

# Car stars in chase for glory

**TWO Welsh motor-racing stars hit the glory trial at Silverstone on Sunday.**

The 1985 Marlboro British Formula 3 series starts there, and after almost 12 years without representation Wales will have two genuine con-

tenders to follow Tom Pryce.

His last Formula 3 race at Monaco put him into the front rank of grand prix drivers.

Glory comes quickly at times in motor racing, and both Lampeter's Tim Davies and Rhiwderin's Phil Kempe will be hoping it will happen to them.

With 30 entries for the opening race, it is clear

that both men will have to be at their best to make an impact.

Davies has already made his task more difficult after destroying the first Swallow Reynard in a testing crash. He might have started as favourite but for that.

The new favourite must be Brazilian Maurico Gugelmin, runner-up to Davies in the 1983 FF 2000 championship.

Gugelmin was also runner-up in the 1984 series, but eventually won the 1984 Townsend Thoresen Euro series and looked the strongest runner at the end of the year.

Driving one of the new lopsided Ralt cars, the Brazilian has been the pace-setter in pre-season testing.

Winning the 1981 Dunlop-Autosport Star of Tomorrow series made Kempe a trend-setter.

Although he went on to a short season in Formula 3 with Hicks International, it was not until he found sponsorship from the Autoclenz group, who specialise in car cleaning, that anyone realised that he harboured a genuine ambition for the 1985 season.

Also running a Ralt, Kempe looked hard and tough in pre-season testing and could turn out to be a useful outsider.

Another dark horse could be Sandro Sala, the 1984 British 2000 winner.

Unlike his rivals, Sala will not be using the Volkswagen engine but the experimental SAAB motor, and much will depend on that development.

Also open to doubt is the Brazilian's wild streak, which caused so much anguish for Tim Davies and probably lost Sala the Euro-title which went to his countryman Gugelmin.

All in all the 1985 Marlboro series looks like the most competitive since the days of Tom Pryce.

He had to contend with the likes of James Hunt, Jody Scheckter and Carlos Pace in one of the hottest seasons on record.



● Phil Kempe — looks a useful outsider.



Team manager Glen Waters checks his notes as Phil Kempe completes a practice session.

## Kempe set for return?

PHIL Kempe, of Rhiwderin, the 1981 Dunlop/Autosport Star of Tomorrow champion, seems set to return to motor racing for a full season in the 1985 Marlboro British Formula Three championship.

After his 1981 trailblazing triumph, he embarked on a short programme of formula three with the help of a local transport firm.

But he fell victim to a bout of glandular fever, was below par all the year and his best result was to set sixth fastest lap time during the first session of practice for the British Grand Prix supporting race, at Brands Hatch. He was tenth in the race.

Despite strenuous efforts, Kempe failed to attract the necessary sponsorship to continue in the series.

Now reports link him with the Intersport team run by Glen Waters. Waters was chief mechanic to Mario Andretti during his 1978 world championship year and the team had several wins in 1984 with Yorkshireman Russel Spence.

Initially, Kempe will test a modified version of the car he used in 1982 before taking delivery of a new vehicle.

Other Welsh interest will be provided by Tim Davies, who will race for the Swallow team.

## Falder in

## Rain dashes Kempe's hopes

Rain ruined Phil Kempe's formula three motor-racing come-back at Silverstone on Sunday.

The twenty-lap round of the Marlborough British championship was held on a drying track and Kempe finished eleventh.

He hopes it will be dry for the second round of the championship at Thruxton next Sunday.

## Kempe in Formula 3 again

PHIL KEMPE of Rhiwderin returns to international Formula Three racing at Silverstone on Sunday.

He has secured backing from car cleaning equipment makers Autocienz in a deal that should see him contest the 18 round Marlboro British series with the Intersport team in a new Ralt RT30 with a Volkswagen engine.

The star of tomorrow champion has been getting in the groove with intensive pre-race testing and he summed up by saying "I'm really glad to be with Glen Waters and his team. They are the best around."

Turning to the car, he said "It's not as nice looking as the last car I had, but it is much nicer to drive. I am pleased to be back."

With thirty entries for the opening round the entry list reads like a who's who of British and European racing and it is clear there will be no easy wins for any driver.

However, with pre-season favourite Tim Davies in deep trouble after destroying his car last week and a few of the other fancied runners yet to show their paces Kempe could spring a surprise or two.

in action.

## Kempe fifth

RHIWDERIN'S Phil Kempe picked up the first points needed en route towards his Grand Prix ambitions with a convincing performance in the third round of the 1985 Marlboro British Formula Three Championship at Silverstone yesterday.

From his place on the second row of the grid, Kempe made a good start, but thoughts of a top three place disappeared in a tense bargaining match at Copse Corner.

By the end of the first lap, Kempe was comfortably established in fifth place and, despite coming under heavy pressure, finished in that position.

## Wales go out to England

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Harlequins), D. Brown (Maesteg). Kick-off 6pm.

## Kiempe chases top three spot

RHIWDERIN diver Phil Kempe goes into action at Thruxton over the Bank Holiday weekend determined to clinch a place in the top three place.

Kempe sees his main task as establishing himself behind the big four in the points table as his next priority after opening his account at Silverstone with a fifth place.

The fourth round of the Marlboro British Formula Three championship is a supporting event to the P&O International for Formula 3000 cars. Practice was held today with the races on Monday.

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On Monday it will be back to serious business in the Marlboro British Formula 3 Championship, with the eighth round at Thruxton.

This will be the fourth and last visit of the year to the Hampshire circuit for the Formula 3 drivers, and although to finish

One driver who seems to need no luck is Rhiwderin's Phil Kempe, who produced another solid performance to take fifth place in the last round.

The Identacar Ralt seems to be getting better with every race, and it would be no great surprise to see it challenging at the front. A full programme of racing starts at 2.30pm.

One person who knows all about trying to race while one degree under is Phil Kempe of Rhiwderin, who is now rehabilitating

his reputation as a quick and crafty driver after losing his way in 1982

Now established with the Intersport team, Kempe has also had to come to terms with the demands of two practice sessions.

A conference after the second round seems to have solved the mystery of the disparity between the times in the practice sessions and performance in the races.

Kempe admitted, "I wasn't giving them the right information but we are communicating well now. Overall I'm happy.

"Realistically, we won't be catching the faster Reynards at places like Thruxton as they are so good in the quick corners, but I can go faster and so can the car."

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seventh fastest in practice, put in a heroic performance to finish 10th after his car was badly damaged in a start-line incident.

Kempe's Idencar Rald was hit from behind by Harold Huysman, whose car vaulted onto the back of Kempe's, which carried it piggy-back style for 30 yards before it fell off and immediately crashed taking two others with it.

Kempe continued with his rear wing at a crazy angle and said afterwards, "I thought he was going to take me off with him, but after that the car kept going and so did I."

Marlborough British Grand Prix Championship (after five rounds): 1, Russell Spence, 35 points; 2, Andy Wallace, 28 points; 3, Morris Gugelmin, 24 points; 4, Tim Davies, 21 points.

out of touch, in a lowly sixth place.

Young Welsh hopeful Phil Kempe, who was

aged suspension and crew were unable to continue.

The Costa Blanca rally which is Spain's most important motor sporting event is a major round of the European rally championship, and was contested by leading drivers in all over Europe.

British rally champion Jimmy McRae, driving an Opel Manta 400, finished fourth in the event.

Gooding is contesting the whole of the European Cup A challenge, and the next event is in four weeks time in Sardinia.

Champion Tim Davies Rhiwderin's Phil Kempe were both on the front sheet in the third round of the Marlborough British Formula Three Championship at Silver-

stone yesterday as Russell Spence stormed to his second win of the season.

But while fifth place was a triumphant return to form for Kempe, Davies's fourth place was another disappointment because his car suffered from a multitude of problems all weekend. He was once again eclipsed by Andy Wallace, his younger team mate, who came second.

Finally qualifying fifth after missing the first practice session with electrical failure, Davies had a nerve-racking race.

His Swallow Reynare seemed safe in fourth place but he confessed, "It was handling so badly that I went off the track at Club Corner on lap two, and I was lucky to get it back.

"After the eighth lap I was fighting a miss-fire in the engine and then I picked up a terrible vibration two laps from home."

Meanwhile Kempe, fourth fastest, had stormed off from the start and was looking for a good position at the first corner. But he said, "It was really busy down there, and I found myself being forced out. I had to back off and that's when they got me."

**Marlborough British Formula Three Championship: Third Round, 20 laps, Silverstone, 1, Russell Spence (GB) winning time 29 min, 44.42 sec; 2, Andy Wallace (GB); 3, Mauricio Gugelmin (Brazil); 4, Tim Davies (Wales); 5, Phil Kempe (Wales); 6, Cathy Muller (France). Fastest lap — Russell Spence 1 min 27.31 sec (120mph).**

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**Fourth row.**

Rhiwderin's Phil Kempe was also not at home in the conditions after being third fastest in mid-week practice. He could get the Autoclenz car only on to the seventh row.

In the race, Wallace steamed into the distance leaving the rest will

take sixth place and his first championship points, although that brought the normally cheerful lad little real satisfaction.

Kempe meanwhile, was stuck in 11th place and like many was obviously wishing for a nice dry day for the next race, at Thruxton on March 10.

