

Davies in top group

THE 1985 Marlboro British Formula 3 Championship continues over Easter, with the fourth round at Thruxton on Easter Monday following practice session today.

After only three rounds, leading contenders are Russell Spence, Andy Wallace, Mauricio "Morris" Gugelmin and Tim Davies, who have already reached double figures.

The 1985 series offers quantity, with 31 starters for the last round and quality considering that the leading drivers have

between them won just about every British and European national championship over the past two years.

Only Sandro Sala, the 1984 British F2000 Champion, is missing from the score sheet. He is currently bogged down in the middle of the field and has yet to show his true potential.

Monday's race will be the second visit of the year to Thruxton, and Lampeter's Tim Davies will no doubt be hoping that things will start happening for him, rather than as at present when things appear to be happening to him.

Most of the problems seem to stem from within the Swallow team, who find it difficult to field two competitive cars.

Recently they have

been racked with engine problems, which sidelined Wallace at Thruxton and prevented Davies from doing the first practice session at Silverstone.

Both cars finished with a misfire at Silverstone, and Wallace's sounded very sick.

Said Davies, "The other teams are running once car and that will give them an early-season advantage, but once we get into our full test programme we should see some benefits. We'll see how they are getting on later in the year."

It may also be that Davies has still to recover fully from the effects of his nasty pre-season crash.

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."

Davies on trucking GP road

LAMPETER MOTORING ace Tim Davies will make the big break to Grand Prix racing this year — at the wheel of a truck.

After his Monaco disappointment where he failed to qualify after his engine seized in practice, Davies was told by the Williamson Commercial team this week for the Multipart Truck and Prix at Silverstone on August 23.

Davies, who holds a heavy-goods vehicle licence and spent some time driving a truck to earn money for racing, commented, "This one is strictly for fun though I can see this sort of thing getting serious."

"We were well off the pace in practice, but hopefully we'll have a new truck with a bit more speed in time for the main event."

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 Davies has been in the top three at all the other Thruxton rounds he has still

Unlucky Tim second again

LAMPETER'S Tim Davies narrowly missed taking his maiden formula three win at Thruxton.

He had to settle for another second place after handing his team mate the win and the championship lead, in an unfortunate fashion.

Practice for the eighth round of the Marlboro British formula three championship was held in the rain but by the start of the race — delayed following a pile-up in the saloon car race involving Barry Sheen and five other cars — the track was dry.

However, the 20-lap race was full of incident even before the start as Davies's Swallow team mate, Andy Wallace hit the crash barriers twice on the warm up laps.

Davies meanwhile lined up beside Gary Evans on the front row and then stormed off into the lead. At the end of the first lap Davies looked comfortably in the lead although Wallace closed in slightly from time to time.

However, on lap 16 it all went wrong at the Complex when Davies made a rare mistake, misjudging a back marker.

In a flash Wallace was through into the lead, but Davies quickly recovered to challenge at Club

Corner, but only succeeded in giving Wallace a rude thump in the rear.

Davies's race was not finished, however, as he continued with his nose-cone bent, only to come under threat from Red Spence.

Spence got rather carried away and crashed on lap 18 trying to pass the Swallow car on the inside. No contact was made, but Spence spun on the grass and crashed.

Championship positions:
Andy Wallace (GB) 49 points;
R Spence (GB) 48 points; Tim Davies (Wales) 34 points; M Gugelmin (Brazil) 28 points; Gary Evans (GB) 11 points; Harald Huysman (Norway) 8 points; Phil Kempe (Wales), M Sala (Brazil), D Scott (GB), G Van Kouwen (Holland) 5 points.

Marlboro British Formula 3 championship: Round 8, 20 laps, Thruxton Circuit. 1, Andy Wallace (Swallow Reynard) 25min 50.45secs; 2, Tim Davies (Swallow Reynard); 3, Harald Huysman (Marlboro Ralt RT30).

Fastest lap — Tim Davies, 1min 15.39sec, 112.50 miles per hour.

Tim off on the road to Monaco

LAMPETER'S Tim Davies and the hard working Swallow team yesterday set off on a 2,000-mile trek to Monte Carlo and back in search of one of motor racing's crown jewels.

For although the Formula 3 race at Monaco is no longer a championship race, it is still one of the authentic glittering prizes in the sport.

Every one of the winners of this race over the past dozen years has gone on to drive in Formula One.

After a frustrating period when victory has eluded Davies, he paid tribute to the team effort.

"I am very grateful for the efforts that everyone has been putting in. The mechanics have been fantastic," he said.

Work on the team cars has often extended past midnight and Davies has been putting in his share, too. A recent trip to the wind tunnel with designer Adrian Reynard and team boss Colin Essex did not finish until 3am.



● Tim Davies

Davies explains, "I was happy to go because you can learn a lot and Adrian certainly put some effort into finding something special for us, so hopefully we'll have lots of grip for Monaco."

"Meanwhile, Neil Brown, our engine tuner, has been working flat out to solve our engine problems so we should have top line engines with plenty of grunt for the slow corners."

"All in all I could not ask for better support. I just hope I can do them justice."

Joining Davies and his team-mate Wallace in the entry lists will be contingents from France, Germany and Italy.