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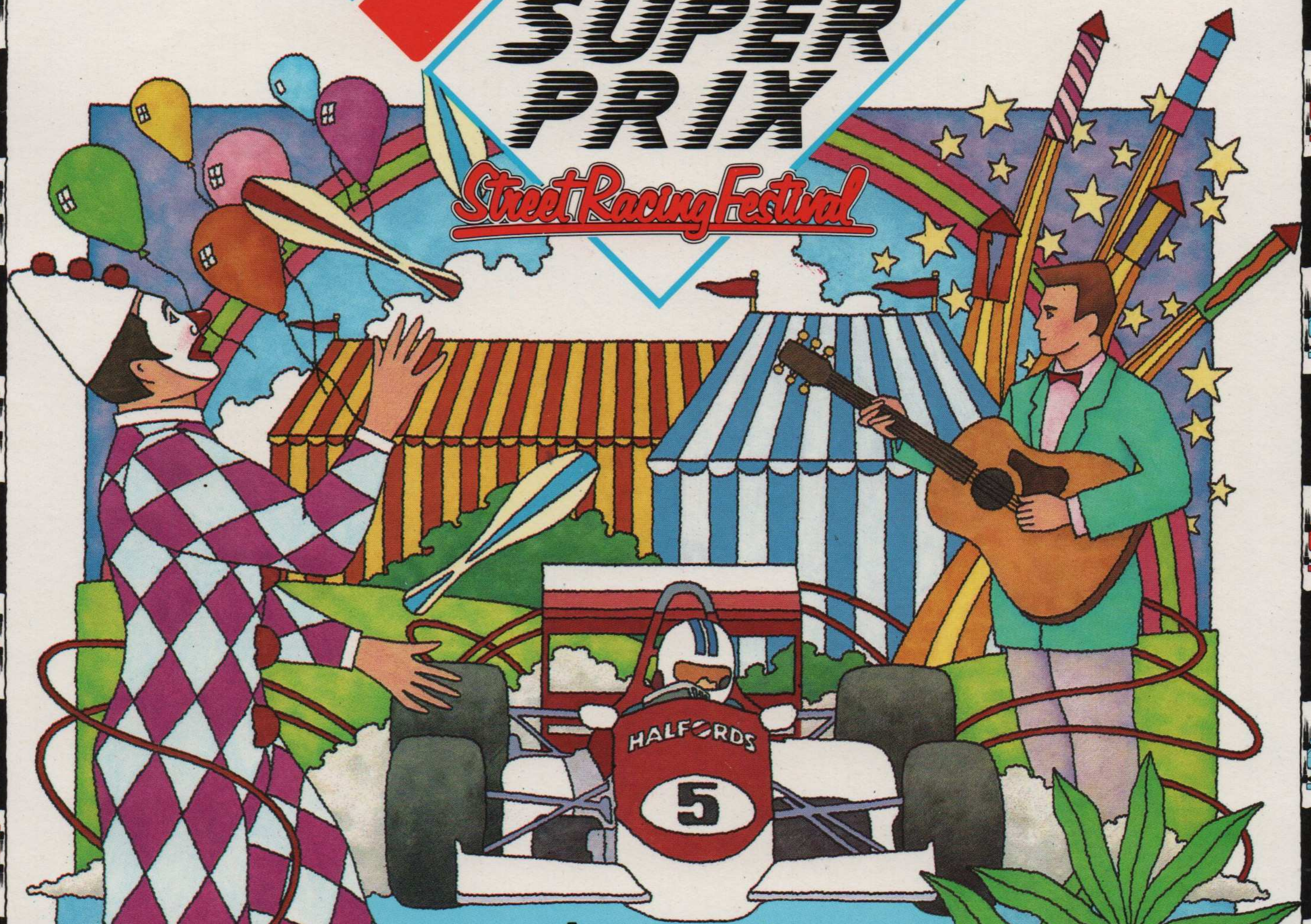


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Birmingham

SUPER PRIZ

Street Racing Festival



August
30th-31st, 1987

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The Formula Shell Modified Saloon Car Championship Race



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TWR Silk Cut Jaguar
John Watson & Jan Lammers

MONZA -

SPORTS PROTOTYPES

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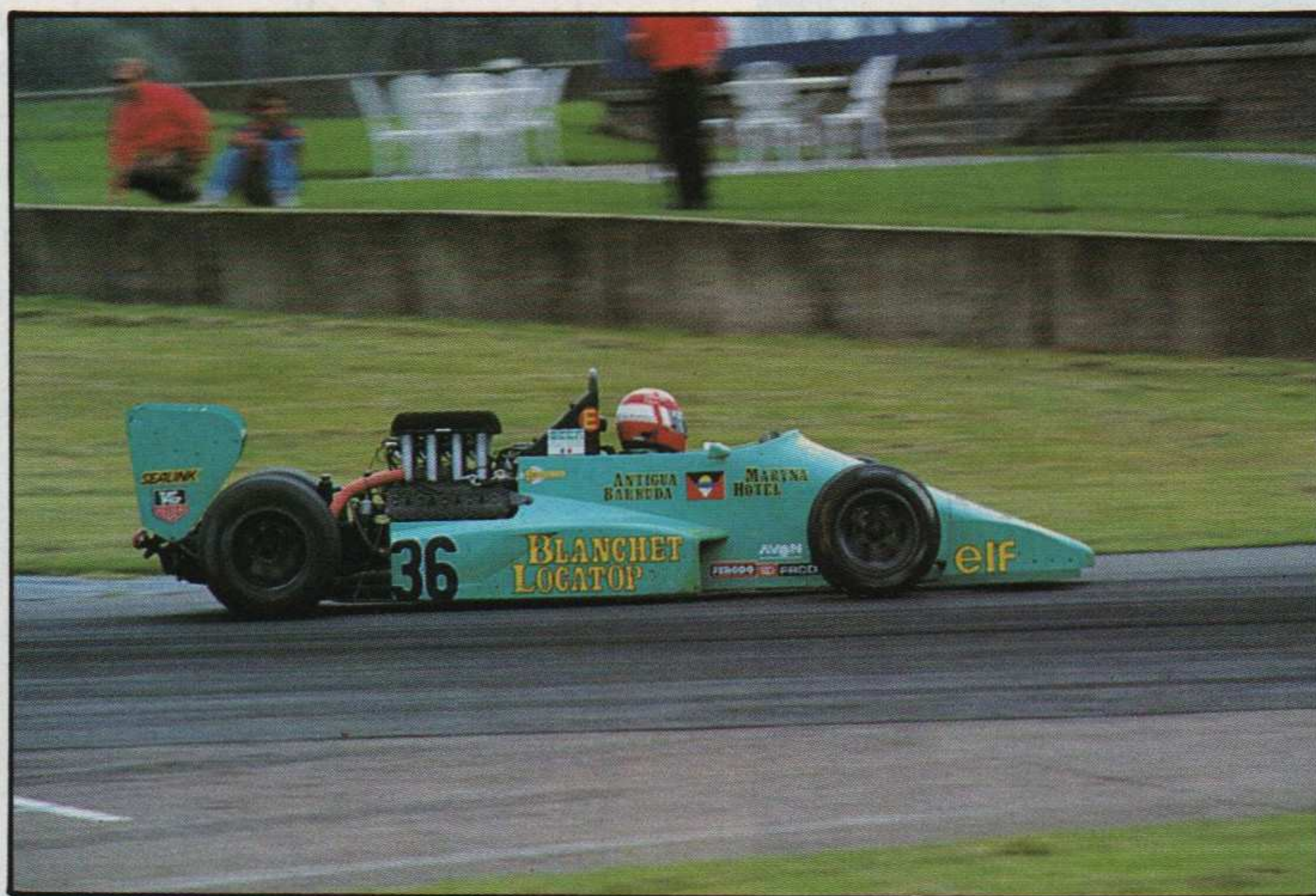
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Managing Director
HALFORDS

Ian Staples

On behalf of all at Halfords, it is my very great pleasure, for the second year running, to welcome visitors to the Halfords Birmingham Super Prix. The occasion marks the great success of Britain's first ever Monaco-style road race, staged in Birmingham last year.

In February this year, Halfords pledged its continued support for a further two years to the Birmingham Super Prix, one of motor racing's most exciting events. With the company's Midland base, its Birmingham origins, and its position as the leading retailer of car parts, accessories and cycles, we are delighted to be associated once again.

Rainlashed though last year's event was, the raw excitement of the 180mph cars attracted 70,000 spectators, a record crowd for Formula 3000 racing. We anticipate even larger crowds for this year's two day event with millions watching on ITV's Bank Holiday sports programme.

Drivers from over a dozen nations will be competing on the two and a half mile course that has been described as one of the fastest and most demanding street circuits in the world.

I hope you all enjoy a marvellous Bank Holiday's racing at the Halfords Birmingham Super Prix and I wish you a very safe journey home at the end of an entertaining day.

FERODO

Ferodo welcomes all drivers and spectators to the 1987 Halfords Birmingham Super Prix where more competitors will be relying on Ferodo disc brake pads than any other brand.

SHELL U.K. OIL

Shell again welcomes all the participants and spectators to this great festival of motor sport in the City of Birmingham. Formula Shell, the most advanced gasoline in the world is available from filling stations in the city and throughout the U.K.

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Redex is the brand leading range of fuel and oil additives for petrol and diesel engined vehicles. The 1987 Halfords Birmingham Super Prix sees Redex sponsoring the Ford Fiesta race.

ZENITH

Zenith Data Systems, the world's leading manufacturer of compatible personal computers, is particularly pleased to be associated with the Halfords Birmingham Super Prix as the official computer supplier.

We look forward to an exciting weekend's competition and trust that our computers will assist in your enjoyment by bringing essential information to both spectators and competitors alike.

MUNICIPAL INSURANCE GROUP

The Municipal Insurance Group is one of the largest transacting insurance businesses in the U.K., with a range of products to meet all the family's needs. It is our pleasure to have been associated with the city and people of Birmingham

for more than eighty years and we wish all those involved with Super Prix every success.

BRITISH TELECOM INTERNATIONAL

When the winner of today's race crosses the line, full details will be flashed all over the world to newspapers, magazines and other interested parties, in minutes, made possible by the Special Events Unit of BTI Bureau Services, the specialist communications arm of British Telecom International.

MULTIBROADCAST

MultiBroadcast Ltd., Britain's fastest growing television and audio rental company, is delighted to sponsor the 1987 Birmingham Super Prix.

CHAMPION

As the world's leading manufacturer of Spark Plugs, Champion are extremely pleased to be associated with the Halfords Birmingham Super Prix.

PYE

Pye - a major force in consumer electronics is pleased to be associated with the prestigious Halfords Birmingham Super Prix and wishes the drivers and everyone concerned with the race the very best of luck.

AUSTIN ROVER

Austin Rover, as Birmingham's second largest employer, is delighted to support this significant motoring event. We wish Birmingham City Council every success in the venture, and have complete confidence that you will enjoy yourselves enormously.



I take great pleasure in welcoming the Halfords Birmingham Super Prix back to the streets of Britain's motor city.

Last year's event was a tremendous success, despite the attempts of Hurricane Charley over what, weather wise, must have been the worst Bank Holiday on record.

This year's Super Prix promises to be a fun-packed weekend for all the family, even those who are not yet motor racing fans.

There will be even more street theatre with clowns, bands, displays, drama, mime, etc, than last year.

Shops, pubs and restaurants throughout the City Centre will all be open throughout the Bank Holiday Weekend to make it carnival time in Brum. All we need to make the event perfect is the one thing that deserted us last time – good, sunny weather.

Staging a major international road race and street festival like this involves working long, hard hours for many people and I would like to take this opportunity to thank them all.

Once again, let me welcome everyone from drivers, officials, organisers and spectators to the 1987 Super Prix and to Birmingham – The Friendly City.

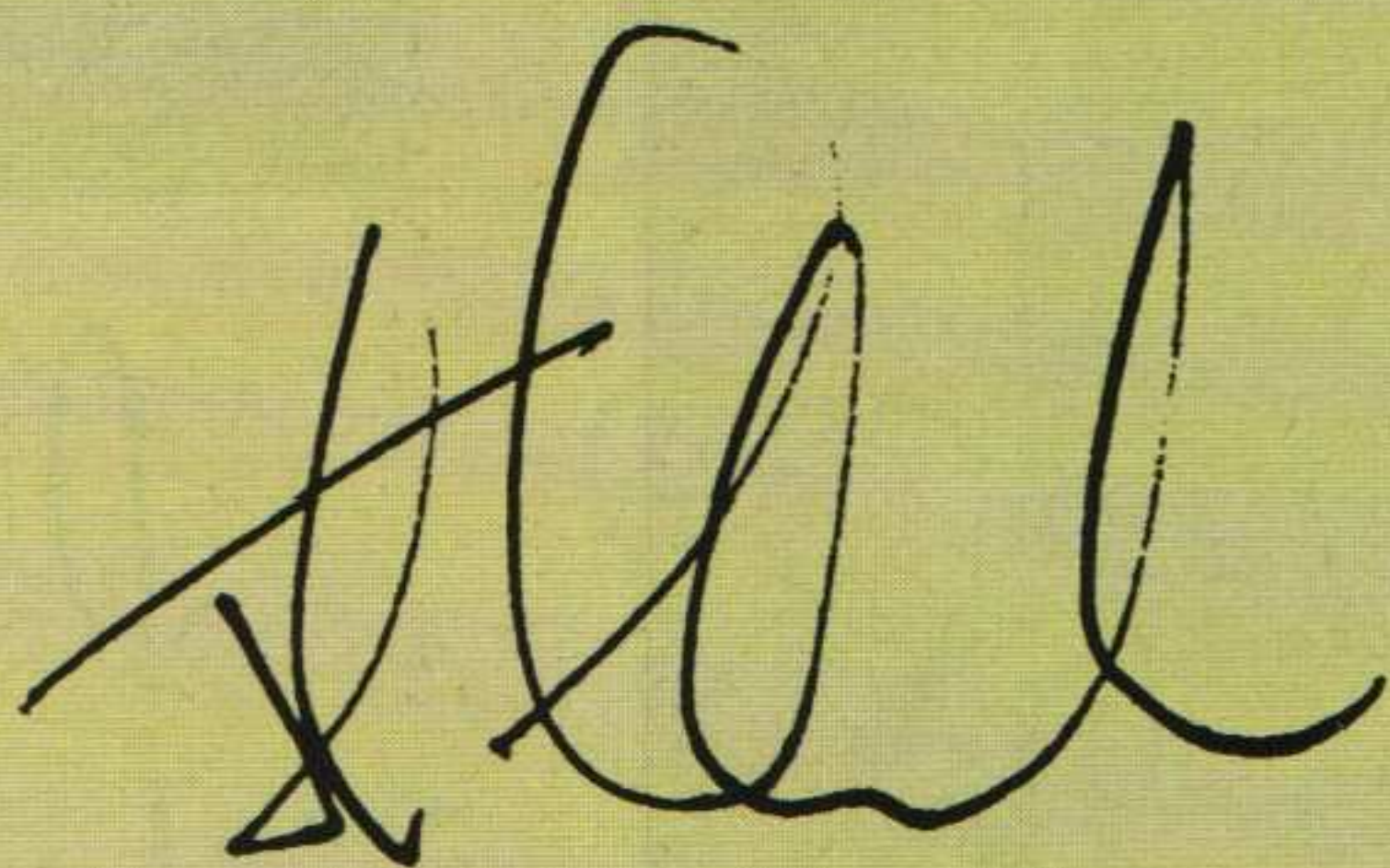
THE LORD MAYOR OF BIRMINGHAM
COUNCILLOR FRED GRATTIDGE

As Chairman of the City's Motor Racing Committee, and also of our Convention and Visitor Bureau, it is once again my privilege to welcome you to Britain's Halfords Birmingham Super Prix.

Looking back to last year's rain-lashed but widely acclaimed inaugural event, I trust that this year there will be no need to shelter under umbrellas!

Although we cannot guarantee the weather, we can guarantee a memorable and enjoyable festival weekend, with a turbo-charged emphasis on keeping the public totally entertained, with action both on and off the track.

Birmingham is deservedly gaining a reputation as a clean, green and exciting City and I hope you will take advantage of all that is on offer and come back soon to the Monaco of the Midlands.




John Charlton
Chairman,
Motor Racing Committee

THE COUNCIL MOTOR RACING COMMITTEE

Chairman: Councillor John Charlton.
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Although every endeavour is made to avoid inaccuracies in the descriptions of competing cars, the organisers accept no responsibility for any that may occur.

The organisers reserve the right to postpone, abandon, or cancel the Meeting or any part thereto.

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Message from the Chief Constable of the West Midlands Police, Mr. Geoffrey Dear.



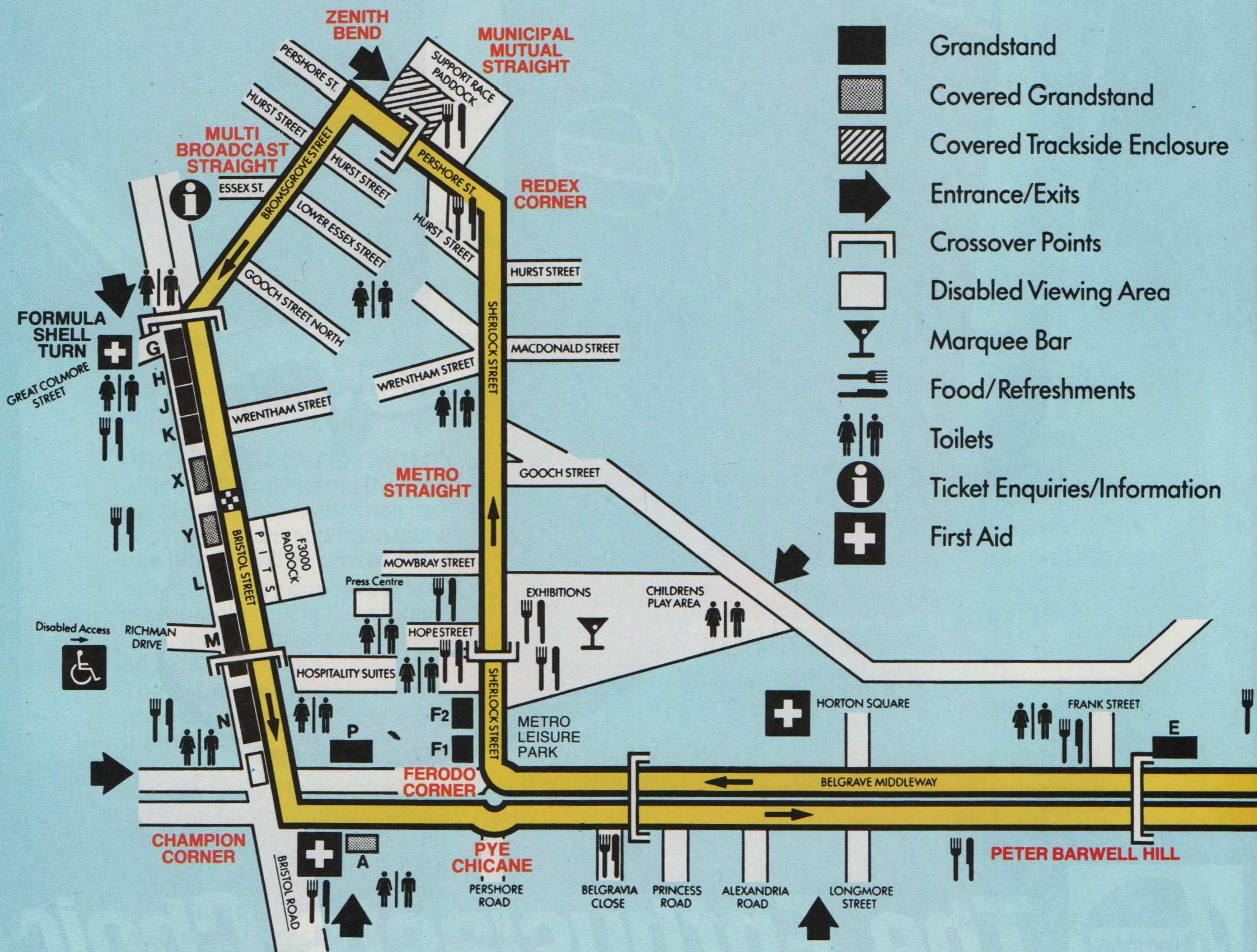
The staging of the second Super Prix at Birmingham is evidence once again of the hard work and determination of individuals who have worked to bring this marvellous spectacle to the city streets. Their foresight and dedication, to what they saw as an opportunity to provide a flagship for the city and motor sport in this country, has once again come to fruition and the streets of Birmingham will come alive with visitors during what promises to be a spectacular weekend.

Despite the atrocious weather last year, the organisation and professionalism of all involved could not be faulted and we can only hope for better weather this year which will, I have no doubt, attract thousands of spectators from all over the world.

The event offers Birmingham the opportunity to show itself in the best

possible light and bring credit to a city which is working so hard to make itself approachable and attractive to visitors, and as a venue for entertainment events and business investment.

I should like to extend my best wishes to the Birmingham City Council and the organisers of the event in the hope that the occasion will be the unrivalled success it deserves to be and that the people of Birmingham enjoy with pride this special occasion.



A FLYING LAP WITH JOHN JONES



One of the youngest drivers taking part in the Halfords Birmingham Super Prix is John Jones, a 21-year-old Canadian from Thunder Bay, Ontario.

Jones is the undisputed number one North American Formula 3000 racing driver and the newest member of the Huntington-based Lola Motorsport 'works' team thanks to a six-figure sponsorship deal from Labatt Canadian Lager.

- Began with karting and ice racing.
- Became Canadian Formula Ford 2000 champion in both 1983 and 84.
- In 1985 – at the age of 19 – he won the IMSA GTO championship in the United States, the youngest Canadian to do so.
- Came to Europe last year to drive in the Formula 3000 series. Gained his one and only point for a sixth place finish at Pau in France, but topped the timesheets in Birmingham's first qualifying session – so keep a careful eye on his blue car.
- Finished an impressive seventh in the Onyx March and completed the year in 21st spot in the championship standings.

John Jones takes us round a lap of the Birmingham Super Prix Course.

Turn 1 Champion Corner. Approaching turn 1 on the right, brake about 100m changing into 3rd gear. Accelerate and let the car drift right to the outside. Quickly get back to the left side to approach turn 2 on an angle to brake straight and down to 2nd gear.

Turn 2 Pye Chicane. It's easy to clip curbs here, they stick out more than the guardrail. Be careful not to accelerate too hard as the road is rough, and it's easy to 'snap' the back end out (last year John lost his brakes here during untimed practice and hit the tyre wall)! Quickly grab 3rd gear and go right up to 5th. This is where there is a chance to read the oil and water gauges.

Turn 3 Halfords Corner. Now approaching hairpin at about 160 mph. The biggest problem here is going over the crown in the road, as you enter the roundabout. The car becomes very light (airborne) and lands hard. This makes braking late difficult (it is better to brake just before the crown, the car can then settle into the corner).

Change down to 2nd for the hairpin, accelerate hard out of the corner as soon as possible, as there is another long straight coming up (this is a good passing pass, as long as the competition can be outbraked). Grab 3rd gear right at the exit.

Turn 4 Ferodo Corner. Approach turn 4 on the left, down to 3rd gear. On the power before you see the exit, getting as close to the guardrail as possible. It is hard to select 4th and 5th gears after this turn, because of bumps in the road.

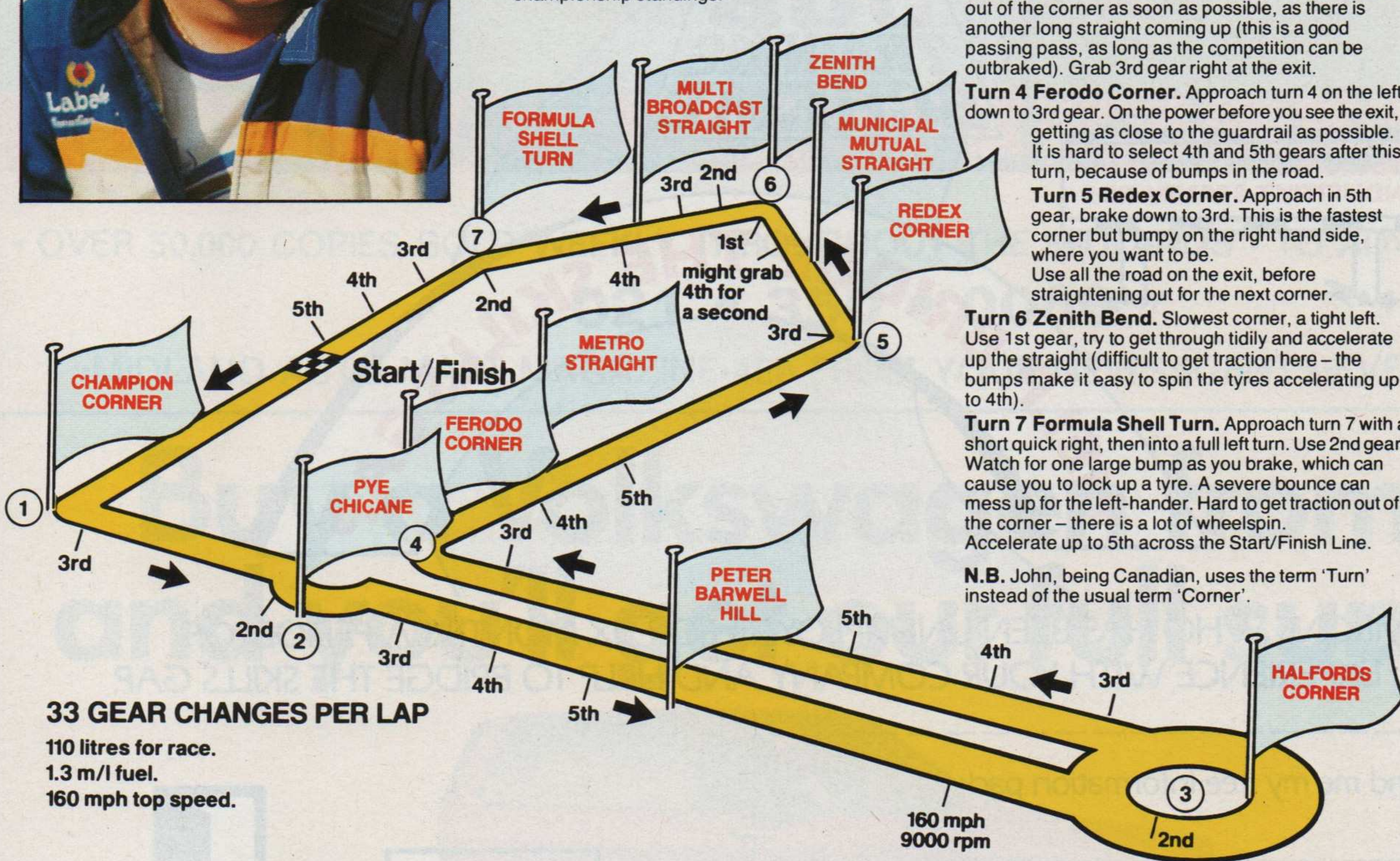
Turn 5 Redex Corner. Approach in 5th gear, brake down to 3rd. This is the fastest corner but bumpy on the right hand side, where you want to be.

Use all the road on the exit, before straightening out for the next corner.

Turn 6 Zenith Bend. Slowest corner, a tight left. Use 1st gear, try to get through tidily and accelerate up the straight (difficult to get traction here – the bumps make it easy to spin the tyres accelerating up to 4th).

Turn 7 Formula Shell Turn. Approach turn 7 with a short quick right, then into a full left turn. Use 2nd gear. Watch for one large bump as you brake, which can cause you to lock up a tyre. A severe bounce can mess up for the left-hander. Hard to get traction out of the corner – there is a lot of wheelspin. Accelerate up to 5th across the Start/Finish Line.

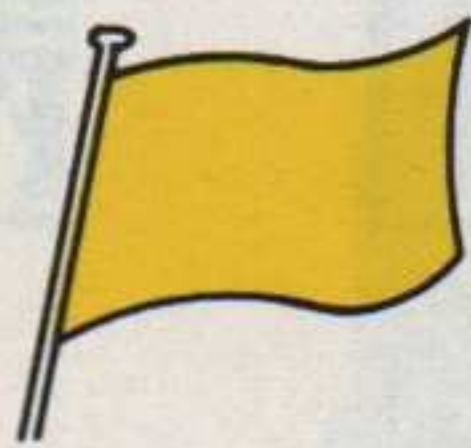
N.B. John, being Canadian, uses the term 'Turn' instead of the usual term 'Corner'.



33 GEAR CHANGES PER LAP

110 litres for race.
1.3 m/l fuel.
160 mph top speed.

FLAG SIGNALS



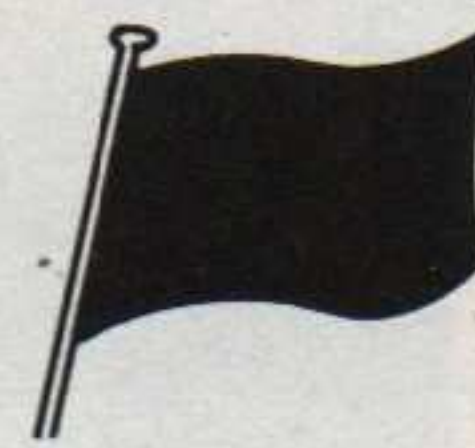
Danger ahead; drivers must slow down.



Oil on course.



Danger area passed; drivers may overtake.



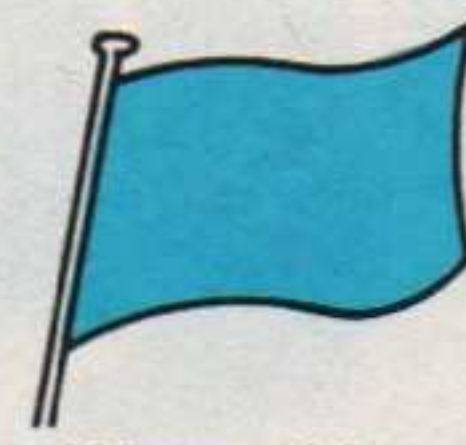
Instructs driver whose competition number is shown to call at his pits at the end of the lap and report to the Clerk of the Course.



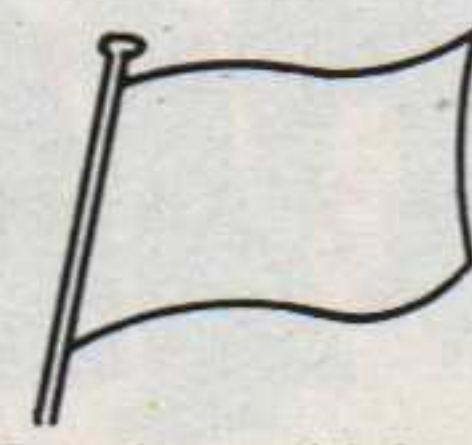
Indicates to driver whose competition number is shown that there is a mechanical defect with his car. He must visit his pit.



Last warning to driver for reasons of unsportsmanlike



Warns driver that he is being followed closely.



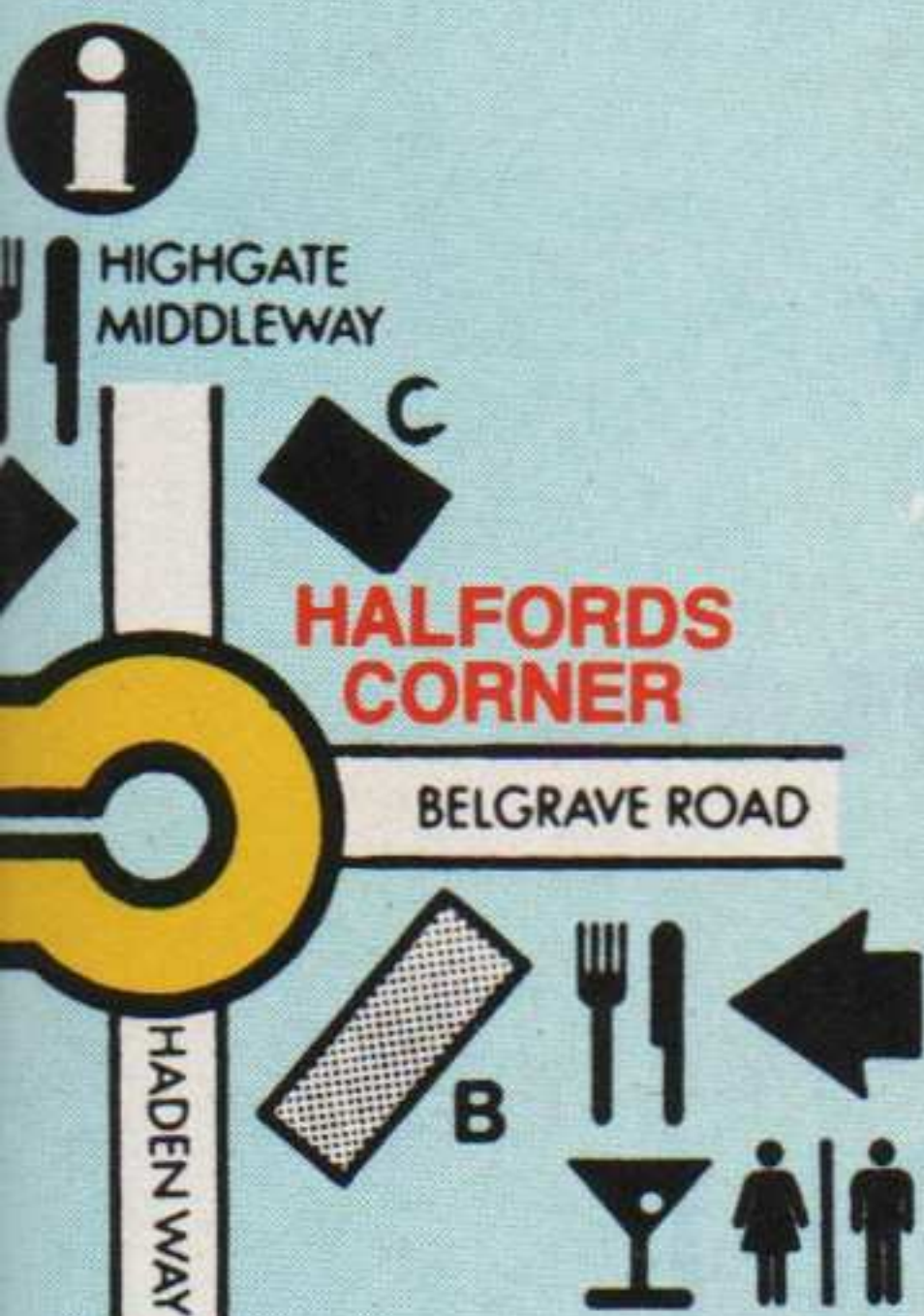
Service vehicle on course.



Used only under instructions from the Clerk of the Course. Warns all drivers to slow down, be prepared to stop.

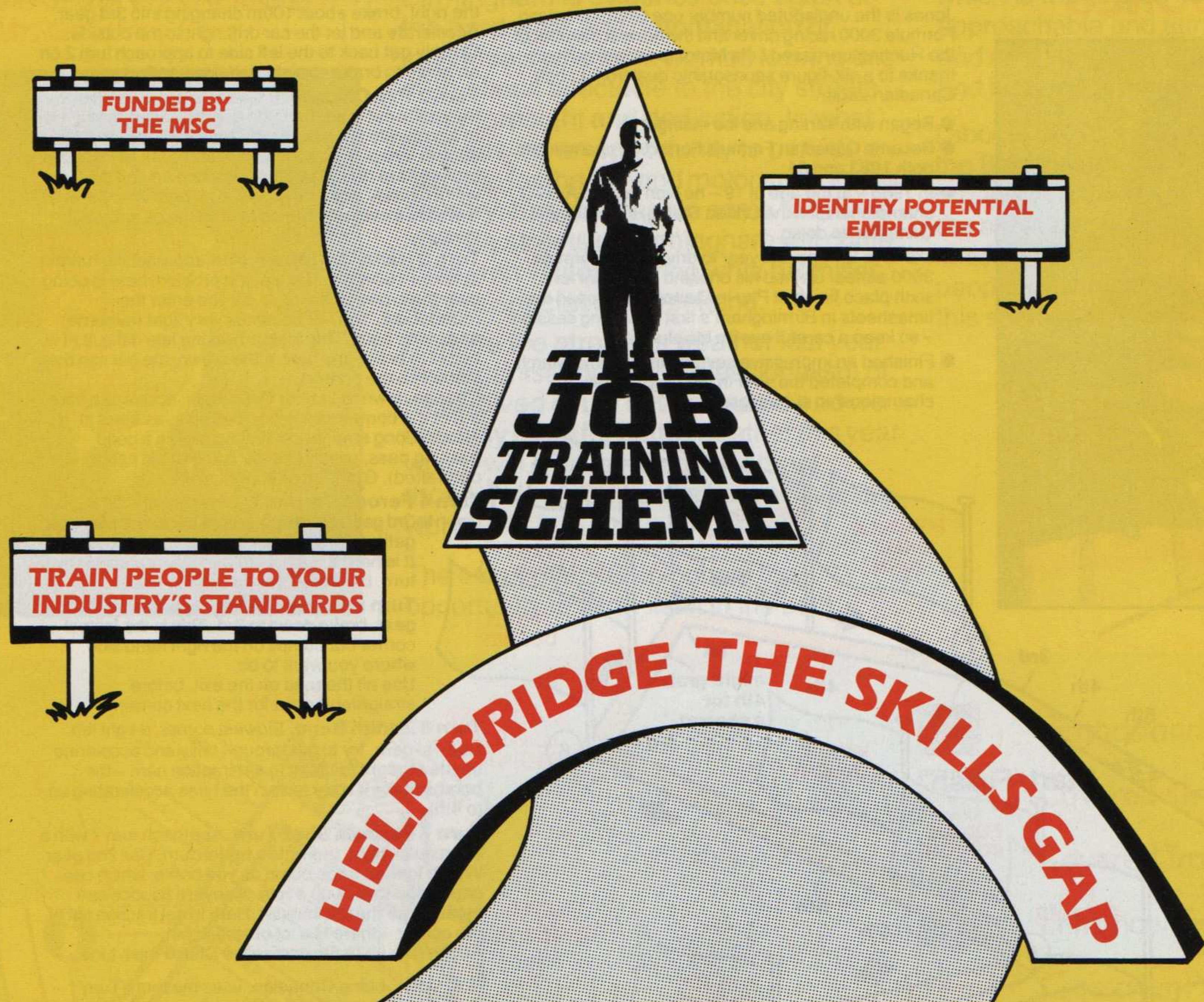


End of race.



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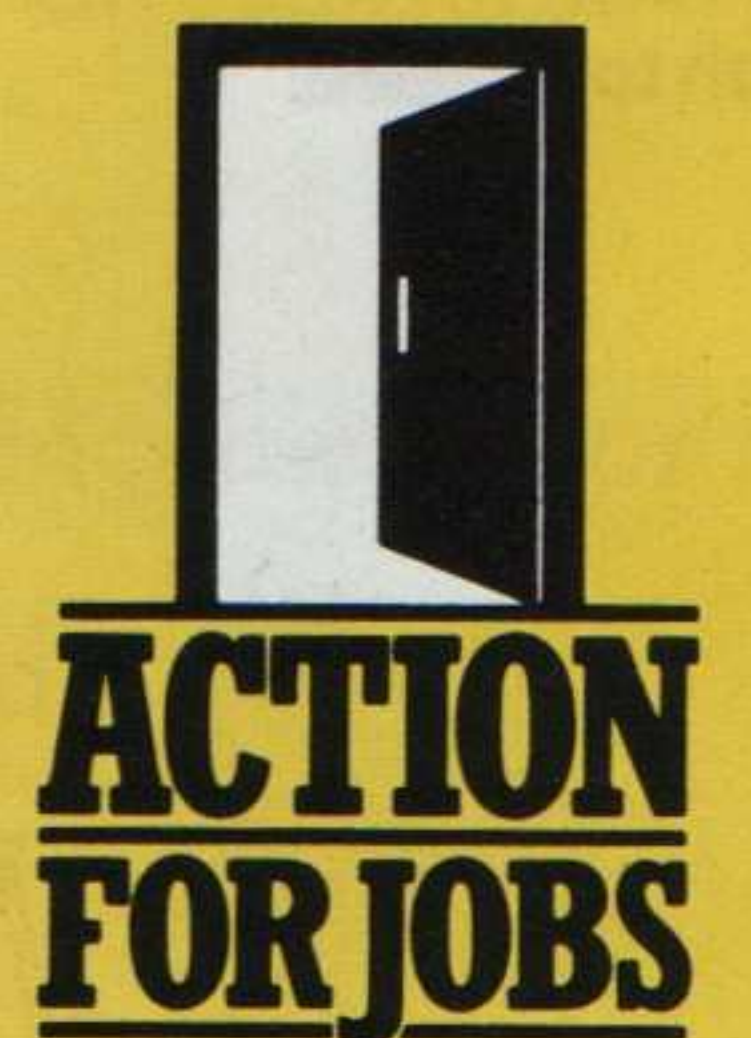
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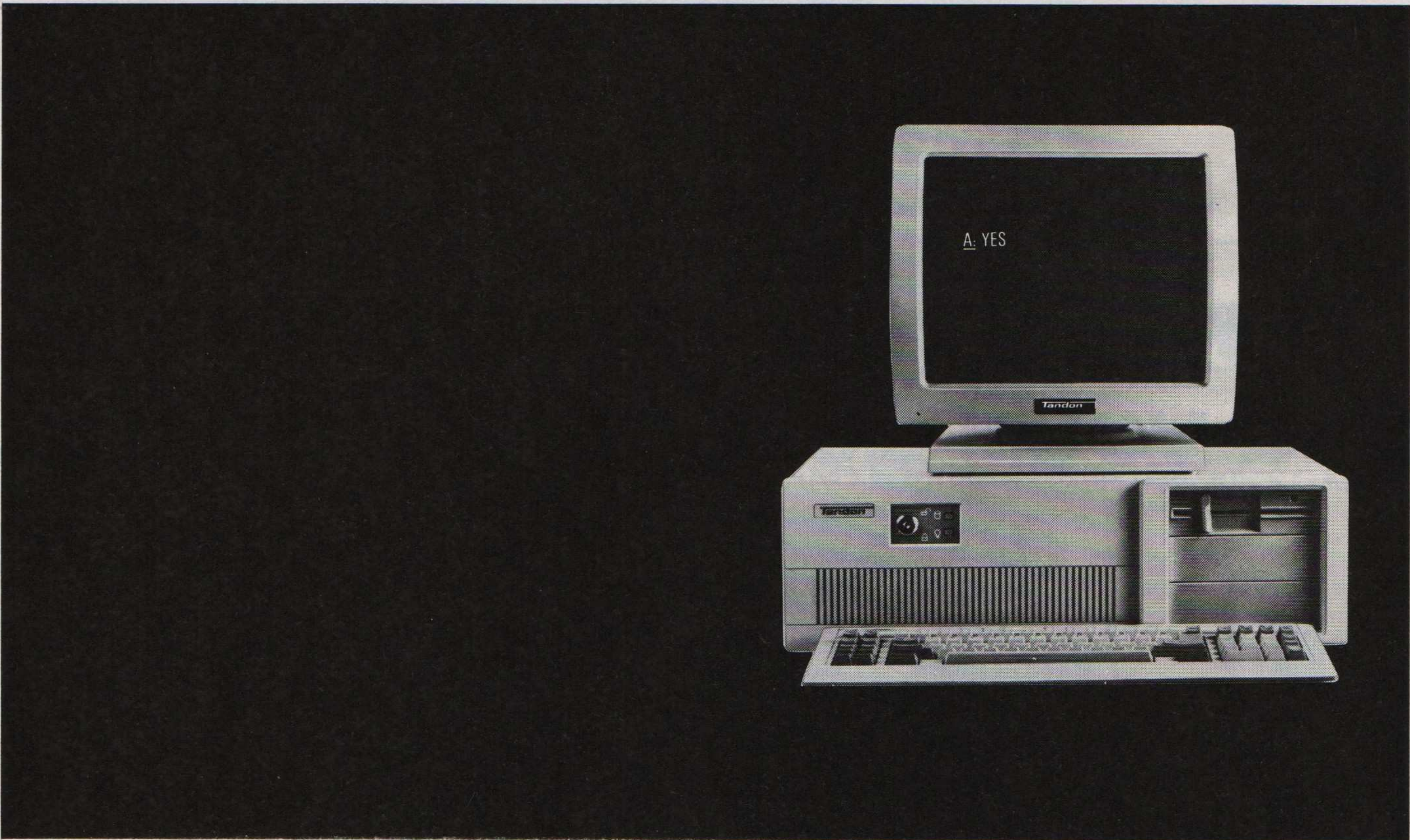
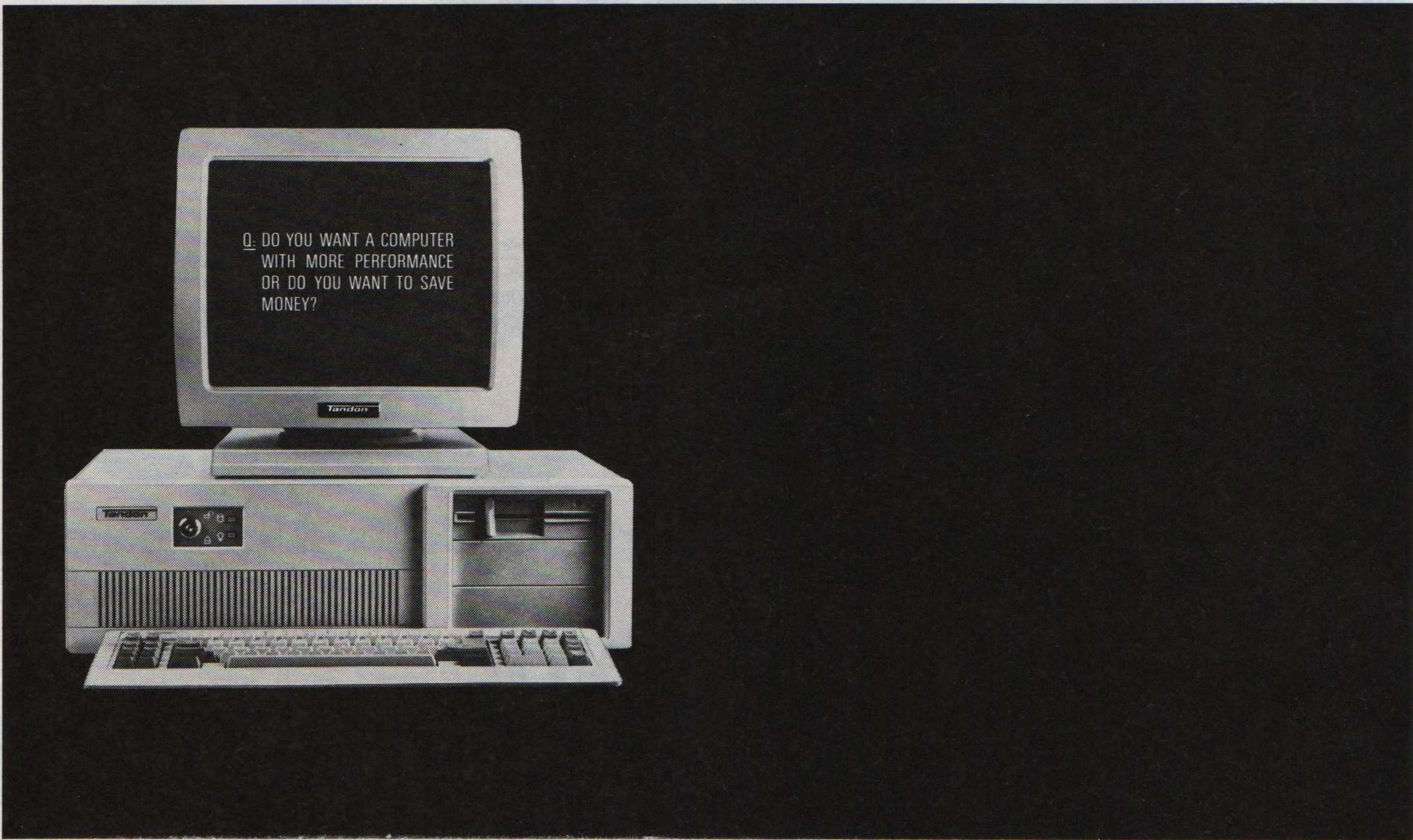
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"We are so sure that Champion + Copper Core spark plugs will improve your engine's performance that we challenge you to disagree."

"If you decide, after a new set has been fitted to your car, that there has been no improvement, send them back to Champion and we will immediately refund your money."

Why are we so confident? Well, take a closer look.

The nickel encased Copper-Core centre electrode of a Champion + plug is designed to give you:

- **MAXIMUM RELIABILITY** – With reduced cold fouling and consequent misfiring, you get easier starting and outstanding reliability in even the worst conditions.
- **EXTENDED OPTIMUM PERFORMANCE** – Because it's more efficient in burning off carbon deposits – plugs stay cleaner.

- **IMPROVED DESIGN** – Surrounding our Copper-Core is an exclusive nickel alloy electrode, one example of the innovation that's keeping us ahead of traffic conditions, engine design, ignition systems and fuel compositions.

- **BETTER FUEL EFFICIENCY** – Optimised thermal conductivity and improved heat transfer properties mean Champion + plugs perform well over a far wider heat range.

You'll be able to take up the Challenge wherever you buy your Champion plugs, along with the chance to win one of the twelve £1,000 holiday vouchers we'll be giving away throughout the year.

In fact, whichever way you look at the Champion Challenge, you just can't lose.



DRENCHED BUT DELIGHTED

It was not only the deafening roar of 26 powerful Formula 3000 cars which heralded the start of the inaugural Halfords Birmingham Super Prix meeting last August. Hurricane Charley swept in torrential rain which all but flooded the 2.47 mile street circuit, but the 70,000 strong crowd kept singing in the rain.

The previous day's glorious sunshine for qualifying had shown just what a spectacular sight the event would have been.

The colourful Grand Prix look-alike cars surged through the Birmingham streets leaving both regular race goers and first time spectators goggle-eyed with admiration as the world's young chargers – some destined for the very top in motorsport – tamed their steeds around the circuit.

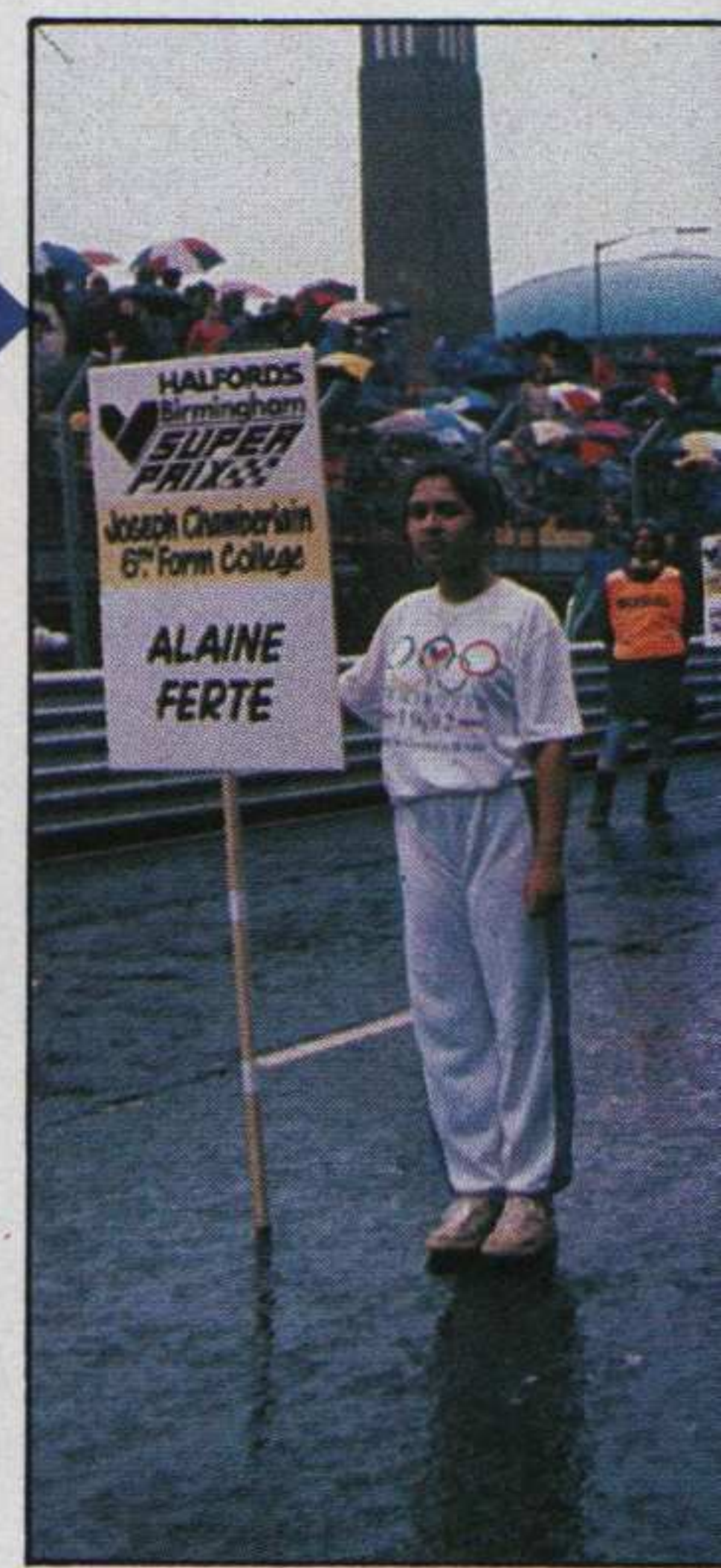


The combined problems of a car threading its way through to its original starting place on the warm-up lap - a disqualifiable offence - the starting lights failing and Andrew Gilbert-Scott stalling, caused the start of last year's race to be delayed. Unusually in modern day racing, the race which was scheduled for 51 laps, was started by the wave of a Union Jack by Clerk of the Course John Nicol - the British Racing and Sports Car club official who decided to stop the action after 25 laps. Pierluigi Martini (right) is seen heading Luis Perez Sala, huge rooster tail plumes of spray completely obliterating the rest of the cars.



A full grid of 26 powerful F3000 cars power away from the Bristol Street start in last year's rain affected inaugural Halfords Birmingham Super Prix. The pole-starting Ralt of Pierluigi Martini splashes its way into the lead while eventual winner Luis Perez Sala manages to outdrag practice sensation Andrew Gilbert-Scott, leaving the rest of the field peering through a thick curtain of blinding spray.

Alain Ferte had what best can be described as a character-building weekend in Birmingham last year. Ferte used younger brother Michel's car to qualify for the race having crashed his own car in practice which left him 19th on the grid. For the race, the ORECA team hired Gianfranco Tacchino's similar March - the Italian having failed to qualify - but had a miserable time which culminated in the Frenchman spinning in to retirement on the 12th lap. He abandoned the car on the left hand side of the track on the approach to the chicane only to have the loaned car wrecked when Andrew Gilbert-Scott ploughed into the stationary machine. Alain is unlikely to be at Birmingham this year who can blame him.



Whoops A dicing Andrew Gilbert-Scott and Gabrielle Tarquini find a car ahead facing the wrong way down Peter Barwell Hill - an unnerving sight at over 120mph in very wet conditions! Worse was in store for Gilbert-Scott who pitted after 19 laps to have adjustments made to his car's suspension. The unfortunate Briton then collided with an abandoned car on the 25th lap - a slow speed spin in normal circumstances which would have been harmless - but which halted the Super Prix.

(Photographs: Birmingham Design & Photographic Team)

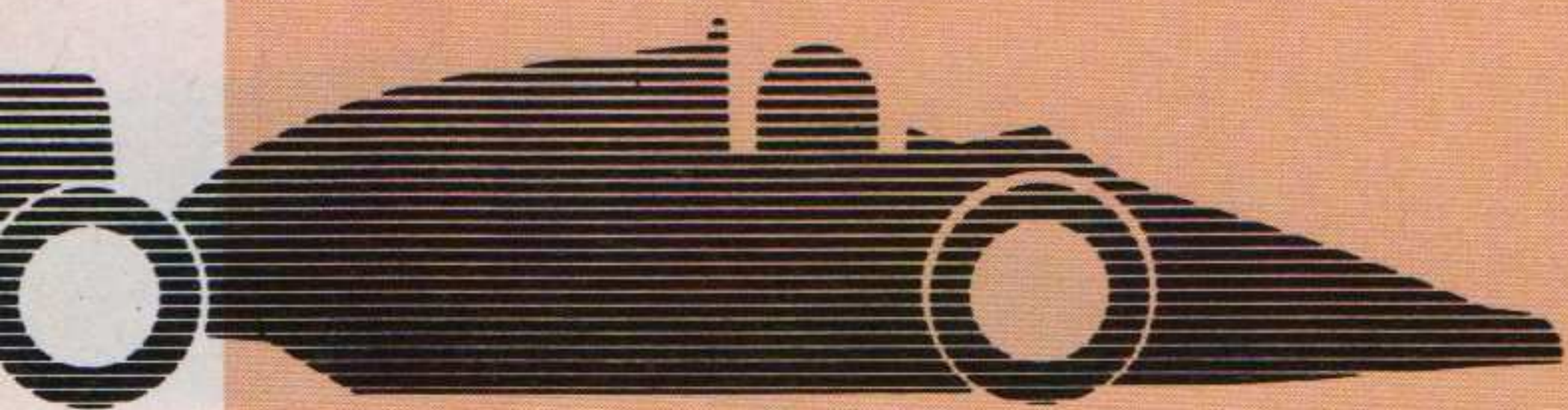


Drenched but delighted The Birmingham public turned out in their thousands to attend the inaugural Halfords Birmingham Super Prix despite the appalling wet and windy conditions. A massed assembly of spectators don waterproofs and raise umbrellas in the packed grandstands in a vain attempt to defy the atrocious weather. Canadian racer John Jones, possibly relying on knowledge gleaned from his earlier ice racing days, skates over the slippery surface at the hairpin closely shadowed by Satoru Nakajima, the Japanese driver now partnering Ayrton Senna in the Lotus Grand Prix team.

Gabrielle Tarquini is out to prove that finishing 13th in last year's race is not an unlucky omen. The Italian former karting world champion qualified a lowly 20th on the grid but set the second fastest time in the warm-up on the day of the race. He suffered a problematic race however and was very disappointed afterwards to have finished so far down the order. Gabrielle is certain to be one of the front runners on this occasion.



REFLECTION ON LAST YEAR



Mark Blundell has mixed himself an unusual racing cocktail this season. The 20-year-old Royston driver is contesting selected Intercontinental Formula 3000 races and the Lucas British Formula Three Championship.

- Learned to drive at the age of eight in "everything from a Mini to a Rolls Royce" in the family driveway.
- Started competing in motocross events when 14.
- Spent a day at a motor racing school in February 1984 – "I didn't go back – they couldn't teach me anything more".
- Competed in more than 60 events that year, set 24 pole-positions, 21 fastest laps and scored 25 wins in his Van Diemen.
- Finished second in both the BP and Dunlop novice Championships, but won the Champion of Snetterton series and claimed third and eighth in the P&O and RAC Championships.
- Claimed the 1985 Esso FF1600 title outright and second in the RAC/TT series.
- In 1986 Mark finished second in the British FF2000 Championship, but won the EFDA Euro title.



Arguably the biggest cheer from the Birmingham crowd should be reserved for Andy Wallace, the 26-year-old Oxford ace who looks set to follow Nigel Mansell in to Grand Prix racing.

Andy races for the Brackley-based Madgwick Motorsport outfit, both driver and team moving up to the Grand Prix look-alike Formula 3000 this season after dominating Formula Three last year.



- Began work with the Gas Board but started racing in 1980 in pre-1974 Formula Ford 1600 – a series which he won.
- Cut Gas duties to just four days a week the following year when racing in the Esso FF1600 Championship.
- Left altogether in 1982 when he took two Esso wins to finish runner-up in that series and fifth in the RAC Championship.
- Finished second in both Esso and RAC FF1600 Championships and also runner-up in the Formula Ford Festival.
- Moved in to the more powerful 2 litre single-seater category in 1984, contesting the Racing Displays series in which he finished fourth.



- Graduated into Formula Three in 1985. Proved to be a sensation in his Reynard and only lost out on Marlboro' British Championship title in the final race of the season.
- Last season, in a class of his own, Andy claimed the Lucas British F3 title with eight wins and six seconds from 18 races. Also won the Cellnet F3 and Macau Grand Prix to seal a memorable year.



One driver guaranteed to turn in a determined and gritty performance and give 110 per cent whatever the conditions is Bradford's Russell Spence.

The 27-year-old Yorkshireman suffered a disappointing first season of Formula 3000 last year, a team change prior to the Birmingham race doing little to improve his fortunes.

The Brum event was Spence's best race, Russell splashing home sixth in his Onyx March. This year Russell is driving for the Silverstone-based Murray Taylor March team and is aiming to score his 36th win in a career which began seven years ago.



- Started racing in 1980 – finished third in his first hill climb event at Harewood. Drove old Mini Cooper in five sprints – won them all and set new records in each.
- Went to Jim Russell Racing School – a 21st birthday present – entered and won his first Formula Ford 1600 race.
- In 1981 bought Martin Brundle's Formula Ford 2000 car, won three races and broke three lap records – a season which also saw him racing with a plaster cast on a broken leg.
- Continued in the same formula in 1982. Won nine races and picked up the Donington FF2000 Championship.
- Won the 1983 European FF2000 Championship outright.
- Entered Formula Three in 1984, finishing second in the series after three victories.
- Started the 1985 season by winning four of the opening six races but could only finish third in the series.
- Moved up to F3000 with the Eddie Jordan team last year.



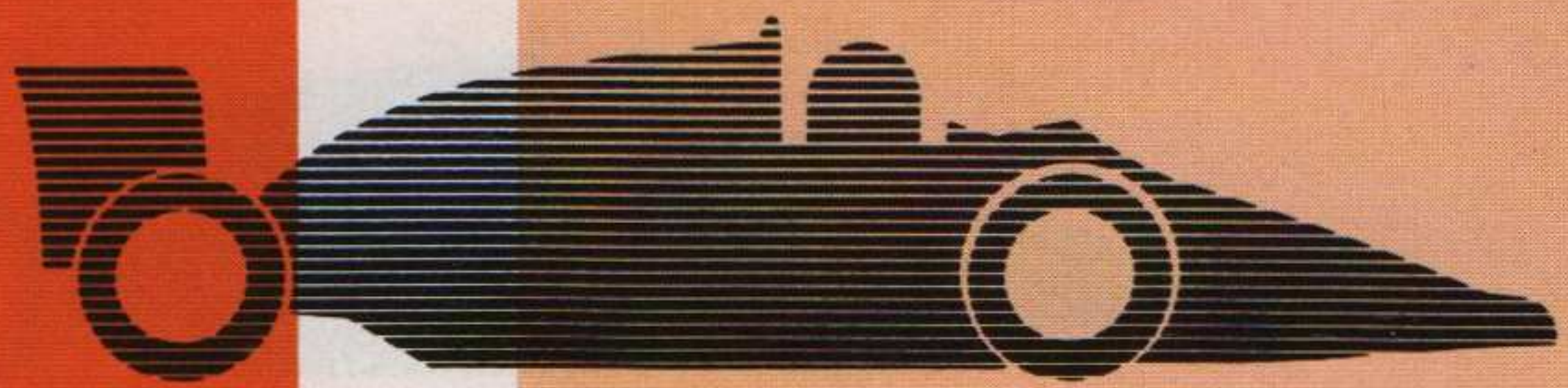
Gary Evans does not let the grass grow under his tyres – in seven months time he aims to be driving in Grand Prix races.

He will have no one but himself to blame if success deserts him in Birmingham as the Hatfield driver runs his own team from Surrey. Evans raced in the inaugural Brum race, the 26-year-old Hertfordshire driver finishing 16th in the abysmal conditions, but is intent on using the knowledge gleaned from last season's F3000 campaign to challenge for outright honours.

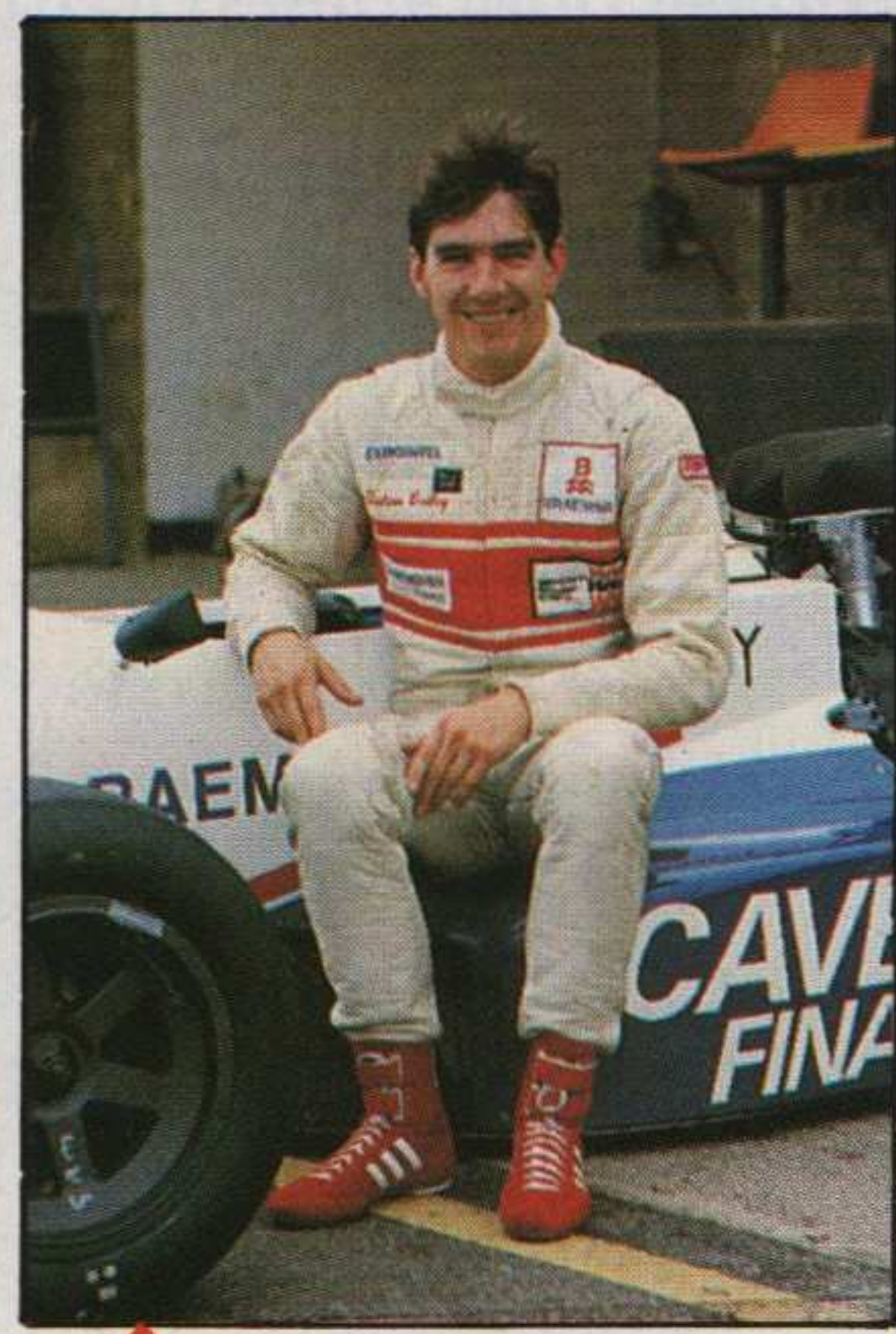
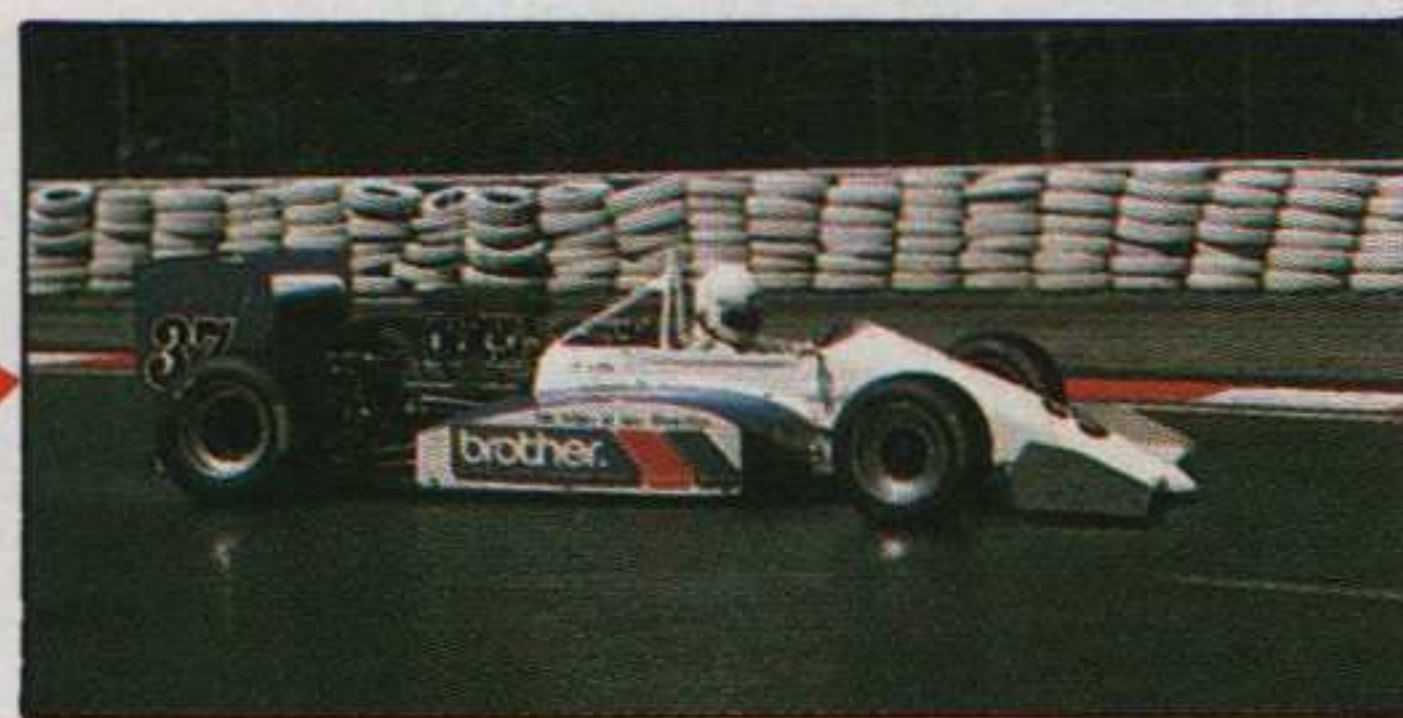
"I intend this to be my final year in F3000", said Gary. "So the whole team is geared up for top-flight performance."

- Began racing six years ago in Formula Ford 1600 after attending the Jim Russell Racing Drivers School and finished third in his first race.
- In 1982 Evans won two races to finish sixth in the P&O Championship.
- Moved in to FF2000 the following year.
- Drove in Formula Three for next two years with little success.
- Progressed into F3000 last season – best result was seventh from the opening race of the year at Silverstone.
- Swaps Lola chassis for a Ralt car constructed in Weybridge this year in a bid for title honours run by his Gary Evans Motorsport team.





THE BRITISH CHALLENGE



21 ROBERT LEE-LEWIS (GB) - Colin Bennett Racing - March 87B - Brother (white/blue). Aged 23; born Wales; lives Ednaston, near Derby. 1983: Formula Ford 1600 in Ireland. 1984: Winner of Leinster Trophy following impressive FF1600 performances in Ireland. 1985: British FF2000. 1986: British FF2000. Birmingham: Did not enter. 1987: For the first four races this season Lee-Lewis drove for Team RaceTech (March 87B, No. 37). Swopped to Colin Bennett for Donington 1987 Championship: Silverstone DNQ; Vallelunga DNQ; Spa DNQ; Pau DNE; Donington DNQ.

29 JULIAN BAILEY (GB) - GA Motorsport - Lola T87/50 - (blue/white). Aged 25; born and lives in London. 1985: British F3 Championship in Reynard (no score). 1986: 6th British F3 Championship in Ralt. Best result, 3rd. Birmingham: Did not enter. 1987: Was expected to race Swallow in British F3 Championship, but decided to concentrate on F3000. Will contest all British-based F3000 races from Donington - which was his category debut.

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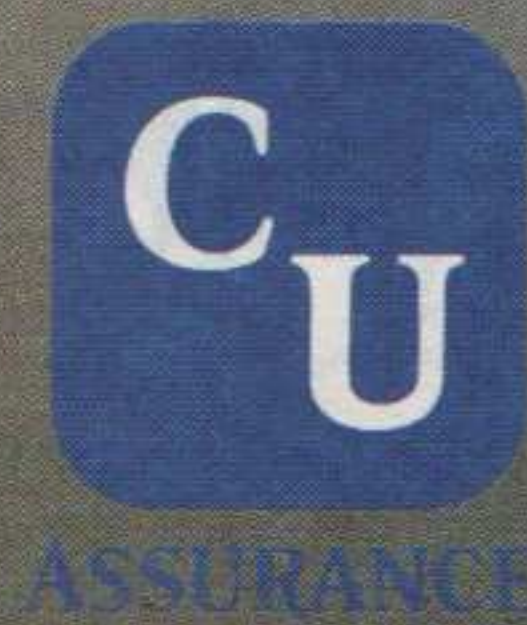
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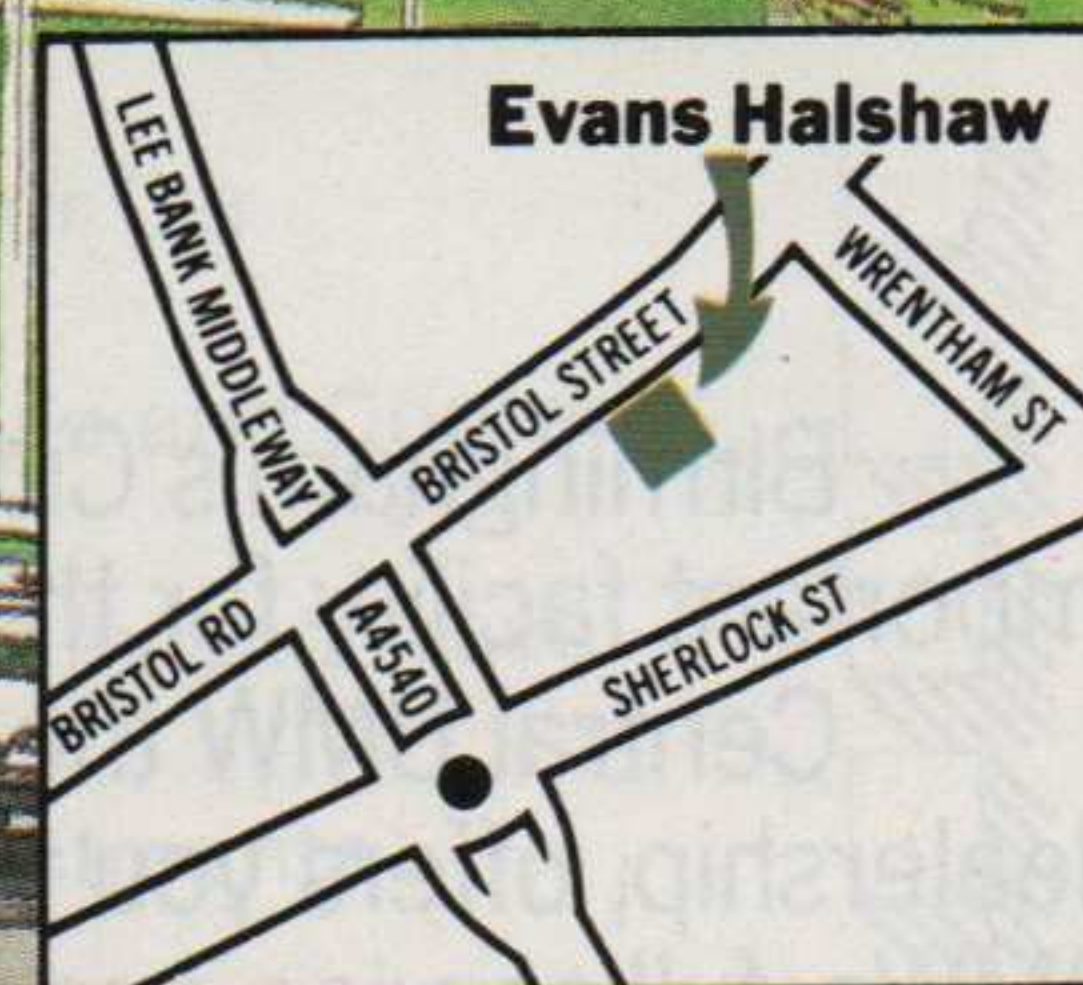
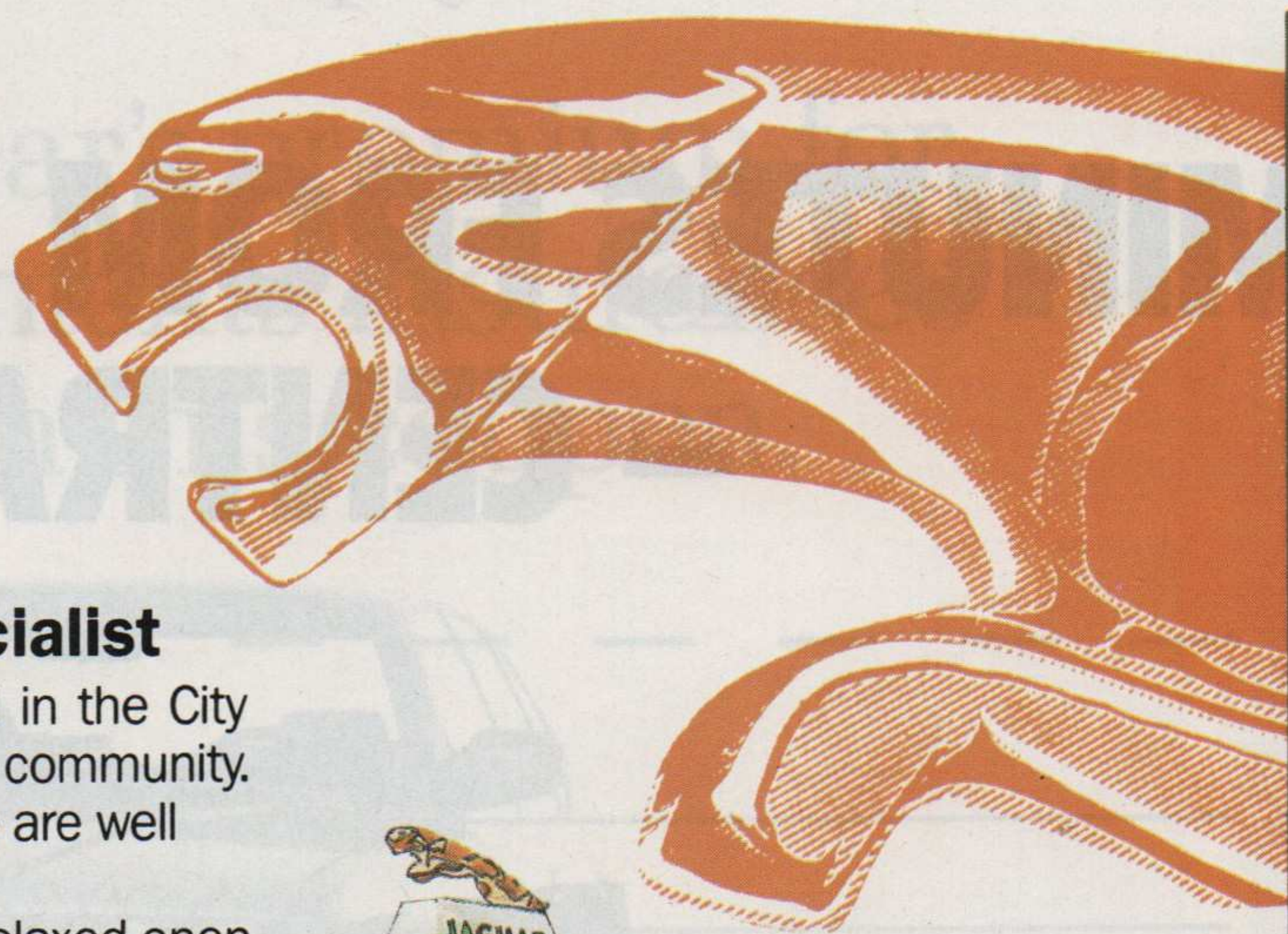
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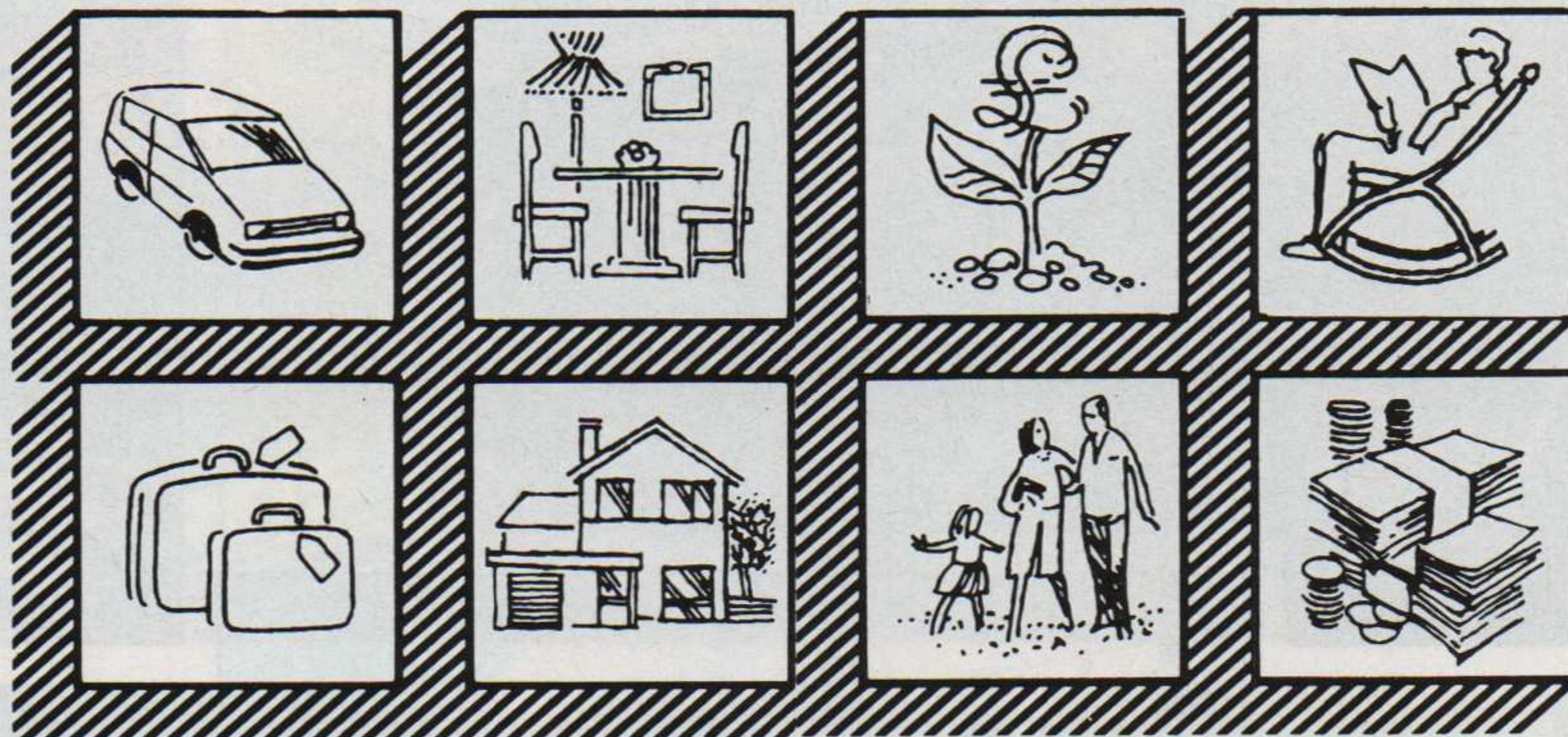
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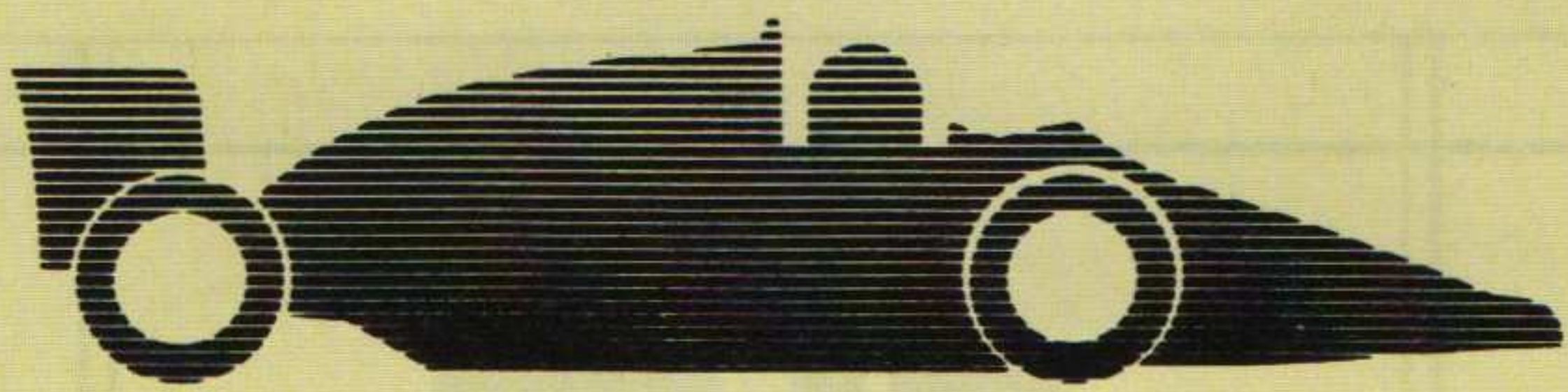
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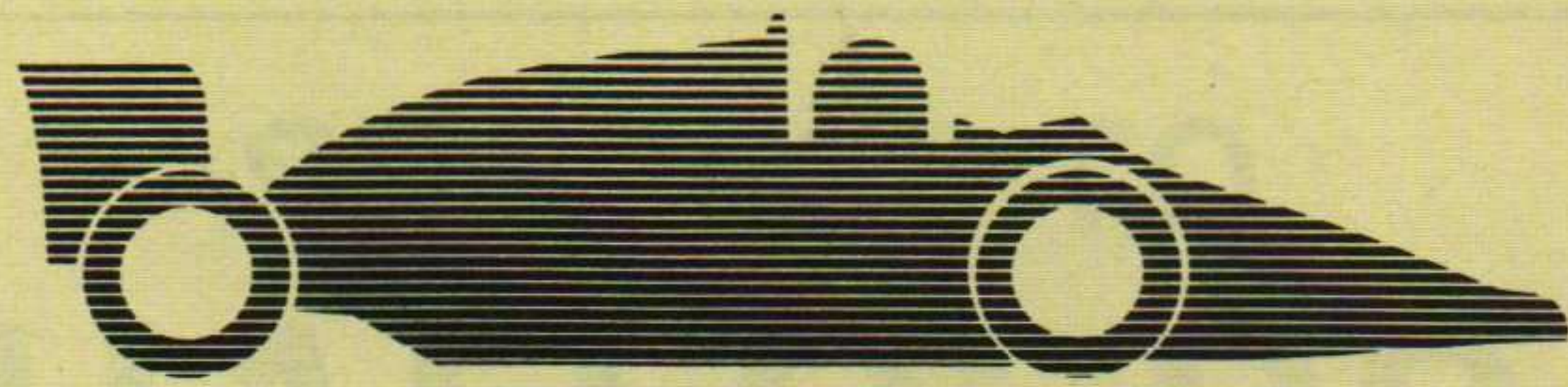
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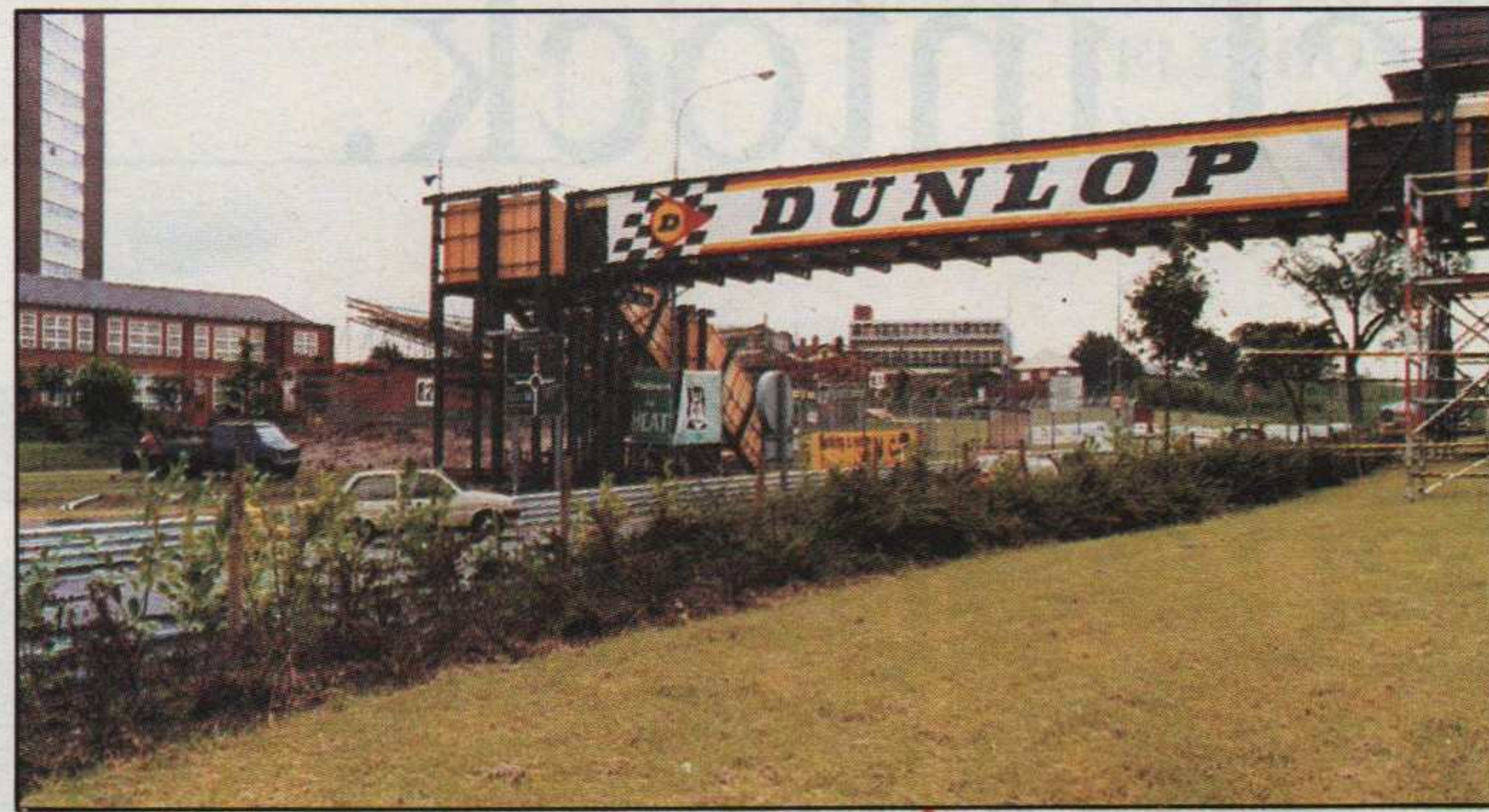
The Silver Blades Ice Rink has seen many slips and slides, but none to rival the antics of the young chargers trying to tame their powerful steeds. Three-tier armco barriers line the tight turns at Pershore Street while steel mesh debris fencing further protects spectators should anything come their way. A camera can be seen on its elevated platform which will again provide dramatic coverage of the racing. This year's event will be Central Television's most complex outside broadcast to date, using helicopters, and cameras on board two F3000 cars. At least 12 cameras are stationed around the circuit while last year's coverage attracted an audience of six million.



Not the usual selection of cars is on show in the 'New & Used Car Centre' at Bristol Street Motors. The garage forecourt is used as the pit complex for the expensive Formula 3000 cars. Some drivers have paid upwards of £350,000 to drive these cars in this season's 15 races.



Council workmen erect eight miles of steel 'armco' barriers around the course while each nut and bolt is checked by international motor racing officials before racing can start. Two rail and even three rail barriers are used to border the track each side while stacks of bound tyres are also used to absorb impact of any wayward cars, the Birmingham streets taking on a Monaco appearance.



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KEY: DNS: Did not start; DNE: Did not enter; DNQ: Did not qualify; R: Retired; DISQ: Disqualified.



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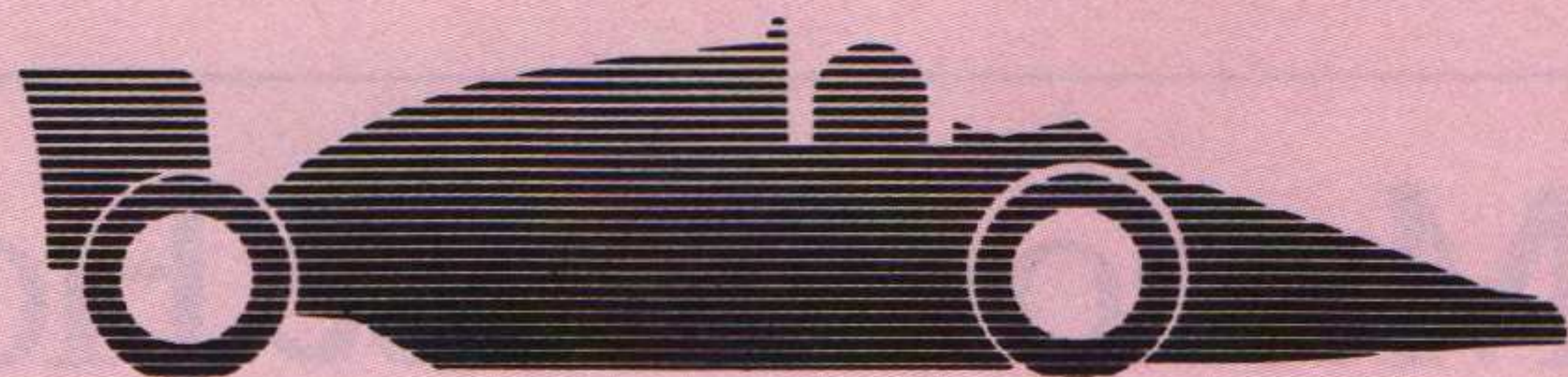
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Michel Ferte is a 25-year-old Frenchman from Falaise.

- Started in karting, had a few races in the French Production Saloon car series, then switched to single-seaters.
- Driving a Martini Formula Three car, he finished second in the French series in 1982. Went one better and won title the following year.
- Third in the 1984 European F2 Championship and switched to F3000 in 1985.
- Fourth in last year's final F3000 standings for the ORECA March team after runner-up positions at Mugello, Le Mans and Jarama plus thirds at Pau and Birmingham.



40 MICHEL FERTE (F) - BS Automotive - Lola T87/50 - Primagaz/Barclays (white). 1987 Championship: Silverstone R; Vallelunga 10th; Spa 14th; Pau 3rd; Donington 6th.

For Frenchman Oliver Grouillard, 1987 marks the return to the ORECA Motorsport Formula 3000 team after a break of one season.

- Born in Toulouse, France on September 2nd, 1958.
- Spotted by ORECA team boss, Hughes de Chaunac and embarked on the 1982 Formule Renault Championship. Finished fourth in the series with a single victory at Nogaro.
- Grouillard joined Michel Ferte in the ORECA Martini F3 team in 1983 – took fourth in the French series.
- Won 1984 French F3 series.
- Competed in eight of the eleven inaugural Formula 3000 Championship races in 1985 – best results were two fourth places.
- Competed in only four F3000 races last year – best result was a fourth place.
- Retired in Birmingham.



9 STEFANO MODENA (I) - Onyx March - March 87B - Marlboro/Tomassini (red/white). 1987 Championship: Silverstone 4th; Vallelunga 1st; Spa R; Donington 6th.

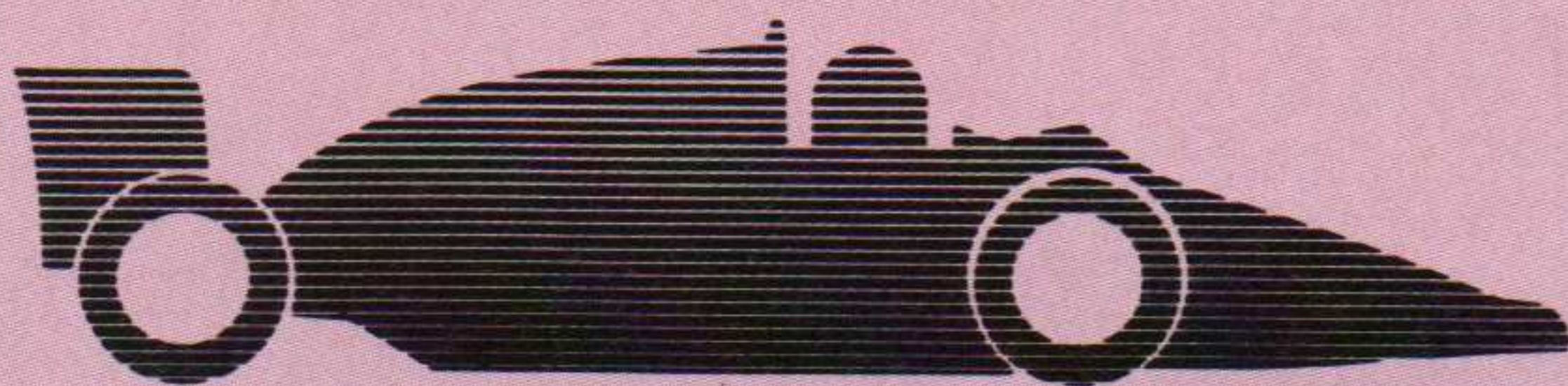
Few drivers have progressed in motor racing as quickly as Italian Stefano Modena who drives one of the 'works' March entries.

The 23-year-old Italian from Modena is regarded as one of the most promising drivers to arrive in the international arena in recent years, having shown world-class potential in under two seasons of single-seater racing.

These achievements made Stefano a much sought after driver for this season and after testing a F3000 March at Paul Ricard, he was offered a 'works' March drive by Mike Earle's Littlehampton-based Onyx Race Engineering team.

5 OLIVIER GROUILLARD (F) - Orega Elf France Tour - March 87B - Elf/Gama Industrie/Marlboro (white/red). 1987 Championship: Silverstone 7th; Vallelunga Disq; Spa DNQ; Pau 4th; Donington 12th.





One of the youngest drivers taking part in the Halfords Birmingham Super Prix is John Jones, a 21-year-old Canadian from Thunder Bay, Ontario.

Jones is the undisputed number one North American Formula 3000 racing driver and the newest member of the Huntington-based Lola Motorsport 'works' team.

- Began with karting and ice racing.
- Became Canadian Formula Ford 2000 champion in both 1983 and 84.
- In 1985 – at the age of 19 – he won the IMSA GTO championship in the United States.
- Came to Europe last year to drive in the Formula 3000 series. Gained his one and only point for a sixth place finish at Pau in France, but topped the timesheets in Birmingham's first qualifying session.
- Finished an impressive seventh in the Onyx March and completed the year in 21st spot.



20 TOMAS KAISER (Sw) - Eddie Jordan Racing - March 87B - Bilsom/Mobira/Hello Sweden (blue/yellow).
1987 Championship: Silverstone 13th; Vallelunga 9th; Spa DNQ; Spa R; Donington R.

30-year-old Tomas Kaiser regards his third season of Formula 3000 racing as the final step up in to Formula One.

- Ventured into European motor racing in 1982 – entered a few European F2 and F3 races.
- In 1983 concentrated on F2 but racing was limited to selected events.
- Contested first full season of racing in a Racing for Sweden March BMW in 1984 – his best result being a fourth at Brands Hatch – the last ever F2 race before the category changed to F3000.
- Remained faithful to the Milton Keynes-based team for last season. Engaged the services of Britain's last motor racing world champion James Hunt to help him cope with the challenge.
- Finished the championship in 14th spot – best result of the season a fourth at Enna. In Birmingham he finished ninth.

Roberto Moreno came to race in England in 1979, he had almost nothing in his pocket except talent and an irrepressible sense of fun. He comes from Brasilia in Brasil – the same city as Piquet – with whom he has been friends since his schooldays. Roberto, at 29, has a ready smile and is constantly wisecracking, he is one of the most popular – if unlucky – drivers in the paddock.

- Roberto's name first came to prominence in British racing in 1980.
- Carried off the most important national British championship in the category and also won the FF1600 Festival.
- Achievements brought Roberto to the attention of the late Colin Chapman, boss of the Lotus Grand Prix team, who signed him to a Formula One 'test and development' contract.
- The one opportunity Roberto got to compete in a Grand Prix meeting was the 1982 Dutch GP and he failed to qualify for the race.
- Concentrated on Formula Three, driving a car managed by Australian Greg 'Pee Wee' Siddle – another who looked after Piquet. Their many travels together earned victories in major races in England, Europe, Australia, New Zealand, Macau and Kuala Lumpur.



7 ROBERTO MORENO (Br) - Ralt Racing Cars - Ralt RT21 Honda - Honda/Unipart/Mobil (white).
1987 Championship: Silverstone 3rd; Vallelunga 11th; Spa 3rd; Pau 10th; Donington 4th.

- Replaced Jonathan Palmer in Ralt Honda Formula Two team for 1983 – two victories at Hockenheim and Donington Park.
- Many of Moreno's friends call him 'Bush', a contraction of the Portuguese word for 'Shorty'.
- Drove in only one F3000 race last year for Bromley in Brum, finished Tenth.

In 1985 – its inaugural year – Formula 3000 established itself. Last season it took off and this season looks set to become a boom year. An amazing figure of 74 drivers took part in the 1986 championship which produced superb entertainment and seven different winners from the 11 spectacular races.

The 1987 FIA Intercontinental Formula 3000 Championship is certain to be as closely fought as last season's when Italian Ivan Capelli managed to defeat a quality field to win the title by seven points.

The category was introduced two years ago to replace Formula Two and has quickly become the major stepping stone for drivers wanting to progress in to Formula One Grand Prix racing. Capelli indeed is driving for the 'works' March team in Grand Prix racing this year after last season's triumphs and joins inaugural F3000 champion Christian Danner (Zakspeed) in Formula One. Two other drivers who raced in last year's Birmingham race, Pascal Fabre (AGS) and Satoru Nakajima (Lotus) are GP regulars, while Italian Gabrielle Tarquini (Osella), has also made his Formula One debut.

The cars are visually similar to those that roared through the Birmingham streets last year, designers making detail alterations to aerodynamics and suspensions in a bid to eek out even more speed and better road holding.

The single-seaters all use wide and grippy Avon tyres and while the majority are powered by the famous Ford Cosworth DFV engine – a Northampton-built unit which scored 155 Grand Prix victories – two cars use Japanese Honda engines. All, however, are 3 litre or 3,000 cc engines electronically controlled so that the engines – churning out the equivalent power to that of ten Minis – do not rev beyond 9,000 rpm. With equal tyres, the same power and almost identically designed cars, the bias is on driver skill rather than technical superiority.

This season several highly experienced drivers who competed in F3000 last season have found themselves under severe pressure from many young Formula Three champions from Europe. Champions from France, Britain and Switzerland are competing for F3000 honours this year, Yannick Dalmas, Andy Wallace and Gregor Foitek respectively.

Almost 40 drivers from 12 nations are expected to take part in Sunday's official qualifying against the clock which will see the fastest 26 take part in this year's 51 lap Halford's Birmingham Super Prix.

Four chassis manufacturers, March (Bicester), Ralt (Weybridge), Lola (Huntington) and Dallara (Italy) regularly compete in F3000. The most popular of these is by far the March car which took the top two positions in last year's series and won five races.

March, Ralt and Lola all run two-car 'factory' teams apart from selling their cars to customers. March are represented by Stefano Modena and Pierre Henri Raphanel, Roberto Moreno and Mauricio Gugelmin drive Ralts while John Jones and last year's Birmingham winner, Luis Perez Sala, are in Lolas.

Dallara are new on the scene with just two Gianpaulo Dallara designed cars for Euroventurini duo Marco Apicella – runner-up in last year's Italian F3 series – and Italian Guido Dacco.

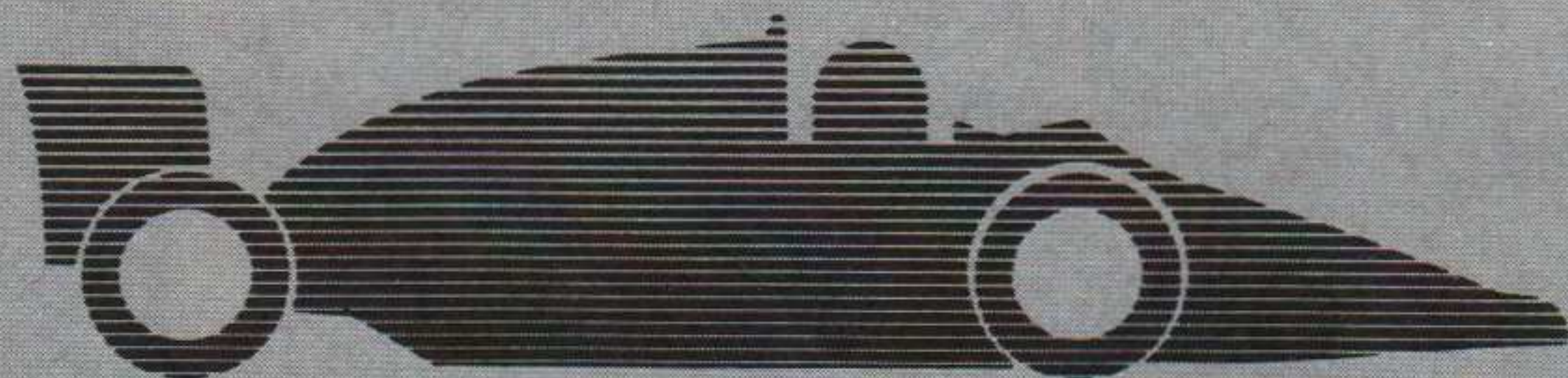


The Championship is open to cars complying with the International F3000 technical regulations. Races are run as single races over a maximum distance of 210 kms, including the formation lap. There are 11 races in the championship. Drivers taking part in the series must hold FISA A, B or Superlicences; while points are scored on a 9-6-4-3-2-1 basis from first place to sixth.

Qualifying races are: Silverstone (April 12th); Vallelunga (May 10th); Spa (May 16th); Pau (June 8th); Donington (June 28th); Pergusa (July 19th); Brands Hatch (August 23rd); Birmingham (August 31st); Imola (September 19th); Le Mans (September 27th) and Jarama (October 11th).

The 2.47 mile circuit produced lap times of 70.0 seconds per lap in the feature Formula 3000 race last year.

Full safety precautions are installed with a 2/3 steel rail barrier and steel mesh debris fences to protect spectators. Seven vehicle recovery cranes and seven fire tenders will be positioned around the circuit. Birmingham's course is unique in that the Birmingham Accident Hospital is within half a mile of the circuit and access is by means of a special priority corridor.



Whatever the weather - and surely it can't be as wet this August Bank Holiday as last year - the Halfords Birmingham Super Prix is certain to be a closely contested affair. After six of this season's 11 races, six different drivers had sampled the sweet taste of victory in three different makes of car - while no fewer than 20 different drivers had scored points for finishing in the top-six positions.

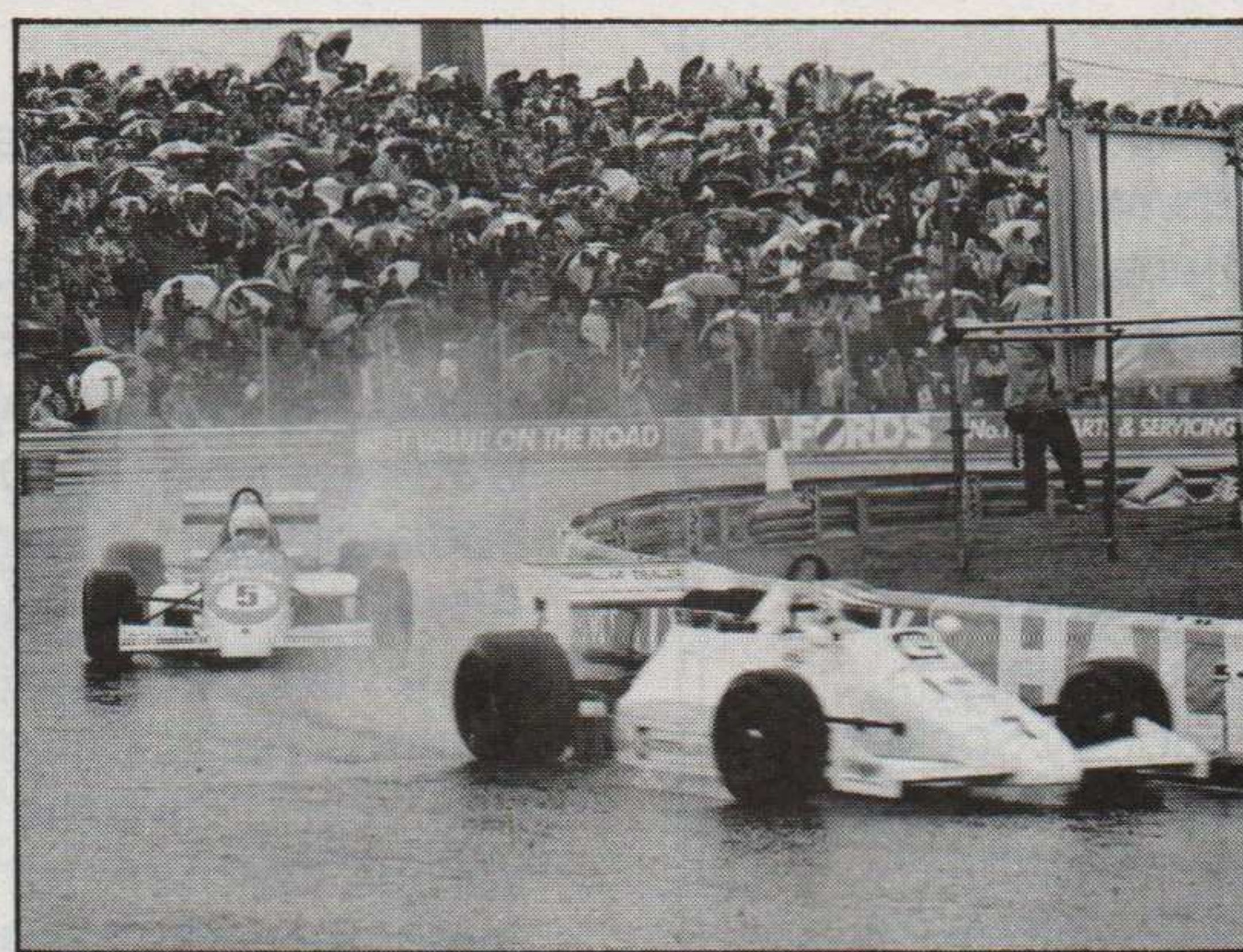
The season began in April at Silverstone, the first of four exciting races held in Britain. Mauricio Gugelmin took his Ralt Honda to a 13 secs. win over Frenchman Michel Trolle. The Brazilian's maiden F3000 victory was somewhat fortuitous as "factory" Ralt Honda team-mate Roberto Moreno looked set to score a popular win. Moreno started from pole position and set a blistering pace but with just five laps remaining he lost third and fourth gears which allowed Gugelmin and Trolle to surge past, Roberto eventually finishing an unlucky third.

Next stop on the Intercontinental trail was Italy and Vallelunga, near Rome. Former Italian Formula Three runner Stefano Modena, in only his second F3000 event, drove a faultless race to claim the winner's laurels.



Trolle took the honours at the next race in Belgium before the F3000 "circus" moved to the picturesque Pau street course next, close to Biarritz in Southern France, which provided Yannick Dalmas with his maiden F3000 win. The French Formula Three champion had missed the previous Belgian race on medical advice following his Vallelunga accident. He headed home the Lolas of John Jones - the Canadian who lives in Solihull - and Michel Ferte although Moreno, classified 10th, had once again been the real star. Following a start-line accident - which eliminated Trolle - Moreno shadowed Pierre-Henri Raphanel until the Frenchman skated off, Roberto building a commanding lead until five laps from home when his Ralt coasted to a standstill, out of petrol.

It was that man Moreno again who starred in the next round at Donington Park and yet again Lady Luck failed to smile on the diminutive Brazilian. He scorched in to the lead only for a braking problem to cause him to spin down to second place behind team-mate Gugelmin. Moreno sliced his way to the front again but his brakes worsened and spun five laps from home. The unlucky Ralt driver eventually finished fourth, which left last year's Birmingham winner Sala to inherit a seven seconds win over Modena who moved into the championship lead, although Moreno won the next race at Enna Pergusa. Today's race is guaranteed to be close, exciting and colourful. Don't blink, you could miss a vital chunk of the action.



FIA INTERCONTINENTAL FORMULA 3000 CHAMPIONSHIP (after six races):

- 1 Stefano Modena (19 points)
- 2 Roberto Moreno (18 points)
- 3 Luis Perez Sala (15 points)
- 4 Mauricio Gugelmin (13 points)
- 5 Michel Trolle (12.5 points)
- 6 Yannick Dalmas (9 points)
- 7 John Jones and Pierluigi Martini (8 points)
- 9 Pierre-Henri Raphanel (7 points)
- 10 Michel Ferte (5 points)
- 11 Mark Blundell and Gabriele Tarquini (4 points)
- 13 Olivier Grouillard, Lamberto Leoni and Julian Bailey (3 points)
- 16 Paul Belmondo (2 points)
- 17 Andy Wallace (1.5 points)
- 18 Alfonso de Vinuesa and Marco Apicella (1 point)
- 20 Gary Evans (0.5 point).

Points are scored on a 9-6-4-3-2-1 basis for the top six finishers except when a race is stopped before half distance, when half points are awarded.

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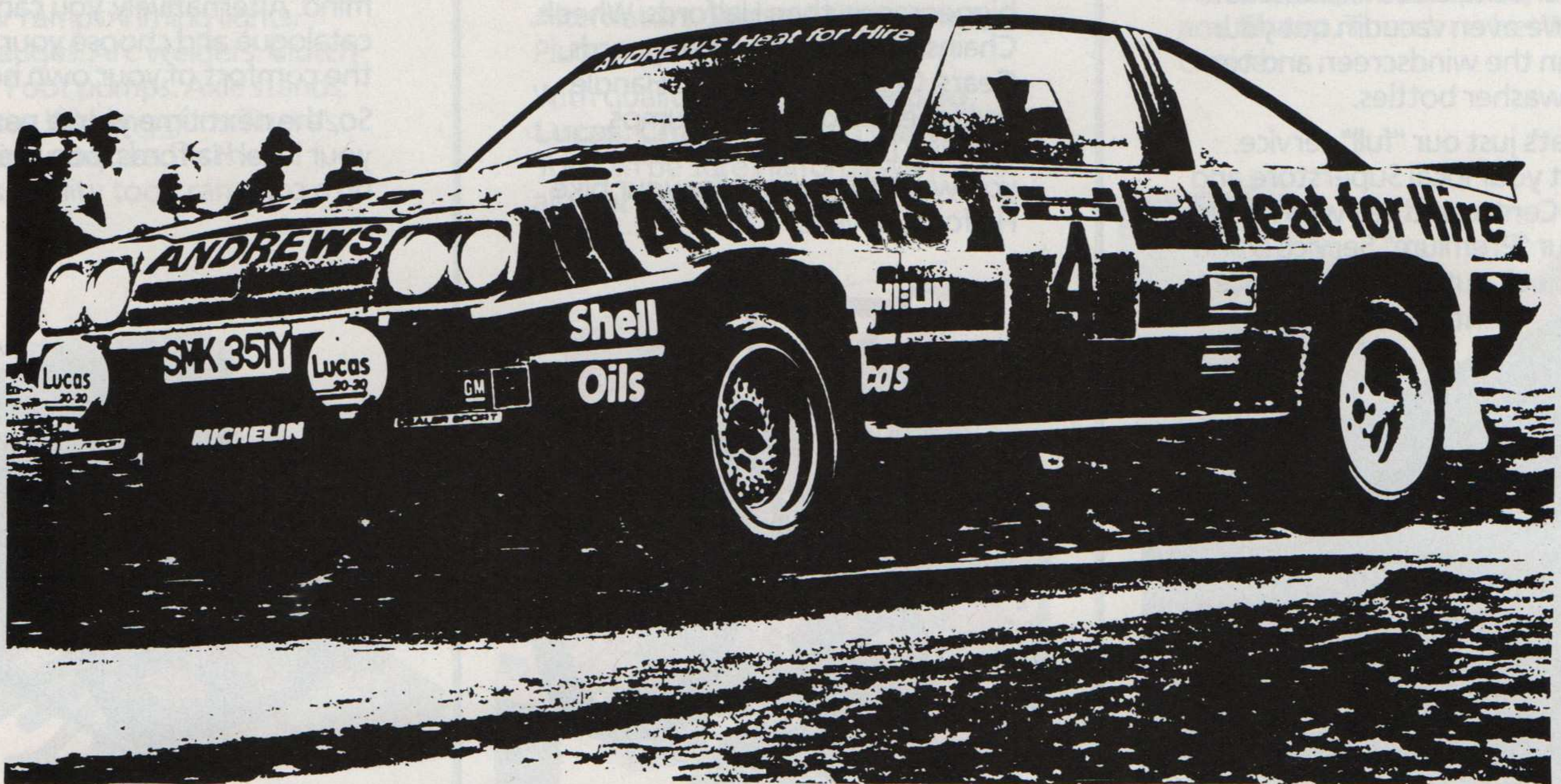
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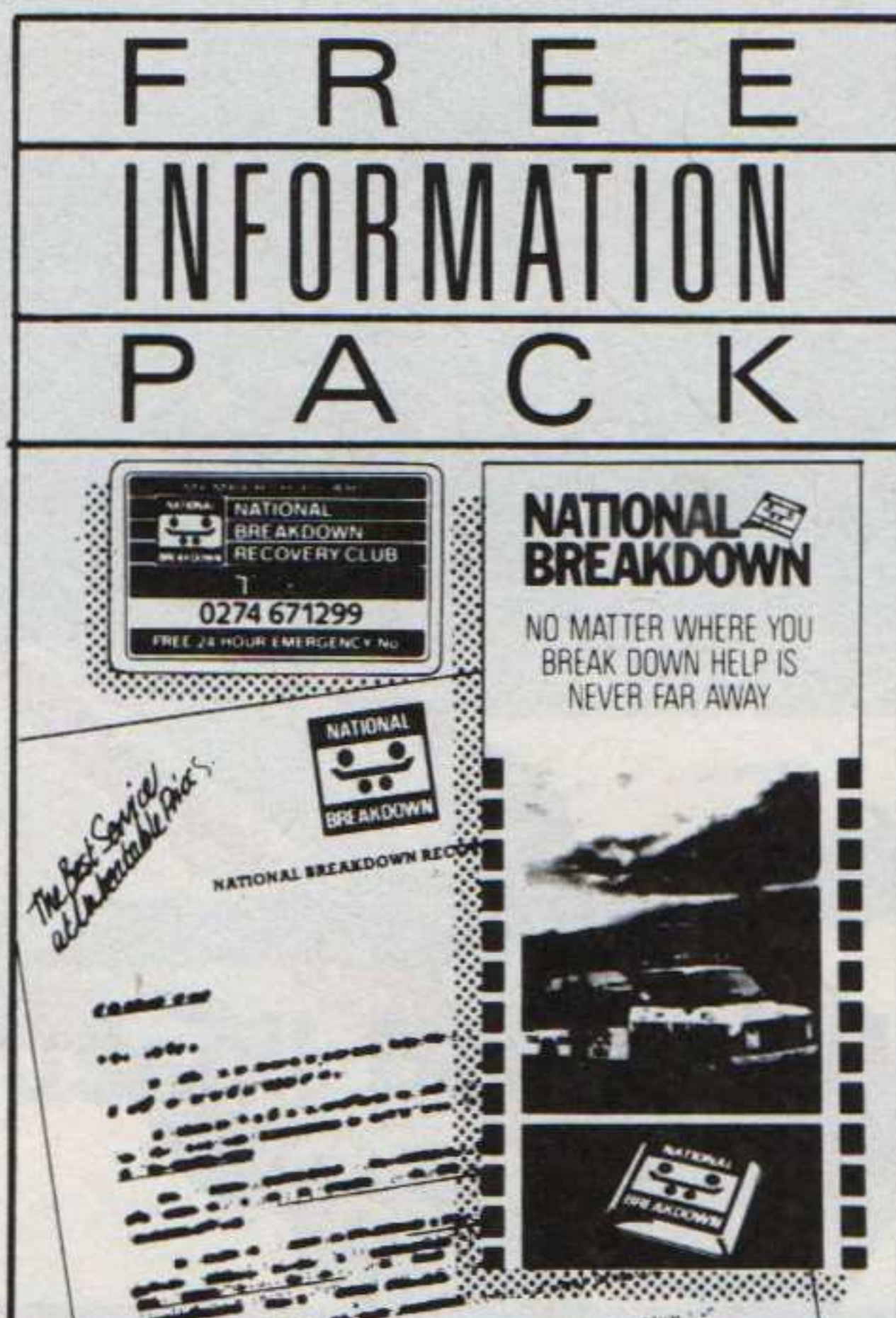
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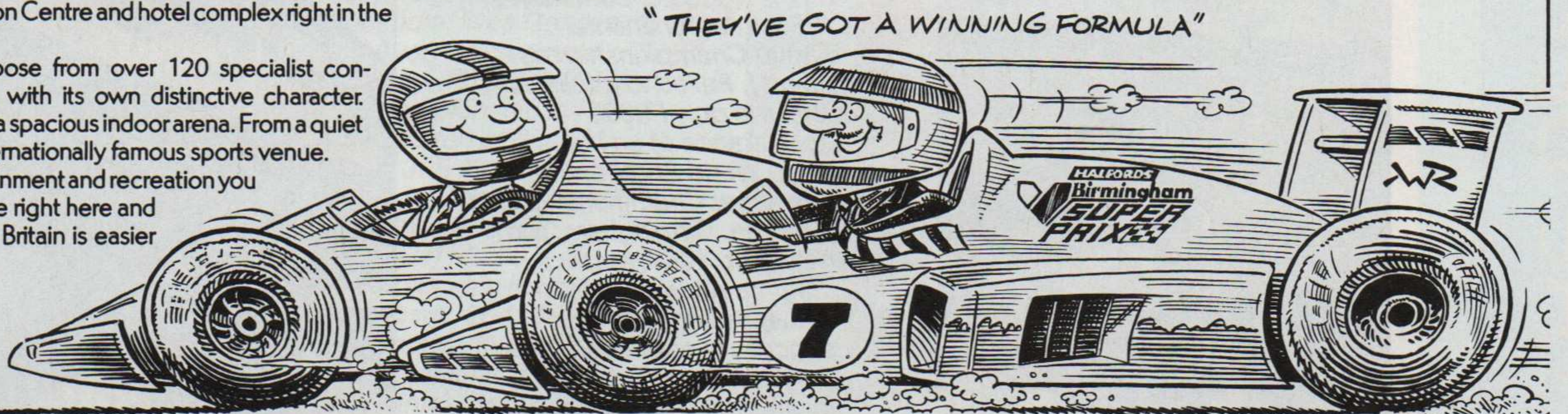
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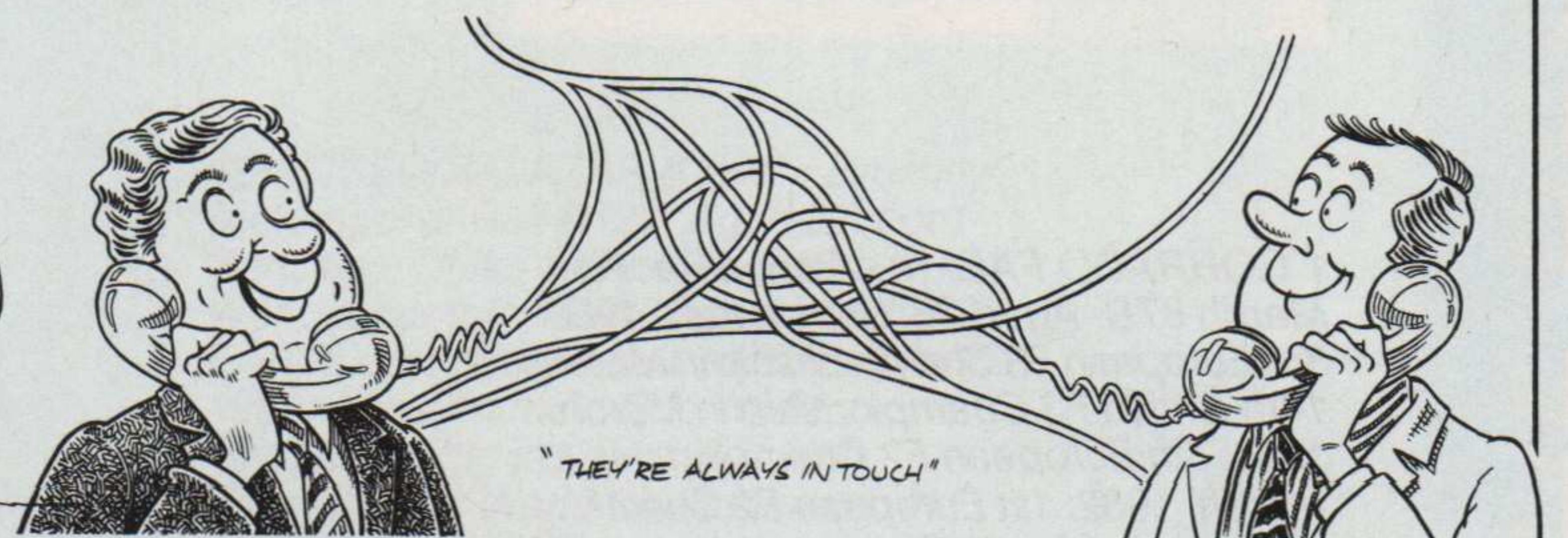
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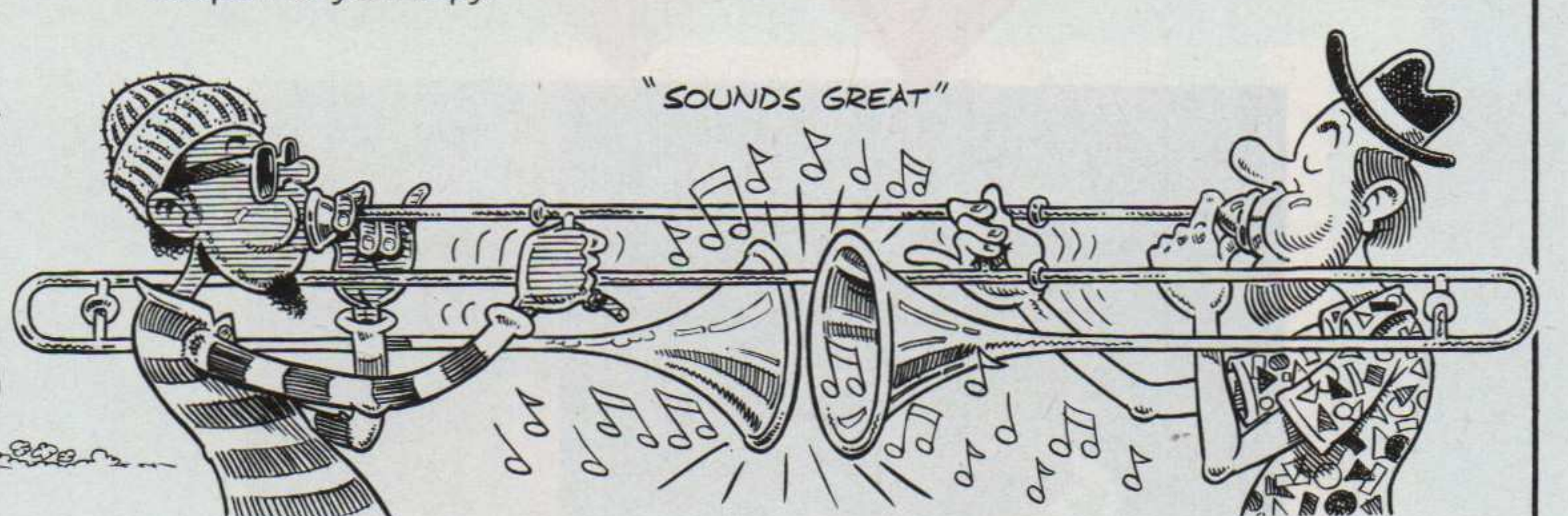
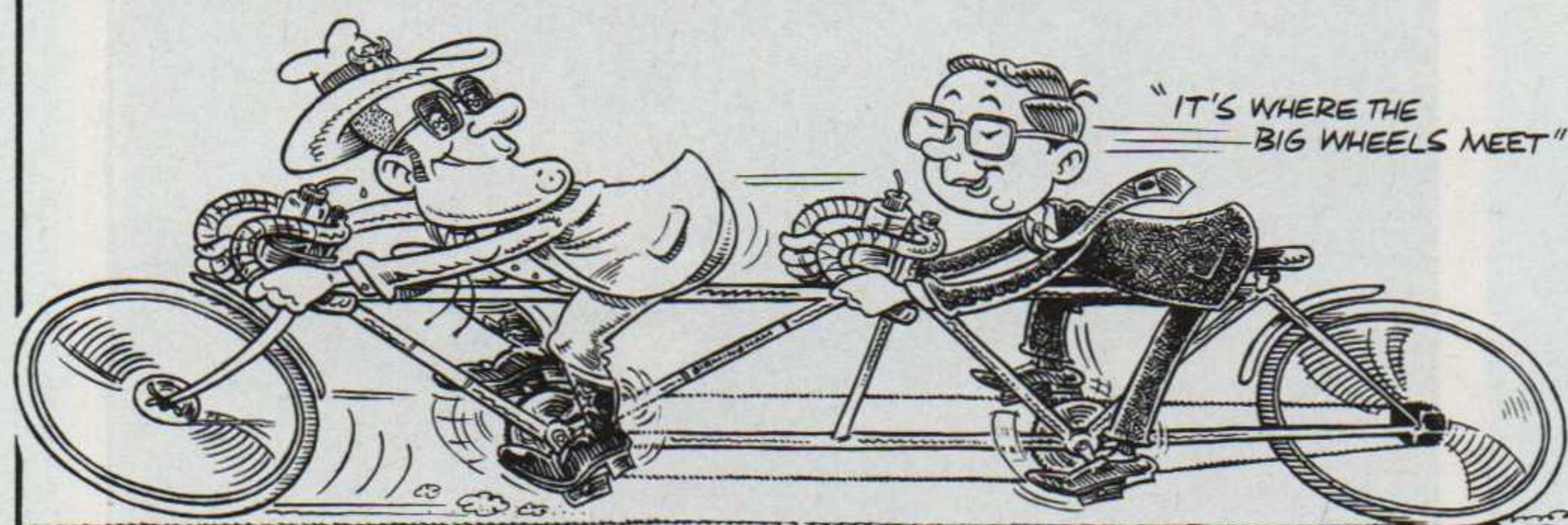


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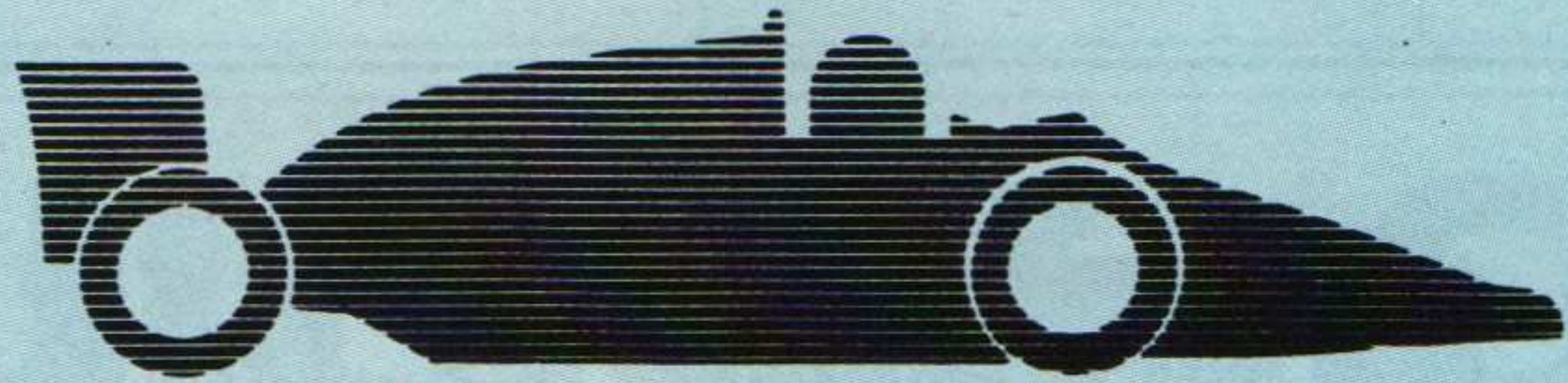
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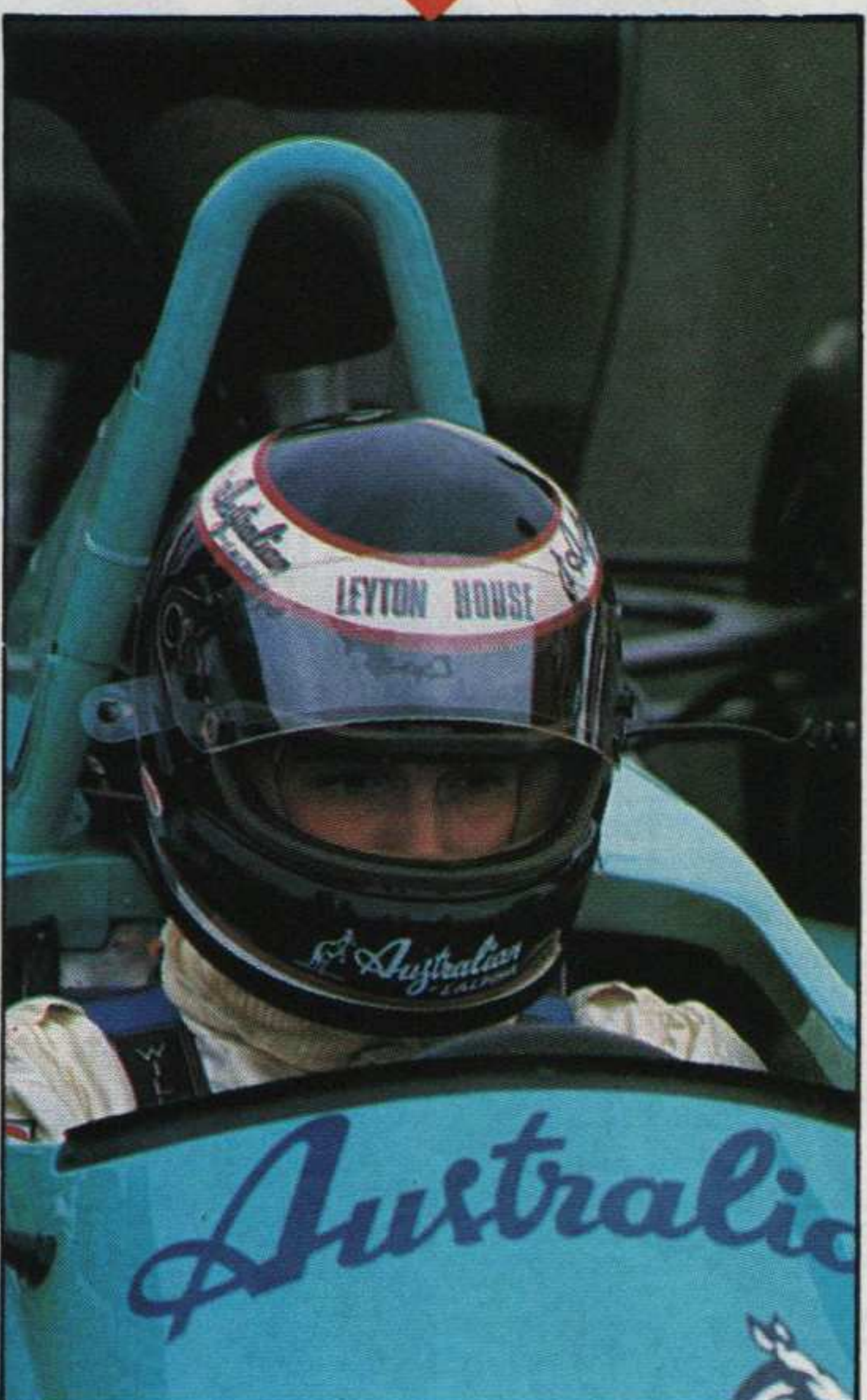


4 PAOLO BARILLA (I) - Luciano Pavesi Team - Ralt RT21. Aged 26; born Italy. 1986: Intercontinental F3000 Championship (no points). Failed to qualify for one and only F3000 appearance at Le Mans. 8th in World Endurance Sportscar Championship in Porsche. Birmingham: Did not enter. 1987: Marks a full-time return to single-seater racing after much success in sportscars over the past couple of years, including Le Mans.

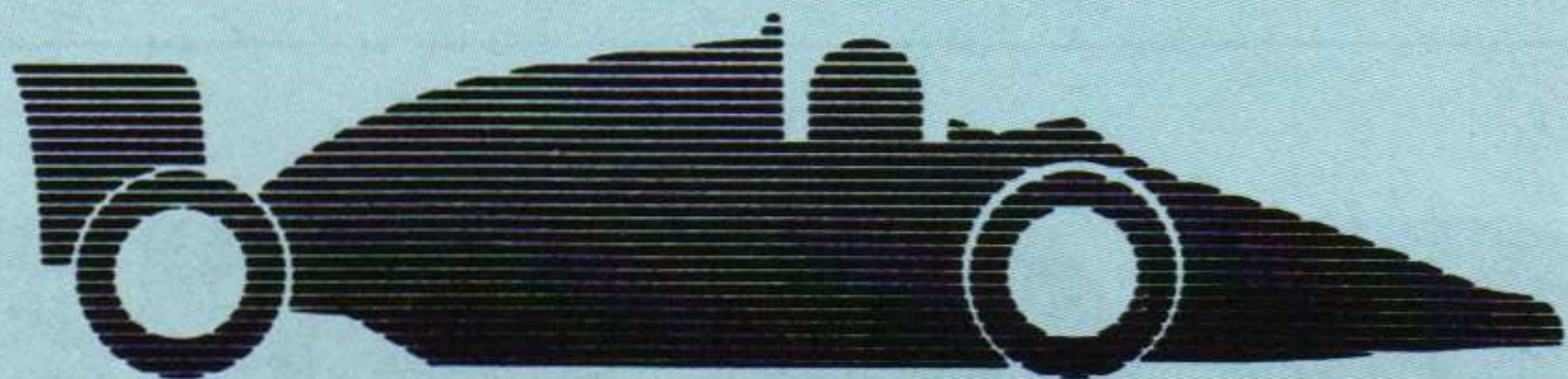


22 STEVAN ANDSKAR (Sw) - Roni Motorsport - March 87B. Aged 22; born Sweden; lives Milton Keynes. 1984: 5th Swedish F3 Championship. 1985: Swedish F3 Championship. 1st Nordic F3 Championship in Ralt. 1986: Intercontinental F3000 Championship in March (no score). Entered five races, but failed to qualify for all. Birmingham: Did not enter.

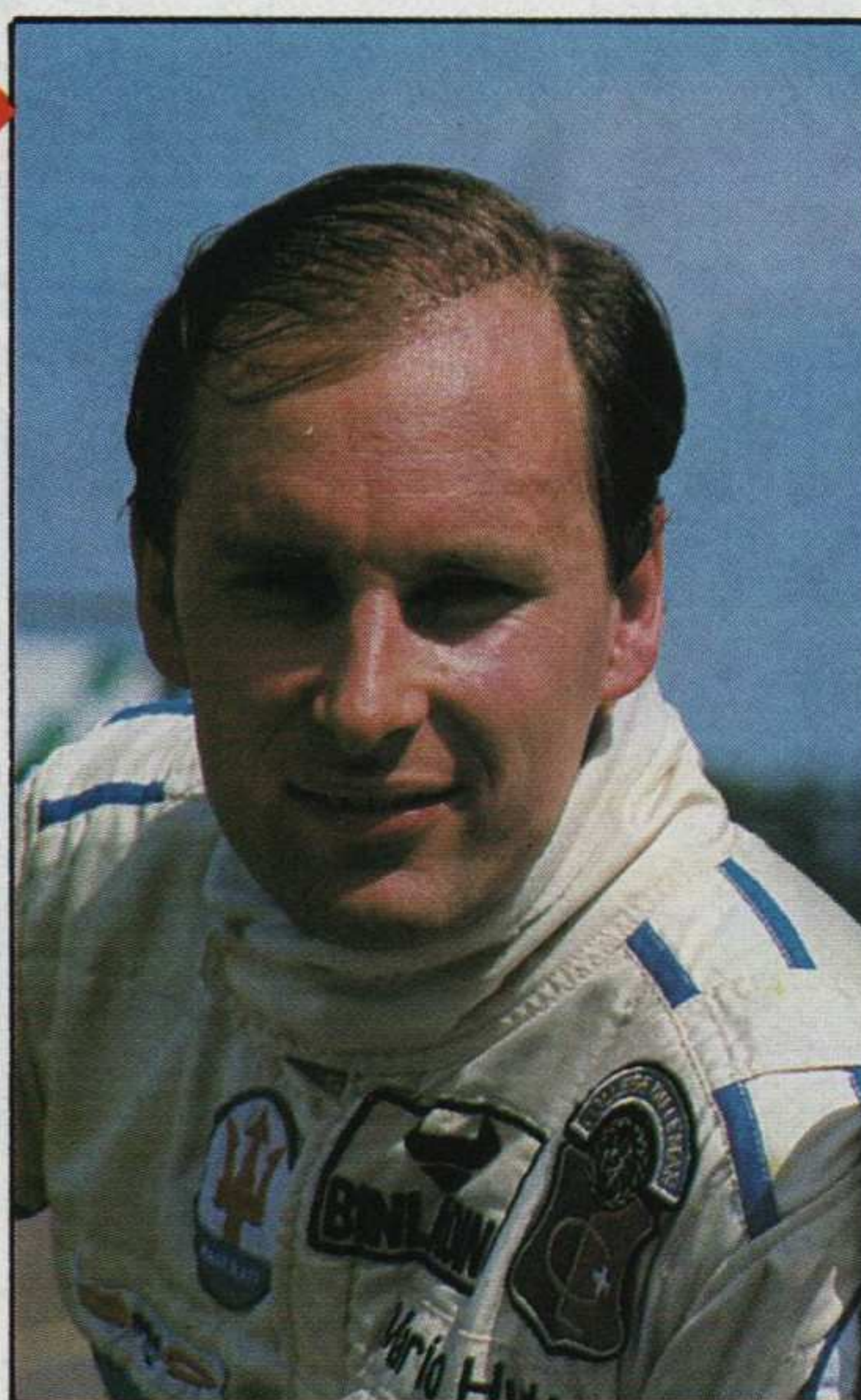
1 CORRADO FABI (I) - Genoa Racing - March 87B. Aged 26; born in Italy. 1980: 3rd European F3 Championship in March. 14th British F3 Championship in March. 1981: 5th European F2 Championship in March. 1982: 1st European F2 Championship in March, five wins. 1983: Formula One World Championship with Osella (no score). Best result, 11th. 1984: Formula One World Championship with Brabham (no score). Best result, 7th. 1986: Birmingham F3000 race: Did not enter and could well miss this year's race.



30 JARI NURMINEN - GA Motorsport - Lola T87/50. Aged 25; born Finland. 1986: 25th Intercontinental F3000 Championship in March (no score). Failed to qualify for six races. Only one finish, 15th in Australia. Birmingham: Did not qualify. 1987: Drove opening four races for Euroventurini Dallara 87 team (No. 26). Transferred to GA Motorsport at Donington.



37 MARIO HYTTEN (Ch) - Team RaceTech 3000 - March 87B. Aged 30; born Stockholm; lives Geneva and Avon Dasset, near Banbury. 1983: 6th British F3 Championship in Ralt and Sparton cars. Best result, 3rd. 1984: 4th British F3 Championship in Ralt, one win. 1985: 10th European F3000 Championship in March. Best result, 2nd. 1986: 25th Intercontinental F3000 Championship in March (no points). Best result, 15th. Birmingham: Did not qualify.

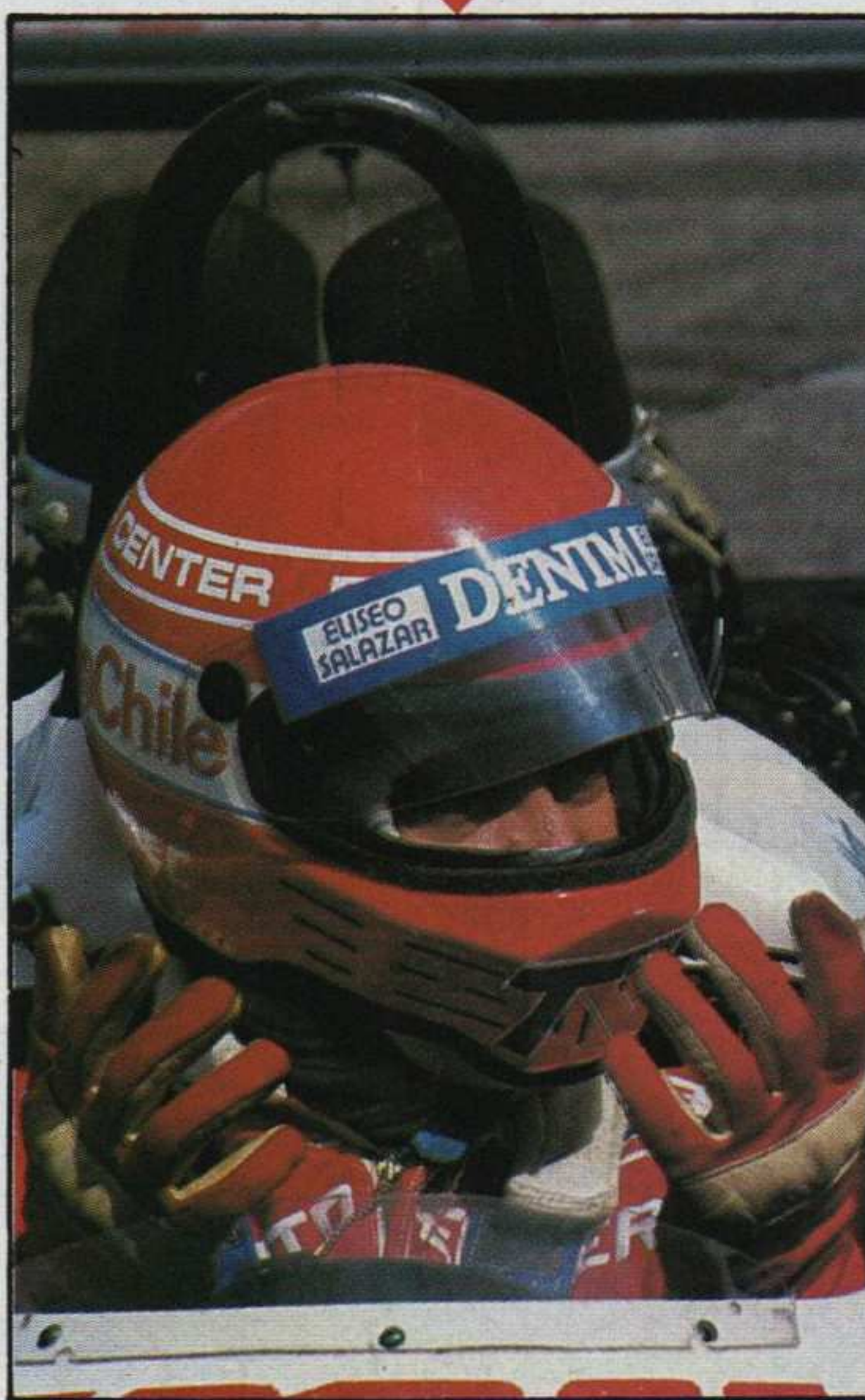


18 ELISEO SALAZAR (Chile) - Bromley Motorsport - Ralt RT21. Aged 32, born Santiago, Chile. 1981: 18th Formula One World Championship in March and Ensign cars. Best result, sixth in Holland. 1982: 22nd Formula One World Championship in ATS. 1983: 20th Formula One World Championship in March. 1986: 19th Intercontinental F3000 Championship in RAM and Lola cars. Birmingham: Qualified 6th, finished 4th - best result. Holds the lap record for Birmingham during Monday's race in the wet conditions at 1 min. 42.62 secs., 86.64 mph.

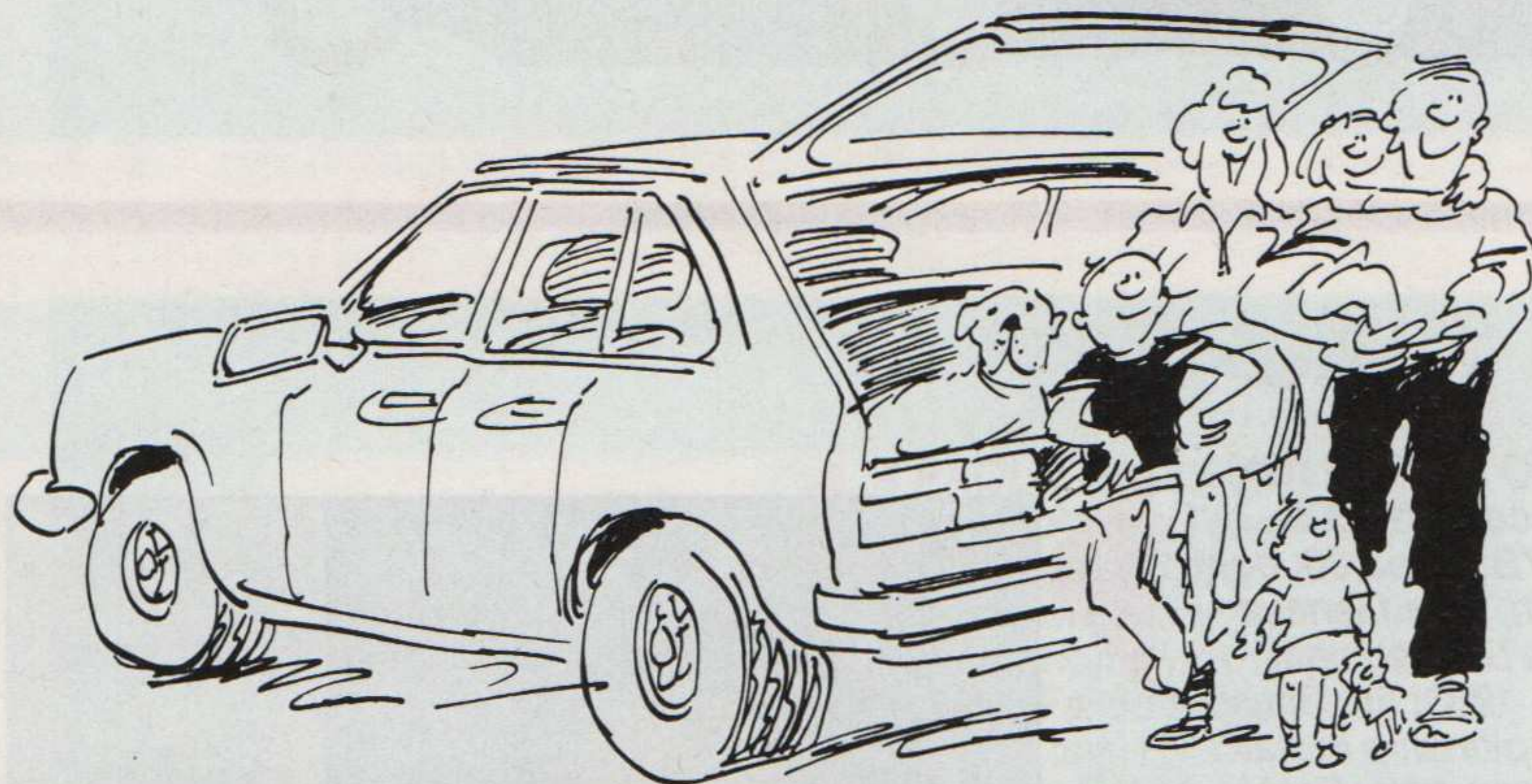
14 GIOVANNA AMATI (I) - BS Automotive - Lola T87/50. Born Italy; Lives in Rome. Former Italian F3 driver. 1985: 15th Italian F3 Championship. 1986: Italian F3 Championship. Birmingham: Did not enter. Tested a Benetton Grand Prix car at Donington in winter. 1987: Made her F3000 debut in a BSA March at Donington. Unlikely to race in Birmingham.



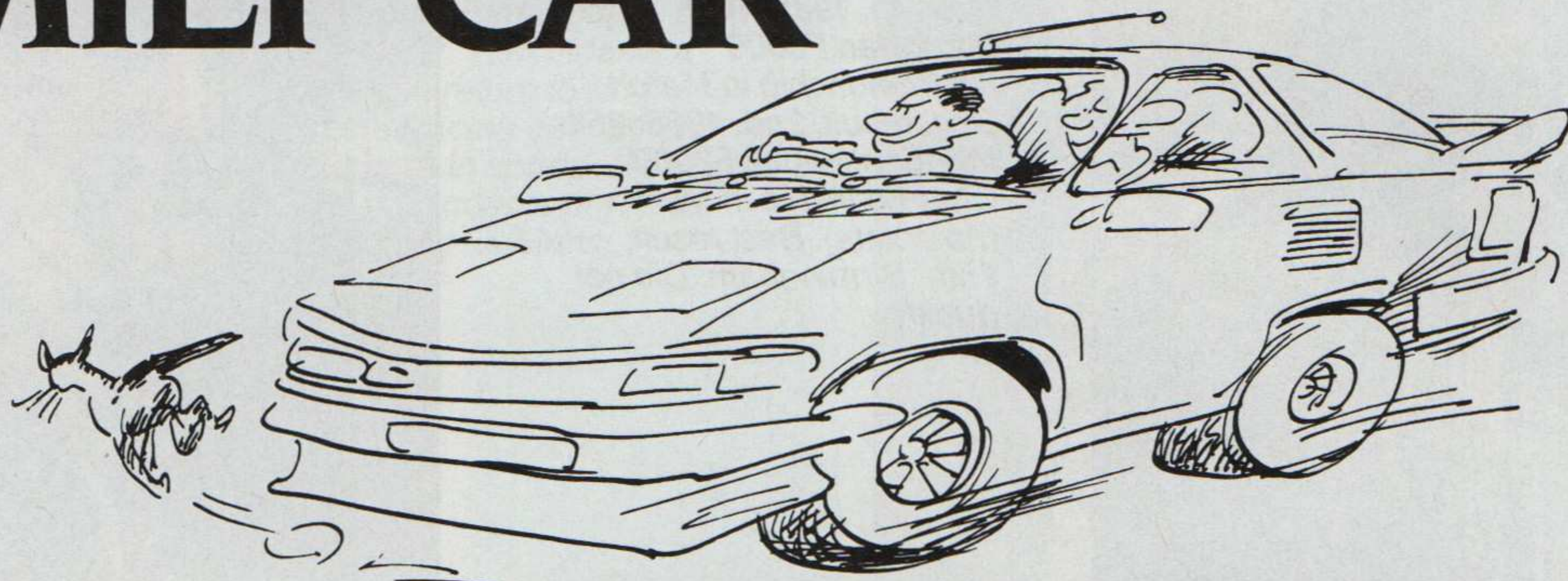
33 ALDO BERTUZZI (I) - FIRST Racing - March 87B. Born Italy. 1986: 25th Intercontinental F3000 Championship in Minardi and March cars (no score). Failed to qualify for every race he attempted. Birmingham: Did not enter. 1987: Tardy driver who failed to qualify for Silverstone, Spa and Pau. Is unlikely to contest any more races, concentrating on powerboat racing.



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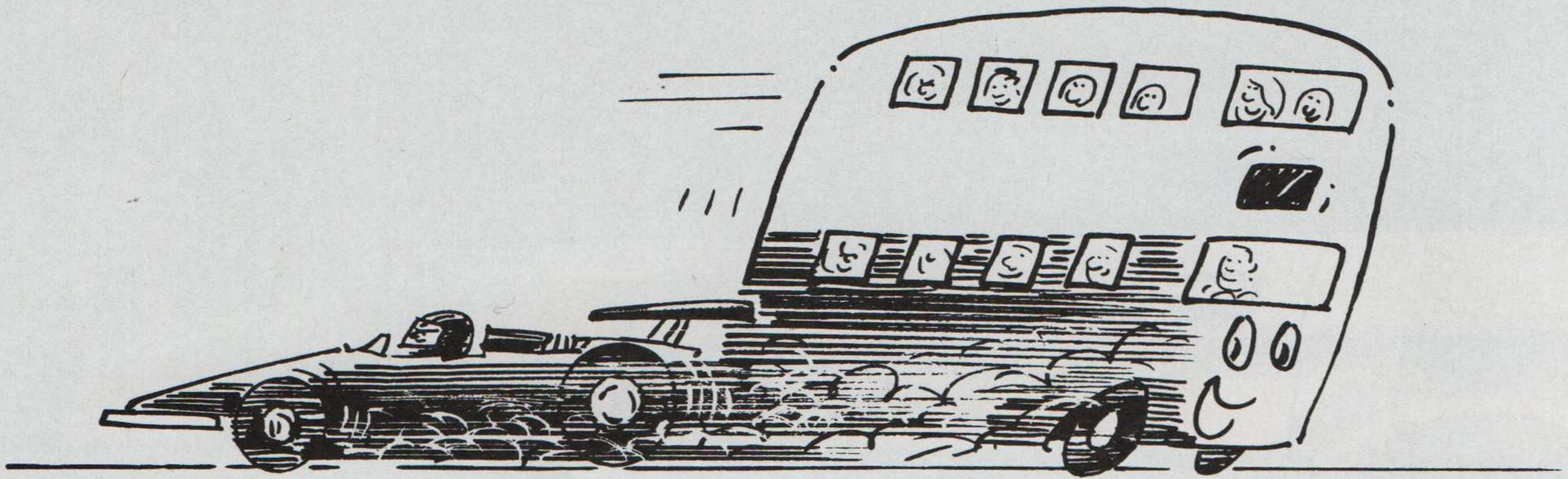
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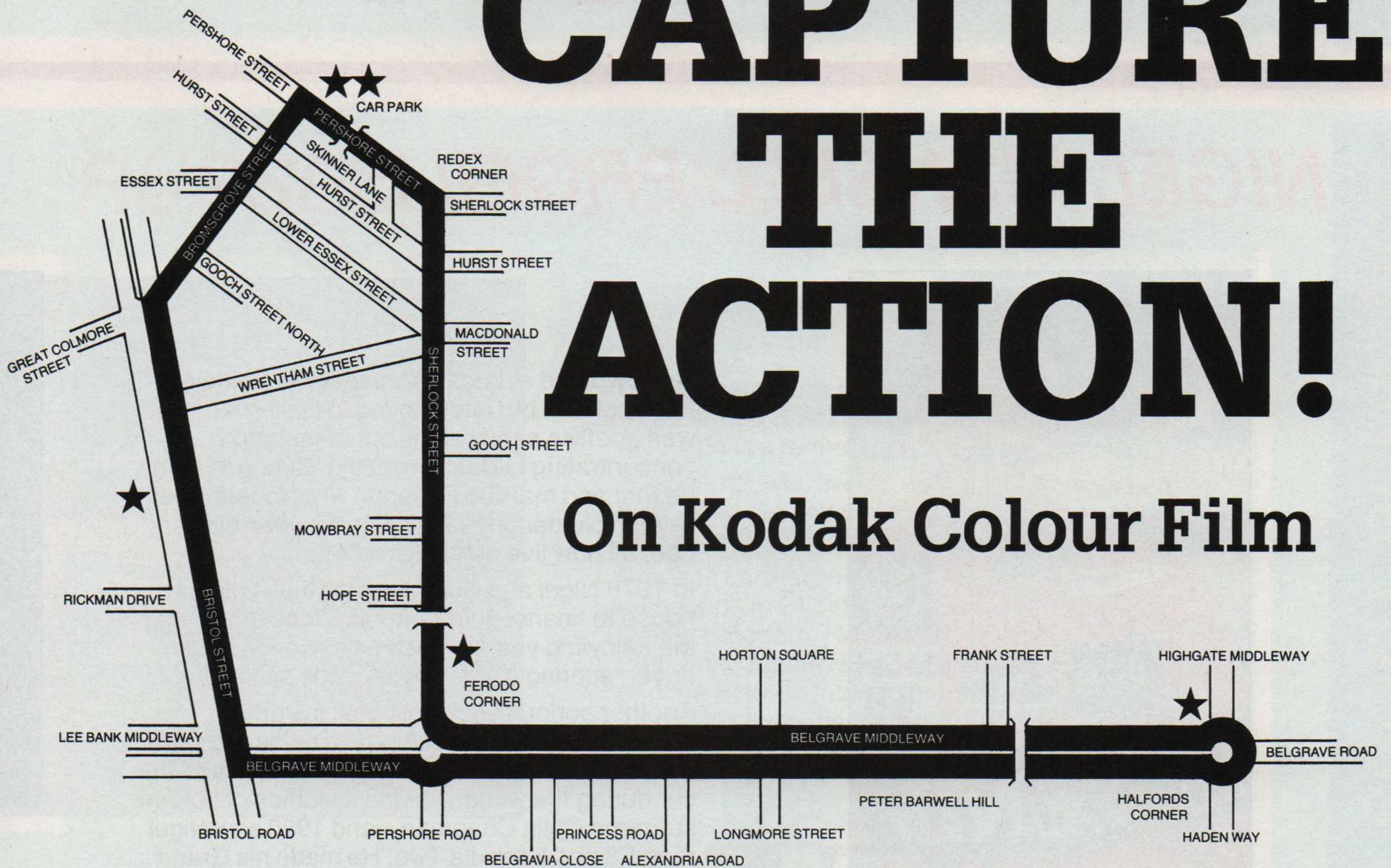


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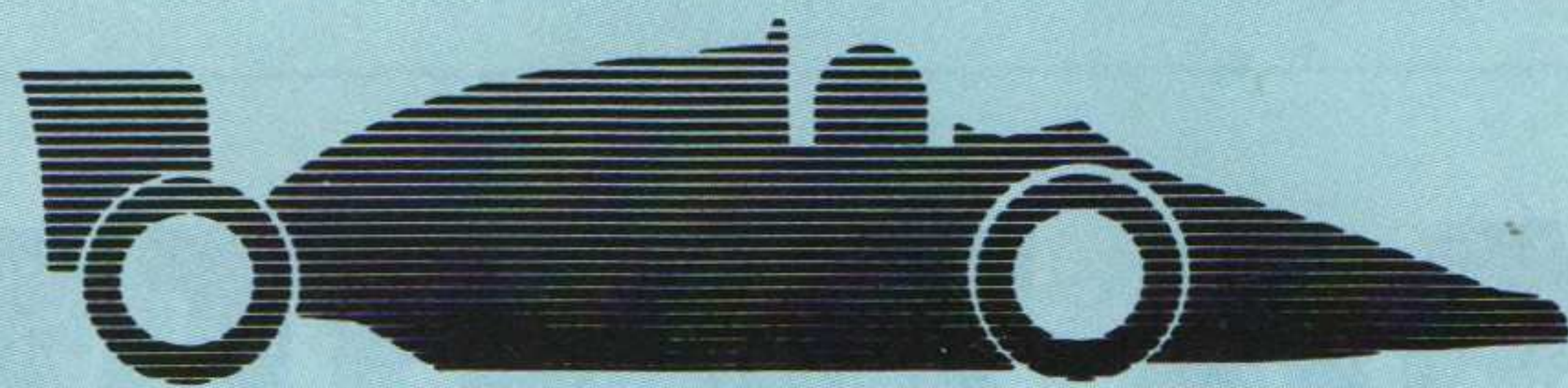
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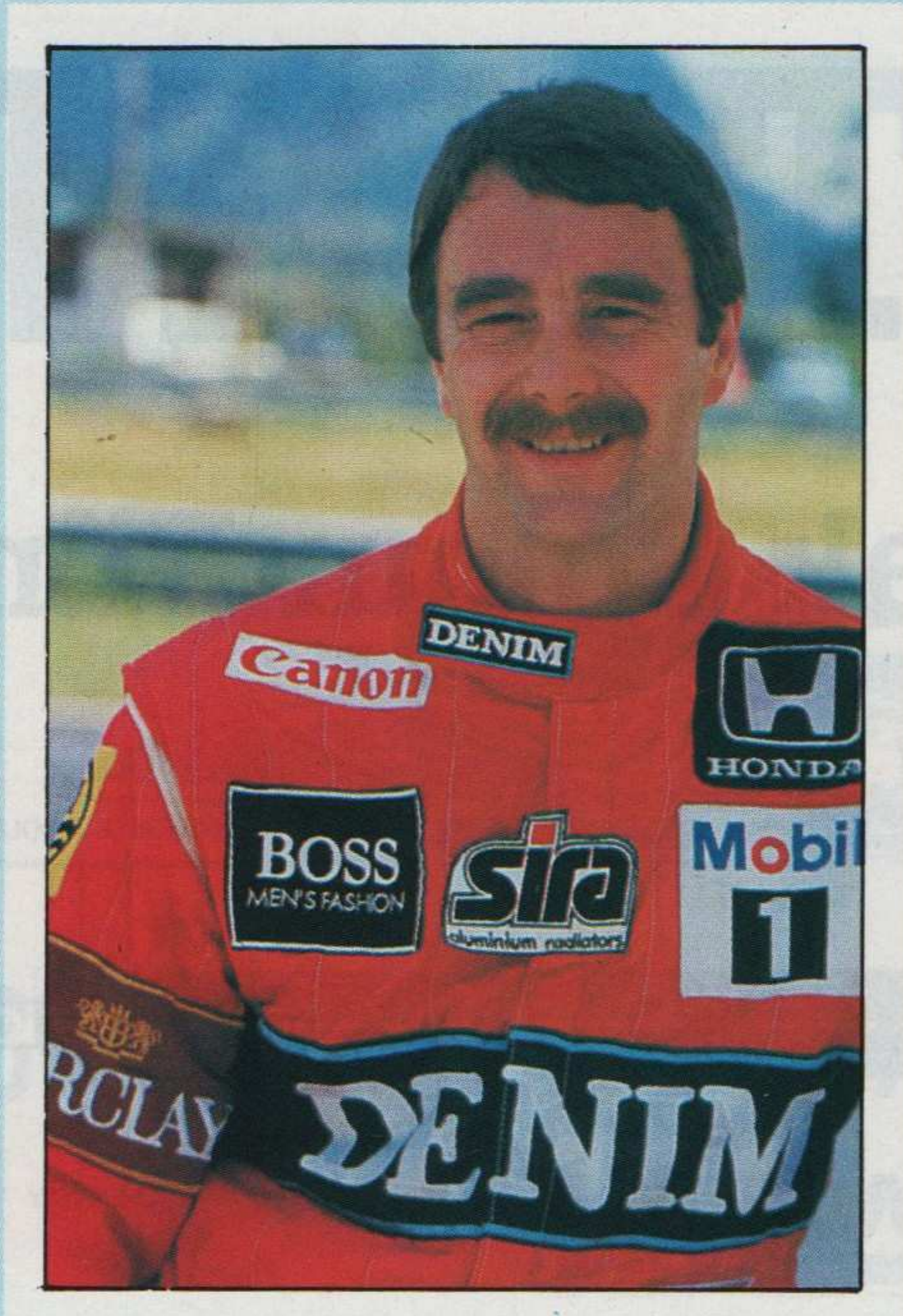
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NIGEL MANSELL PROFILE



Many of the 26 drivers on the grid for today's Formula 3000 race aim to make the final step up the racing ladder into Grand Prix racing. Each one wants to win the coveted World Championship, a title which so nearly came to Britain for the first time in ten years thanks to the efforts of Nigel Mansell. It was not to be, however, a rear tyre spectacularly exploding at almost 200mph in the final race in Australia with the 'crown' all but in place denying the Birmingham ace his just rewards.

Mansell's racing career has not been an overnight success. Determination, dedication and physical toughness all played a major role in his climb to the very top.

Born on August 8th, 1954 in Upton-on-Severn, Nigel lived in the Birmingham area for the majority of his childhood later years.

His interest in motorsport began when father, Eric, took him to a race meeting, while his first race was in 1968 at Shennington in a kart. His first win came the following year at Turnhill in Salop. Nigel's maiden car race was at Mallory Park in July 1976 – which he duly won.

Mansell collected a host of kart titles and in 1977 won 32 out of the 42 FF1600 races he entered. In a testing accident at Brands Hatch, however, Nigel broke his neck but discharged himself from hospital after being told he would be hospitalised for six months and might never drive again – he was racing within weeks!

Nigel worked at Lucas Aerospace in Shirley, Birmingham, but later moved to Girling where he was briefly a senior sales engineer before concentrating full time on racing. During this time he met and married Rosanne who, together with 5-year-old daughter Chloe and 2-year-old son Leo, all now live on the Isle of Man.

In 1978 Nigel and Rosanne sold their Olton house to finance four Formula Three drives and the following year he became a 'works' March driver, scoring a win, two seconds and a fifth.

Another serious accident befell the gritty Brummie that year, resulting in a damaged spine. That failed to stop him testing a Lotus Grand Prix car during the winter – at the invitation of Lotus supremo Colin Chapman – and 1980 saw Nigel race F3 and Formula Two. He made his Grand Prix debut for Lotus in Austria the same season – receiving second degree burns on his bottom in the process due to a leaking fuel tank – and became a full time member of the Norfolk team in 1981.

For four seasons Nigel remained loyal to Lotus, but after 50 GPs all Nigel had to show in the way of results were four third placings and so switched to the Didcot-based Williams team. Immediately Nigel settled at Williams and duly won his maiden Grand Prix in front of an ecstatic crowd at Brands Hatch. The next race in South Africa he also won to finish sixth in the championship.

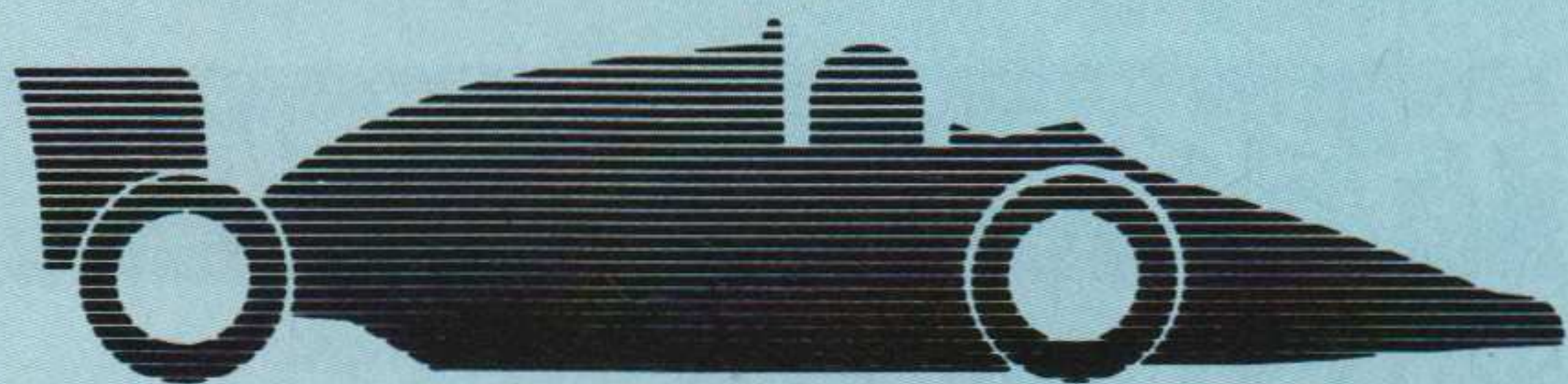
Whatever happens in the rest of Nigel's career, no one will ever forget the drama in Adelaide when a blown tyre in the last race of the season robbed him of the World Championship.

He won five races in 1986 and had to be content with the runners-up spot in the series to Alain Prost, a Frenchman who is chasing his third consecutive title this season.

Mansell said: "I would jump at the chance of driving around the Birmingham circuit in my Grand Prix car. It's a first-class circuit and I don't see why we shouldn't have a Grand Prix here in future years. He continued: "There wouldn't be any problem in hosting a GP as it stands now. Everyone worked tremendously hard, I was very, very impressed.

"If it hadn't been for the rain it would have been a fabulous race", concluded the former Hall Green man.





RUSSELL BROOKES PROFILE



After spending his early days in a Mini, then moving on to an Escort, Russell turned to Vauxhall-Opel in 1982. That same year he finished runner-up in the Irish Tarmac Championship driving a Chevette. The following season he finished second in the British Open series – again in a Chevette – and second in the Irish Championship after his third Circuit of Ireland win.

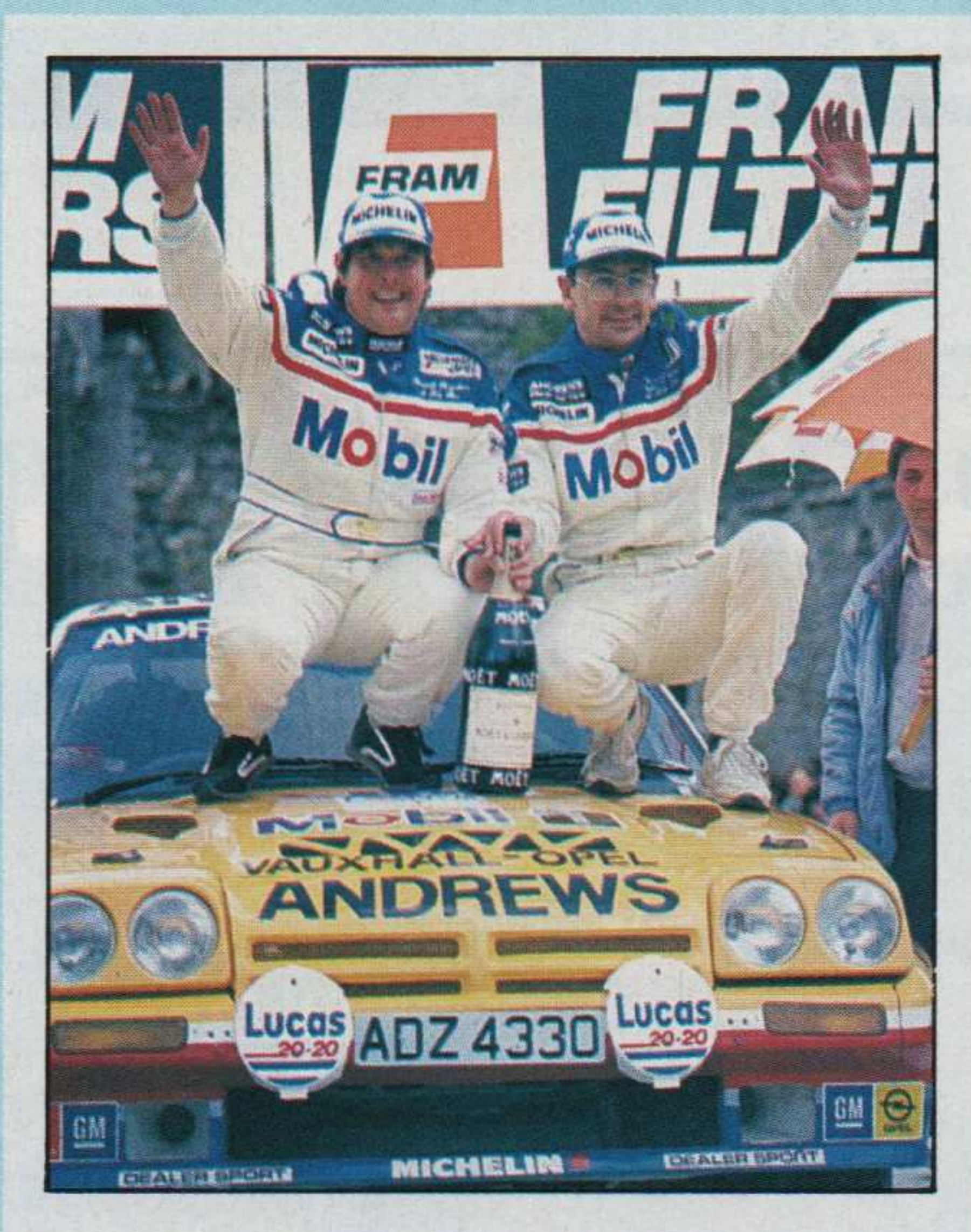
Brookes switched to an Opel Manta 400 in 1984 and fought a year long battle with his team-mate Jimmy McRae in the Open series to finish third. Wins on the Manx and Ulster helped Russell to the Open title in 1985 and finished a close second in the championship last season.



Birmingham-born rally ace Russell Brookes has represented Britain for 18 years at international level and is a former double British champion.

Russell, 42, who lives in Besford, Worcestershire with wife Julia and their two children, rose from the ranks of clubman to the peak of British rallying.

Brookes can list amongst his achievements competing in 24 different countries outside the United Kingdom. He drove an Escort in the Far East, winning the New Zealand Motoguard Rally and the Bahrain International. In Britain, Russell has consistently been the highest finishing 'home' driver in the RAC Rally – six times in the last nine years.



Russell puts everything behind his rallying and tends to gradually build up tension within himself during the days leading up to an event. He also puts a great deal of thought into his rallying, planning every stage carefully and is fastidious about his car's preparation. Over the years he has become synonymous with Andrews Heat-for-Hire, of Wolverhampton, the sponsorship now in its thirteenth year.

This year Brookes has driven two types of car in the Shell Oils RAC British Open Championship, a Manta and a less powerful Opel Kadett GSi.

Mike Broad, from Sutton Coldfield, has navigated for Brookes since 1981. The 38-year-old Midlander also co-ordinates GM Dealer Sport's activities.

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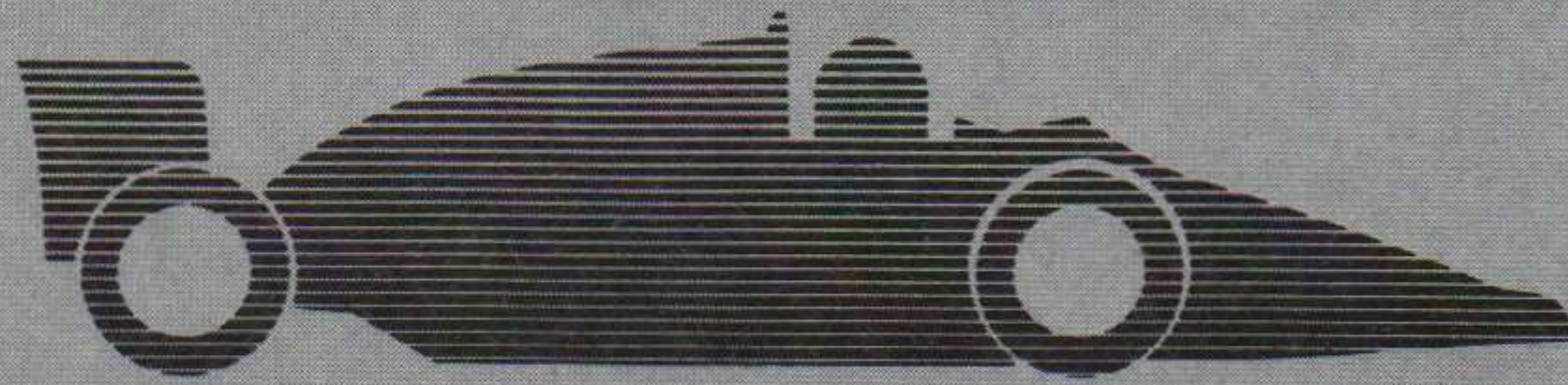
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Paul Stewart.



FOLLOWING IN FATHER'S FOOTSTEPS

Paul Stewart, elder son of triple World Champion, Jackie, roars into Birmingham for the Ferodo Formula Ford 1600 supporting race.

The 21-year-old Scot made his debut three months ago, taking in 13 races during the holidays from studying political science and international law in America.

Jackie himself will be in Birmingham to watch his son. He said: "I'm really looking forward to the Super Prix. Street racing is a special art – and I hope I can pass on some of my experience to Paul."



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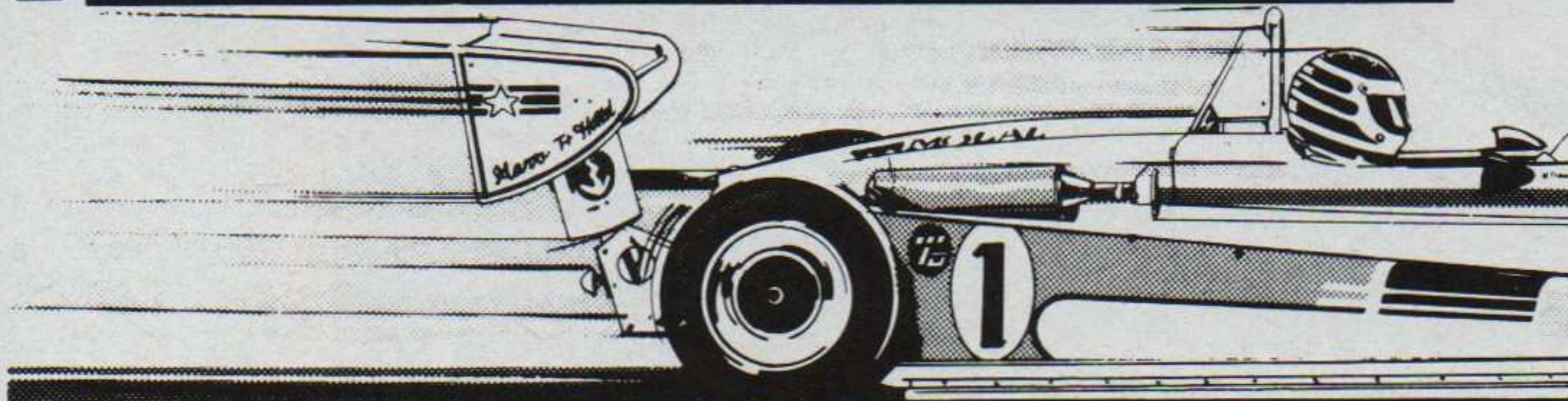
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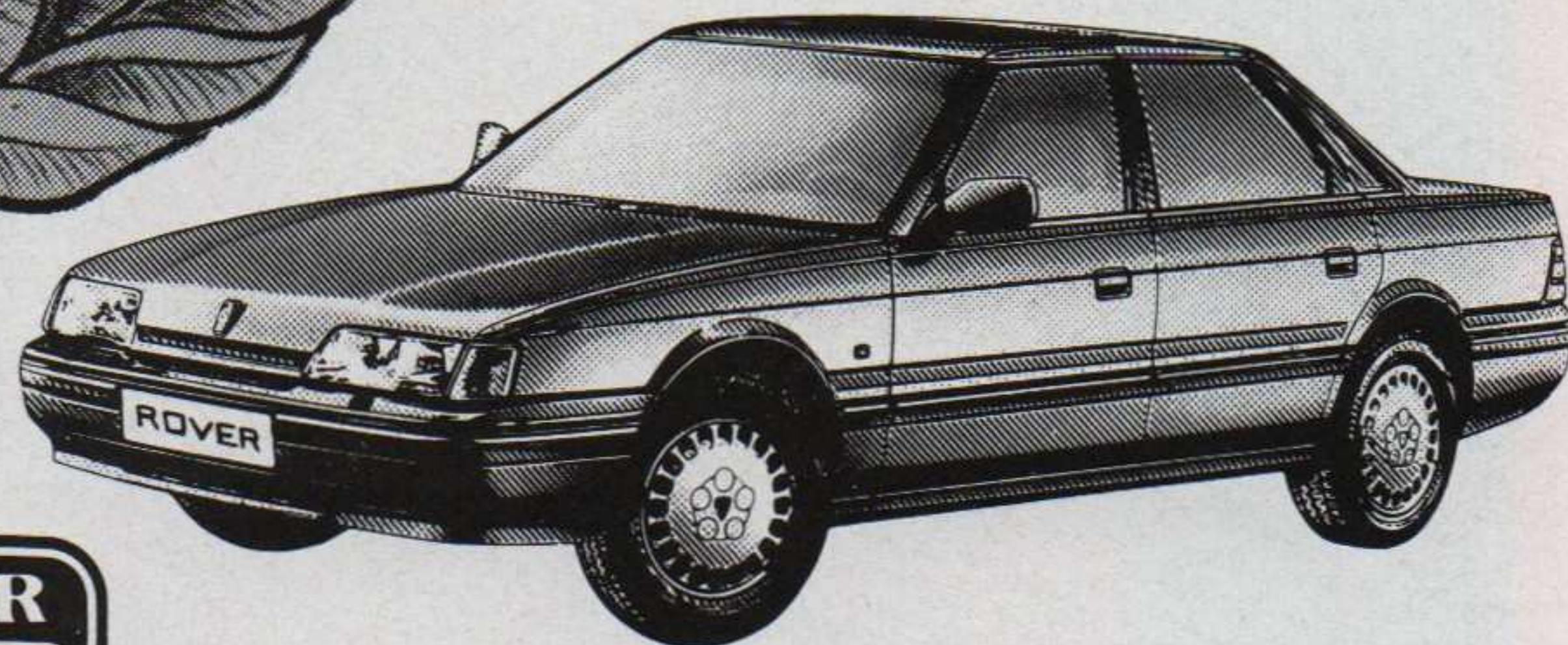
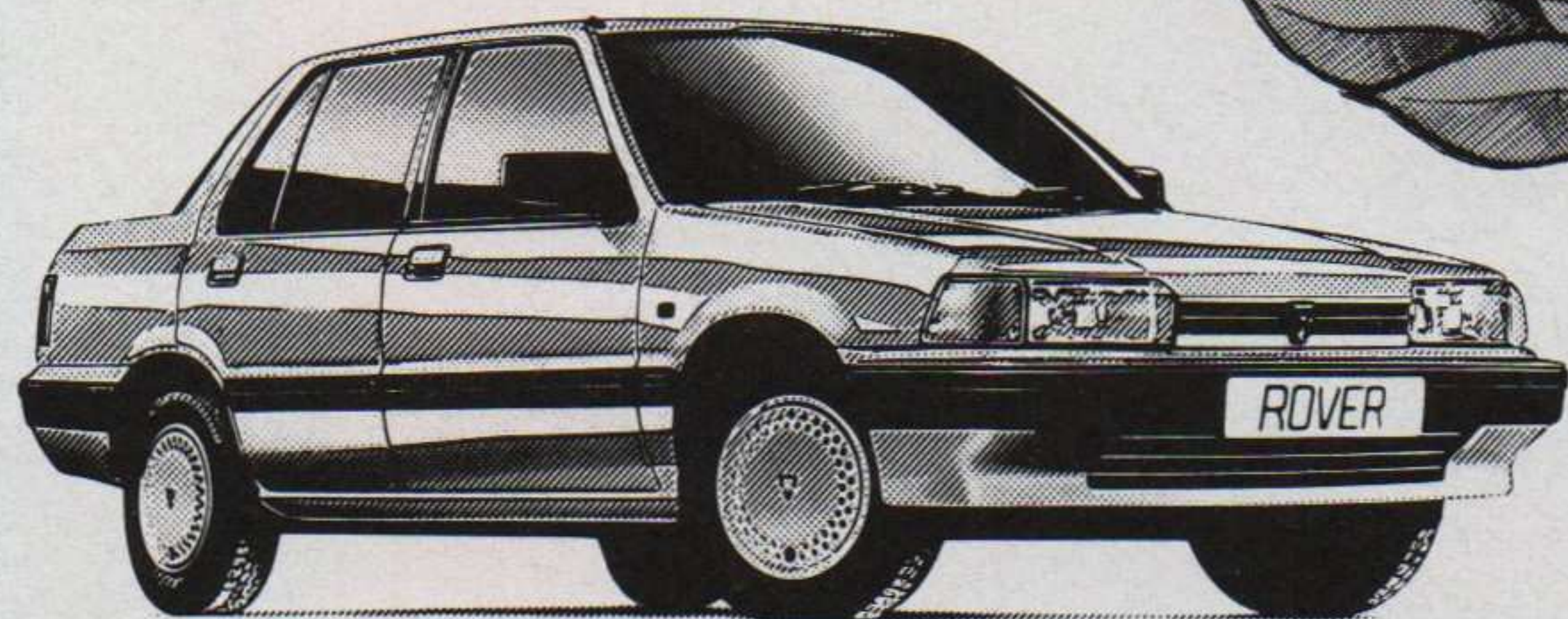
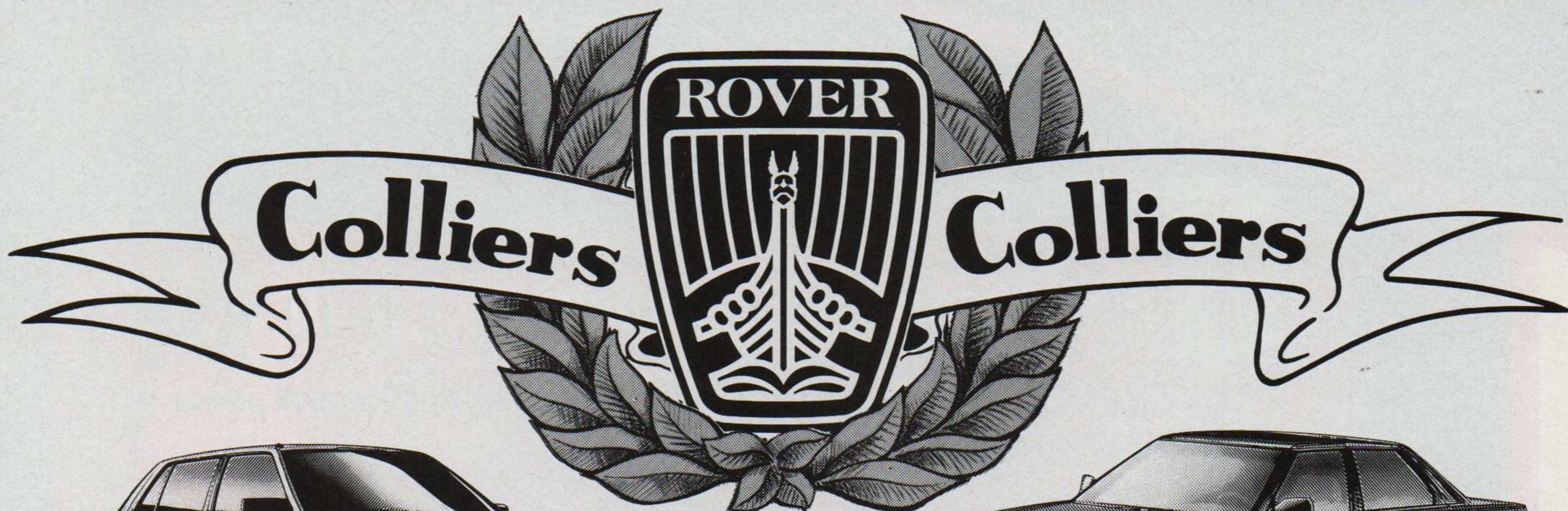
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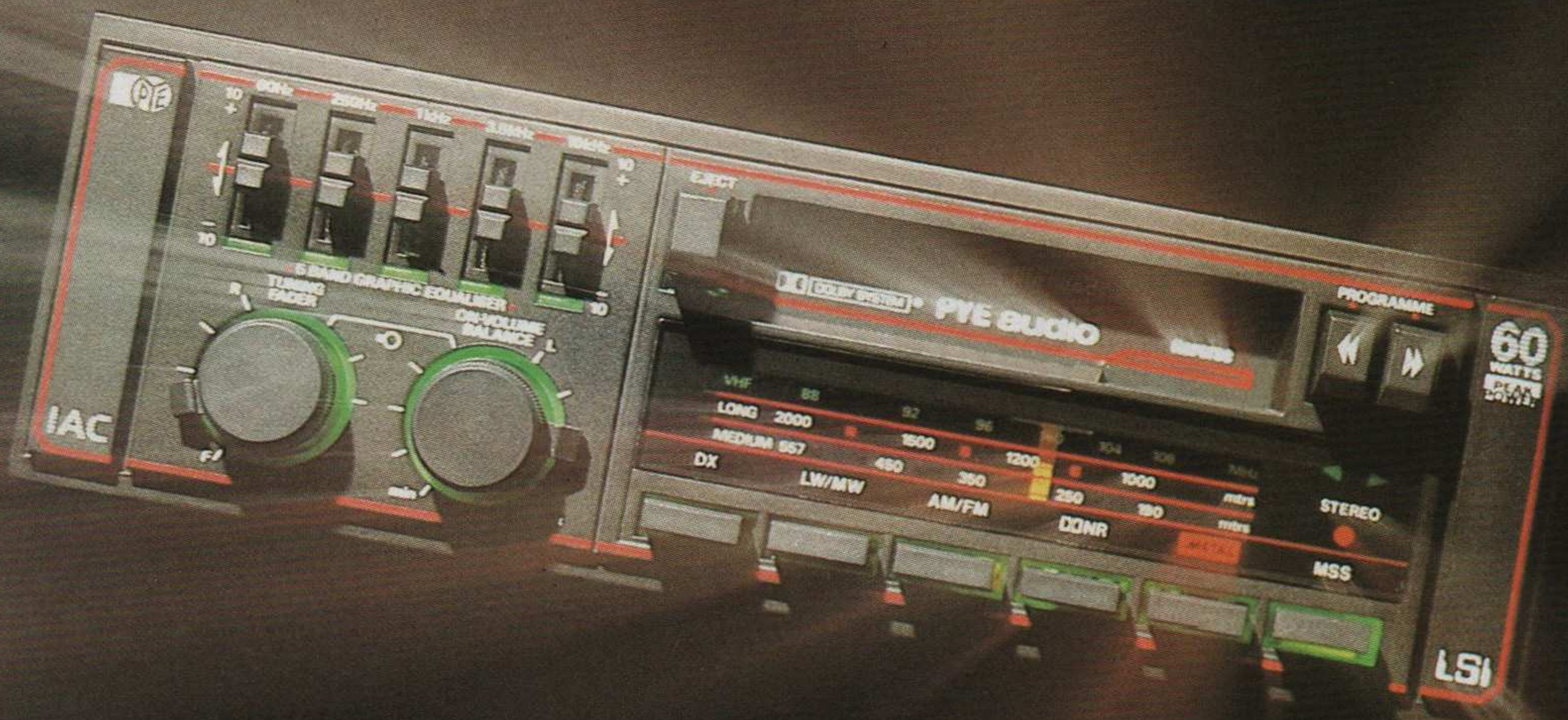


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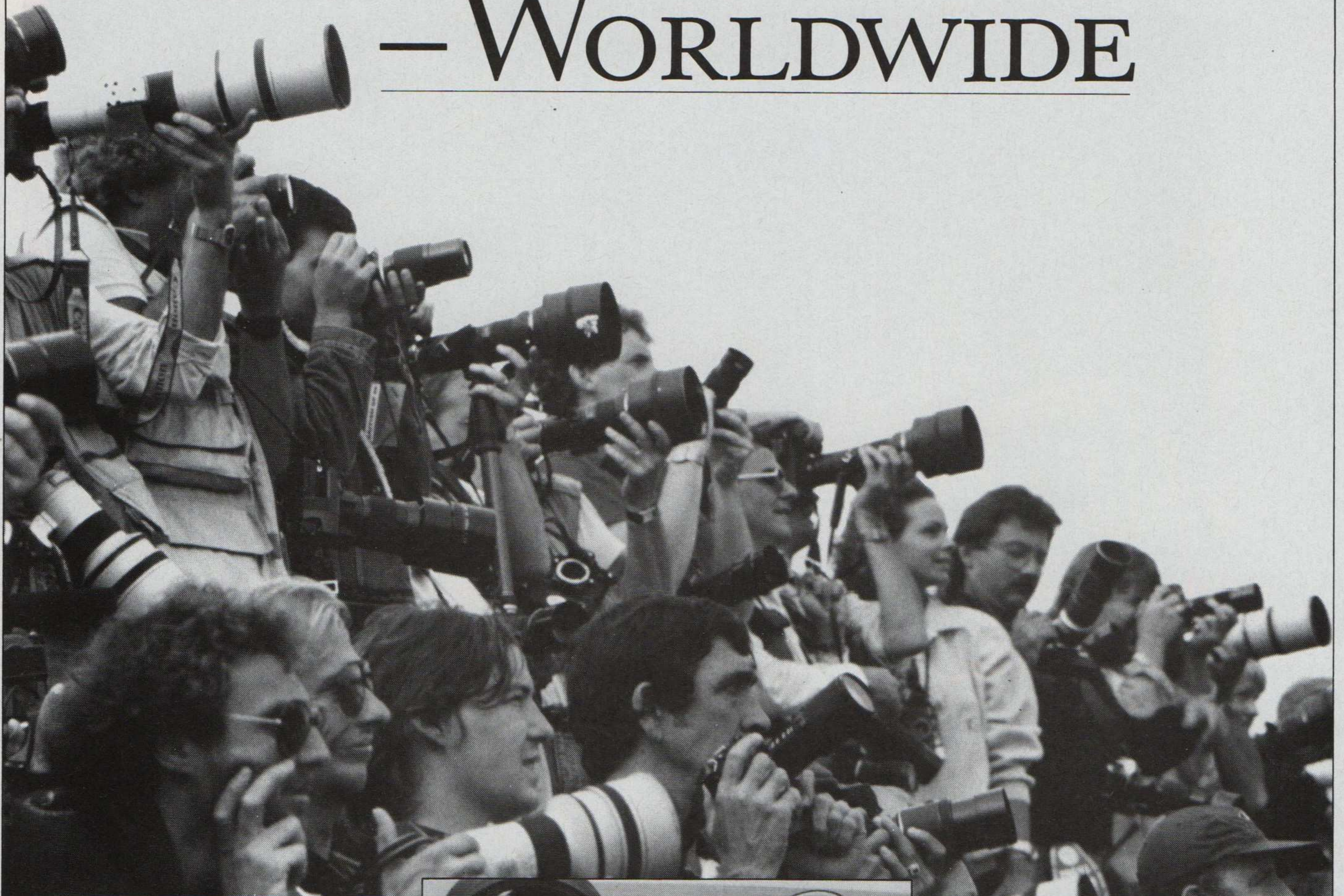
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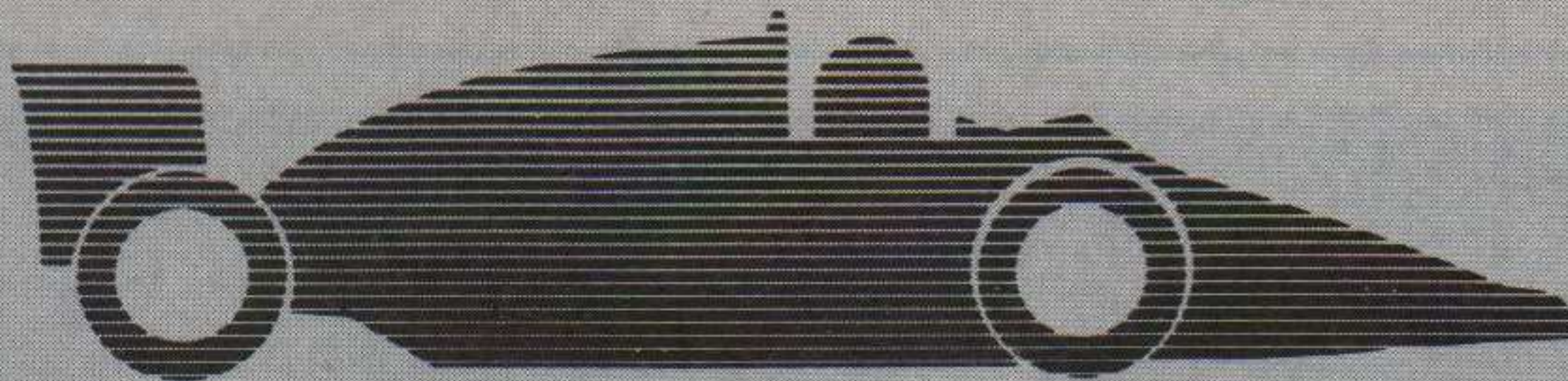
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REPORTING FROM THE CIRCUIT

The best way to experience the Birmingham Super Prix is to be on the spot to see, hear and smell the drama unfolding. But there are millions of motorsport followers – not just in the U.K., but throughout the world – who expect to be able to read all about it in the papers the following morning. Just how do the reporters covering the event get their stories through to their newspapers in time? The answer is, of course, telecommunications.

For the Super Prix, as for virtually all major sporting events, British Telecom sets up a range of temporary communication facilities on site especially for the Press. Everything is planned and operated by the Special Events Unit of British Telecom International's Bureau Services Division.

For occasional or one-off events, particularly at temporary sites, permanently installed lines, equipment, furniture and permanent staffing are simply not appropriate. The Special Events Unit meets the need by providing everything just for as long as necessary – and not a moment longer.

Press communications are set up virtually anywhere – in hotels, offices, car parks, fields, beside quays or race tracks – where necessary using mobile accommodation – Special Events' purpose designed trailers. The range of facilities will vary according to the nature of the event, but the services and systems provided are always tailored to the particular occasion. In general there will be extensive phone, telex and facsimile services, together with facilities for connecting communicating computers to the phone lines.

Enjoy the racing. And spare a thought, when you read the report in your paper tomorrow, for the journalists who convert the action into words almost as quickly as it happens, and for the people from BT whose job is to ensure that the story gets through on time, every time. Enquire about Bureau Services on: 01-836 5432.

The Birmingham Post & Mail Ltd

Armchair enthusiasts will be able to enjoy full coverage of the event through television, radio and the Birmingham Post & Mail, as the following guide:

The Birmingham Post – Tuesday 1st September.

Birmingham Evening Mail Tuesday 1st September.

Weeklies: Sutton/Erdington News; Solihull News; Walsall Observer.

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29th AUGUST 18.00-18.30 Hrs. Preview in 'Sports Talk' with Pat Foley.

30th AUGUST 14.00-17.00 Hrs. Updates during normal Saturday Programming.

31st AUGUST 14.00-17.00 Hrs. Updates from event within Normal Programming.
22.30 & 23.30 Hrs. Round up of the day's racing.



CENTRAL

Coverage of Birmingham Super Prix for ITV Network 31st August from 14.15 to 16.00 Hours.

Live coverage of the European Formula 3000 hosted by Tony Francis, with Nigel Mansell and Simon Taylor on commentary. Produced by Gary Newbon; Edited by Jeff Farmer and Directed by Stewart Wilson.



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22nd AUGUST 21.00-22.00 Hrs. Documentary on Birmingham Super Prix.

30th AUGUST 19.00 Hrs (15 mins) Sports Special with George Gavin.

31st AUGUST ALL DAY coverage with BRMB helicopter.
10.30-14.00 Hrs. Non-sporting look at Super Prix. Live – Nicky Steele.
14.00-18.00 Hrs. Superprix Sports Special with George Gavin.

Birmingham
DAILY NEWS

Birmingham Daily News – Wednesday 2nd September.

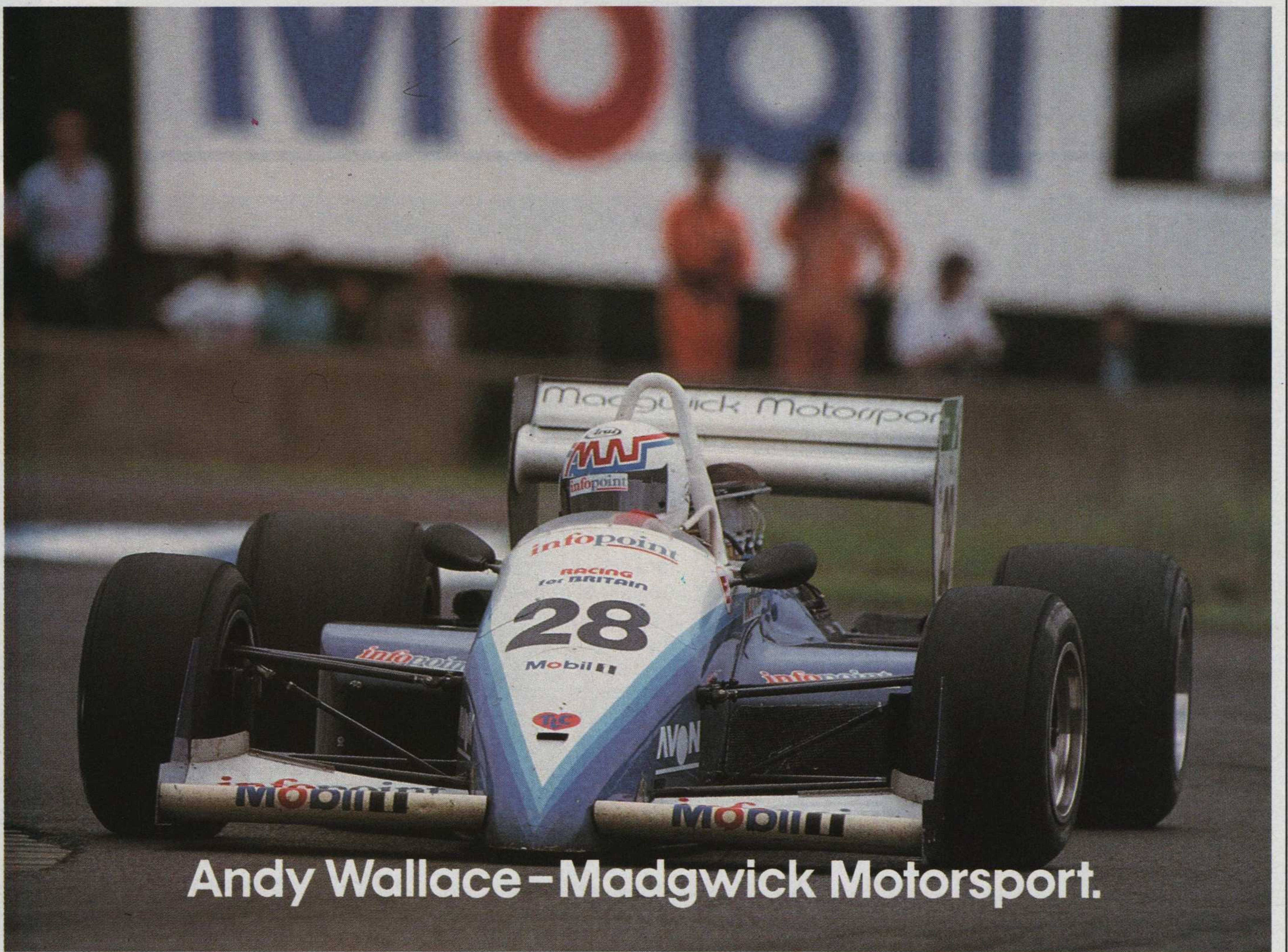


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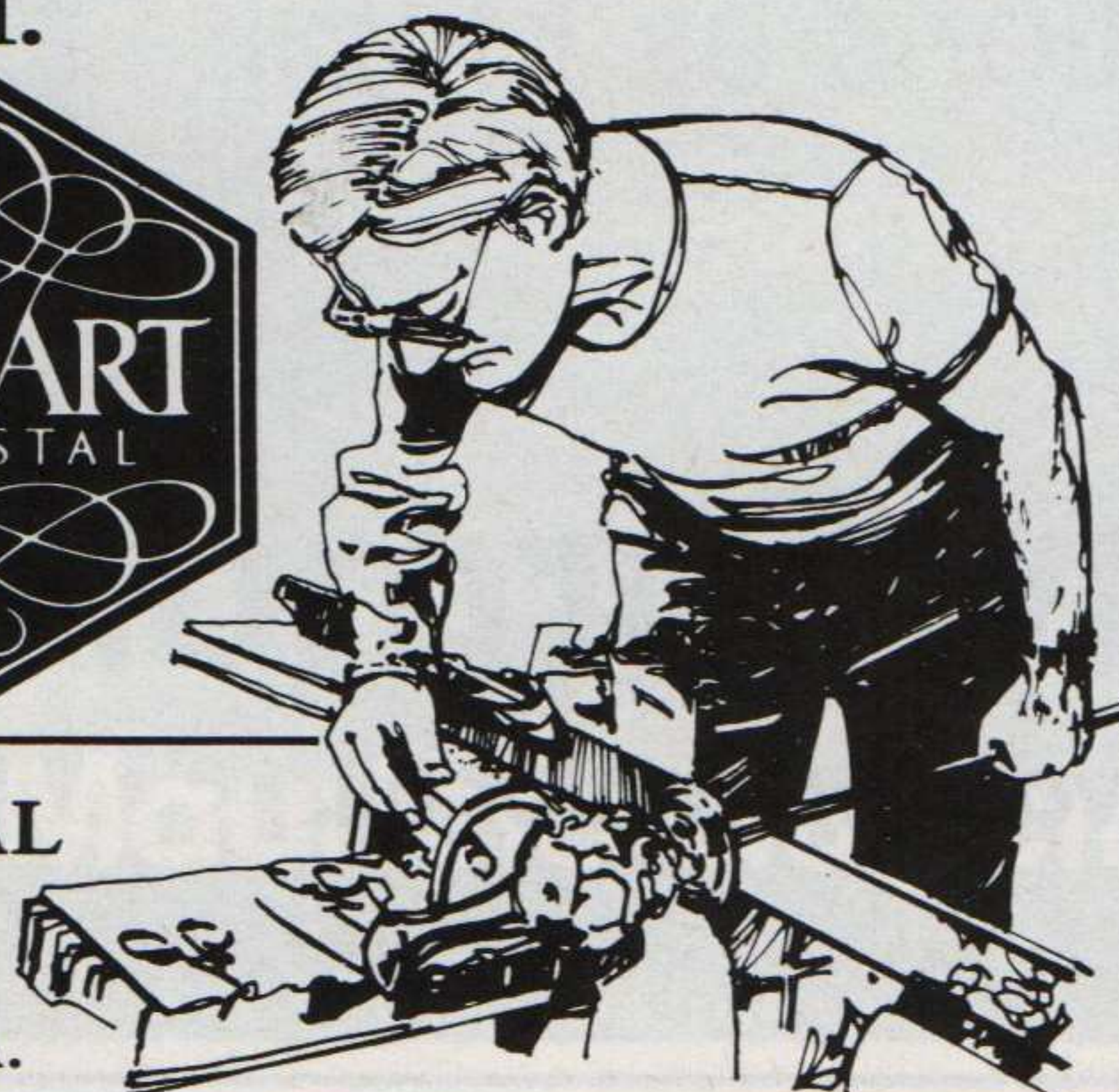
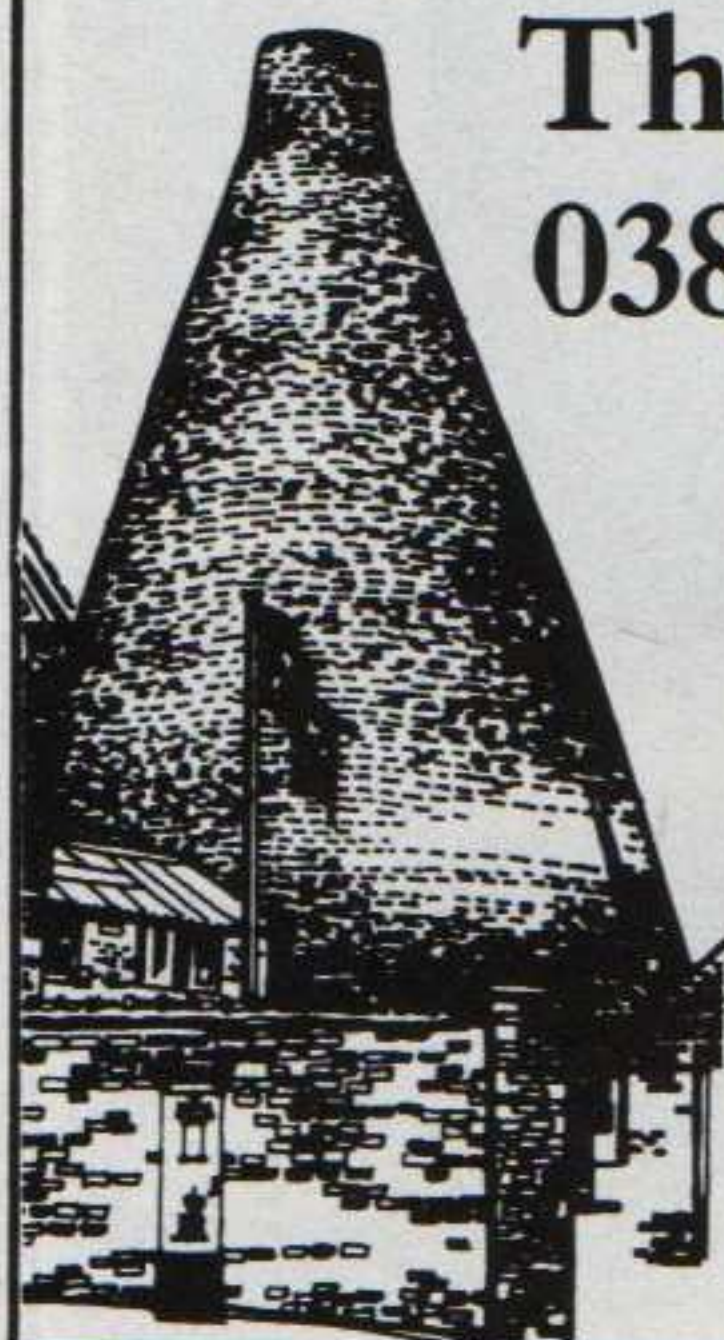
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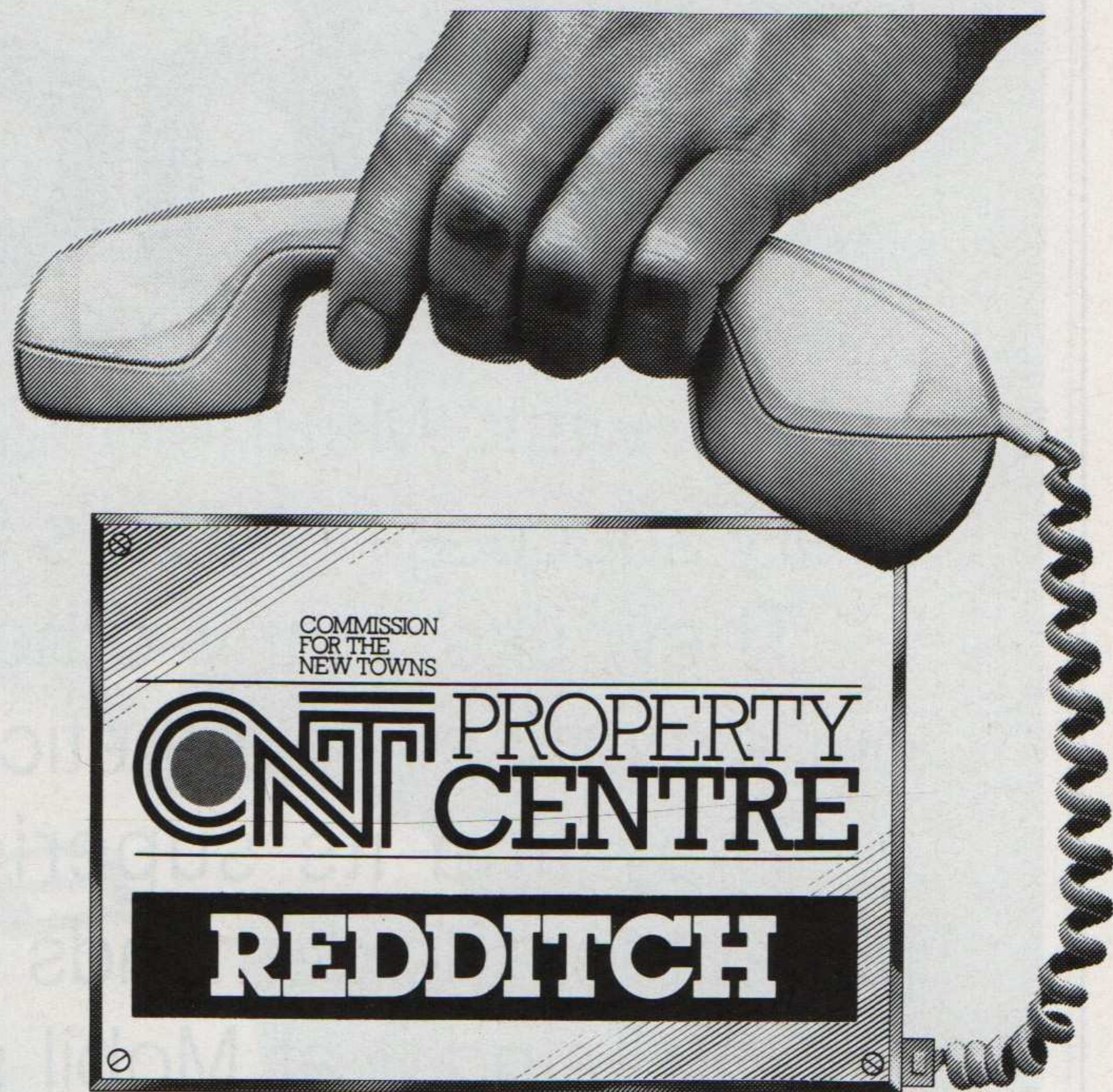
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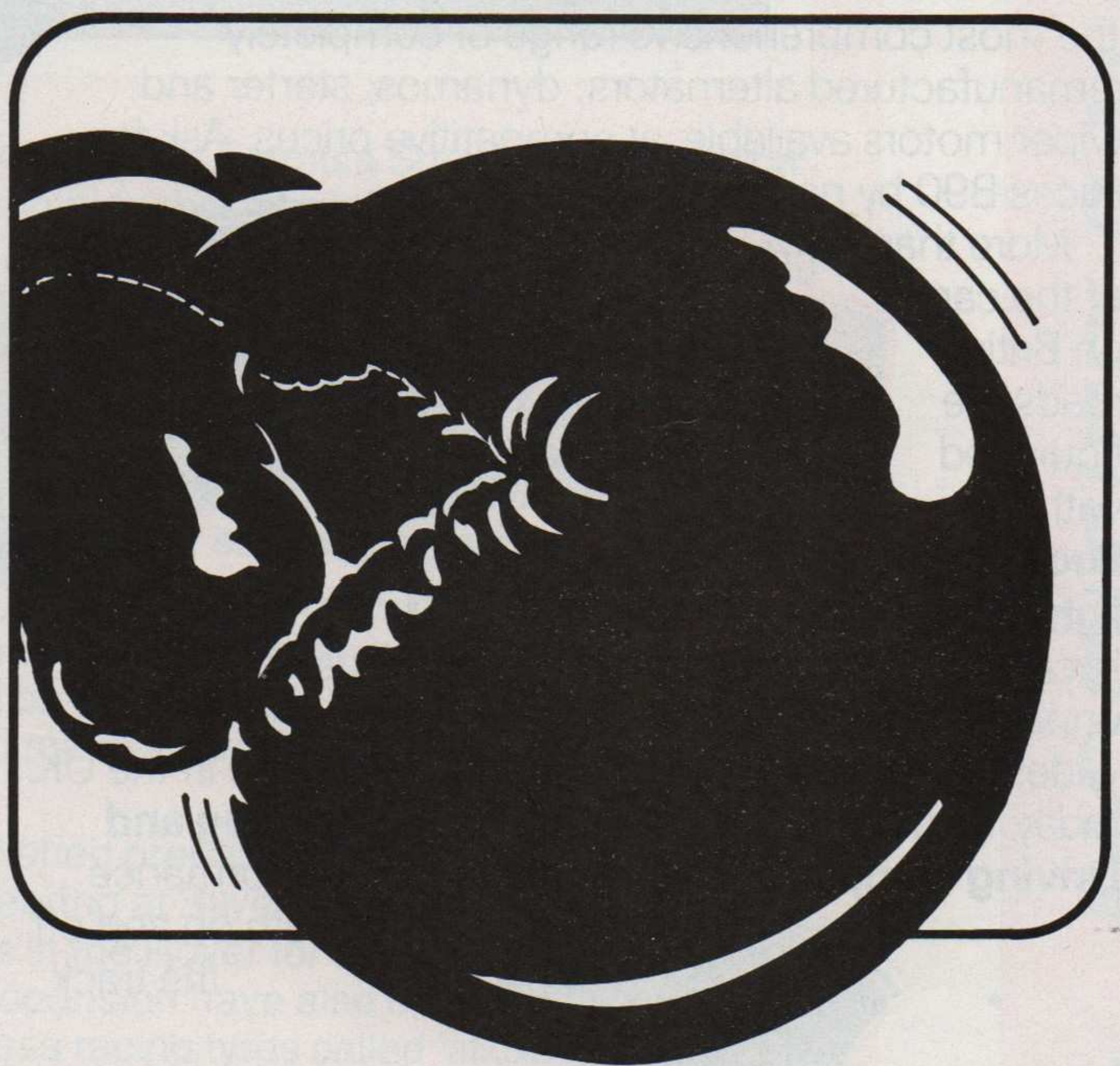
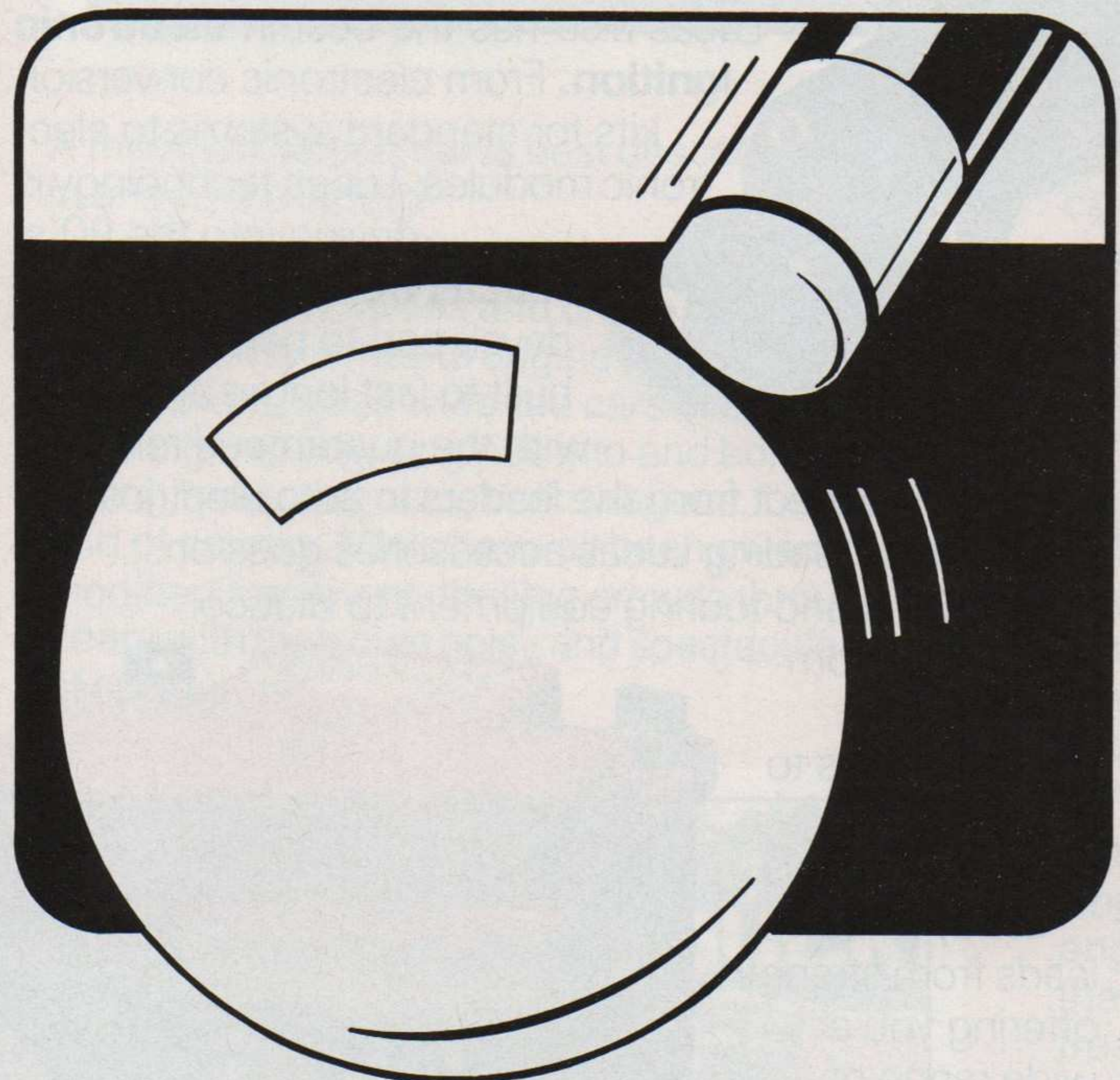
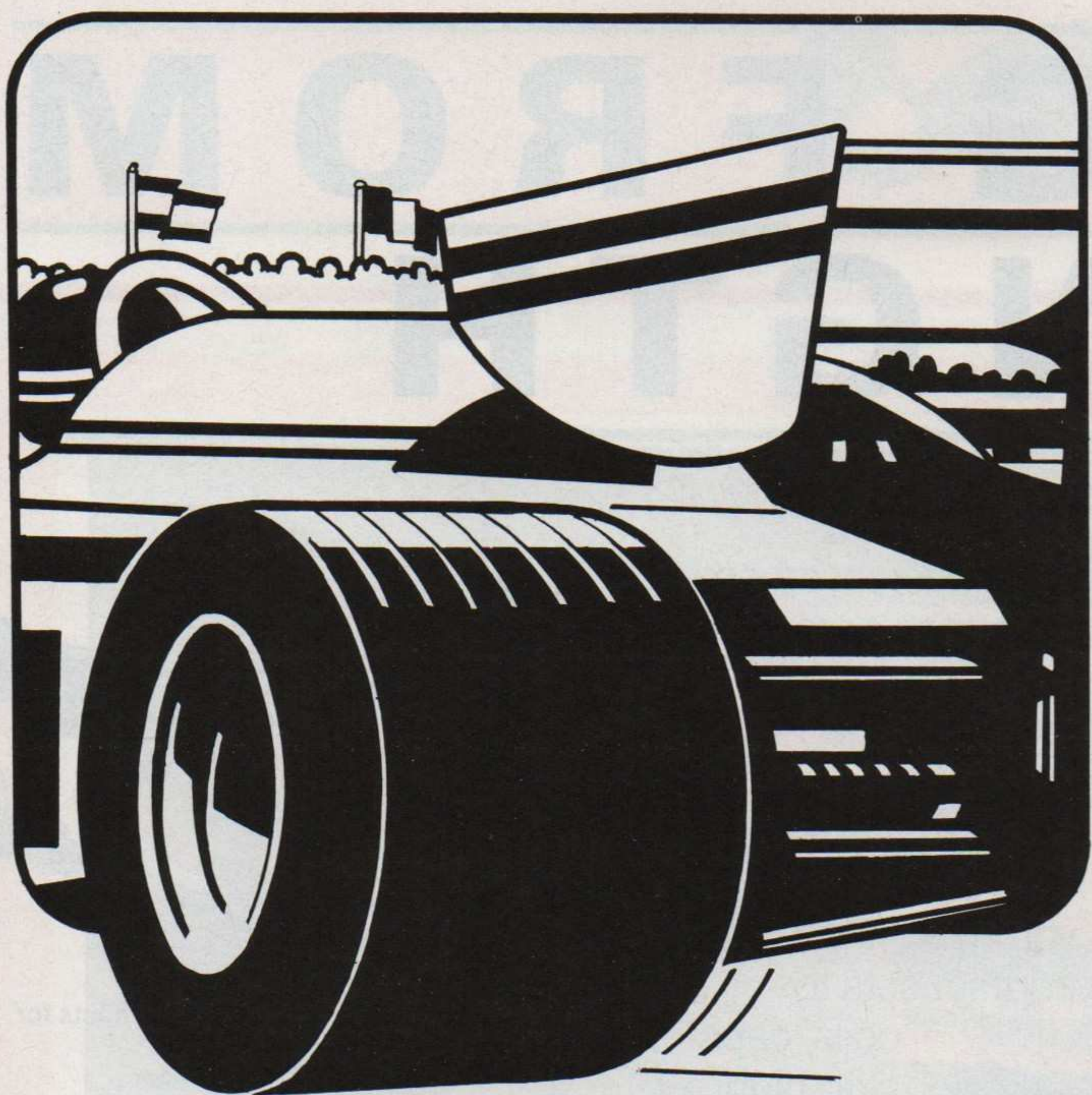


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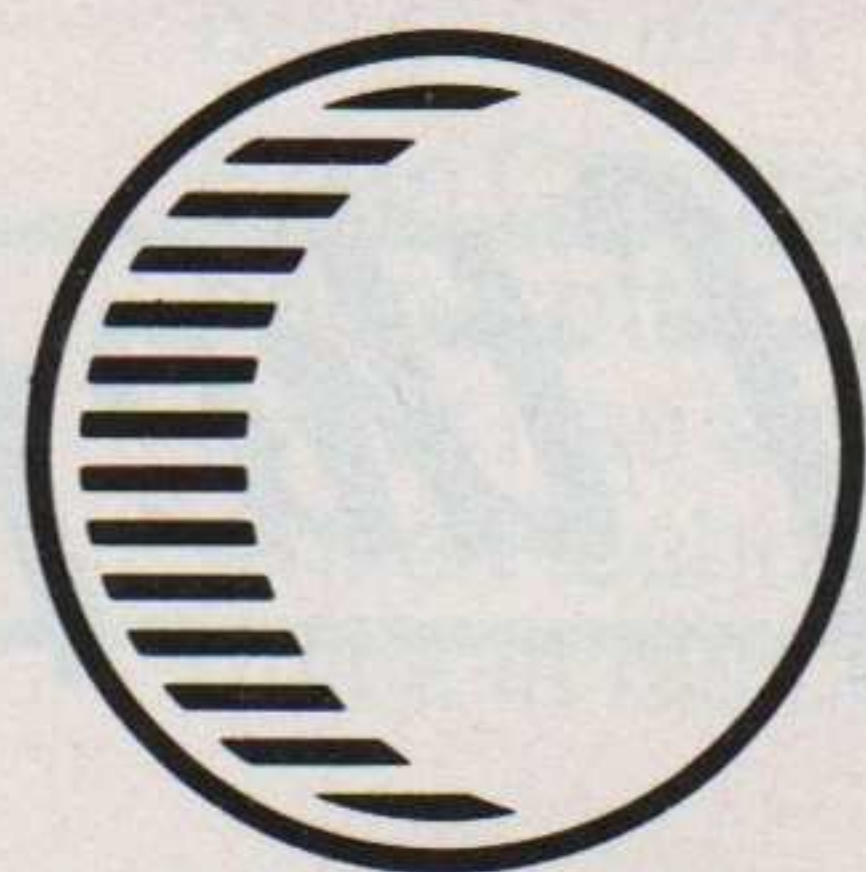
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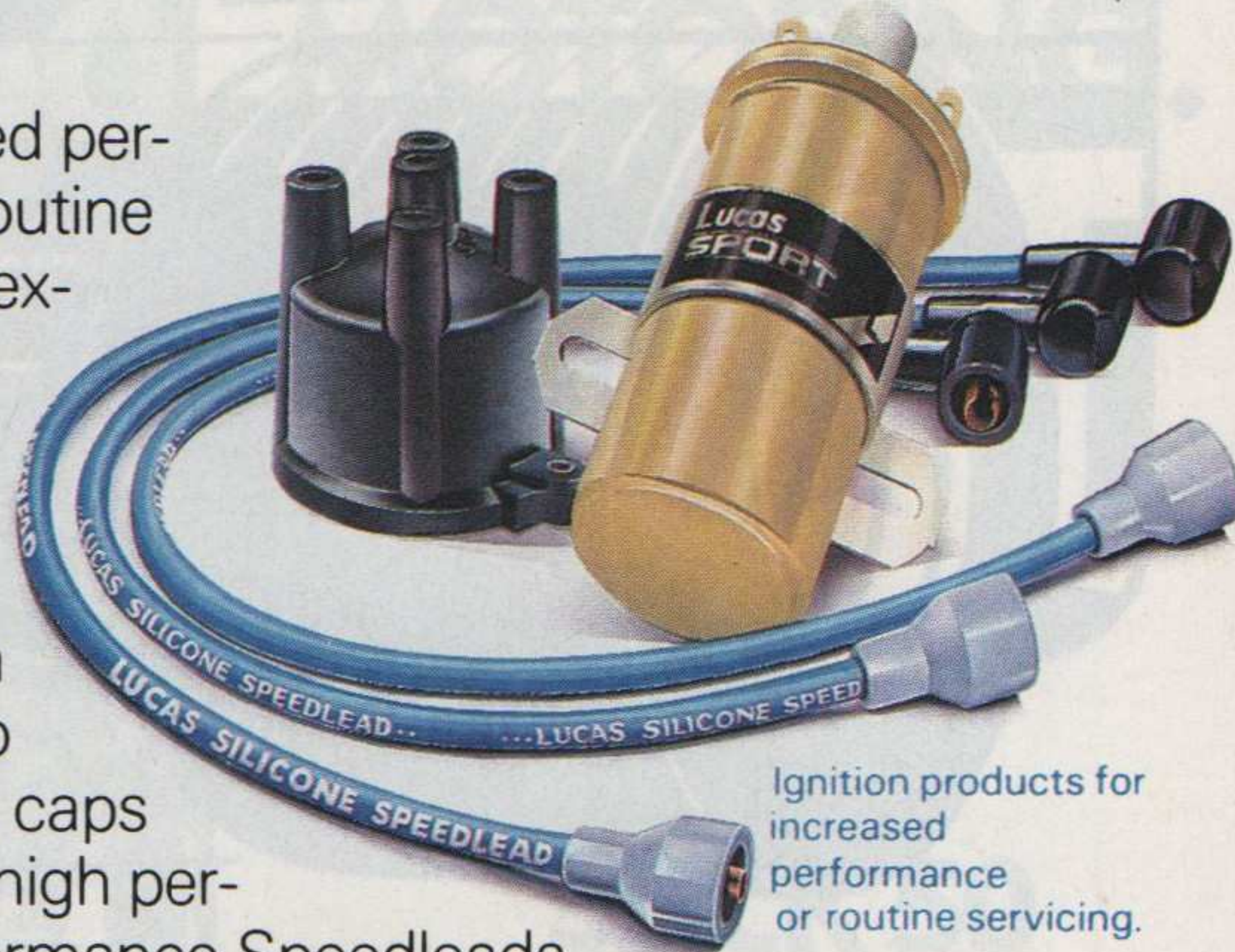
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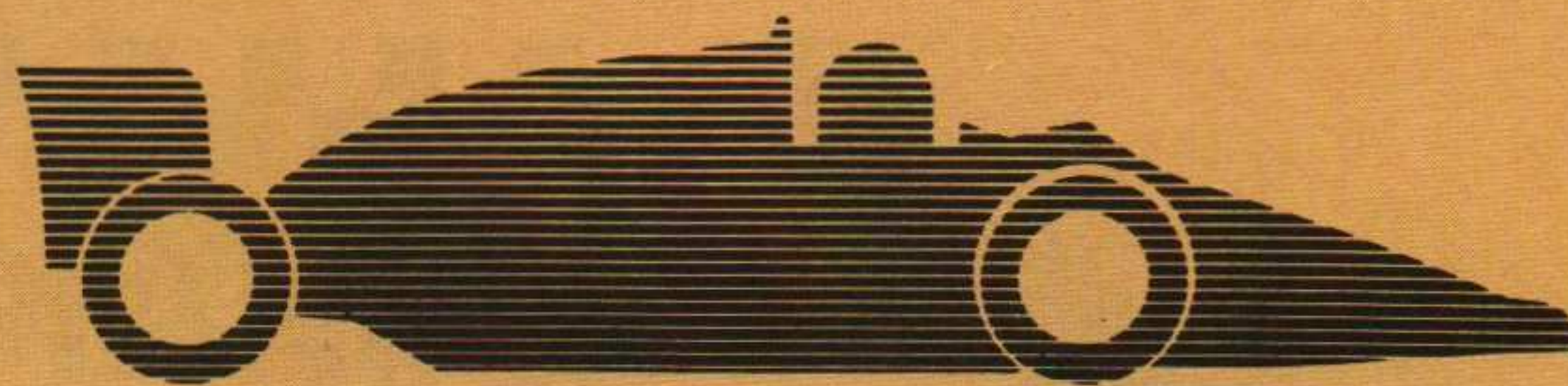


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A modified saloon car is best described as a wolf in sheep's clothing.

It's a category of racing which has been around since the early sixties and one in which anything goes when it comes to engine size. In those days A40s and Anglias were the cars chosen to shoe-horn big capacity engines into and bolt on wide racing tyres. Jaguars, Volkswagens, Lotuses and of course, Minis have all been given the modified treatment, thrilling crowds through the years with their own noisy and spectacular brand of racing.



Birmingham's Formula Shell Modified saloon car championship race will be the first opportunity many drivers in the series will have had at racing on a street circuit. One such man is Trevor Lewis, a Birmingham catering manager who has been involved with saloon car racing for over 10 years. He has raced a Rover Vitesse in Production saloon car races for the past two seasons, but is modifying his car especially to race on 'home' soil. Lewis said: "It'll not only be the first time I've driven on a street circuit, but the first circuit I've driven on in an anti-clockwise direction which should make life very interesting in the wide Rover."

Established preparation experts, Roger Dowson Engineering at Silverstone, have put a bigger engine in the Rover for this one while changes to the suspension have also been made. Wider, treadless racing tyres called 'slicks' will be used and extra air ducts to cool the brakes on the 140 mph car have been grafted on.

He continued: "I'm looking forward to the race very much, but I'm sure the Rover will be quite a handful. The car's very tail happy at the best of times so I can guarantee the crowd a spectacular show."

Four times British saloon car champion Andy Rouse of Coventry tunes the growling V8 engine which churns out 300 bhp which is sure to make the car fly – not least because sponsorship comes from Birmingham International Airport. It will be the first time a car manufactured by Austin Rover will have raced on the streets of Birmingham.

Brian Chatfield from Trowbridge is likely to be the pace-setter in the race. His new turbo-charged BMW has already notched up a number of wins, while Rochdale's Jon Fletcher should also be quick in his Lotus Esprit.

RIGHT FIRST TIME!

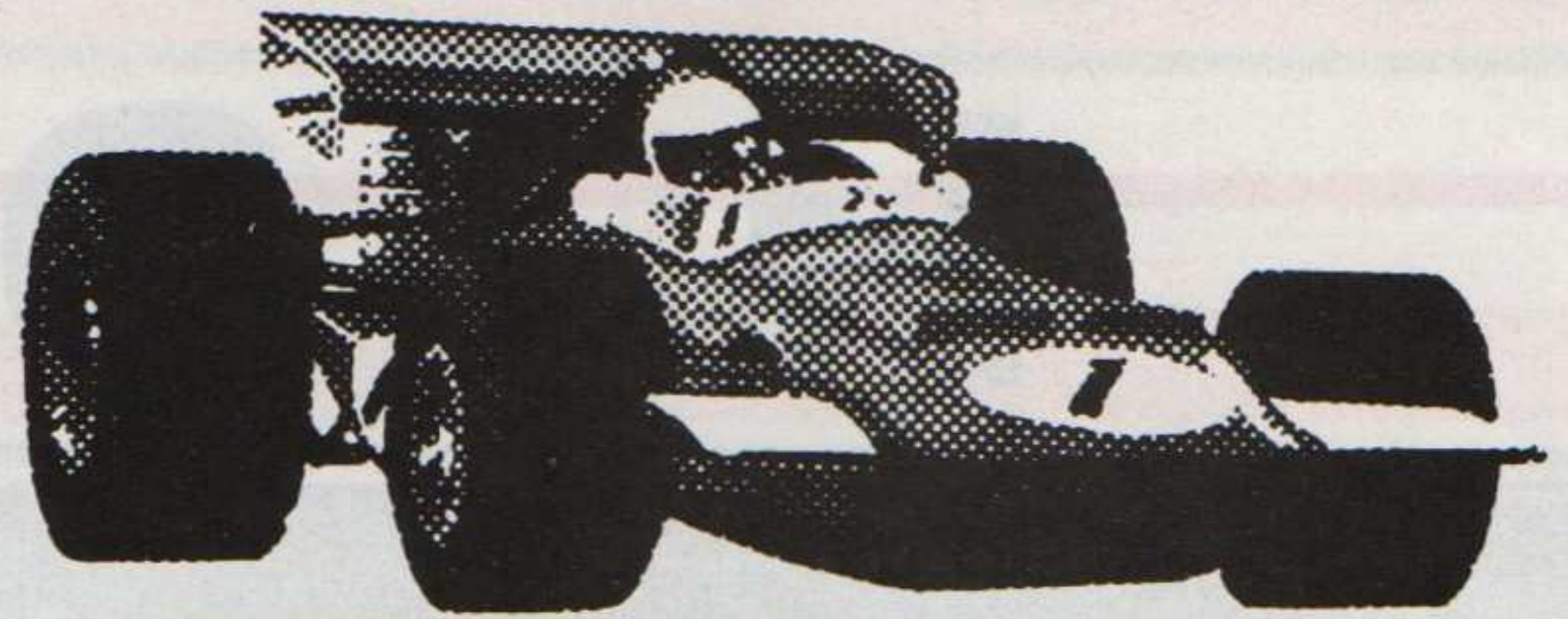


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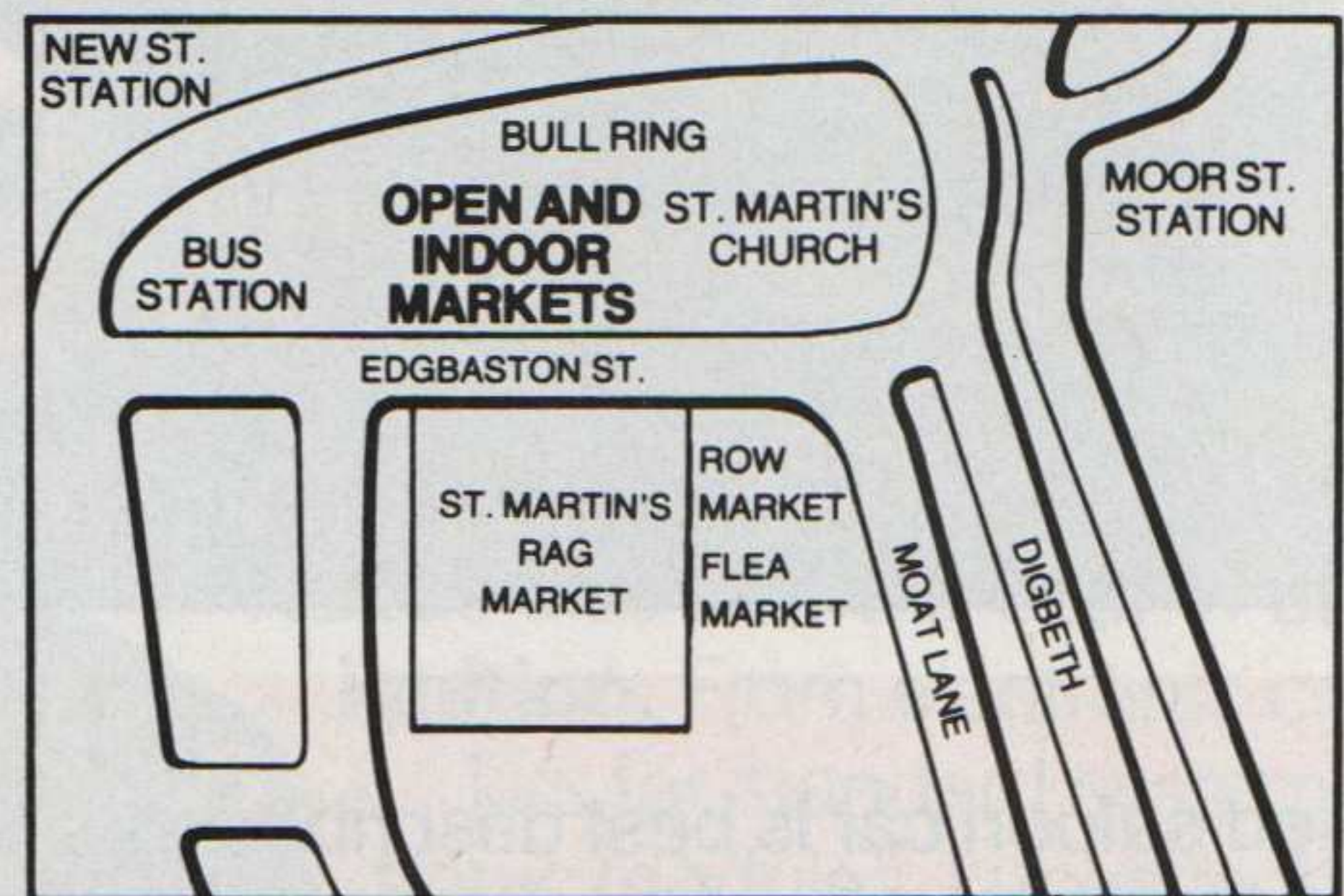
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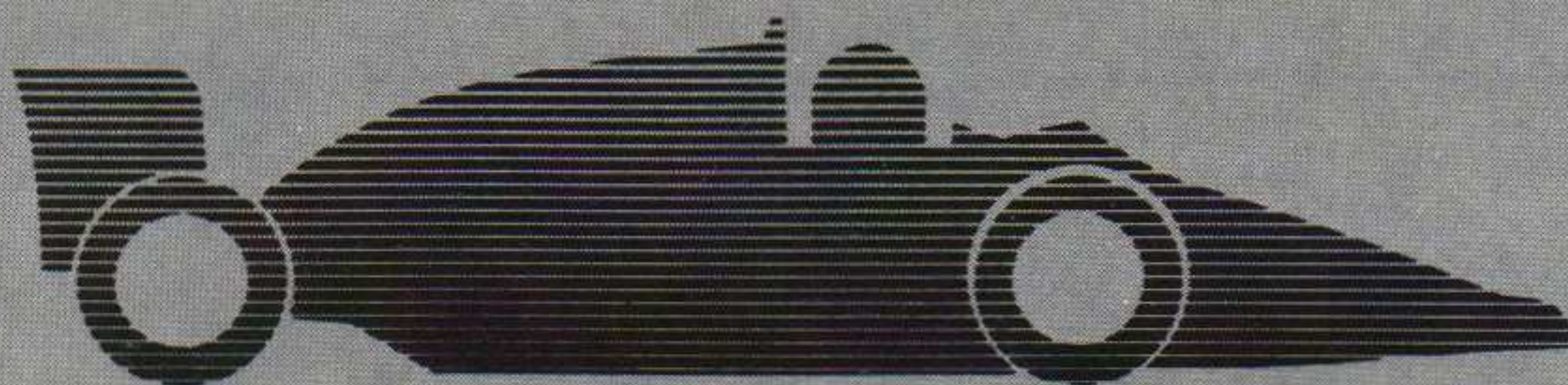
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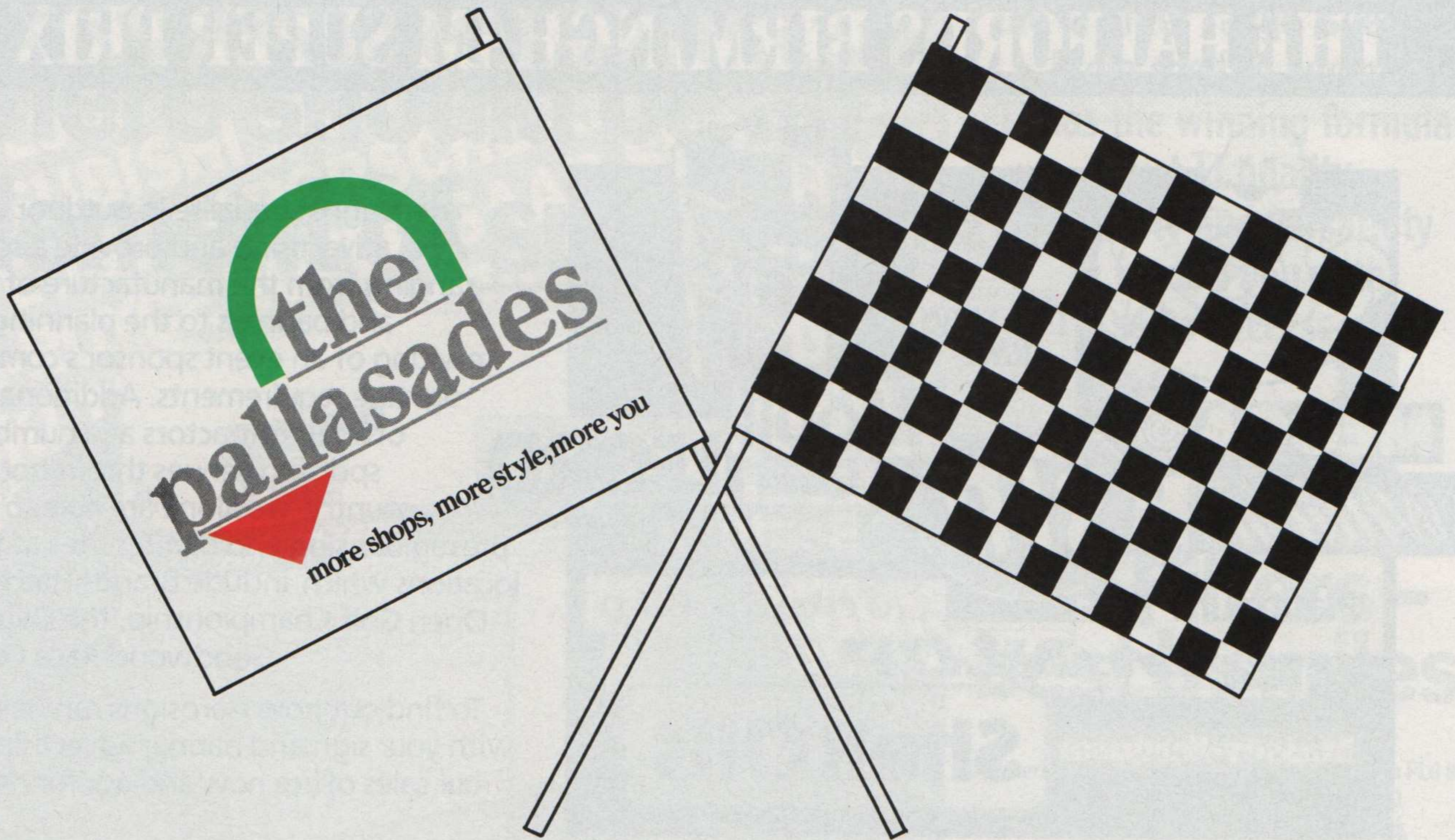
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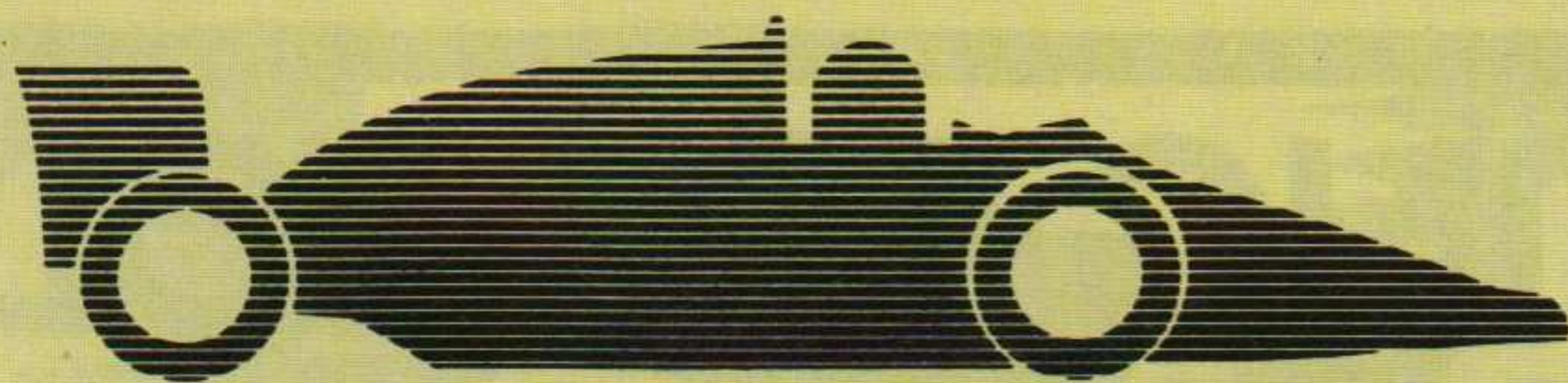
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Ford Fiesta Challenge.

Ford Fiestas on the city centre streets of Birmingham do not normally raise eyebrows. But you can bet the antics of the 30 plus drivers in the Redex Fiesta Championship race will produce an exciting spectacle keeping the crowd on the edge of their seats. The series is a 15 race championship for identical Fiesta XR2 models and one which penalises the successful.

Last year's champion, experienced saloon car driver Barrie Williams, is not contesting every race this year, but when he does, he carries a 200 kilo ballast in the car. The winner of each round also gets the same weight penalty at the next event, a novel and unusual kind of winner's spoils.

"I'm not penalising anybody for success, but making it evident that Ford seeks a happy balanced, closely fought contest which is the prime ambition of the Fiesta series", said Stuart McCrudden, series co-ordinator.

Ford originated one-make racing in the early seventies with the ubiquitous Escort Mexico series and since the inception of the Fiesta challenge five years ago, the series has gone from strength to strength. Last year the average grid was almost 30 cars.

Over 50 drivers registered this year and a massive grid of 37 turned up for the opening race at Brands Hatch. McCrudden, who also prepares radio and television personality Mike Smith's racing Sierra, is excited about the Birmingham race.

He said: "I always like to put an original opportunity into the series. Organiser John Nicol and the Birmingham racing people have enthusiastically welcomed us to the second Birmingham meeting – and it can't rain like that again surely!"

In addition to the Birmingham race, the 1987 Fiesta calendar features a race at Zandvoort in Holland next month, two 100 mile races at Oulton Park and Snetterton plus races on the Grand Prix circuits at Silverstone and Brands Hatch.

'Whizzo' Williams has won the series for the last two years, "but stepped down this year to give some of the younger drivers a chance – although I'm determined to find a car for the Birmingham race".

Ex-multiple Formula Four champion Ian Briggs will be a leading contender for honours in Birmingham. The Reading newsagent won five races last year and finished third in the championship; while Silverstone-based Graham Churchill, Steve Harris from Cranbourne and Croydon's Ray Tunney are sure to be at the front.

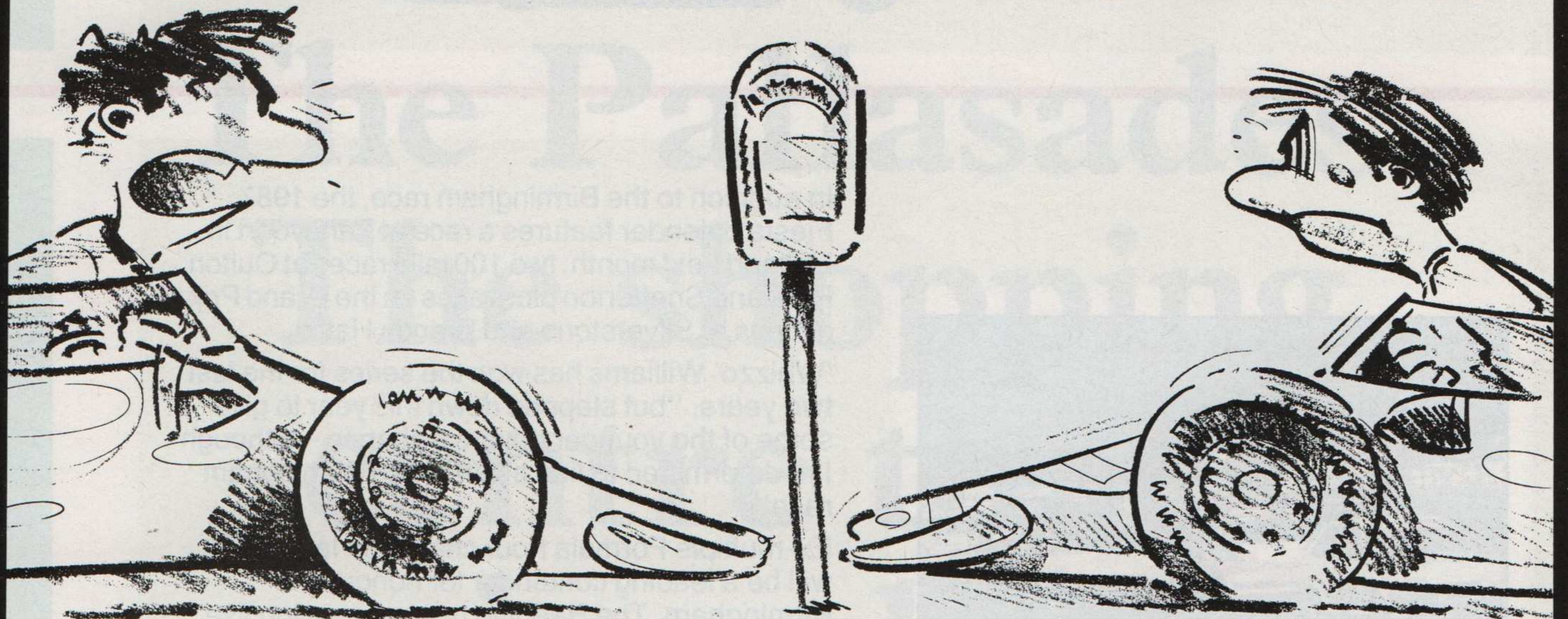
McCrudden has honed the Fiesta series to the fine balance of enjoyment, competitiveness and realistic budget motor racing it is today, and feels it has a major role to play in the field of motorsport. Stuart says: "Formula Ford, which now spreads across Europe, has clearly become the entrée into the progression to Grand Prix stardom. With the World Touring Car Championship gradually becoming an entity that will rival GP racing, I see Fiesta racing being the initial step to this crowning glory", he continued.

Steve Soper backs up McCrudden's claims. The 35-year-old Londoner won the inaugural Fiesta challenge in 1982 and is now a leading driver in the World Touring Car series.



Graham Churchill, present leader of the 1987 Ford Credit Fiesta Championship.

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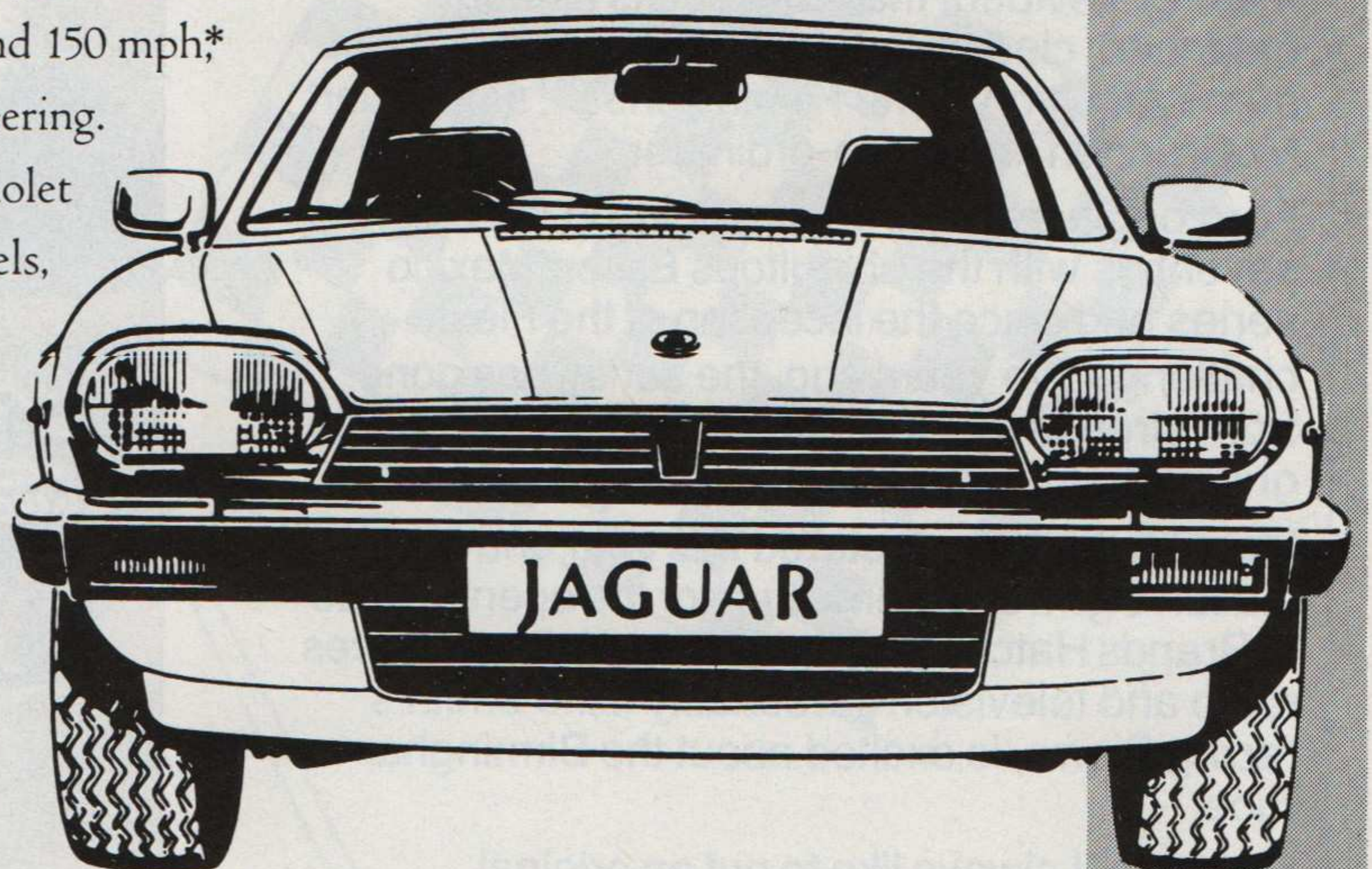
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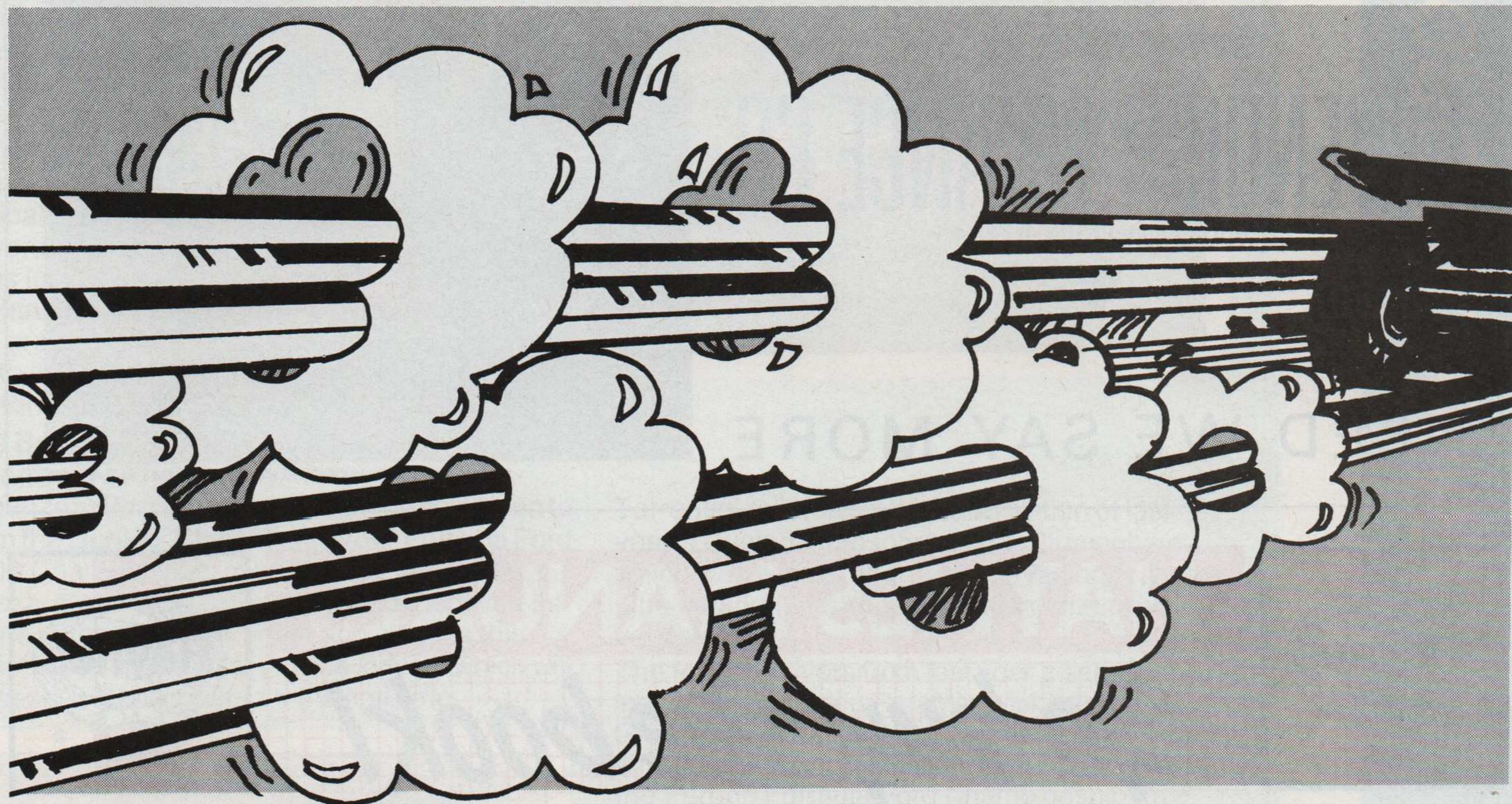
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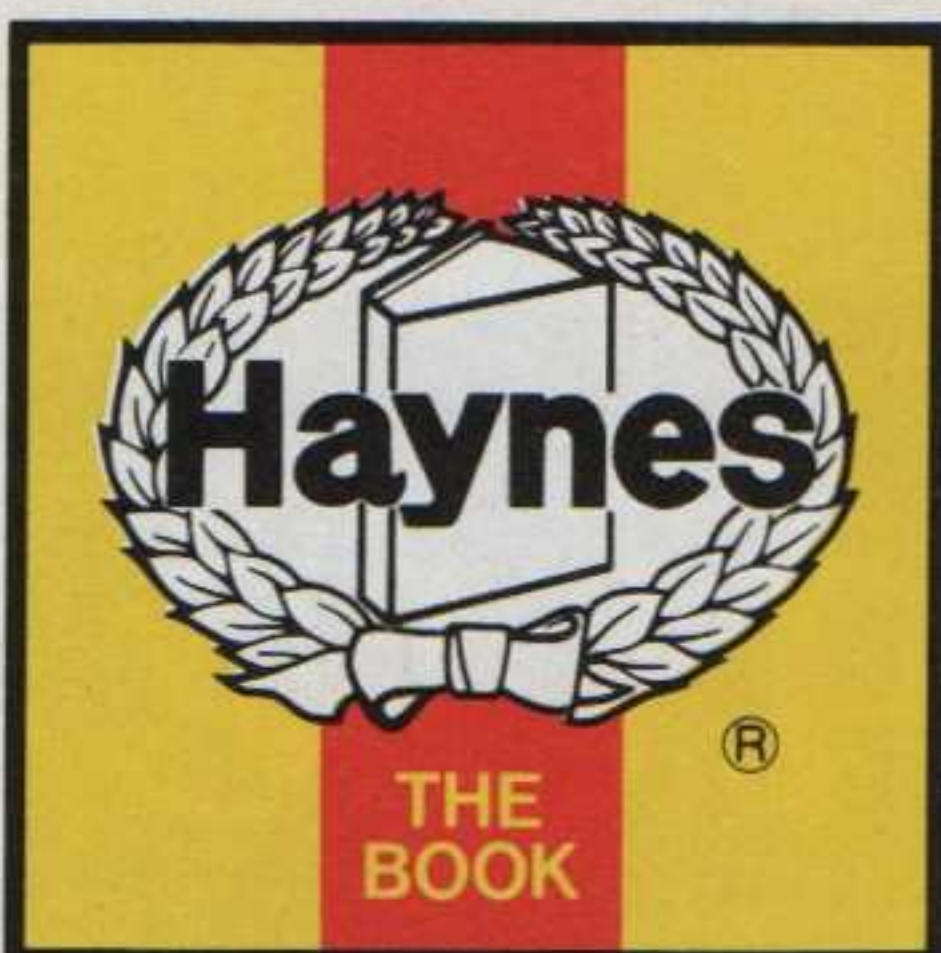
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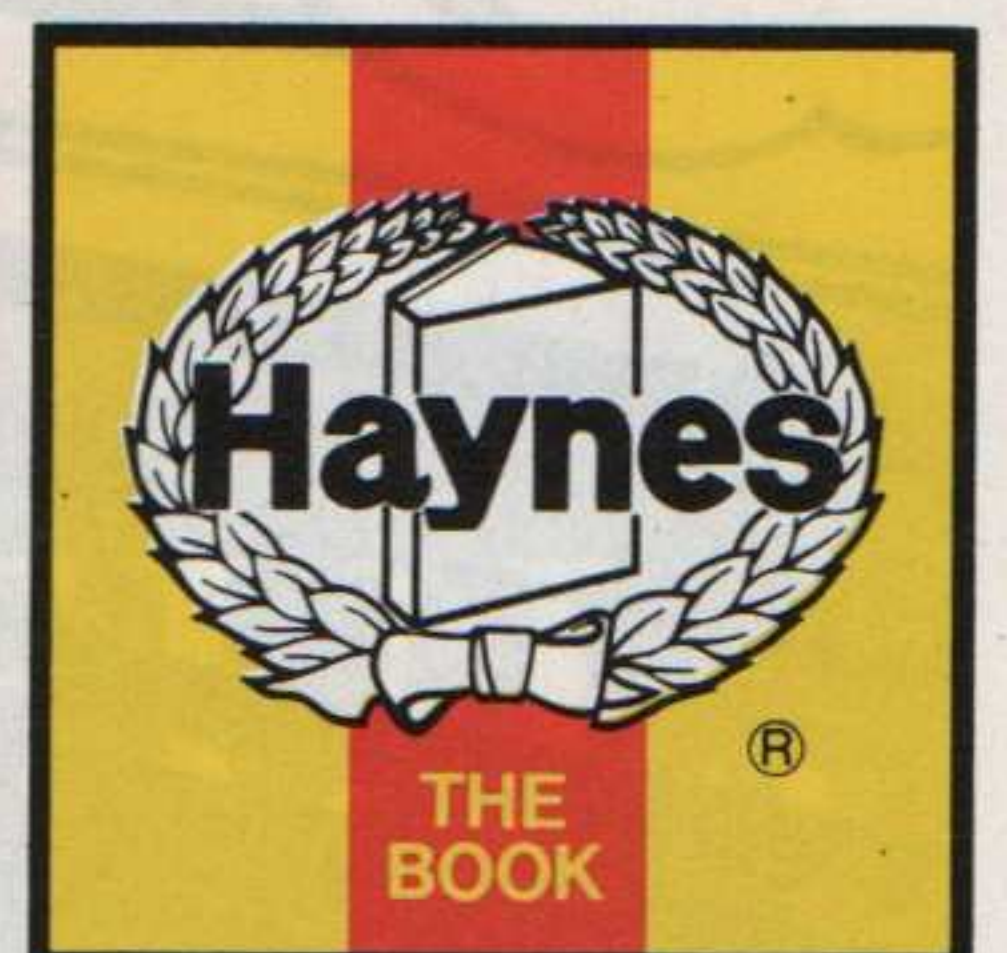
Julian Bailey with the Mike Collier Motor Sport Team, Andover, Hants.

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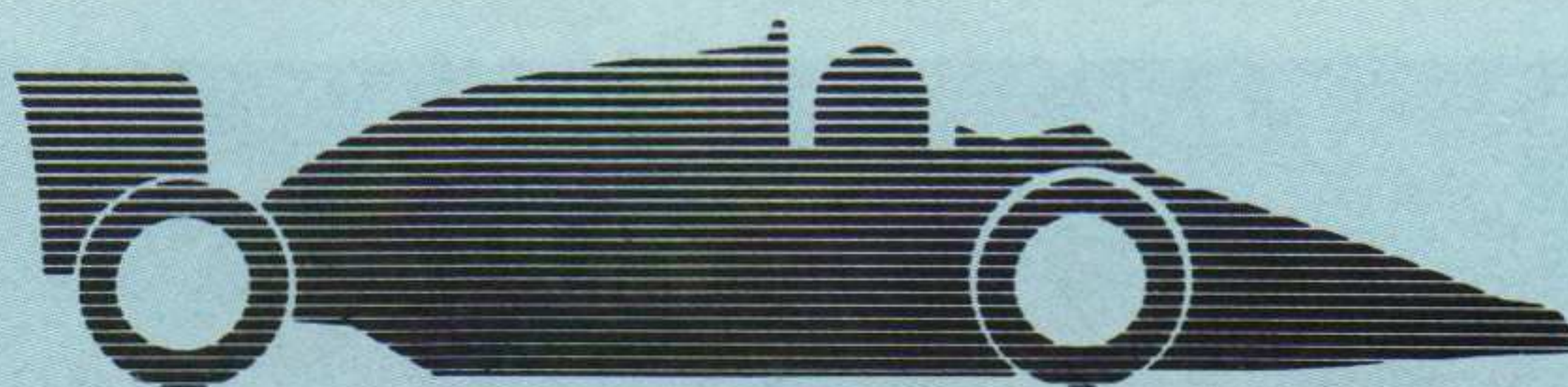


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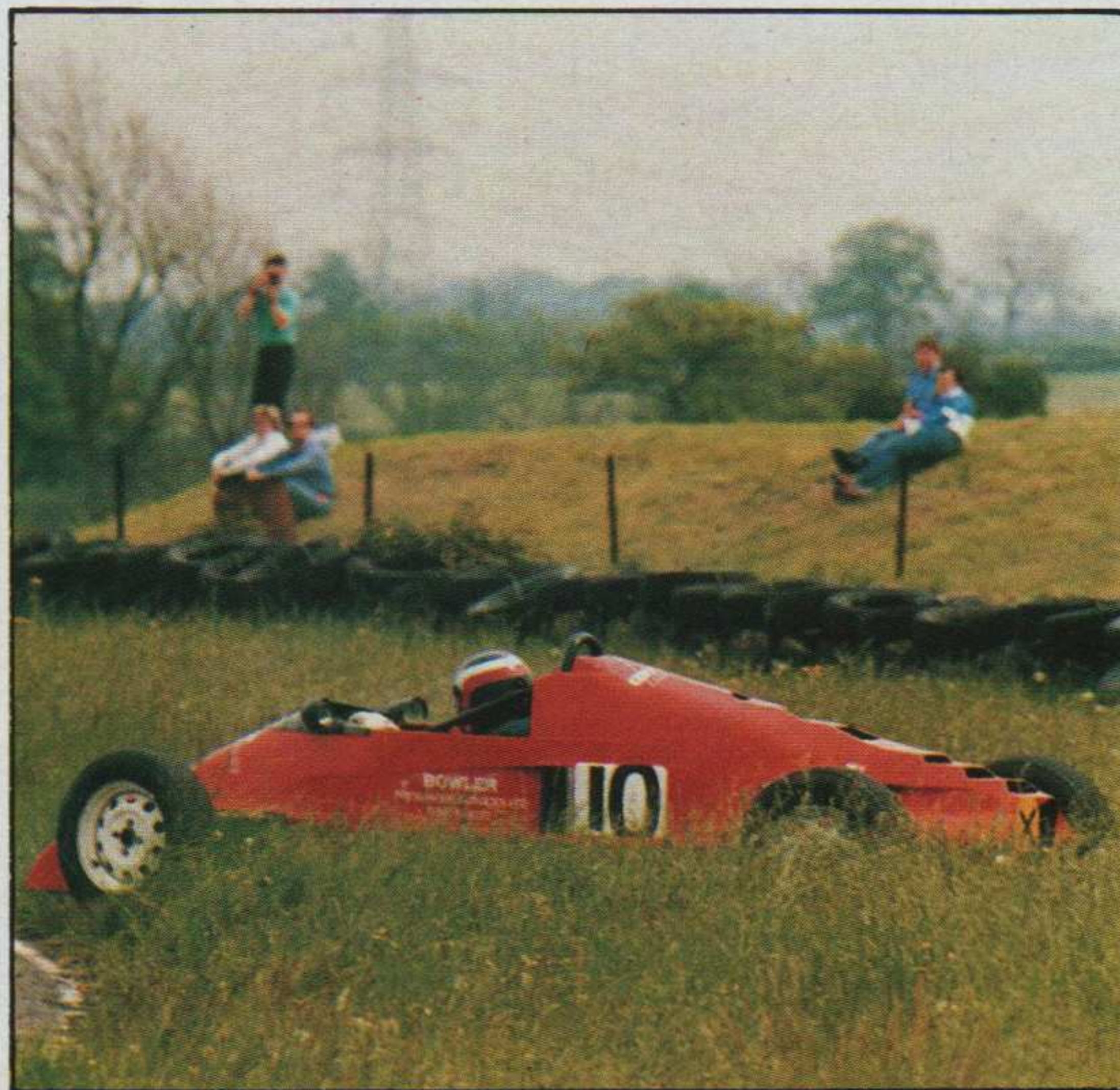


Formula Ford was introduced in February 1967 and is now the most popular single form of motor racing in the world. The category is run in virtually all parts of the globe and gives aspiring young chargers the opportunity to make a name for themselves on the first step up the motor racing ladder. The narrow single-seaters, devoid of any aerodynamic aids and running on treaded road tyres, are powered by Ford 1600cc 'Kent' engines.

The inaugural race took place on July 3rd 1967 at Brands Hatch – won by the Lotus of Ray Allen – while the first international FF1600 was won by Australian Tim Schenken nine months later in Belgium.

In the early seventies, the likes of Emerson Fittipaldi, Jody Scheckter and James Hunt – drivers destined to take World Championship titles later that decade – established their reputations in Formula Ford. Since then many of the great Grand Prix stars of today have cut their teeth in FF1600 racing, including Nigel Mansell, Ayrton Senna and Derek Warwick.

The British Racing and Sports Car Club, the organisers of the two day motor racing extravaganza in Birmingham, and Dunlop combined to form the Dunlop 'Star of Tomorrow' Formula Ford 1600 Championship in 1976. Well respected weekly motorsport magazine, Autosport, lent its name to the series six years ago, and it's this championship aimed at 'novice' drivers which will be seen in Birmingham for the first time.



Torrential rain forced the cancellation of last year's Dunlop/Autosport race in Birmingham which was a great shame as the racing is always ultra competitive, spectacular and often very, very close.

The top ten drivers from last year's series, including champion Paul Warwick, brother of Grand Prix driver Derek, have moved on, leaving a new batch of hopefuls to scrap for honours in the Ferodo Formula Ford Championship race. Nineteen-year-old Snetterton-based youngster Cal Foster (Van Diemen), Derek Higgins (Ray), Plymouth's Gavin Wills (Van Diemen) and Richard Reynolds have taken wins in the early races. It's worth keeping a special look out for Justin Bell, young son of sportscar veteran Derek, the Sussex driver who won the Le Mans 24 hour race for the fifth time two months ago.

Previous Winners:

- 1976 Sean Walker (GB)
- 1977 Willie T. Ribbs (USA)
- 1978 R. Zurrer (Canada)
- 1979 G. Dormehi (ZA/GB)
- 1980 Tim Lee-Davey (GB)
- 1981 Phil Kempe (GB)
- 1982 John Penfold (GB)
- 1983 Perry McCarthy (GB)
- 1984 Jonathan Bancroft (GB)
- 1985 Jason Elliott (GB)
- 1986 Paul Warwick (GB)



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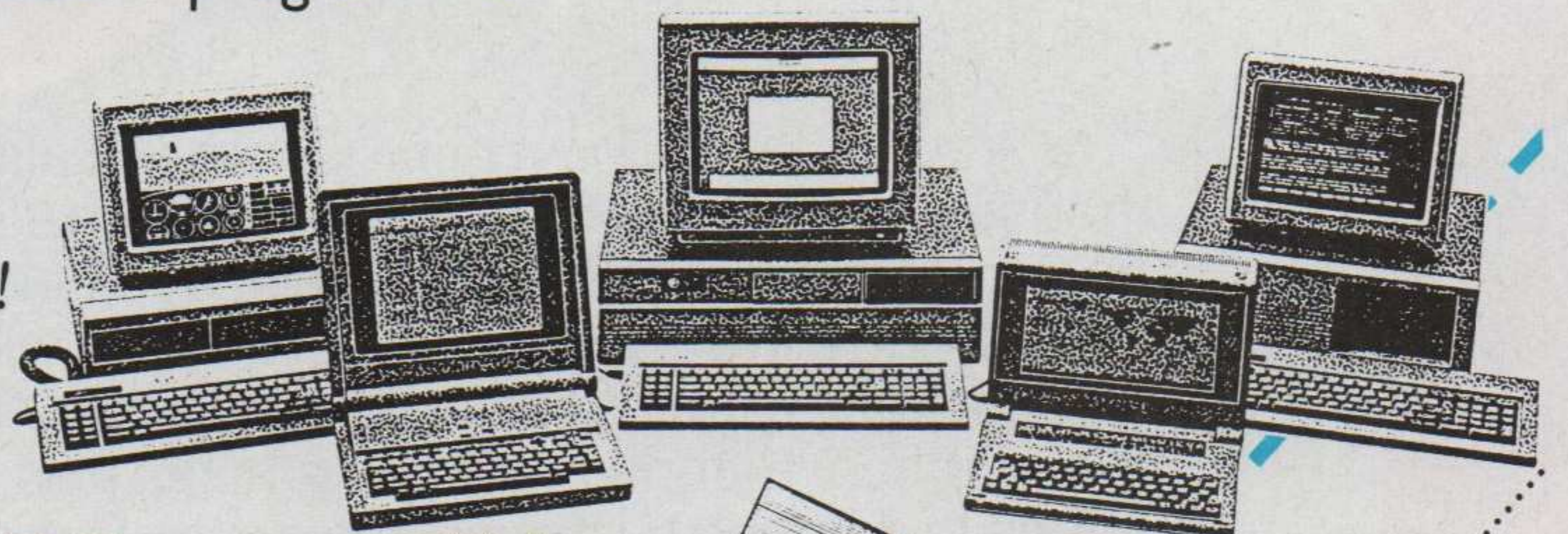
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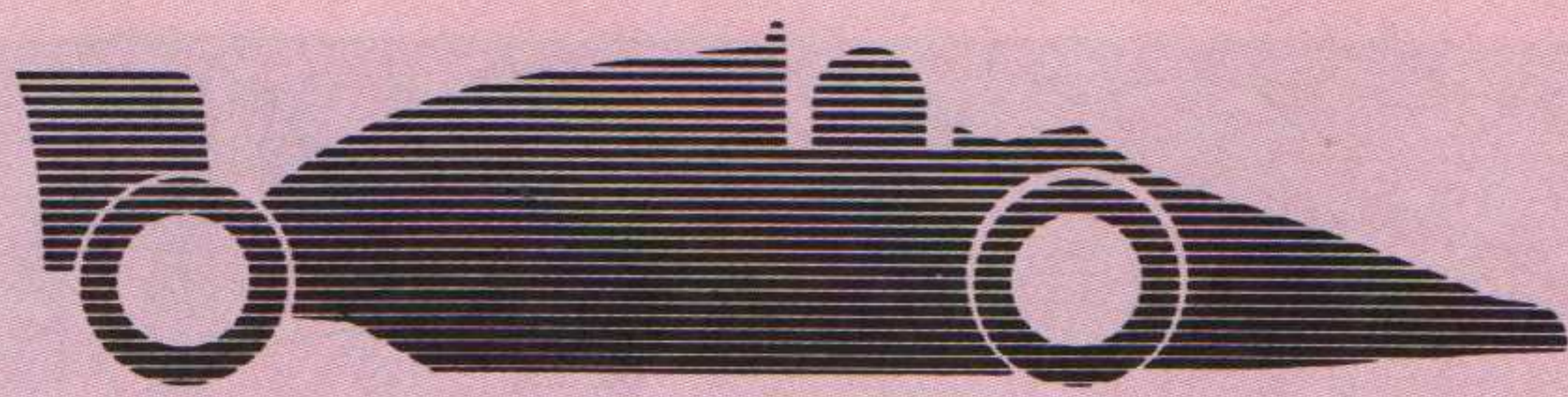
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As Birmingham advances towards the next century, it is dramatically changing its long standing image of Britain's major manufacturing city. Britain's most forward looking city is now looking to the future with a series of bold initiatives. Birmingham is becoming synonymous with exciting developments in the world of leisure and commerce, creating new wealth, new skills and new jobs.

"There is now" says Philippe Taylor, Chief Executive of the BCVB, "a new and positive identity for Birmingham". It is already the home of the country's largest exhibition centre which stages over 100 trade shows a year and is becoming the country's leading indoor concert venue, attracting international superstars to match its international exhibitions. So successful is the National Exhibition Centre that it's total display area will be increased in 1989 by 20%.

The most important project in development at present is the construction of a £120 million International Convention Centre on a 50 acre site in Broad Street. The Centre to open in the Spring of 1991 is a purpose designed building to provide state-of-the-art facilities for the meetings industry for several decades to come.



Gas Street Basin.

The International Convention Centre will also house a world class music centre seating 2200 with superb acoustics which will stand comparison with the best in the world. The concert hall will not only provide a long overdue home for the City of Birmingham Symphony Orchestra, but also be much in demand by the leading orchestras of the world as well as popular music promoters.

The development includes a £21 million National Sports Arena, the largest in the U.K. for indoor athletics. It will provide 8000 permanent sport spectator seats and will also be able to adapt to seat 12,000 for such events as pop concerts or large convention events in the City Centre.



Model of the Broad Street Development Project.

The Broad Street development will dramatically affect the landscape of Birmingham. There will eventually be a walkthrough from Paradise Circus complex to a new upgraded Civic Square, past the Repertory Theatre into the Convention Centre shopping mall and across the landscaped canal to the National Indoor Arena.

In Birmingham itself, the canals are a charming asset. Set against the background of canals which thread through the City Centre site, there are many listed buildings which are connected with the City's waterway heritage. The development will blend the old with the new. Already there are examples of imaginative canal side architecture such as the Wharf Development at Gas Street Basin and the James Brindley pub.

Birmingham's initiatives do not stop with the International Convention Centre and the Broad Street development. The City Council has many innovative ideas to make the City more appealing to the citizen and visitor alike. These include plans for more pedestrianisation, arcading and colonnading to achieve a bright, clean shopping area. Pedestrianisation of New Street/ Corporation Street and undercover arcading of Union Street are among plans being considered.

There are plans to pedestrianise John Bright Street to create a night life area with cobbled streets and decorative street lighting. There is also likely to be a Chinese Quarter close to Hurst Street with exotic Chinese architecture and murals in traditional style. There are plans to create a glassed Covent Garden-style eating and entertainment complex in the Central Library Complex and further developments are turning the Jewellery Quarter into a working heritage and visitor attraction.

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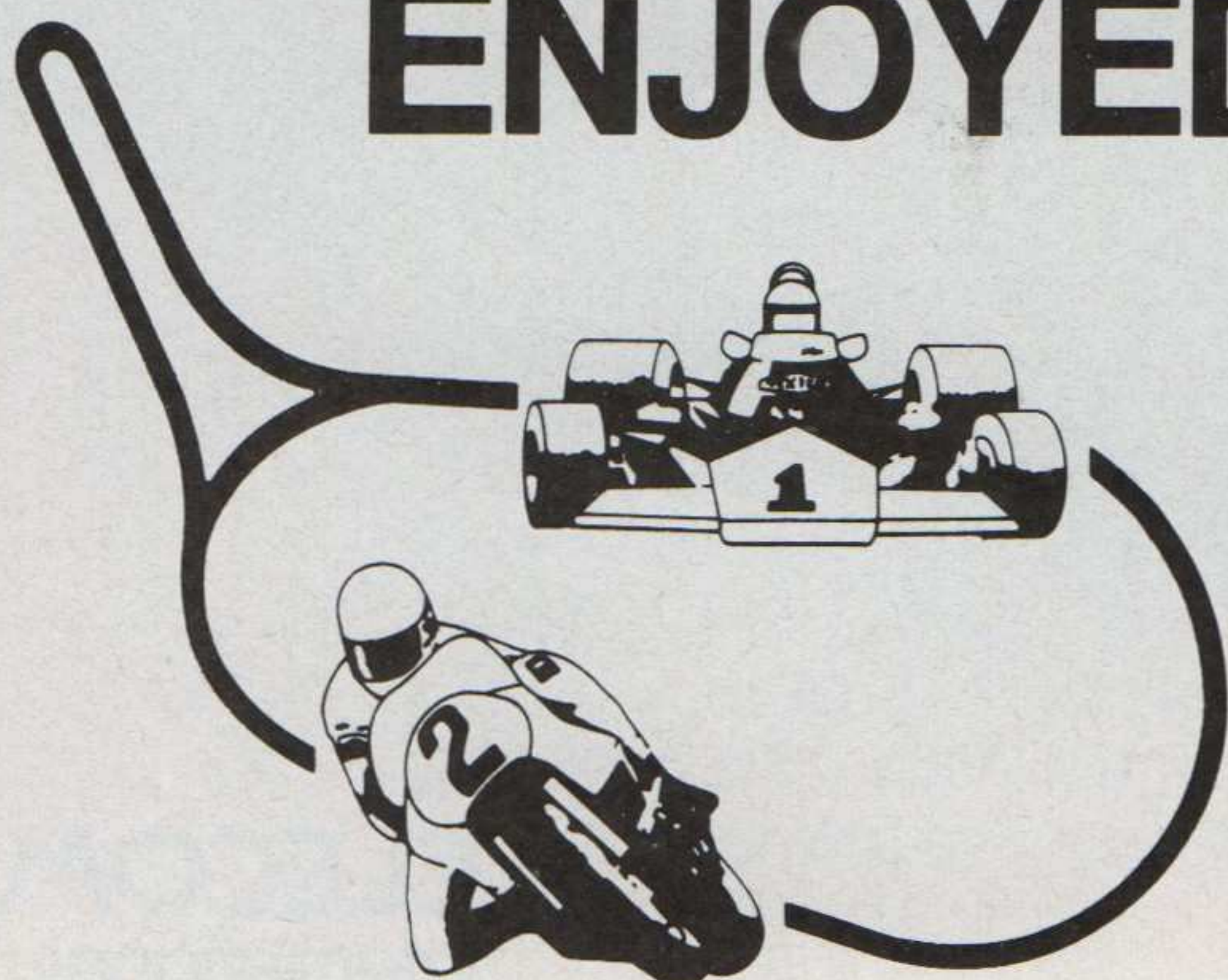
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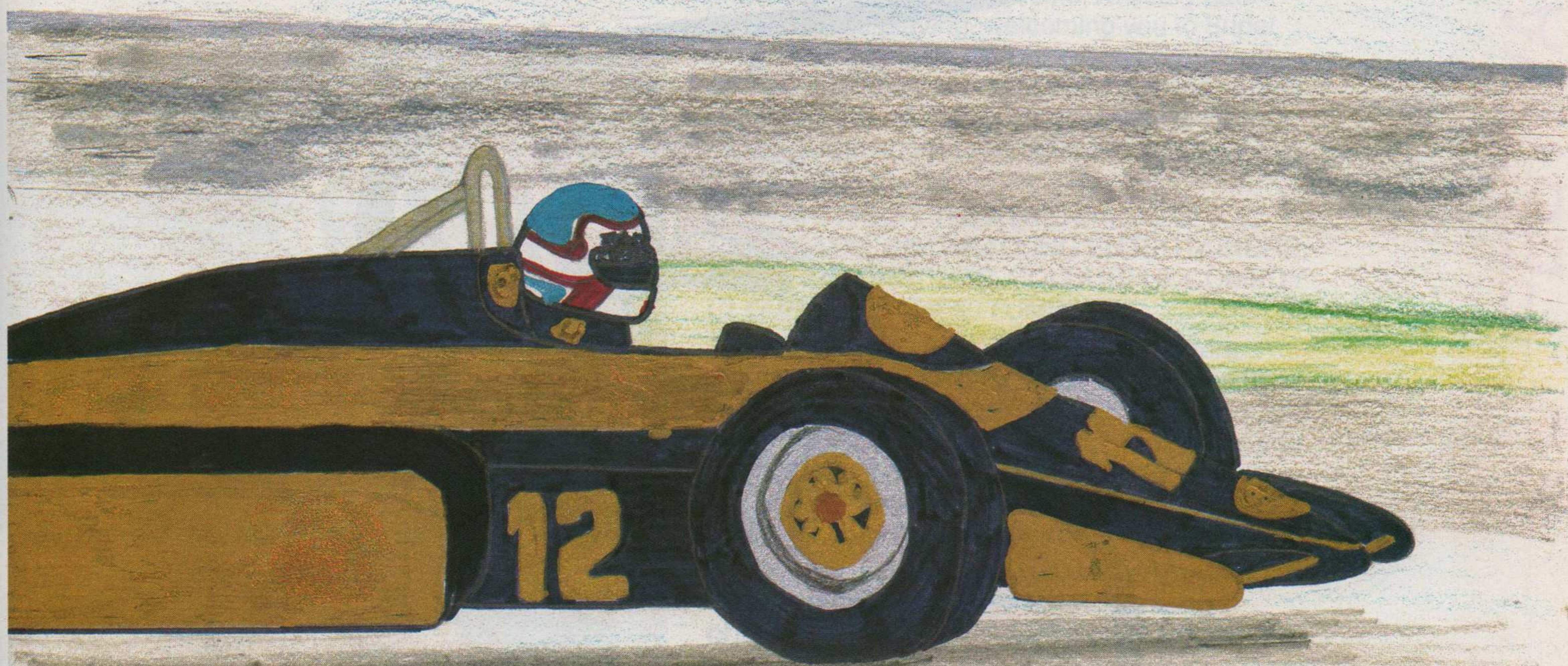


Why not visit Mallory park, the nearest permanent circuit to Birmingham (25 miles) and the home circuit of the BRSCC (Midlands Centre), organisers of today's Super Prix. Car or motorcycle races are held every weekend from March to October, from club to international level.

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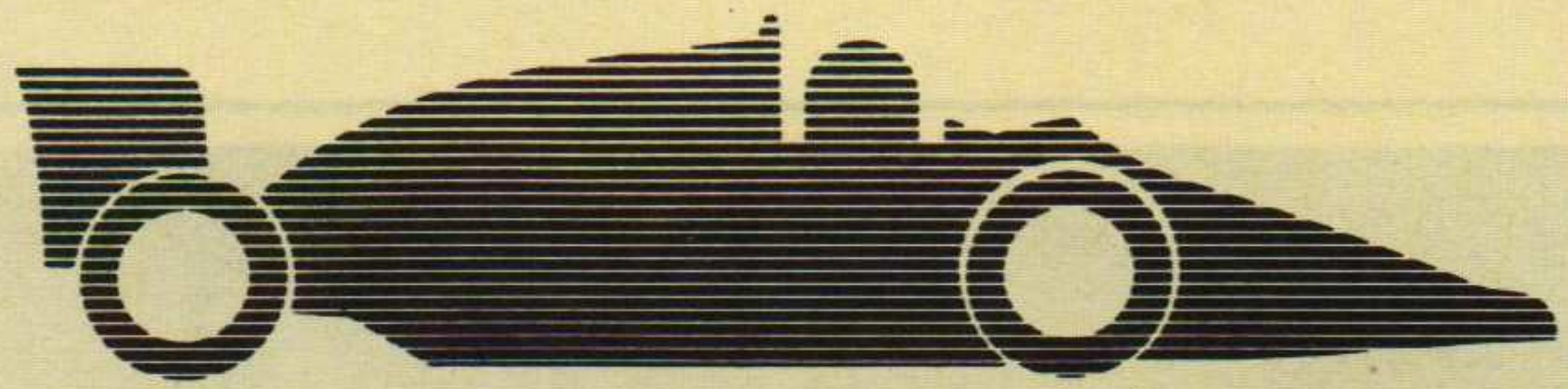
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Never before has motor sport been so much fun for all the family. As if the excitement of City Centre Street Racing wasn't enough, Birmingham offers an entertainment extravaganza as well!

So much so that over the August Bank Holiday Weekend, Birmingham out-sparkles the likes of Alton Towers – with thrills that are for real and attractions which are fantastic and free!



For mum and dad there are lots of stalls to browse around, exhibitions to look at and a chance to rest weary feet. Lots of different refreshments will be on hand with ample picnic tables from which to keep an eye on the children or on the giant screen showing the racing in progress.

There is so much enjoyment to be had in the Metro Leisure Park, you may not want to leave it for the spectacle on the track and all the other attractions of the Super Prix Carnival!

MARCHING BANDS, JAZZ BANDS, BRASS BANDS, PIPE BANDS, POP BANDS AND STEEL BANDS.

From the moment you enter the circuit, you'll know you're in for a good time. At every gate bands will be playing, welcoming you to Super Prix. They'll also be marching and parading; performing from bandstands and busking all over the place. So, whatever your musical taste – it's here – surprisingly, entertainingly, thrillingly – at Super Prix!

LIVELY STREET THEATRE, MAGICAL MUSICIANS, ENTHRALLING ENTERTAINERS, DAZZLING DANCERS, COLOURFUL COMEDY CLOWNS, TERRIFIC TUMBLERS.

The largest gathering of street entertainers awaits you at Super Prix. From far and near they have travelled to appear at this unique event and enjoy with you its happy atmosphere. Try as you might, you'll not see them all, but you will be enchanted, amused, uplifted and enthralled by their antics, skills, exuberance and fun.

Look out for Roland Rat, Dangermouse, Yogi Bear and a host of their cartoon character friends – they're all at Super Prix!

Take Care: Around the next corner may be lurking Spiderman with his friend Batman, or Roland Rat, or Yogi and Boo-Boo, or . . . have your camera at the ready, you never know who you will meet at Super Prix.

UP, UP AND AWAY.

10,000 – Yes, 10,000 Helium-filled balloons will be released from the Pits just moments before the big race is waved away on Monday.

Richard Branson and his Atlantic Flyer haven't got a look in when it comes to the colourful sight of so many balloons launched all at once into the Birmingham sky. Wherever you are on the circuit at the time, you will not fail to see this impressive ascent and instantly know that the racing action is about to reach its exciting climax.

HALFORDS BIRMINGHAM SUPER PRIX – MOTOR RACING AND MUCH MORE!

NEW FOR 1987

The Metro Leisure Park

A landscaped area between Sherlock Street and Gooch Street, in the circuit area, will become a unique Family Leisure Park.

For the youngsters there are bouncing castles, a playground, mini-motorcycles, funfair rides, the ever-popular Cresta Run, face-painting, a prize-laden talent show for the kids to enter, a whole fleet of activity fun buses including the new 'Birmingham-by-the-Sea' Roadshow featuring clowns, Punch & Judy, stilt-walkers, music and sandcastles! There's even a Pedal-car Super Prix in which to compete.



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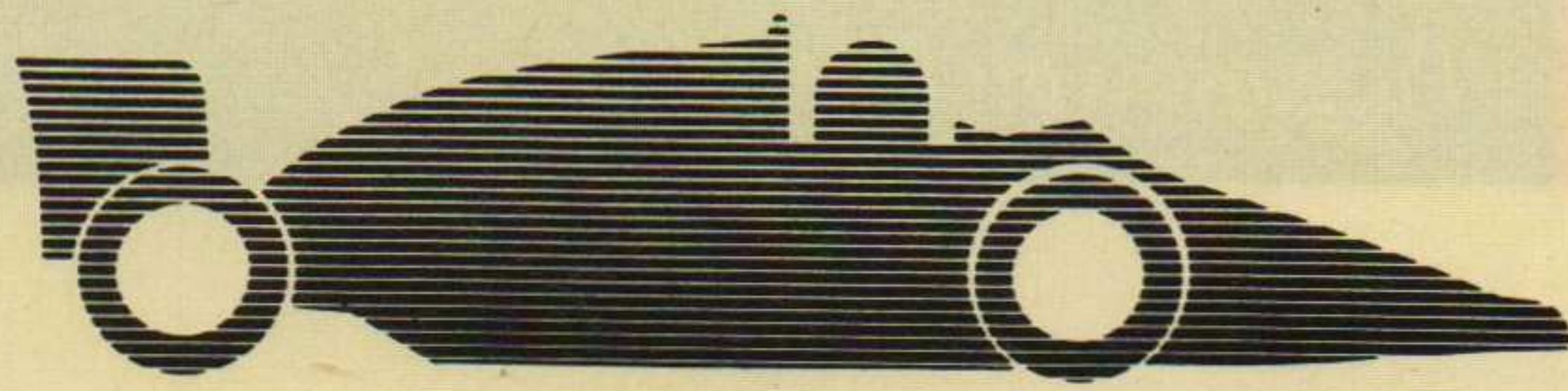
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The Super Prix is the highlight of the Calendar of Events staged in Britain's Second City, attracting thousands of visitors and proving increasingly popular with resident Birmingham people.

The City Council has developed the events programme to include an International Jazz Festival, a Film & Television Festival and a series of Athletics meetings, the envy of any city in Europe.

The City's athletics venue, the Alexander Stadium, is now firmly established as one of the continent's premier sports stadia. The City recently staged the IXth European Junior Athletics Championships, the largest and most prestigious International track and field event to be staged in the U.K. since the London Olympics of 1948. Over 900 athletes representing some 30 nations were welcomed to the City for a festival of sport which was widely acknowledged throughout Europe as one of the friendliest and best organised 'Games' in the history of the event.

Birmingham's commitment to expanding its programme of international events is matched by a progressive policy of investment in leisure facilities and services throughout the City. This year alone has seen the opening of Cocks Moors Woods Leisure Centre in the South West of the City, and there are plans to continue the development of first rate leisure facilities throughout the City.

Cocks Moors Woods Leisure Centre.



The City is proud of its extensive network of library services centred on the magnificent Central Library in Chamberlain Square and also providing 45 branch libraries and more than 20 community libraries, making "access for all" not just a saying but a reality.

The history of the City and the World are proudly displayed in the City's Museum and Art Gallery which regularly attracts hundreds of thousands of visitors.



Birmingham Alexander Stadium - one of Europe's premier sports stadia.

If you are a visitor to the City today, you may have been pleasantly surprised by the extent and beauty of the City's parkland and open spaces, no other City in the country can match Birmingham's commitment to preserving and developing its green and pleasant lands.

There simply is so much to do in Birmingham, the leisure services and facilities offer everybody the chance to get out and have a great time. That's why Birmingham is proud to call itself - the LEISURE CENTRE OF BRITAIN.

THE LEISURE CENTRE OF BRITAIN





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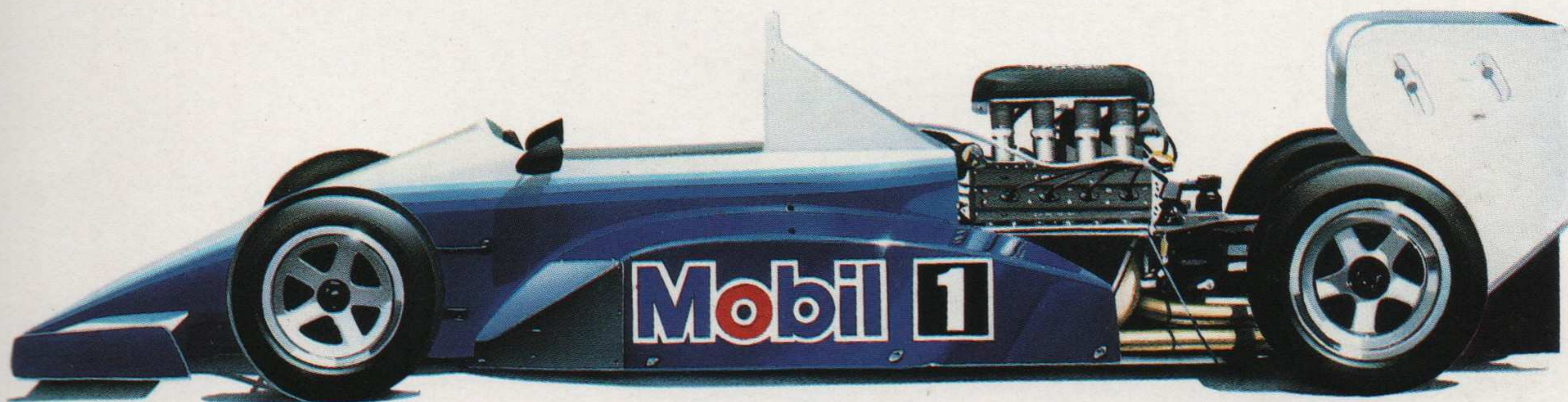


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