

This year the venue for this event was at the popular Aberdeen circuit in Stonehaven. Popular as it is, there has always been the problem of distance which to the English has always been compensated for by the tremendous welcome and atmosphere. For our European friends, the north of Scotland is much more of a problem which is probably why the event was not fully subscribed.

Nevertheless there were 56 competitors at the event which was going to mean a cosier timetable.

Several drivers had arrived for the Thursday morning, but most would arrive for Friday for the last of the practice and the official scrutineering. One pair had actually been there for the whole week!

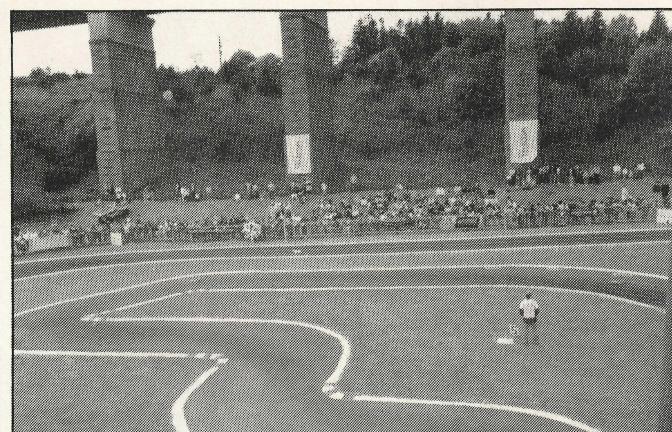
Practice was busy as usual and with the added requirement to take oxygen before attempting the ascent of the rostrum, several things had to be learned. For instance, all the cars seemed extremely slow from the rostrum, but were in fact quick when viewed from the ground. One or two drivers actually insisting on wearing a parachute before attempting the rostrum!

Scrutineering took most of the afternoon what with checking the fuel tanks and weighing in as well as checking the size of holes in the bodies etc. There were no real dramas so the Saturday was eagerly awaited for the start of qualifying.

Saturday — Race Qualifying

Heat one Round one, the very first heat saw Sander De Graaf, Bruce Edwards and Bill Jones all score respectable 18 lap scores, whilst Peter Warfvinge from Sweden, Marco Tenzi from Italy and Hans Kessler from Germany, all scored 19s to really set the pace. Heat two saw more 18s for Valliet from France, Kristofson from Sweden, Schepis from Italy and Tony Gilson from the UK, whilst heat three saw just the one 18 for Mark Stockford.

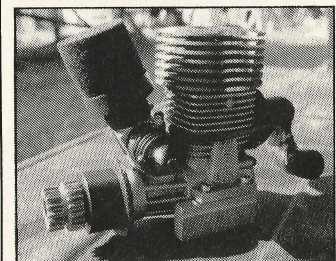
Heat four registered 18s for Haugen from Norway and Mike



Jackson, whilst Italy's Cozzoli clocked the quickest 19 so far, even getting down to some 15 second laps on the way. The following heat five had no less than three 19s for Wayne Draycott, Steve Whitting and Bhajan Panasar with Wayne getting twelve 16 second laps in a row!

Heat six by comparison was very quiet and sedate with just four cars finishing and just the one 18 to L. Anderson from Sweden. Heat seven had an 18 for Honel from Austria plus a

Seen for the first time, the new "Rex" motor.

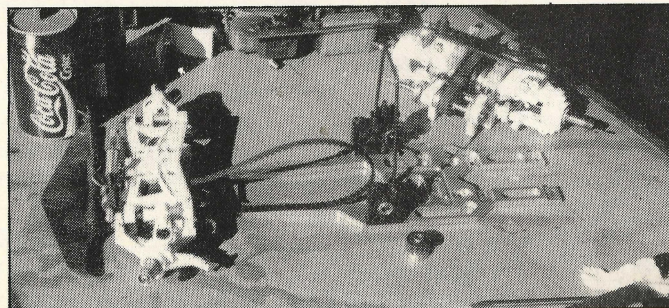


19 for England's Neil Woodhead whilst the last heat had a lone 18 for John Chamberlain.

So at the end of Round one, the four straight through qualifiers were:—

1. Wayne Draycott UK 19 laps 6.75 secs.
2. F. Cozzoli Italy 19 laps 9.06 secs.
3. P. Warfvinge Sweden 19 laps 11.60 secs.
4. Steve Whitting UK 19 laps 13.86 secs.

and the semi-finals line up (5th–18th)



The Stonehaven circuit.

was:— Neil Woodhead, Marco Tenzi (Italy), Hans Kessler (Germany), Bhajan Panasar, Herb Valliet (France), O. Kristofson (Sweden), Rainer Honel (Austria), John Chamberlain, S. Scheas (Italy), L. Anderson (Sweden), Sander De Graf (Holland), Mark Stockford, Mike Jackson and T. Haugen (Norway) with 18 laps in 10.25 secs.

At this early stage the 14 quarter final places went from Bruce Edwards 18 laps in 13.36 secs to Keith Plested with 17 laps in 5.06 secs.

Straight into round two then and in heat one we had near identical times to round one. Heat two was marginally quicker as H. Valliet from France scraped into the 19s whilst heat three was slower all round. Heat four saw Cozzoli get a second 19 lapper, this one a whole second quicker. Heat five was another one to be mostly slower, even Wayne Draycott dropping three seconds to his round one time.

Up to heat six now and Keith Plested moved up to an 18 lapper whilst Charlie Dudfield, who hadn't even made the start line in round one, drove round to record an 18 in 109 secs, just outside a 19. Strangely again heat seven was slower and heat eight only marginally quicker, so at the end of the second round the top four had not altered order, come to that the top eight hadn't changed which was unusual to say the least.

The semi final line up was now:— Neil Woodhead, Marco Tenzi, Hans Kessler, Bhajan Panasar, H. Valliet (France), Charlie Dudfield, Bill Jones, S. Schepis (Italy), T. Haugen (Norway), John Chamberlain, O. Kristofson (Sweden), Rainer Honell (Austria), Bruce Edwards and Tony Gilson with

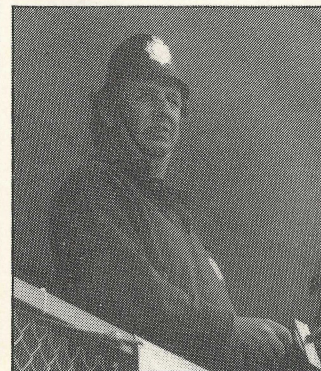
Seen in Aberdeen, the new SG Europa.



The Italian contingent.

an 18 in 5.13 secs. Now the quarter finalists ranged from Mike Jackson with his 18 in 5.70 to B. Anderson from Sweden with his 17 laps in 0.76 of a second.

Looking at some interesting figures from the computer, courtesy of De-



Now then, now then what's going on here. Klaus Freund dons his acquired helmet.

nnis Jones, we find that round two itself (forgetting round one) had the following names as the top ten. F. Cozzoli, Wayne Draycott, Neil Woodhead, Hans Kessler, H. Valliet, Charlie Dudfield, Bill Jones, S. Schepis, T. Haugen and John Chamberlain.

Back to the racing then after the dinner break and again we saw near identical times to round one!

The last round of the four then and the last chance for anyone to try and move up into a higher final. This time the first three heats had no improvements at all and only Ian Cowieson



and Mike Jackson improved in heat four. Mike being just seven tenths of a second off a 19. Steve Whitting it was in heat five, who got the first of the round's 19 laps followed by Neil Woodhead in heat seven and then in the very last heat, both Steve Tilley and Roger Doran eventually moved up to 18 lappers, so at least this last round was good for the English.

Looking at the fourth round alone we see the following top ten:— Steve Whitting, Neil Woodhead, Mike Jackson, Steve Tilley, Marco Tenzi, F. Cozzoli, Wayne Draycott, R. Heitzig (Germany), Mark Stockford and Roger Doran.

However the proper end of qualifying list, from which the finals would be composed was like so:—

- Main Final
1. Wayne Draycott UK 19 6.75 secs
 2. F. Cozzoli Italy 19 8.27 secs
 3. P. Warfvinge Sweden 19 11.60 secs
 4. Steve Whitting UK 19 13.86 secs
- Semi Final
5. Neil Woodhead UK 19 14.53 secs
 6. Marco Tenzi Italy 19 14.83 secs
 7. Hans Kessler Germany 19 15.17 secs
 8. Bhajan Panasar UK 19 16.08 secs
 9. H. Valliet France 19 16.44 secs
 10. Mike Jackson UK 18 0.69 secs
 11. Charlie Dudfield UK 18 1.87 secs
 12. Bill Jones UK 18 1.93 secs
 13. Steve Tilley UK 18 1.97 secs
 14. S. Schepis Italy 18 2.17 secs
 15. Steve Hart UK 18 2.59 secs
 16. T. Haugen Norway 18 2.69 secs
 17. John Chamberlain UK 18 3.63 secs
 18. O. Kristofson Sweden 18 3.94 secs
 19. Rainer Honell Austria 18 4.41 secs

- 20 Bruce Edwards UK 18 5.05 secs
- 21 Tony Gilson UK 18 5.13 secs
- 22 Dave Preston UK 18 6.81 secs
- 23 L. Anderson Sweden 18 7.28 secs
- 24 Sander De Graaf Holland 18 7.44 secs
- 25 Mark Stockford UK 18 7.55 secs
- 26 Klaus Freund Germany 18 7.77 secs
- 27 R. Heitzig Germany 18 8.78 secs
- 28 Roger Doran UK 18 10.64 secs
- 29 B. Anderson Sweden 18 11.14 secs
- 30 Tim Eushen Germany 18 11.42 secs
- 31 A. Reintaler Switz 18 12.49 secs
- 32 Keith Plested UK 18 12.55 secs

The first of the quarter finals saw Sean Jackson already having what looked like frequency problems before the start and so Race Director Eric White puts a hold on the start but is then over-ridden by EFRA referee Grossman. Bruce Edwards takes the early lead but is soon passed by Holland's Sander De Graaf, ably pitted for by England's team manager Steve White! By the six minute mark Sander is still holding the lead from Roger Doran and Dave Preston, but shortly afterwards a wheel breaks loose from Sander's car causing Steve White to scurry quickly out into the pit area to perform the necessary repairs. Dave Preston, who is now in second spot, suddenly performs a triple selco with one and a half twists to drop himself back with a badly distorted wing. By the end of the 20 minutes, Roger Doran has held onto his lead with the Italian S. Calvari up into second spot, Keith Plested third, Sander De Graaf fourth and Dave Preston fifth. However there is still much to do about the frequency problem which is traced to a competitor being on a frequency other than the one stated. Result,



after a lengthy team managers meeting, is that the 'B' Quarter Final will be re-run, but after the 'A' Quarter.

This 'A' Quarter was run whilst there was all the contention going on regarding the 'B' and it was Rainer Honel from Austria who led throughout to win with 68 laps from Sweden's L. Anderson on 67 laps and Germany's R. Heitzig third with 67 laps also.

The finalists on the rostrum.



Wayne Draycott with his car.

At the restart of the 'B' Quarter it was Dave Preston out into a lead which he was not to lose, with an incredible battle going on for second place between Roger Doran and Sean Jackson, who touched several times in the closeness of the racing. Eventually though Sean got a problem when something seemed to break on the car in the last couple of minutes, so with 67 laps Dave Preston came first with Roger also on 67 and Sander De Graaf third with 66 laps. Calvari who would have qualified the first time, finished up fourth just six seconds off of that vital third spot, whilst Sean Jackson placed fifth.

There now followed the usual lunch break where we were all entertained by the Scottish Pipe Band. The usual warm up period for the first four qualifiers gave no real clues as to who was most likely to succeed as all seemed to be going equally well.

At the start of the 'B' semi-final it was S. Schepis from Italy who lead round from Norway's T. Haugen, Italy's Marco Tenzi, Bhajan Panasar, Mike Jackson, Sander De Graaf, Roger Doran, Dave Preston and O. Kristofson, Bill Jones not even making until after good laps had passed. At the five minutes marker Marco Tenzi had moved up front from Bhajan Panasar and Sander De Graaf all on 17 laps, followed now by Mike Jackson, O. Kristofson, S. Schepis, T. Haugen,

Dave Preston, Roger Doran and Bill Jones still holding up the rear. By 15 minutes Marco Tenzi had dropped back to fourth on 48 laps whilst Bhajan Panasar, Sander De Graaf and O. Kristofson were all on 49, then Mike Jackson on 47, Schepis and Bill Jones on 46, with Dave Preston and Roger Doran on 44 with T. Haugen retired.

Bhajan Panasar carried on for the remaining five minutes to come home first from the organically driven Kristofson just two seconds behind. I say organically because the Swedes reckon they were running with no nitro, however the car was pouring out loads of smoke and an eye witness claimed that at the fuel stops, something steamy was being shovelled into the fuel tank!

offside of his Serpent. A delay was asked for and granted which enabled hasty repairs. During this period H. Valliet from France was trying to sort out his radio problems but to no avail. Time was correctly counted down and as the cars were called to the staggered start line for the one lap dummy start, there was only eight cars present. The cars drove round slowly and as they re-lined up on the grid, Wayne Draycott's car was being rushed back out to the pole position, just in the nick of time!

They're off, and Wayne takes up the lead as if nothing has happened. Steve Whitting struggles round for the first lap and then into the pits with his car not handling at all well, not to appear again for another six minutes,



🔥 **Panic in the Draycott camp as Wayne wipes the front side off in the practice warm up to the final.**

again. The damage has been done though and several cars have made the most of Wayne's troubles. Charlie Dudfield finds himself in the lead with Bhajan Panasar second and F. Cozzoli third.

Just five and a half minutes to go now and one more fuel stop but even now Bhajan's car cuts as he was heading for the pits. A shot of fuel and a restart are administered very quickly but that second place is lost to Cozzoli. Charlie drives on — just two minutes to go — now it's only one minute — now it's the last lap as the 45 minute horn is heard and Charlie makes sure of no mistakes. A look of disbelief is seen on his face as his mechanic picks up the car and takes it to the "Park Fermé". The look turns

Result of Semi Final 'B':

1st	Bhajan Panasar	UK	69 laps	10.3 secs
2nd	O. Kristofson	Sweden	69 laps	12.3 secs
3rd	Sander De Graaf	Holland	68 laps	2.3 secs
4th	Marco Tenzi	Italy	68 laps	5.7 secs
5th	Mike Jackson	UK	64 laps	3.9 secs
6th	Bill Jones	UK	64 laps	8.0 secs
7th	S. Schepis	Italy	63 laps	12.2 secs
8th	Roger Doran	UK	62 laps	9.2 secs
9th	Dave Preston	UK	46 laps	—
10th	T. Haugen	Norway	43 laps	—

Panasar and Kristofson through then and Sander De Graaf and Marco Tenzi sweating it out to see who else would go through. (Personal Note — must not make the same mistake as when writing up on the British G.P.)

Charlie Dudfield shot off into the lead at the start of the 'A' with H. Valliet from France in close pursuit followed by Steve Hart and John Chamberlain. Steve Hart was to loose a wheel as something obviously broke and the car was pitted for lengthy repairs moving Hans Kessler up into fourth spot. By the 10 minute mark Kessler had got passed John Chamberlain into third spot but some minor problems were to slow him for enough time to let John back up to third which is where he stayed. So with third and fourth places still waiting to see if they had qualified, the results were posted:—

As can be seen, it was the first three from each semi that went through to the final with John Chamberlain getting in by the merest of margins, just 0.2 of a second!

The Final

As the 10 drivers drive around the circuit for the warm up laps there is suddenly an immense panic as Wayne Draycott, the top qualifier, crashed his car hard, running off the front

whilst he and his pit crew strive to find the cause. P. Warfvinge is placed second with John Chamberlain in third, but positions are changing quickly and by the five minute mark Charlie Dudfield has moved up to third and F. Cozzoli in fourth.

As the eight minute marker comes up the Ron Pain's tuned Nova Rossi of P. Warfvinge cuts, moving the rest of the field up a place. Wayne Draycott has now a half lap lead from Charlie Dudfield with F. Cozzoli not far behind. Another minor incident at the 22 minute mark puts Wayne into the pits with a bent wing which was quickly straightened but strangely no fuel was taken on at the same time!

Steve Whitting emerges at the 30 minute mark but the car is still obviously not right. The trouble has now been traced to a faulty steering servo, certainly this is not the sort of luck

Semi-Final 'A'

1st	Charlie Dudfield	UK	70 laps	7.2 secs
2nd	H. Valliet	France	70 laps	7.8 secs
3rd	John Chamberlain	UK	69 laps	5.5 secs
4th	Hans Kessler	Germany	68 laps	15.1 secs
5th	R. Heitzig	Germany	67 laps	2.9 secs
6th	Neil Woodhead	UK	67 laps	10.0 secs
7th	B. Anderson	Sweden	66 laps	10.2 secs
8th	Rainer Honel	Austria	65 laps	1.2 secs
9th	Steve Tilley	UK	64 laps	14.3 secs
10th	Steve Hart	UK	24 laps	—

that Steve was hoping for. Then there is an incident by the finish line as the car of Kristofson collides hard with Wayne's Serpent, damaging the pipe

to a smile, yes Charlie Dudfield has won the European Saloon Championships.

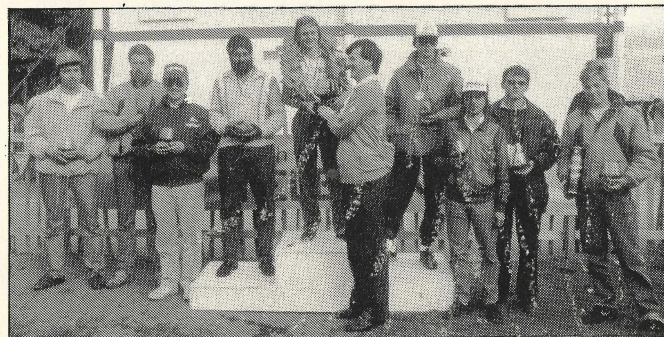
The final placing being:

1st	Charlie Dudfield	UK	Serpent/S Power	157 laps
2nd	Fabrizio Cozzoli	Italy	Blitz/Rex	154 laps
3rd	Bhajan Panasar	UK	Serpent/N. Rossi	54 laps
4th	John Chamberlain	UK	Blitz/Mondial	149 laps
5th	Sander De Graaf	NL	Serpent/S Power	149 laps
6th	P. Warfvinge	Sweden	Serpent/N. Rossi	141 laps
7th	Wayne Draycott	UK	Serpent/S Power	139 laps
8th	O. Kristofson	Sweden	PB/OPS	132 laps
9th	Steve Whitting	UK	Serpent/S Power	49 laps
10th	H. Valliet	France	Serpent	Did Not Start

beyond repair. Wayne struggles round to the pit area where frantic work goes on to fit a new pipe. The seconds tick away and it takes over eight minutes before he is running properly

The prizes were duly handed out and as Charlie picked up his lovely glass bowl, a big smile spreads right across his face. Yes C.D. is now the E.C.! ○

🔥 The finalists with their trophies.



HOT NEWS

As we go to press we have just received documentation from EFRA re the use of Group 'C' shells from I.I.90. Apparently the decision to run these has already been made ('88 Conference) the only reason there has been debate on the issue is that somebody had said that these shells didn't work at all! The Dutch, Italians, Americans and the English already have shells available which work well on all cars.

So here goes for Group 'C' in 1990.