT & PADDOCK 4

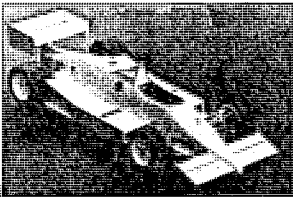


All the international racing news
Mansell breaks Brands test record in active Williams – F3 champion Herbert super-impressive in Benetton – Guerrero seriously hurt at Indy – Fabi for CART Porsche? – Jaguar men seal second SP-WC title.

COMMENT 12

We discuss the dangers to which marshals are exposed. Plus your opinions on Williams and Honda, and an alternative view from Catchpole...

NEW RACING CAR 14

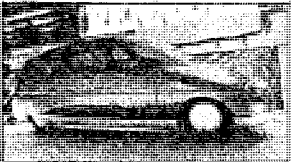


The Porsche Indycar made its public debut at Frankfurt last week. Mike McCarthy has been taking a close look at the Stuttgart manufacturer's first single-seater for over two decades.

SPECIAL STAGE 16

If it's rally news, you'll read it here first – Wilson joins GM for RAC Rally – Waldegaard leads Hong Kong-Beijing – Davenport charged – Honda 4WS car and Toyota GT-Four make debut – Frequelein's development exercise – Scottish and BTRDA series previews.

FRANKFURT SHOW 21

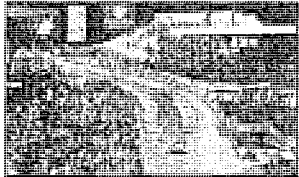


BMW stole the show at Frankfurt with the launch of the Z1 roadster. Mike McCarthy brings news of what was on view in Germany.

IMOLA F3000 25

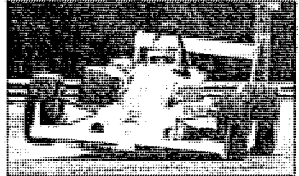
Stefano Modena further extended his F3000 series lead with his second consecutive victory, while Joe Saward's driving skills were tested by the road to Imola...

SPA 1000 30



Raul Boesel clinched the drivers' Sports-Prototype World Championship with a little help from Johnny Dumfries and Martin Brundle. Quentin Spurring reports on another triumph for Jaguar at Spa.

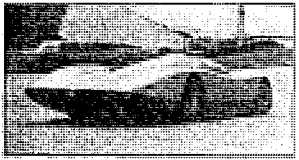
SPA F3 36



Damon Hill scored his second victory of the year at Spa after a dramatic race. Tony Dodgins watched as Johnny Herbert had a huge first corner accident and still took the Lucas title spoils.

INSIGHT: OLDSMOBILE AEROTECH 38

The beautiful March-based Oldsmobile Aerotech has been setting speed records recently. Kevin A Wilson tells the story of how AJ Foyt broke the 270mph barrier...



NOGARO ETC 42

Rising star Fabien Giroix and veteran Jean-Pierre Jaussaud teamed up to win the last ETC race of the season. Georges Boulon was there as Winni Vogt won the championship at the final green.

SPORTS EXTRA 47

National motor sports news round-up – Formula Opel comes to Britain in 1988 – Higgins lands novice double – Dolan set to head Irish Festival challenge – Beauvoisin has Foulston in sights – Guiot goes home.

MONDELLO PARK FF2000 50

It was a matter of tyres in the Emerald Isle as JJ Lehto was beaten to the line by local star Martin Boyle. Bruce Jones had a Naas time at the Co Kildare track.

MANX RALLY 52

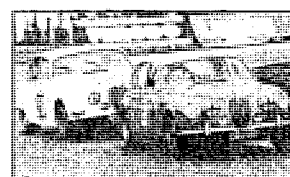


Not even the rain could dampen Jimmy McRae's enthusiasm for the sport as he powered his Sierra Cosworth to a fourth Open Championship victory. But, as Keith Oswin reports, there was plenty going on behind on the Isle of Man.

BRIGHTON SPEED TRIALS 56

Clive Bracey astounded onlookers at Brighton by crossing the finishing line at 183mph in the wet! Robin Boucher reports on the annual Sussex speed festival.

SPORTSCARD 58



First F3000 win for Yamaha Cosworth – Lehto clinches Euro crown – Alesi extends French F3 lead – Bertaggia does likewise in Italy – Earnhardt's eleventh – Bancroft takes Oulton FF2000 – Gravett shades Smith in Niroyal duel.

FRONT COVER

Martin Brundle, Johnny Dumfries and Raul Boesel scored a superb victory for Silk Cut Jaguar at a rainsoaked Spa, the Brazilian securing the drivers' World Championship. Photo: Michael C Brown. Report: page 30.

NEXT WEEK

Full report of the Portugese GP at Estoril – Nazareth CART – Hong Kong/Beijing action – British Group A at Donington – Marlboro/ AUTOSPORT rally latest – European rallycross at Lydden.

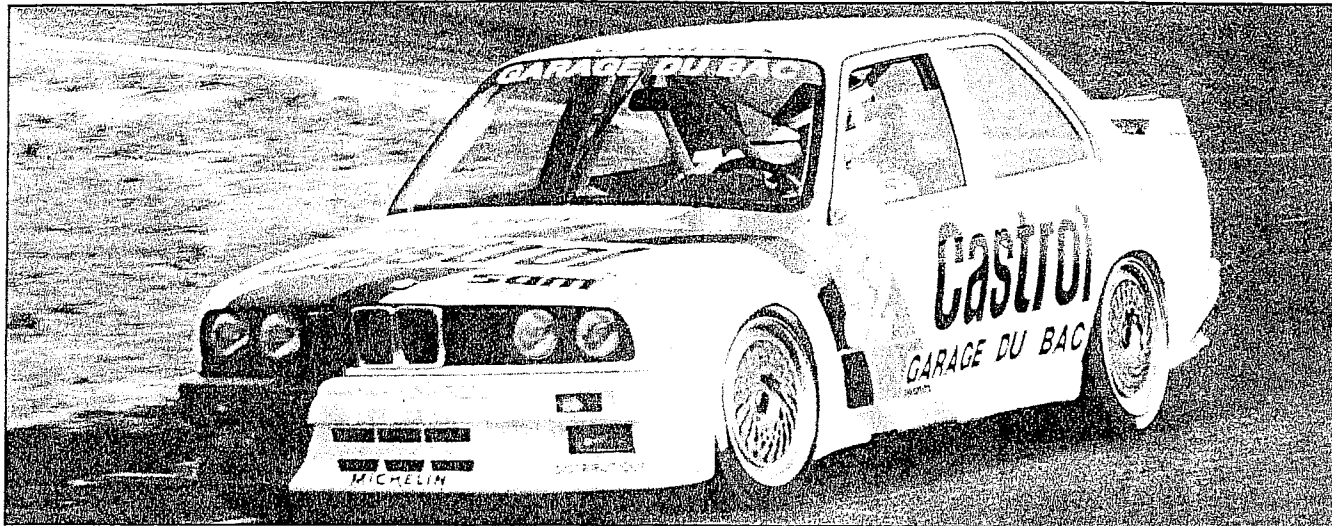
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REPORT & PHOTOGRAPHY: GEORGES BOULON



Fabien Giroix continued his unbeaten Group A record on home soil by taking a commanding lead and keeping it for all but one lap with team mate Jean-Pierre Jaussaud.

BMW supreme

Although its season has been a far from smooth one, the European Touring Car Championship ended on a high at the weekend when Nogaro, in south-west France, hosted this year's finale. As expected, Winni Vogt wound up as champion but in a race which saw almost a dozen cars fall to the wayside with engine failure alone. One team calmly swept aside all such problems. In doing so, Fabien Giroix, Jean Pierre Jaussaud and the Garage du Bac M3 outfit scored their most important win of the year – and well they deserved it.

Sun-trapped

Although approached through rolling hillsides, Nogaro lies on a low, heat-trapping plain and during qualifying on Saturday, it became unbearably hot. As a result, the morning session times, when Joachim Winkelhock/Armin Hahne put their Wolf Ford RS500 on pole from the Garage du Bac M3, set the trend for the grid. Johnny Cecotto and Enzo Calderari were alongside in the lead CIBiEmme entry and, despite a lack of grip, they headed the regular M3 runners, Alfrid Heger and Winni Vogt fourth, despite an afternoon engine failure.

Christian Danner returned to the BMW fold to join Finn Matti Airplanen in a third Linder M3, qualifying fifth, with Markus Oestreich/Dieter Quester overcoming a troublesome fuel pump and a broken

gearbox to be sixth. Searching for those elusive championship points which might still give him the title, Gianfranco Brancatelli again joined Georges Bosshard in a CIBiEmme-run 635CSI but blew an engine and, with no spare available, had to borrow a race unit from another team.

Elsewhere in the 37-car field, Philippe Müller and Jo Zeller showed fine form with the Bemani Toyota Supra to put it on the grid ahead of the turbocharged RAS Sport versions of Eddy Joosen and Hans Heyer, although the latter's car did develop an unhealthy like for engines over the weekend. It eventually ate three, a similar problem troubling the Jolly Club's two Sierras resulting in Lella Lombardi/Federico d'Amore missing the race.

Of the baby class entries there were only seven, headed by the Fina pairings of Pierre Fermine/Serge de Liedekerke and Guy Catsers/Jean-Claude Burton.

As is traditional at Nogaro, the race started early, at 11.30. However, the heat had died slightly due to a fog coating since early morning but, when the sun did poke through, in time for the start, drivers and cars were in trouble.

At the wave of the French flag, Giroix snatched the lead from a lagging Hahne although Cecotto soon followed him through and the Ford was further elbowed when Heger and Quester pushed by, the latter swiping the Ford and allowing Danner and Luciano Lovato briefly ahead also. Hahne soon claimed these positions back and, although Giroix was pulling out a five second lead, the German latched onto Cecotto and Heger, battling for second place.

Soon Danner went missing when a rear wheel bearing failed while Heyer's Supra lunched yet another Toyota engine... Brancatelli's hopes took a dive when Bosshard retired the 635 with engine trouble so the little Italian was switched to the team's second car driven by Bruno Corradi and Roberto Orlandi – although this was well down the field after an early oil leak!

Up front, Giroix maintained an easy 6secs lead over Hahne and Cecotto with Heger falling back in fourth as his fuel was used faster than expected. Quester was lacking brakes while a good midfield battle had come to an end when Bernard Salam's Mercedes broke its differential. Onofrio Russo's Jolly Club Sierra was punted off by a spinning Roland Bassaler's 635 and Katsers' Corolla broke its transmission and caught fire in the paddock!

Unable to catch the leader, Hahne pitted on lap 60 with Calderari taking over what was now second place soon after. Winkelhock soon passed him but even when Jaussaud took over the lead car, on lap 61, the Garage du Bac machine still had a commanding advantage.

Gradually the German cut into that lead, reducing it to 3secs but no more and eventually, after staying static for many laps, he pitted again for Hahne to finish the race. Armin resumed behind Calderari but soon disposed of him and set after the leader once again, though by lap 120 his task was too enormous.

The first of many heat-afflicted engine problems started to affect the field. First Hahne's challenge ended with suspected ignition failure, then Heinz Wirth and Karl Baron suffered blown engines on their Toyota and M3s respectively and, as Jaussaud slowed to avoid the parking cars, Calderari nipped ahead – for one lap! He, too, stopped where he had taken the lead, his M3 suffering engine failure, while a few laps later Jean Pierre Jarier's Holden and Lucien Guitteny's M3 succumbed to similar fates.

Now in second, Vogt ended his stint by handing back to Heger to finish, dropping to third as a result, while Oestreich was struggling along with no rear brakes. Heger soon started to make inroads into his team mate's advantage but they kept station to take second and third spots behind the dominant Giroix/Jaussaud pairing and confirm Vogt as champion.

Denis Morin and Ferdinand de Lesseps could have been in the top three but their 635's engine gave up close to the finish. That put George Fevrot/Bruno di Gioia into fourth with their Mercedes 190E. Bassaler and Pessiot a fortunate fifth and the Müller/Zeller Supra a fine sixth.

Brancatelli's hopes came to an end up against the barriers when his new mount lost its brakes 50 laps out, while other retirements, having never fully featured, were Claude Ballot Lena with failed electrics, Lovato with engine failure and, making it to the line, Kurt and Christer Simonsen's Volvo which had both a puncture and later a lost wheel to contend with. It was that strange sort of race.

Nobody could deny Giroix and Jaussaud their win. Bearing in mind their success at home where Giroix has yet to be beaten in GpA, more attention should have been paid to them earlier on. They were the class of the field on Sunday and untouchable.

NOGARO (F)

Sep 13, FIA European Touring Car Championship, round 7

160 laps – 310.24 miles

Pos	Driver (Nat)	Team/Sponsor	Class	Car	Result	Qual	Pos
1	Fabien Giroix (F)	Jean-Pierre Jaussaud (F)	2	2.3 BMW M3	3-48:59.3	1:21.23	2
2	Markus Oestreich (D)	Dieter Quester (D)	2	2.3 BMW M3	159 laps	1:21.98	6
3	Winni Vogt (D)	Alfrid Heger (D)	2	2.3 BMW M3	159 laps	1:21.61	4
4	Gerard Fevrot (F)	Bruno di Gioia (I)	2	2.3 Mercedes 190E	153 laps	1:25.87	25
5	Roland Bassaler (F)	Pascal Pessiot (F)	1	3.5 BMW 635CSI	151 laps	1:26.51	27
6	Philippe Mueller (CH)	Jo Zeller (CH)	1	3.0 Toyota Supra	151 laps	1:25.00	19
7	Giorgio Cipolli (I)	Massimo Siena (I)	1	2.0t Volvo 240 Turbo	150 laps	1:25.53	22
8	Axel Felder (D)	Hans Ruch (D)	1	3.5 BMW 635CSI	150 laps	1:26.93	28
9	Noel del Bello (F)	Claude Haldi (CH)	2	2.3 BMW M3	148 laps	1:24.93	17
10	Guy Fermine (F)	Serge de Liedekerke (F)	3	1.6 Toyota Corolla	147 laps	1:29.16	31
R	Bruno Corradi (I)	Roberto Orlandi (I)	1	3.5 BMW 635 CSI	111 laps – accident	1:24.97	18
R	Jean-Marc Smadja (F)	Claude Ballot-Lena (F)	2	2.3 BMW M3	109 laps – electrics	1:22.89	8
R	Roberto Castagna (I)	Luciano Lovato (I)	2	2.3 BMW M3	104 laps – engine	1:22.53	7
R	Armin Hahne (D)	Joachim Winkelhock (D)	1	2.0t Ford Sierra Cosworth	ignition	1:20.70	1
R	Johnny Cecotto (VEN)	Enzo Calderari (CH)	2	2.3 BMW M3	engine	1:21.43	3
R	Gerard Bleyne (F)	Lucien Guitteny (F)	2	2.3 BMW M3 CSI	engine	1:23.89	12
R	Denis Morin (F)	Ferdinand de Lesseps (B)	1	2.3 BMW 635	engine	1:23.83	11
R	Christian Danner (D)	Mika Arpiainen (SF)	2	2.3 BMW M3	10 laps – engine	1:21.93	5

Winner's average speed: 81.27mph. Fastest lap: Giroix, 1m22.9s, 84.19mph.