

Subaru demands parity

Subaru could take part in the 1997 Asia-Pacific Championship, but only if the FIA agrees to allow World Rally Cars to use the same size turbo restrictor as Gp A cars.

"It depends on the decision of the Rallies Commission and the Technical Commission," said Rii-chiro Kuze, Subaru's motorsport chief. He added that Subaru was "likely" to return to the series that

it leads this year if the FIA agrees to standardise 34-millimetre intakes.

At present, World Rally Cars must use a 32-millimetre turbo restrictor on non-World Championship rallies. The loss of two millimetres is reckoned to be worth around 50 bhp, which would virtually guarantee that next year's Subaru would be no match for the Mitsubishi in the Far East.

Yump for joy

Adam Kent and Clive Jenkins scored their best World Championship result yet by taking a dominant class win on the Neste 1000 Lakes Rally in their Xpress Fit/Fundia/NGK Gp A 106 Rallye – but could have retired before the end of the first leg if it wasn't for the test stage.

The rapid Midlander broke two driveshafts during the test while the team struggled to match camber angles and ground clearance. He started the rally with no spare's but built up a 30s lead during the first leg in spite of a dreadful landing, then blasted clear during the second leg.

Undaunted by a broken strut,

two seized wheel bearings and a bent wishbone, he romped home 8m 37s ahead of the works-type, six-speed Favorit of Harri Kalliomäki/Ari Siitonen, taking 40th overall, the Peugeot standing up well to a terrible pounding as the roads deteriorated.

"It's been two weeks of absolute graft," declared a weary Kent, who will shortly set off for Manx and is wondering when he will be spend time on his new business!

Nigel Heath/Jeff Ashfield were 42nd in their zebra-striped Gp N Escort Cosworth, while Trevor Godwin/Ian Harrop guided their Gp A Mini to fourth in class.

Master: almost time

...preparations are well under way... he will have a fine chance