

There is something special about the first of anything: be it a first edition of a valuable literary masterpiece or a World Championships. For those drivers from Europe, Japan and the USA who travelled to Grenoble in the south of France for the 1986 IFMAR 1/8th Rallycross World Champs on 9th to 13th July it will be an event to remember and savour for many years to come.

Whether the highlights were the immaculate preparation of the Japanese drivers, the imperturbable calm of Race Director Gilbert Dognon, the fantastic One hour Final, the good humour of the whole proceedings or just the superb weather; it was indeed a race to remember.

This was to be a friendly race, IFMAR President Ted Longshaw so decreed and it was so. All those involved in the organisation did their very best to achieve this end and it is difficult to single out individuals to credit.

The Grenoble Club worked for two years to prepare for this event which was to live up to their every expectation from the moment of the official opening ceremony performed by local dignitaries including the French Rally Champion winner of the Tour de Corse to the final presentation and reception complete with celebratory firework display and the customary duckings in the swimming pool.

The venue, already well tested in the French Grand Prix reported in the August edition of *Model Cars*, provided every facility, particularly the welcome shade of the covered pits, necessary for such an event.

The track surface which had stood up so well during the Grand Prix was felt to need no changes for the main event, apart from the small amount of repair work carried out in the preceding two months. The hard clay surface was always dusty and by UK standards provided very low traction and a pretty rough ride; hardly to be complained about really, for if you want the smooth stuff you don't go Rallycross racing.

As was to have been expected most of those really serious competitors who had troubled to make the trip to the May Grand Prix left with food for thought. Even the winners of that meeting could not have gone away complacent, after all, who knew what threat was to emerge from the Far East?

The competition was to be even tougher, for each improvement to their cars one manufacturer had made, his rival had also something to offer.

In the field for the British were Father and Son, Dave and Tommy Chung, Dave as mechanic for Tommie's *Serpent*; Mick Harney — *Serpent* sharing the services of Charlie Dudfield as mechanic with Steve White also *Serpent*.

The daring duo of Keith Plested and Paul Pagdin upholding the

Opposite page top: close racing throughout the five days epitomised these championships. Centre: the finalists line up for their frequency check prior to the final. Martinez waits behind car number 1. Bottom left: one of the Japanese Kyosho cars. Bottom right: Martinez Garbo at Transponder control.

RALLYCROSS WORLD CHAMPIONSHIPS

For the first time, Rallycross drivers

from around the world met at

Grenoble, France to compete for the title of World Champion.

Bill Burkinshaw reports

honour of their own *PB 'Mustang'* with the two other Father and Son teams of driver Stuart Wilcox with Dad Ray as mechanic and the experienced pair James (driver) and Mechanic/Father, Ken Weedon, Ken Weedon putting things back together again. Finally with the only *Garbo* in the British Team, Gary Marsden accompanied by 'Dad', Tony.

Several familiar names were absent, work commitments in the main preventing several top Brits. such as 'J. C.' Chamberlain, Phil (I go Gerbil racing) Booth and Alan Harman from attending.

British experience during the preceding weeks European Championships had not boosted anyone's confidence, but no-one who witnessed their efforts during the five days racing could say that they didn't give their all and in the temperatures prevailing, just nudging 100 in the shade, the effort took some making for those used to a much more temperate summer.

Five days at the races

A World Champs is a special race and as such it has become almost the custom to provide a racing format that is a little different to that usually experienced in national competition.

In Grenoble the agreed format was no free practice, just organised practice periods in heat groupings followed by timed practice sessions to enable last minute snags to be ironed out.

Qualification consisted of runs of 10 minutes preceded by five minute practice sessions. Each driver was to have five attempts at qualifying, the single fastest time to count for a place on the qualification ladder.

With 13 heats to a round this did mean very extensive waits for some drivers between heats, although the re-arranging of the order of heats

did relieve the problem for some.

A Team Managers Meeting prior to commencement of the qualifications enabled a gentleman's agreement to be arrived at concerning protests, cleared the air with regard to the eligibility of some cars and enabled an agreement to be made on a mutually acceptable means of scrutineering cars after each heat.

It was of course to prove critical for some drivers to be able to complete a heat without stopping for fuel. A very small percentage extra fuel capacity could make the difference between a semi-final or straight through to the final place. It was agreed that a 2cc allowance would be made to account for difficulties in precise measurement, and that it was the drivers responsibility to ensure that his car complied with the dimensional regulations and not the organisers.

If a car was found to be over-size after a race it was up to the driver to prove that the non-compliance was a result of race damage otherwise the car would be disqualified.

The contentious *Siccom* 'Magnum' (so-called because it is bigger than all the other cars) was permitted to compete provided that it would roll when the scrutineering box was tilted. This was achievable if the suspension was carefully adjusted and the manufacturer has already modified the car to bring the wheel-base into line with the regulations after the debacle of the Euro-Champs.

During the scrutineering the Japanese cars were to provide the surprise of the meeting. With the exception of a single example of both *Serpent* and *Yankee*, the Japanese were all driving derivatives of *Kyosho* 'Integra's' — but such derivatives.

One car had a chassis completely machined from a 10mm plate of

aluminium alloy exactly duplicating the bolt together standard item. Several featured replacement wishbones fabricated from welded steel tube, one even chromium-plated! Almost without exception the cars were very well put together with very tidy R/C installations, but from the point of view of technical innovation, none deserved more than a passing glance out of curiosity.

In no way is condescension intended by the above comments, quite plainly the Japanese drivers present were good, the style of circuit and competition in Japan has dictated a course of development which diverges from the European norm. It may well be that the Nation that gave us R/C Buggy racing will now be influenced by the Grenoble experience and we may well see a new breed of Japanese car emerging.

One of the *Kyosho* factory engineers was present and no-one can doubt that he took in everything he saw, photographed it and probably returned to Japan with a selection of European Rallycross racing goodies.

A typical example of the Japanese thoroughness of approach was their selection of a Team Manager who spoke passably good French — better than my own in any event!

Timing

Timing was by the AMB Auto system. Two independent systems were in use for qualification with a third used to time entry and exit to the pit road during the finals.

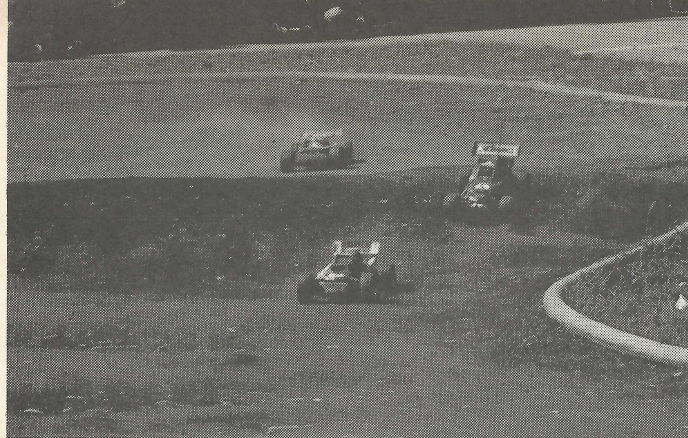
The sole disadvantage of the AMB system is its inability to sort the whole results of the meeting and the French catered for this with a rather idiosyncratic program developed by a local college for an IBM business machine. This was complex in the extreme and as Official Timekeeper for the event it became necessary for me to understand it and also cope with a French keyboard layout as well!

For the benefit of the spectators Fons Bervoets of AMB provided his newly developed electronic scoreboard which displays for all to see the positions of the first three cars, the differential between the leading cars and the elapsed time of the race enabling everyone to keep a clear idea of the race state. The scoreboard is directly coupled to the timing computer and thus is absolutely up to date throughout the duration of the race.

The only disappointment was the failure of the up-dated program for the computer to arrive in time for the Le-Mans style start to be used for all the qualifications. As it turned out, the layout of the circuit did not tend to cause too high a percentage of first corner pile-ups. The track is fairly wide with a very good view of the start enabling drivers to avoid too many collisions.

And so to the business in hand

With the formalities, preliminaries and pre-race manoeuvrings over and done with it was finally time to race, the first round was on its way.



Denis Salle (Fr.) and Yuichi Kanai (J) set up a marker of 17 laps with Tommy Chung our first driver way down after engine cuts on 12 laps, Stuart Wilcox suddenly a much more mature driver than he appeared at the Euro Champs also failing to show in the second heat.

Heat 3 was a scorcher, double Euro Champ Pedro Martinez (Sp) proved how he achieved his titles by setting what was to prove the top qualification score of 19 laps in 10min. 29.6 with Gilles Graziani battling all the way for 18 laps followed by James Weedon in good form setting up a moderately quick 17 laps for 3rd place.

Gary Marsden looked impressive, his engine less so, giving advance warning of the troubles this talented driver was to face during the entire event. His 15 laps undersells his ability by a mile.

In heat 5 Philippe Boeri (Fr) showed that factory sponsorship isn't all that's needed for a top performance. His 18 lap score put him well towards the top of the tree and as he proudly proclaimed: '18 laps and no sponsorship!' One of the few top *Yankee* drivers not to be sponsored our Phillippe!

David Chung had no joy, 13 laps was his sole reward for the effort. Maurizio Monesi, 1985 Euro Champ ran true to form in heat 6, 18 laps, but only just, he scraped under the timing bridge just as the buzzer sounded enabling him to add the extra lap to his score.

Giles D'Illorenzo (Fr) and Pascal Gueye (Fr) were the next to snatch the 18 lap challenge, but the eyes were on Gil Losi (USA) the 1/10th scale World Champ. Could he really drive or was the bigger scale to prove too much for him to handle? To say 'yes' would be unfair to a driver of Gils undoubted talent, but if laps alone were to be the yardstick then draw what conclusions you will.

From where I stood he looked a very competent driver with machinery (*Serpent*) that he had not yet come to terms with. *Serpent* boss Pieter Bervoets had enticed Gil over from the States largely as a reverse publicity exercise. Pieter wants to sell 1/8th Rallycross racing to the Americans, who better than a committed driver of Losi's stance to convince those transatlantic cousins of ours that they should join in the fun?

Gil had never driven a 1/8th car before Grenoble, he didn't even build the one he drove, it was all laid on by *Serpent* — for their sake, and the sake of the sport, I hope the investment pays off and it really added to the event to have Gil there.

Back to the racing! Steve White, right at the top of the tree in the

UK at present, put in a characteristically competent performance with his *Serpent*, 16 laps it got him. Things were not to improve however as the *Serpent* team never really came to grips with the surface. Team-mate Mick Harney did not enjoy his race, a single figure score of three laps was his lot.

Heat 11 put Keith Plested on the line against indifferent opposition, but an engine cut-out put paid to a promising start after a mere 7 laps. Paul Pagdin in dogged mood attacked the track with his 'Mustang' but frankly looked out of the race against Euro Champ Veyseyrre (Fr) and *Siccom* manufacturer Alain Lion (Fr) having to be content with 16 laps.

The engine cuts suffered by many of the British drivers so regularly were worrying, during the course of the next rounds only Steve White and James Weedon seemed immune to the problems, the *Rossi* motors seeming particularly prone to cutting out.

My own questioning around the pits and a fairly close look at what engines were being used by top drivers leads me to feel that power and reliability don't always go hand in hand. The consensus amongst the French and Italians is that the super high power motors were tried and rejected for the very reasons the Brits were having trouble.

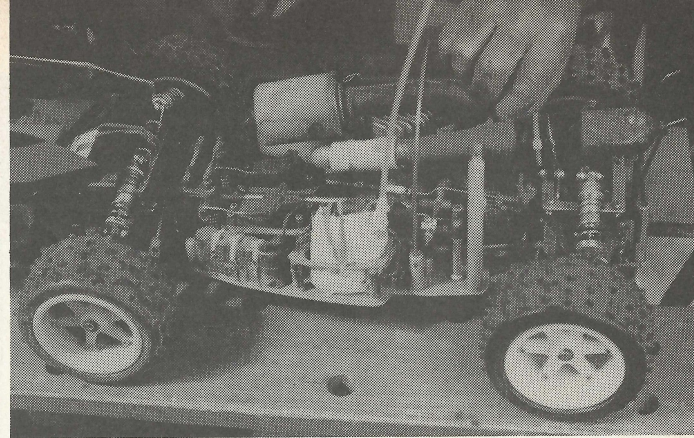
A surprising number of top performances were coming from engines little used currently in the UK. Numerically *OPS* and *Cipolla* were fairly equally divided with a fair smattering of *Picco's* followed by *Mantua*, *OS* (most Japanese) an *Enya* or two, but in the last analysis, take a look at what the finalists used.

Although Round 1 provided number one qualifier in the person of Pedro Martinez, it was the second round that was to prove luckiest for many drivers. Our own Stewart Wilcox, James Weedon and Paul Pagdin did their best, James finishing not far down the tree at all and ultimately top British qualifier with a place in the faster A Semi-Final.

Gil Losi also turned in his only 17 lapper in round 2, but although others such as French privateer Phillippe Boeri managed to better their 18 lap scores, none managed that elusive 19 laps set by the flying Spaniard. At the end of the second round the positions at the top remained as they had done for round one:

1. Martinez 19 laps 10-29.6 (Sp)
2. Collardelle 18 laps 10-4.9 (Fr)
3. Gueye 18 laps 10-6.4 (Fr)
4. Danniery 18 laps 10-6.5 (Fr)

No changes at the top after round three either, to some extent



Above left: a three-way dice for the lead over the Grenoble circuit's undulating surface. Above: Martinez' heavily reworked Garbo.

this confirmed the decision to cut down the number of heats from the originally projected 10 to 5. The reasoning being that the track was inevitably going to deteriorate during the race and the more heats that were run the worse it would get. This in turn would demoralise the drivers as they failed to improve their times on the worsening surface.

With 5 rounds the track would still suffer damage, but in the longer races the effects of 'incidents' would be less apparent and it still gave sufficient opportunity to correct early problems and go for a good time.

Tommy Chung regained respectability during round three, father David also, both scoring 16 laps whilst Keith Plested managed to keep his engine running for the full 10 minutes to just scrape a 17 lapper behind *PB* team-mate Paul Pagdin who backed up his round two 17 lapper with another fractionally slower 17 laps.

Performances of the British *Serpent* drivers — both Chungs, Steve White and Mick Harney, although disappointing should be taken in context. The top *Serpent* driver, World Champion Roedy Roem could scrape together at best 17 laps in 10-20.0, more than a lap slower than the leaders, it just was not a *Serpent* track.

Nor did the 'Mustang' look to be in with a chance either, with both top *PB* drivers a full lap out of contention things looked bad for the home manufacturers. Although all the British *PB* drivers were using the much modified car developed by Keith Plested since the French Grand Prix the hoped-for edge in performance just was not there. The car was eminently capable of a fast 17 laps and looked good for 18 laps if driven on the limit and with a little bit of luck on the way.

Watching one felt never sure that the 'Mustang' would land following bumps without tipping or could really take the bends at such speeds without spinning for in so many instances it did just those things.

In contrast *Yankee* had such incredible stability and above all predictability, making the driver confident that it could be taken to the limit and still remain under his control.

Top positions remained unchanged after the first round, although Pascal Gueye (Fr) did manage to lop a second from his time during the 4th round heat. Time was getting short and what had seemed like a generous number of chances at getting a good time suddenly looked altogether insufficient.

Euro-champ of '85 Monesi (It)

borrowed Garbo Boss, Franco Poldi's *Mantua* engine and exhaust system for his do or die attempt.

Franco had spent much time perfecting the engine/pipe set-up for performance and economy and was regularly getting 16 minute runs with an 8mm carburettor. Use of this power plant could save Monesi the vital time needed for a pit-stop giving him an odds-on chance of 19 laps and TQ place.

What looked to be a success was destroyed on almost the last lap when the car turned over; still fast enough to earn him his fastest time however.

Both Mick Harney and David Chung did manage to improve their times sufficiently with 15 and 16 laps respectively, but only for the 1/64 Finals. And so the short wait for Finals lists before drivers departed the track to prepare overnight for the start of the Finals series on the following Saturday morning.

Climbing the ladder of success

Saturday's weather looked set to follow the pattern of the week, hot, sunny with an early morning heat haze. Consolation 1/132 Finals started the day, but the effort must have seemed too much for many as the start line was poorly attended.

Still the practice for the organisers was worthwhile as it served to point out that there could be problems for late arrivals at the line as the timing point was placed about 1/2-laps after the start. Late starters would have been obliged to wait in the pit lane until the last car had passed. The regular starters would then already have crossed the line once, thus scoring a lap. The subsequent 1 1/2-lap penalty was felt to be unfair, so the procedure was amended.

The first 1/64 Final featured both Mick Harney and David Chung but the former failed to start and David yet again suffered the indignity of an engine failure leaving him in 8th place.

The 1/32 Final-A signalled the start of a fine display of consistent race winning driving for Steve White who took second place with 32 laps giving him the first leg up he so needed on his passage towards the main event.

Two Brits were to contest 1/32 B, Stewart Wilcox and Tommy Chung the two youngest members of the team. Stewart again impressing with a sensible drive claimed second place, but the curse of the Chung's motor cuts, once again took out poor Tommy who took the disappointment in characteristic philosophic style. Both Chung's indeed never looked out of sorts

during the entire event, treating all difficulties with good humour.

In 1/16 Final-A, Steve White, Rauch (Ger) and Yuji Kida (J) were able to repeat their success of the 1/32 Final, all three moving up yet another step albeit in a different order.

Unfortunate Gary Marsden, in the 1/16 B-Final, barely had a chance to show what he could do. He set off in fine style leading the race, indeed dominating as a driver of his ability should have done, but after just a little over the half-way mark a failing motor put paid to all hope, leaving Gary an unhappy 9th and out of the contest.

The end of the 1/16 B-Final also signalling the end of the days racing leaving the 1/8, 1/4 and Semi-Finals to follow on the Sunday morning with the main event on Sunday afternoon.

Paul Pagdin's luck deserted him for 1/8 B, a leaky tap beside the track used to supply water for dampening the track between races had deposited a puddle on the surface overnight. Much of the water had been cleared before the race started but there was still a small puddle on the very inside edge of the track almost out of sight behind one of the jumps.

Paul took off in fine style with Keith Plested in hot pursuit looking set to make this race a *PB* tussle but a nudge from a back marker at the jump out put Paul's car off line and through the puddle.

The R/C receiver was not waterproofed and the drenching it got did not like! Keith meanwhile waged a battle royal with Smoldered (B) conceding 2nd place but secure for a move up to the quarter finals.

With a World Champion, Rody

Roem and a European Champion, Steve White, 1/8 Final A certainly had a touch of class about it. The two Team *Serpent* drivers were both cool customers and if nerves were to blight anyone it was unlikely to be either of them. Steve pulled out a few touches of magic to pull through to the lead which he, Rody and Ramella (Switzerland) and Rouch (Germany) all held during the course of the race. But at the end of the 20 minutes with all five leaders only separated by 20 seconds it was Steve who took first place.

The last four of the Japanese contingent Yuichi Kanai, Yoshira Takagi, Kiyokatsu Kishi and Yuji Kida all found themselves in this race, Kida placing highest at 6th, not the most impressive of performances on the track but their driving was good and their sportsmanship and car preparation could teach many Europeans a thing or two. I have no doubt that they will be back again maybe next time they will be setting the pace.

At this level in the races an almost dramatic change of pace was to be seen. Until now the winning times for all of the sub finals had been 32 laps accurately reflecting the qualifying heat performances of those participating.

It was almost as if there had been a line drawn; below — the masses, above — they flyers. The winning time of the first quarter final was a full lap higher in a race that lined up the three major European R/C car manufacturing factory bosses, Pieter Bervoets (*Serpent*), Franco Poldi (*Mantua* and Garbo) and Keith Plested (*PB*). Although Pieter Bervoets' partner Ron Ton managed to show the way for his brand, it was really the customer's day for neither

Keith nor Franco made it through.

The second quarter final took the lap level up to 35, a full three laps faster than the fastest 1/8 Final and although Steve White proved absolutely consistent with 32 laps, his 5th place signalled the end of a determined try and 31 laps saw out the only US competitor Gil Lost.

Only 24 drivers left, four already through to the Final, but six to be selected from the two Semi-Finals now due to start, including a lone British driver, James Weedon fittingly driving a British *PB* car and no doubt feeling the pressure.

The line-up reads like a who's who of southern European Buggy racing with no less than 11 Frenchmen, four Italians, three Swiss a Dutchman and a Brit., two European Champions, Monesi (1985) and Veyseyrre (1986) amongst them.

This was to be quality racing and the growing numbers of spectators settled down to enjoy the spectacle.

As the flag dropped it was all too obvious which country we were in, any French driver gaining an advantage was cheered, air horns blew, flags waved and with the French numeric dominance on the track they had plenty of opportunity to make a noise.

A combination of the *AMB* electronic scoreboard and commentary kept the 2-3,000 spectators on there toes throughout a lively Semi which resulted in a win for Veyseyrre and put Monesi in 2nd place with privateer Phillippe Boeri in third. Only three places left for the final, could our James lay claim to one of them?

The pace seemed down on the first semi and although James did not come off too well in the first few laps he did not seem too far off the pace. Alain Lion (Fr) went ahead and it soon became apparent that James was not making up the ground he needed to.

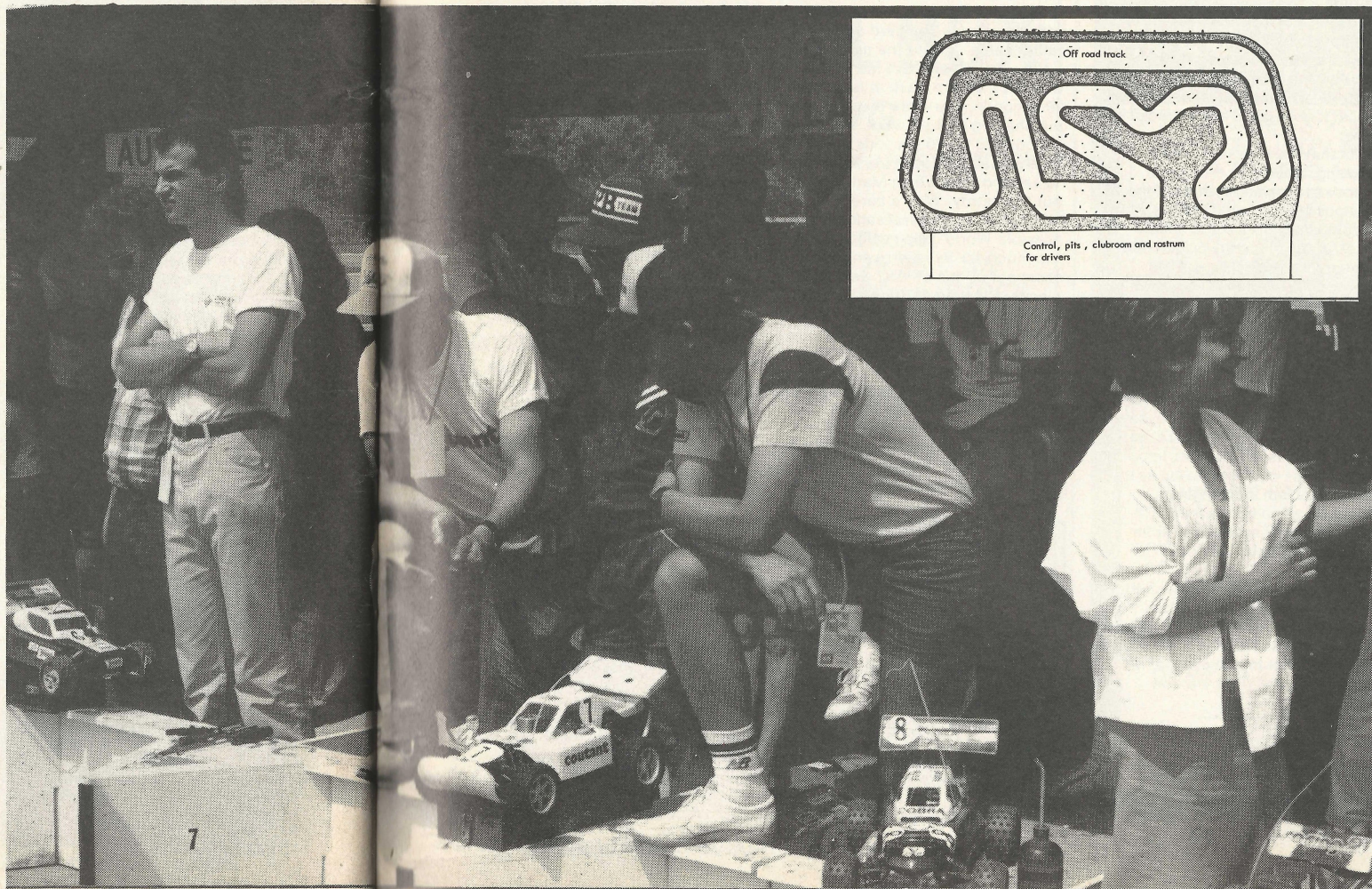
However, 20 minutes is a fair time and if still in contention at the half-way stage he might yet do it. At the half-way point the handling of the *PB* suddenly went to pieces and as the car approached the pit road it looked as though the rear tie-rod had come adrift. Frantic work in the pits which finished with Paul Pagdin lashing the car back together with tie-wraps put the 'Mustang' back on the track, but too much time had been lost for any hope of a Final place.

Thus ended the day for the British drivers and sadly the home-produced product, the *PB* 'Mustang' leaving the way open for two more French and one Italian driver to fill the remaining Final places.

The Final touch

Plenty of local press and TV publicity was obviously having its effect for as the 3-o'clock Finalists Free Practice deadline drew close the rails and stands were packed and all available space in front of the pits was filled with spectators.

Left: three of Europe's top manufacturers in consultation. Left to right: Alain Lion-Siccom, Paul Pagdin - *PB* and Pieter Bervoets - *Serpent*.

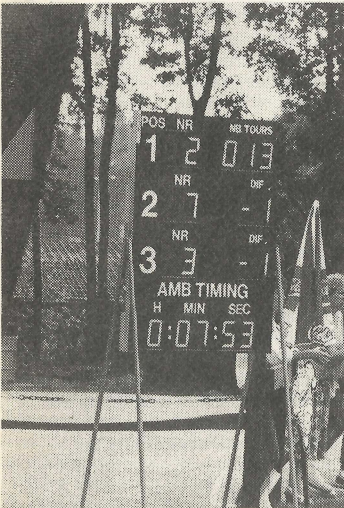


A great atmosphere was spreading, the crowd warmed by the hot sun and a few glasses of what they fancied were ripe for a great sporting occasion.

Enthusiasts, engine manufacturers, model retailers, distributors from all over Europe were gathering. The free practice session drew to an end and the drivers and their mechanics were brought out one by one from the pits and introduced to the crowd who steadily worked up to a high pitch of excitement as each successive French driver was presented.

First came Pedro Martinez, Spain to be followed by the rest of the Finalists in order of qualification. Richard Collardelle — France; Pascal Gueye — France; Olivier Danierre — France; Frederic Veyseyrre — France; Muarizio Monesi — Italy; Philippe Boeri — France; Alain Lion — France; Gianpaulo Barruchello — Italy; Gilles Dilozenzo — France, and the biggest cheer of all for this local club member.

The formalities over, the final warm-up started and the cars were brought round to the line for the start of 60 minutes of racing.



Above: the AMB Autcount Scoreboard kept the spectators informed of who was where on the track.

As the flag dropped Martinez with the advantage of pole position and a clear track shot to the head of the field. Danierre also made a good start and came over the line in 2nd place closely followed by Veyseyrre, Monesi and Dilozenzo. By the 3rd lap Martinez lead by 6 seconds, gaining more than 1 second per lap to start to catch the tail-enders by the 10th lap, lapping last place driver Lion by lap 12.

At his first fuel stop Martinez had a sufficient lead to stay in front as he exited the pits. At the 12 minute point the first casualty. Baruchello cut and was in the pits and Martinez was soon to have lapped all but the leading three cars.

The AMB scoreboard came into its own at this point where confusion usually strikes both careful reporter and spectator alike for with this in operation it is so easy to follow the progress of the leading cars and thus clearly see Martinez lap all cars by the 14 minute mark.

Was this to be Martinez race? His driving was impressive, precise lines and an unruffled reaction to the occasional spill. Danierre was not giving up the fight and stuck grimly to the Spaniards tail at last unlapping himself as Martinez momentarily landed on his roof only to pull over in gentlemanly fashion as Martinez recovered to re-lap him.

After 20 minutes, 36 laps had been covered by the leader, the fastest racing seen so far. Overall positions can be seen from the time and lap chart accompanying.

Car No.	1	2	3	4
Position	1	6	9	3

By the 24th minute Martinez had been cut to nine seconds and watching the timing computer it was apparent that Veyseyrre was putting in some very fast laps and his mechanic produced a very rapid fuel stop. Although Martinez still looked to be beyond a serious challenge the pace was hotting up with drivers well settled into the groove fully familiar with every bump and loose patch on the track. At the halfway point the position was as follows:

Car No.	1	2	3	4
Position	1	7	8	3

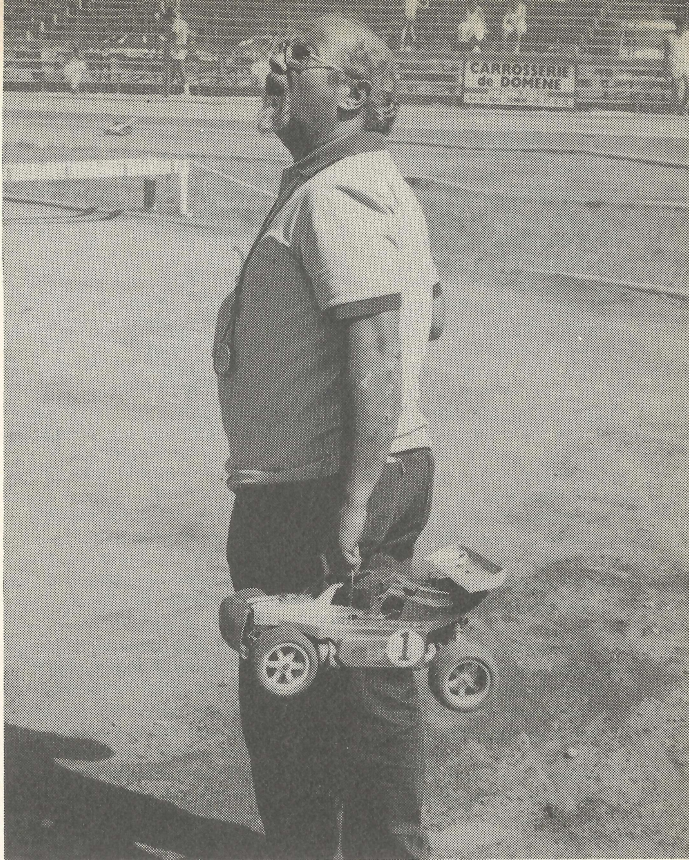
Pascal Gueye was next to suffer a problem when his engine cut with Baruchello's engine following the fashion shortly afterwards. But Martinez still continued to hold onto that lead and as 38 minutes passed he lapped third place car Lion again to give himself a two lap cushion over third and still the one lap over second.

The pace of the race was undiminished, 72 laps had been completed by the leader at 40 minutes, the equivalent of four successive best speed qualifiers and his car looked good and sounded sweet.

But that man Veyseyrre was catching, looking as though he intended to repeat his drive of the previous week's Euro Champs where he came from the back to all but pass the subsequently disqualified Danierre in the final laps. At 43 minutes Martinez' lead was down to little more than the length of the straight but the pace was telling and Veyseyrre had a short series of incidents which allowed Martinez to extend his lead to almost a lap again and retain it whilst re-fuelling. Not content with second place Veyseyrre driving brilliantly pulled back the deficit and passed Martinez to put himself back on the same lap as the leader and with the danger of disqualification from a third warning, might have been a little more careful as he overtook Martinez!

There is no joy in being second was his obvious thought as he turned in a series of very fast laps all of around 33 seconds, a regular 0.2 seconds faster than the leader. At 50 minutes the positions were as follows —

Car No.	1	2	3
Position	1	10	7



Not to be outdone Martinez decided that to allow Veyseyrre to pull away was an open invitation for him to catch up that vital lap and really challenge for the lead and accordingly turned up his boost to stay with Veyseyrre.

Luck as ever plays its part and a bad landing after flying through the air caused the so far so reliable Martinez Picco to cut. Consternation! It might have been the chance for a Frenchman to take the lead, but the crowd were still with the young Spaniard and would rather see a fight to the death than a tame retirement. But Martinez was back on the track in less than 30 seconds, a brilliant piece of marshalling and pit work.

Too long by 20 seconds however for the lost time gave Veyseyrre a 10 second lead which Martinez set out to destroy. With a bare 5 minutes to go the realisation of a possible World Title seemed almost too much for Veyseyrre and for a short period his driving went to pieces, allowing Martinez to once again catch up and pass as he ended up on his roof.

At this point the crowd were going wild and the tension of the final minutes as first Veyseyrre and then Martinez held the lead were the most exciting any present can recall having experienced during a model car race. Pressure is what the whole business is about and in

Franco Poldi, boss of Mantua and Garbo, mechanics for one of his team drivers.

the end it was Martinez who proved less well equipped to take it, for it was all down to who made the most mistakes, never were two drivers more closely matched for skill. Even the other drivers seemed to sense that they were part of a memorable race and somehow the pace seemed to slow around the leading battle as the final laps saw Veyseyrre gradually assert himself and dominate by mere seconds at the end of one of the shortest hours in memory.

So ended a fantastic race, memorable not just for its dramatically exciting finale, but also for its friendliness. Such an atmosphere is what should prevail at all International sporting occasions and reflects great credit on those who participated and those who organised. There can be few who doubt the strength of the Southern European hold on the sport either, can these men be beaten? If effort alone were sufficient our own drivers would be there with a good chance. Let us hope that there will be a British car and driver there on the next occasion. Finally, can I be permitted to give my own word of congratulations to the British team, you did us proud!

Results

Final

1.	Veyseyrre	F	Yankee	Cipolla	103
2.	Martinez	Sp	Garbo	Picco	103
3.	Monesi	I	Garbo	Mantua	100
4.	Boeri	F	Yankee	Picco	100
5.	Daniere	F	Siccom	OPS	99
6.	Dilorenzo	F	Yankee	Cipolla	98
7.	Baruchello	I	Yankee	Cipolla	97
8.	Gueye	F	Siccom	OPS	95
9.	Lion	F	Siccom	OPS	94
10	Colardelle	F	Yankee	Cipolla	87