

Worts and all



IT WAS certainly the right event to be connected to the McRae name, and Richard Worts was no exception, taking his ex-Colin Corsa to Class A5 success.

With five different marques filling all five positions, Class A5 was full of variety. In reality, though, the 1300cc Gp A class was widely spread out, with Richard Worts/Andy Wynn eventually taking a hard-earned victory by some 15m in their ex-Colin McRae Corsa.

Trevor Godwin/David Wyer took an excellent second in their Mini Cooper, while Roy Gravestock/Stanley Graham brought their Nova home in third.

Skoda Trophy winner John Pritchard (with Ian Marshall alongside) had been entrusted with Skoda's first 1300cc Gp A Felicia, and he seemed rather keen to show

his appreciation in the best possible way, leading by 35s after the first day. "The car is superb. Comparing it to my usual car is like chalk and cheese really," said a delighted Pritchard. "It turns so well, and the braking is tremendous - it takes some getting used to!"

He was determined to give Skoda another class win for its collection, but the second day threw the category into lottery mode. The Skoda still led after the first forest day, but Martin Shaw was only 24s behind in his rapid Lada with Worts third. The treacherous conditions had opened up the gaps elsewhere, and while the top three were covered by 90s, the gap

from Pritchard to sixth-placed Michael Kahlfuss (giving the Trabant its final run before homologation runs out) was a sizeable 15m.

As the stages moved closer to Pritchard's home patch, few expected anyone to catch the Skoda man. But the Czech manufacturer, however, struggled with reliability throughout the RAC and Pritchard added his name to the growing list of retirements when a driveshaft failed on the final road section on Tuesday evening.

Suddenly, Worts/Wynn had been handed a 10m 30s advantage, and the Corsa crew were understandably keen to preserve the car over the final day's stages. Having suffered a scare when a wheel bearing seized, Godwin/Wyer were delighted to find themselves in second spot. The Mini struggled for power, and was hardly the most suitable machine for Penmachno's tram lines, but the end result was a fine achievement amongst the Novas.

Roy Gravestock/Stanley Graham finished third in one of the little Vauxhalls, after taking it very easy on the final day. "We want to get to Chester," said Gravestock on Wednesday morning. "I don't care about speed today, we've got this far, and with the retirements a finish is guaranteed to be somewhere decent in the class, so arriving a Chester will do just fine."

Kahlfuss brought the remarkable Trabant 601R home in fourth position, albeit almost half an hour behind Gravestock. Accompanied by Ronald Bauer, the German had suffered from brake problems, but had enjoyed a relatively easy run through the Welsh forests.

Pete Gretton/Judie Chidwick brought their Lada Riva to fifth position as final A5 runners. They were delighted to reach the finish, however, since a broken driveshaft almost sent them OTL. They were 1h 20m behind a delighted Worts, whose determination had taken him from last in class (after losing 10m in Hamsterley) to a well-deserved victory.

John McIlroy

Stig wins the



HIS Felicia may have lacked a cylinder, but Blomqvist pro

Twenty-four years after first winning the RAC in a Saab 96 V4, Stig Blomqvist returned to front-wheel drive and preserved Skoda's legendary RAC class-winning record in the Felicia kit car.

It was far from an easy ride for the Swedish star and Benny Melander, though. Blomqvist was forced to do without power steering for Chatsworth, but this was a minor problem compared to Donington, where the Felicia clattered round on three vibrating cylinders after a suspected pushrod failure. "There was not so much power before, let alone on three cylinders," he grimaced.

Two cylinder heads and pistons later, the Trigard team finally discovered that the manifold had broken up internally and spat

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