

HAPPENING AT HEEMSTEDDE

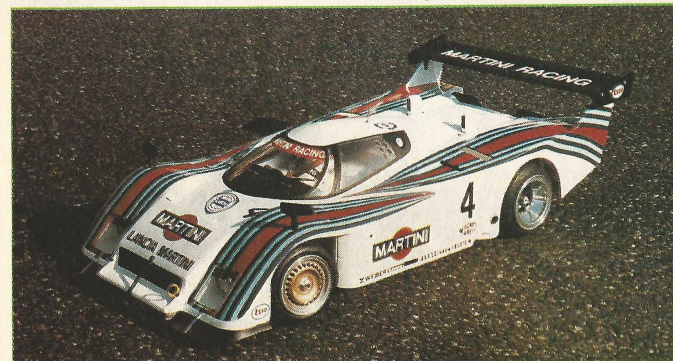
Most drivers had arrived at the Heemstede circuit in Holland by Saturday 1st July, just over a week before the final, whereas others had arrived up to a week prior to this. Free practice had been available on the circuit from Wednesday the 28th June till the Friday evening. Saturday 1st July was scheduled to be the first of the organised practice and this would be the case up to Monday lunchtime, however, there was

Bob Errington reports from Heemstede in Holland on the 1/8 circuit World Championships



120 cars and drivers line up.

That beautiful Australian Lancia.



The Heemstede circuit in Sundays damp conditions.

such a deluge of rain on Saturday that the organised practice was cancelled and the track open for free practice from when it stopped raining until 8 p.m.

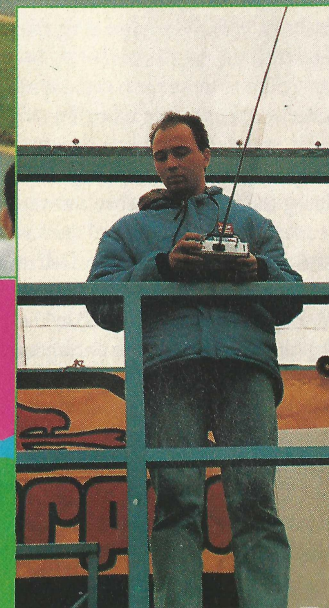
Sunday was the start of the better weather and by mid morning, shorts were the order of the day. By now the organised practice was working well. Here then, you collected your name-card from Race Control, wrote

on it your practice frequency, then handed it to the practice organiser who would put you in the first available practice slot. These slots were of ten minutes duration and allowed fifteen drivers on the rostrum at a time. Sounds a lot, but on the long and fast circuit, there were hardly any problems at all. Only problem came when everyone wanted to practice and you were then given a time slot about an



The British team.

Ron Paris was always working on someones car.



Stefano Columbini.

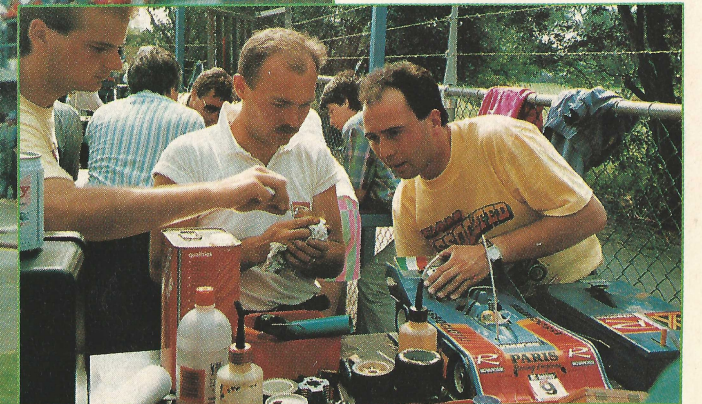
with running the whole ten minutes, being more interested in the extra practice but what was becoming apparent was that none of the Americans were running well at all! There was a problem in the American camps (yes, they had an 'in' and an 'out' crowd as well). Tyres were coming off the rims. It was also known that a certain Colin Leake had been spending a lot of time

hour hence.

Monday afternoon saw the timed practice which was headed by Michele Baruzzi from Italy with his OPS powered Blitz going round to record a lap time of 36 laps in ten minutes 0.54 seconds. Yes the heats were of ten minutes duration and needed a definite fuel stop, more of that though later. Ten minutes also meant that there was a high probability that you had to pass a lot of cars during your heat, and in some heats that would prove quite difficult.

Many drivers were not concerned

Re-Pete Fusco was seeking advice from the much quicker Italian Associated of Stephano Columbini.



glueing up tyres for the Americans, prior to the event — no — the two couldn't be related — could they?

The official opening ceremony took place on Monday, after the timed practice and it was an impressive affair with all 120 entrants plus mechanics and

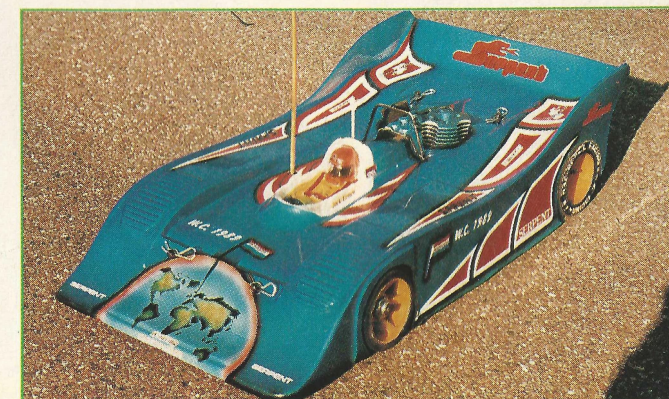


Garofoli, Collari, Caronello, designer, driver, developer. A winning combination.

helpers parading round, country by country. For the first time ever the British were all dressed the same, in dark green casual tops with B.R.C.A. and Union Jack badges (mostly). Gary Culver had supplied the tops at a good discount which was appreciated even if it wasn't realised!

The sight of all 120 cars on the track at once was really quite impressive and some of those paint jobs were terrific. After the usual opening speeches, there was a concours event which produced three winners from

Jacky Ermes world theme paint job.

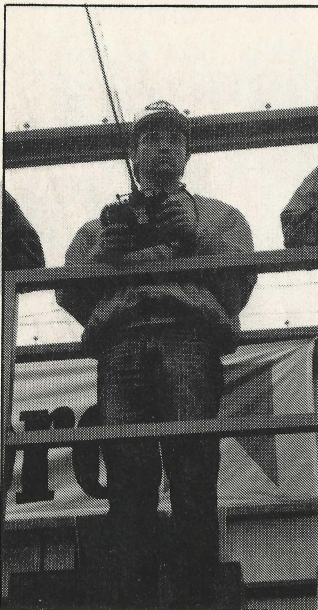


three different categories. One for the artwork, one for the most realistic and one for absolute scale, which went to that superb Lancia group 'C' body based on a Serpent chassis, by doctor Jock from Australia, here guising as Stuart Grant. The most realistic award went to Leonardo Leite from Brazil, and the best artwork to Jacky Ermen from Holland.

At this stage, the only taint on the horizon was the issue regarding a 'new' Serpent tuned pipe model no 2295. This pipe was banned by IFMAR for this event after a lot of controversy. The American version says that they developed a new pipe, sent it for homologation, whereupon Serpent got hold of it and copied it! The Dutch version is that they just happened to develop a pipe of extremely similar sizes at a time just after the American pipe! Mmm, all seems doubtful to me, but the end result is that the EFRA homologation procedure is only for checking noise levels and is not a patent on design!

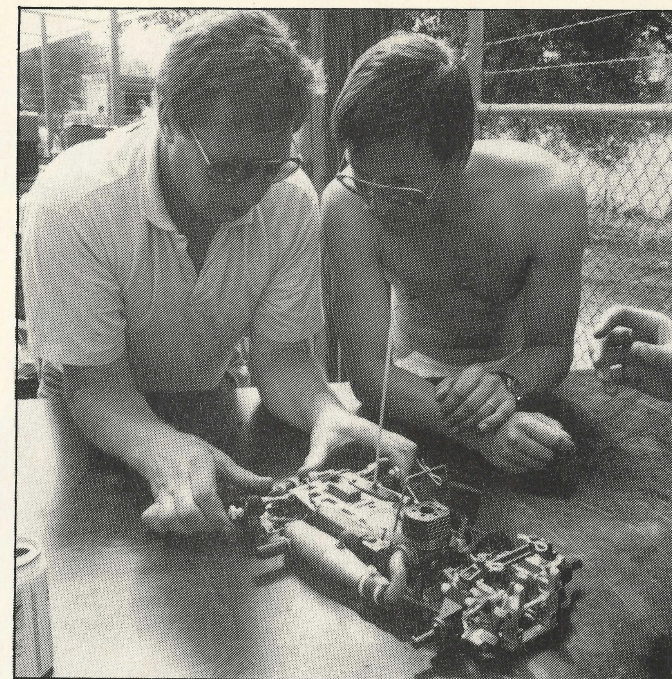
Look out for the new 'Fat' pipe in your model shop soon, it certainly works well and is economical!

Tuesday then was the start of qualifying with each driver allocated six heats in which to try and get a good time. The twelve heats were split into morning and afternoon sessions, these



☉ Stefano Solaroli.

being reversed for the second day. Two heats for each driver, for each of the three days, meant a lot of time doing nothing, and not really enough time to go sightseeing. At the end of Tuesday it was Lamberto Collari driving a Rex powered Blitz who was quickest with 37 laps in ten minutes 12.86



seconds. Jacky Ermen from Holland was second with Michael Salven third and Stefano Colombini fourth. At this stage Ralphie Burch was lying in 89th place having run out of fuel!

Wednesday brought another two heats and lots more sunshine and it was beginning to show that the circuit got slower in the afternoon sessions. Juergen Bahr moved his OPS powered Serpent up into fourth spot and even Ralphie Burch was now up to 13th, even with two pit stops. Ralph senior was doing his usual fast pit work and the speed with which he fuelled the car was really quite amazing, losing only three seconds as a result of the two stops! Rody Roem should have made a good time but trouble with passing dominico Calce certainly cost him dearly. Looking further down the qualifying list we find in 114th place, Re-Pete Fusco, the reigning World Champion obviously in deep trouble.

Strangely now the IFMAR officials let the track open for practice on Wednesday after qualifying. Why? Most of the afternoon drivers had departed and certainly the morning session were nowhere to be seen. The argument was given that those that practiced Wednesday evening, would not be allowed in the similar new session on Thursday morning! So how would those not there hear about this? Only 28 practiced on Wednesday leaving 92 to practice on Thursday in the same time period! Hardly fair I think. Also, what would happen if it rained?

With all of the above happening it was hardly strange to find the Americans suddenly on the pace for Thurs-

☉ **The Blitz caused much interest, especially this all alloy version by Picco.**

day's final qualifying sessions. Ralphie Burch finally went Top Qualifier after an incredible run of 37 laps in 10:10.74 after his two fuel stops, and even Kevin Mercadante moved up from 108th to 9th. Re-Pete Fusco got his 36 score to jump up to 21st as well! Collari was still second quickest but Stefano Colombini had moved up to third, (his sixth qualifying run had been even quicker but was disallowed because his fuel tank was 3cc over). Rody Roem finally got some luck and came home fourth, albeit just 0.7 sec ahead of Jacky Ermen who was thus relegated to the semis.

Steve White was quickest of the English with now a Rex engine installed, finishing up as 20th qualifier, just out of the semis' 18th place cut off. Next came Gary Culver in 25th spot with OPS power, he did try a Rex



but please don't tell anyone. Then came Bob Errington in 33rd spot, also Rex powered, (had been hanging on to the last spot in the quarters till the final round when last year's European Top Qualifier Daniele Cantanella, suddenly got a time to oust Bob by 0.03 of a second — drat and all that). Nigel Sayles placed 35th, Chris White 37th and Dave Dixon 41st to make the 'odd' 1/8th final, look a bit like an English open meeting. Dave Ashton had qualified 57th and thus was in the 'odd' 1/16th final, perhaps he could join up with the others later on!

Friday had been scheduled as the main day for running heats cancelled by rain earlier in the week, but as there had been no rain, the day became a practice day for setting the cars up for the longer twenty minute sub finals, and then later on for running the 1/128 and 1/256 finals which brought the final six up to Saturdays 1/64 final onwards. Peter Fusco, father of Re-Pete for those that haven't yet worked it out, was the top of those that didn't make it bowing out on 57 laps.

Saturday morning then, saw the start of the main progress up the 'finals' tree with the unusual thing that the first three qualifiers in 1/64 'A' became the first three home in the same order and thus moved up to 1/32 'A', these three being Butch Kloeber, Kazuhiro Tsunoda and Choy Chi-Keung and it meant that we also said goodbye not only to three of the Australians, but also to Selwyn Duthie the lone entry from New Zealand, who had been sort of adopted by the English contingent, and this on his honeymoon as well!

The 1/64 'B' saw Michael Pesek, Morita Tadashi and Chuck Moon move

☉ **"Come on you guys — gimme sum traction" calls out Cliff Lett.**

up whilst our Spanish friend Carlos Ducay Carrasco and Brasil's Peter Gogarten packed their race gear away. 1/32 'A' raised Peter Warfuinge (remember him from the Euros in Aberdeen!), Mikael Kjellson and Etienne Guiette to the 1/16ths whilst Australia's Steve Burgess and the U.S.'s Butch Kloeber were no longer. Likewise in 1/32 'B' for Michael Pesek, Tomonori Kasagawa and Lee Kai-Fai up to 1/16 'B' and Rick Davis to join the rest on the watching benches. And to think that I used to say that Rick was large, but now, compared to Ron Paris, Rick is a mere midget!

The first of the 1/16th finals saw 14-year-old Oliver Mack from Germany score 70 laps to rise to the 1/8 'A' together with Mikael Fransson and Han Hippe from Holland, the other 1/16 lifted Guy Dejean, Herge Valliet and Lars Sonnerud, and also said goodbye to former European Champion, Jacob Buehler, and also to England's Dave Ashton. The last two remaining Japanese drivers, Takashi Ishijama and Tomonori Hasegawa also bowed out (sorry about the pun!)

Oliver Mack made a repeat performance in 1/8th 'A' by scoring 71 laps this time, to gain himself a place to the quarters, followed once again by Mikael Fransson and America's Mike Swauger after an earlier cut had looked like costing him dearly. Out now were Switzerland's Albert Grot (another former European Champion) and Eric Vanderey from Belgium.

The English final, otherwise known as the 1/8 'B', had looked promising for Bob Errington up to the eight minute mark, where he was nearly a full lap up on the rest of the field till a case of understeer pushed the car a little higher on the sweeper, onto the loose rubber, and into the fencing, damaging the rear end. Dave Dixon on the other hand, got a bad start amongst the traffic, went well in the mid part of the race and then slowed near the end with a bent chassis, still had enough laps to finish second to the flying Venezuelan Maurizio Busnardo, with Guy Dejean from France third. Thus neither Bob or Chris White or Nigel Sayles were destined to go any further and would join Curtis Hustings for the sit out.

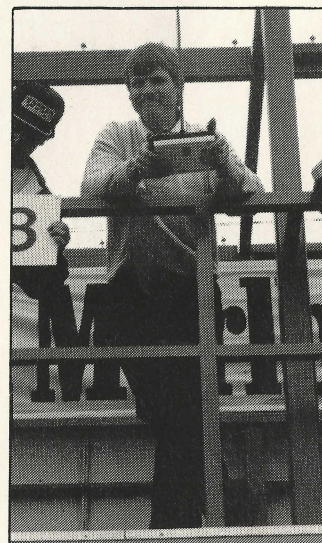
Sunday then, was finals day, starting off with the quarter finals and progressing upwards from there, weather permitting.

The first quarter features Steve White on pole position and Germany's Michael Mielke in second spot. Mielke jumps the start a little and is awarded

a one lap penalty so although he is leading the pack round, it is Steve White in the lead. Even within a couple of laps, young Oliver Mack has moved up into second spot with Stefano Calpista third and Fabio Domanin fourth.

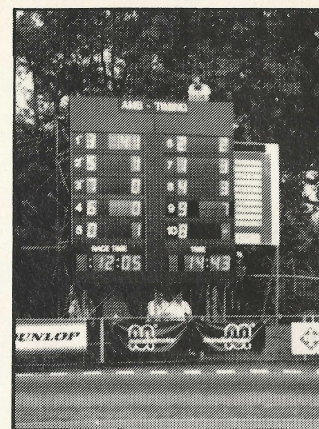
As we approach the first fuel stop at five minutes Oliver Mach has taken the lead with Calpista in second having just passed Steve White. Domanin is charging in fourth spot and certainly has a power advantage over Steve. A mistake now by Calpista drops him down to fourth, but Domanin has crept in front of Steve who therefore stays in third spot with the race leader not far off from lapping them all! Michael Mielke has now overcome his lap penalty and is closing slowly on Steve having passed a now ailing Calpista. But it is not to be, just as he gets close enough to challenge, a problem sidelines him in the last mi-

☉ **Andrea Machler.**



nutes leaving Oliver Mach winning on 72 laps, Fabio Domanin second on 71 and Steve White on 70 which are thus the three to go forward to the prestigious semi-finals.

The second quarter final started with a lot of confusion as cars got caught up in the opening moves with Gary Culver finding himself at the back. It was Rene Schar from Switzerland in front just ahead of Stefan Habbecke from Germany with France's Christopher Aygon a close third. Habbecke takes the lead only loose it back to Schar who then disappears off the circuit with a major problem. As the cars come in for their first five minute stop it is starting to spot rain, but not enough to slow anyone. Now Maurizio Buznardo has moved up to second with Aygon third and Dave Dixon in fourth. It is now raining a



☉ **The massive AMB lap counting display.**

little harder, the lap times are starting to lengthen. Habbecke now finds a problem at the second fuel stop, all the cars are slowing above the official lap time for a wet race, but it is another two minutes before the race is stopped on what is now a sodden track.

Nothing happens for a long time now whilst drivers and officials wait to see what the weather will do. Eventually the decision is taken that the second quarter final and both semis will be run regardless of weather, starting at 2.15 p.m. so that all have a chance to prepare for the wet.

Frenzied pit activity is one way of putting what happens next, as the European drivers used to running in the rain (e.g. the English), help those that have never run in the rain. The American drivers are really into the swing of things and seem to be looking forward to a completely new experience.

At the start of the 1/4 'B' there is some confusion at the front while positions chop and change, whilst Gary Culver is a lap down before he even gets started.

Christopher Aygon from France settles into the lead followed by Stefan Habbecke, Guy Dejean and Re-Pete

Fusco. After the first fuel stop, Aygon still leads from Habbecke but it is America's Cliff Lett now up to third spot really enjoying his wet weather debut. Dave Dixon is holding fourth whilst Gary Culver has moved up to fifth. Dave Dixon goes off at the end of the straight and there after seems to have had handling problems thus letting Gary up to fourth spot. Now it's Aygon's turn to slow, letting Habbecke through to the lead with Cliff Lett second.

Re-Pete Fusco's chances of a repeat win are finally buried as his silencer parts company from the manifold forcing him into the pits. So with just one minute to run it is Habbecke in the lead from Cliff Lett, both on the same lap, with Gary Culver just in third spot with Guy Dejean close behind and now we have Maurizio Busnardo catching fast. Into the last lap as the sounder goes, Gary only has to stay in front to qualify, but suddenly he spins out, Dejean nips through to grab that third spot and Gary is left wondering what has happened.

Disaster at the start of the first semi-final for Michael Salven as his motor cuts on the opening lap leaving Thierry Guillemien from France in the lead from Andrea Machler second and Oliver Mach third, just ahead of Steve White. Salven still keeps getting engine cuts and so far has not turned even one lap! Then Oliver Mach gets an engine cut, he restarts but the time is 4 1/2 minutes into the race, he is several laps down and keen to try and make these up. In his haste he tangles with Steve White, spinning him and letting Domenico Calce up into third spot. But his haste is in vain as his engine cuts again shortly after. Calce spins, letting Steve back up to third and Michele Baruzzi now in fourth.

☉ **An "unknown" English driver helps an Italian comrade during the wet semis/quarters.**



Continued on page 58

After the second fuel stop Guillemier is still in the lead on 35 laps from Hachler on the same lap with Baruzzi, White and Calce very close together. Half way through, at fifteen minutes, Guillemier's engine cuts, Steve White is starting to get radio trouble and others too are running into difficulties such that with 18½ minutes of the race gone, there are only three cars actually on the circuit!

The remaining ten minutes sees little change at the front with Hachler, Baruzzi and Calce circulating in close proximity knowing that because it is raining the first three places will go through.

The second semi-final starts in wet rainy conditions although full wet tyres are not in use. The Blitz cars are equipped with BP Aquaflo tyres, (remember them?), and are clearly streets ahead of anyone else with Massimo Fantini and Stefano Solaroli who in turn has a three lap lead over third placed Jacky Ermen. The huge electronic display scoreboard was now playing up in these wet conditions and there was some confusion as to who was third, the decision going to Roger Sahli who looked like he had lost a lap.

So the Final formation was known and the drivers lined up so:

1	Ralph Burch Jnr	USA	Associated/Paris Rex
2	Lamberto Collari	Italy	Blitz/Rex
3	Stefano Colombini	Italy	Associated/Rex
4	Rody Roem	Holland	Serpent/S Power
5	Massimo Fantini	Italy	Blitz/Rex
6	Domenico Calce	Italy	Blitz/Rex
7	Stefano Solaroli	Italy	Blitz/OPS
8	Andrea Hachler	Swiss	Serpent/OPS
9	Roger Sahli	Swiss	Serpent/OPS
10	Michele Baruzzi	Italy	Blitz/OPS



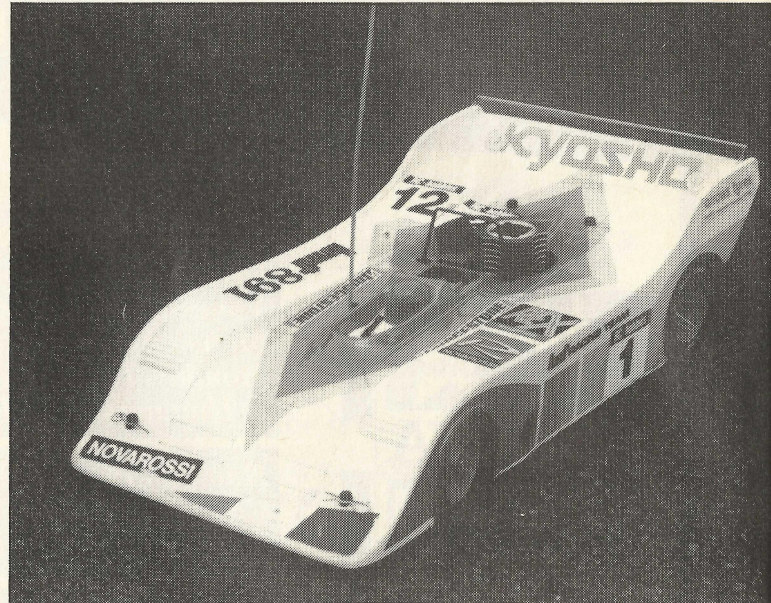
Rich Lee working with Re-Pete Fusco on his wayward car.

Five Rex engines, four OPS, one S Power; five Blitz cars, three Serpents and two Associateds; six Italians, two Swiss, one Dutch and one American. These are the facts and figures then.

There is still a problem though as to whether the final will run or not, much interpretation is given to the rules as published. The race must start dry, lap times should be under 19 seconds. The crowd gets impatient and calls for a race, there is even some suggestion that a race be put on, even if it's not the final! Suddenly the race is on and we have all ten drivers on the rostrum, the track certainly looks dry enough now!

They are off! Ralph Burch leads the field round, he spins, gets hit and finds himself upside down, result — Ralphie is now last. Collari takes over the lead from Colombini, Roem, Calce, Solaroli and Machler. Collari pulls out a lead and within three minutes he is starting to lap the back markers. Baruzzi suffers what looks like an engine cut but it must be something more because he is not seen again for some time, and then only for a few laps, so his race is run.

Five minutes and Collari is in the pits for his first tank of fuel, a quick stop but he is now third behind Col-



Collari's winning car.

ombini and Roem. It doesn't take long for Collari to catch Roem and Roem moves off line to let the faster car through to second. Colombini fuels, but it is much slower. Roem is in for fuel at 5:45, a schedule that will save him one fuel stop, as he exits the pits it is six minutes into the race and the order is: Collari, Roem, Colombini, Hachler, Fantini, Sahli, Burch, Solaroli, Calce with Baruzzi, still off the circuit.

Collari has now lapped everyone up to and including fourth spot, with about half a lap lead ahead of second placed Roem. Fifth placed Fantini cuts dropping him down. It's now eight minutes into the race and Roem is slowly catching Collari. The gap is shortening 4.8 seconds, then a minute later it is 4.3 seconds. Collari pits again dead on ten minutes, and Roem goes through. A few laps later Roem fuels and Collari re-takes the lead. Rody's car slides on the banking as he exits the pits, perhaps his mechanics have got fuel on the tyres!

Twelve minutes now and the order is Collari on 42 laps, Roem (42 laps), Colombini (41), Colombini (41), Sahli (40), Burch (40), Machler (39), Calce (39), Fantini (38) and Solaroli (35).

Ralphie Burch now passes Roger Sahli, moving himself back up to fourth place whilst at the front, Roem is once again slowly catching Collari. Fifteen minutes and Collari has a rapid fuel stop, letting Roem pass as he, Collari, exits the pits.

The two of them are now circulating just inches apart with Rody just

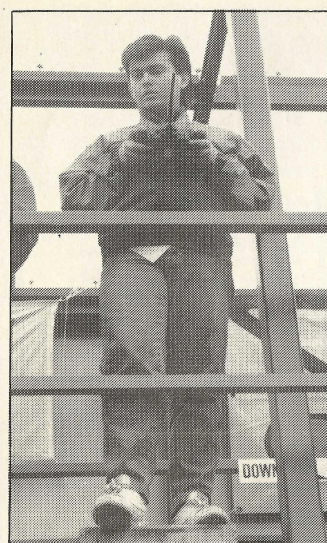
holding the lead. Calce has an engine cut and Rody is in for fuel so as he rejoins the circuit at seventeen minutes the order is once again: Collari (61 laps), Roem (61), Colombini (60), Burch (58), Machler (57), Fantini (57), Sahli (56), Calce (53), Solaroli (53).



Ralphie Burch Jr.

Solaroli is together with Roem on the circuit now and perhaps is a little too close for Rody's comfort, but there is no problem. Similarly Machler is blocking Collari for several laps until he gets a warning from the referees whereupon he instantly moves over.

Nineteen minutes and fifty five seconds, Collari is in for fuel, it is now on third distance, but it's a long stop, they have changed the rear tyres. Roem now has a half lap lead. Three minutes later Rody is in for fuel and also has a tyre change, looks like they changed the fronts as well so as we approach twenty-seven minutes, the



Massimo Fantini.

order is once again: Collari (94 laps), Colombini (93), Roem (93), Burch (91), Machler (91), Fantini (99), Sahli (86), Solaroli, with Calce and Baruzzi off the circuit.

Collari is going very quickly and still even after about half an hour's racing, he is turning laps under sixteen sec-



onds. Rody is in again for fuel and two laps later Collari fuels and changes front tyres. Colombini also pits but for a long two minutes plus, to rectify a noisy silencer. But it is still Rody leading but only by two and a half seconds!

Thirty-four minutes and Rody fuels, so the positions once again: now it is Collari (123 laps), Roem (123), Burch (122), Machler (117), Colombini (116), Fantini (116), Sahli, Solaroli,

Team Associated. Pete Fusco and Gene Hastings pose while Re-Pete and Rich Lee work on.

Calce and Baruzzi holding up the rear. Ralphie now changes his tyres which costs him about three laps.

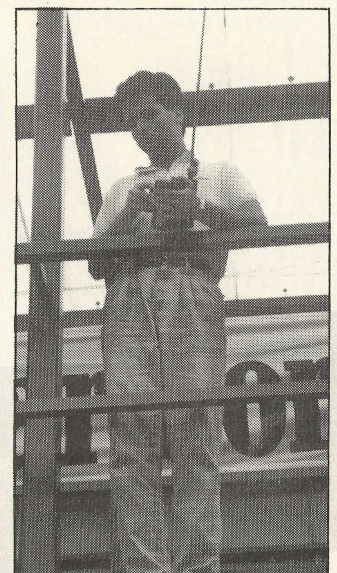
Rody is once again slowly catching Collari and the gap is only 2.5 secs. Collari fueled — Roem fuels, still the positions remain. Ralphie Burch's fuel stop is 20.6 seconds for the lap plus stop — quite incredible, so at two thirds distance, 40 minutes, the positions are: Collari (142 laps), Roem (142), Burch (138), Colombini (135), Machler (135), followed by Sahli, Fantini and Solaroli. Fantini, Calce and Baruzzi having now all retired, Fantini only just though.

Five minutes later Collari fuels but manages to re-join still ahead of Roem. Machler is obviously having some problems also and is now dropping laps. Now Rody is fuelling and changing tyres again — it is a long stop and so as he exits the pits, Collari is right behind him on the circuit, ready to take a third lap out of him, but makes no moves to do so, letting the gap

Collari senior working on son Lambertos Blitz.

open then closing it back again at will. His pit crew call him for the fifty minutes stop but he sails on by. Will he run out of fuel? No — he enters the pits, fuels and exits, his tyres are getting smaller but there is just ten minutes left to run. Rody fuels and again his car spins as he exits onto the banking. Now Collari is with Roem again, he passes easily at the end of the

Roger Sahli.



straight but then lets Roem back through. This manoeuvre he does on several laps!

Perhaps it was designed to show

1	Lamberto Collari	209 laps	Blitz/Rex
2	Ralph Burch Jnr	205 laps	Associated/Paris Rex
3	Stefano Colombini	203 laps	Associated/Rex
4	Rody Roem	199 laps	Serpent/Spowe
5	Andrea Machler	195 laps	Serpent/OPS
6	Roger Sahli	193 laps	Serpent/OPS
7	Stefano Solaroli	144 laps (rtd)	Blitz/OPS
8	Massimo Fantini	128 laps (rtd)	Blitz/Rex
9	Domenico Calce	53 laps (rtd)	Blitz/Rex
10	Michele Baruzzi	21 laps (rtd)	Blitz/OPS

Rody that he had something in hand, perhaps he was winding Rody up, either way it did him no good as far as some of the crowd was concerned.

Five minutes left and Collari takes on his final load of fuel, he is still two laps plus up on second place and so is now backing off the throttle down the straight. Three minutes left and suddenly Rody's car is upside down on the straight, no-one hits him so he continues, but suddenly his engine stops with just two minutes remaining. Has he run out of fuel? Did they spill some of the fuel in that last pit stop? Did he lose fuel while he was upside down, or even did that damage the motor? Either way Rody does not return to the track and so lets Ralphie Burch up to second and Colombini third, two laps later.

The final seconds tick away, the horn blows and Collari finishes his lap. There is jubilation from the Italians and the crowd applauds a genuine World Champion. The other drivers congratulate him, but he seems a little distant, hardly surprising, after an hours concentration though!

The unofficial prize giving is made and it is somewhat unjust that Rody Roem should not have placed in the first three, but a Blitz first and Associateds second and third is no consolation to Rody or Serpent.

Technical inspection was to find no problems so the results stand. Final placings being:

An excellent meeting, well organised. Italy at last has a true World Champion.

Forthcoming Events

Please note that the B.R.C.A. meeting scheduled for West Burton on September 9th/10th has been moved to Tibshelf. Entries to Dennis Jones, 22 Tarn Drive, Poole, Dorset, (cheques made payable to Mr E. White).

A reminder for the Bournemouth meeting on 23/24 September. There is no camping allowed on site, however, the circuit is extremely flat!

See you there! O