



# DEREK DALY

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## “. . . and what are you doing next year?” FF drivers reply

**Derek Daly:** “Everyone wants money, Hawkes want money, everyone want money. I think Hawke wants somebody to buy an engine and they’ll help somebody. But what can I do, what can I do? I’ve had loads of offers for Formula Ford, for 2000. But I still have to run the car myself which is going to be a shoe-string operation, working every day, money in pocket, go racing, but you just can’t do it. The idea of living in the bus and working every hour of the day . . . you just can’t do that any more. It’s professional now, you can’t live like that.”

## What was it like out there, Derek?

“I WAS really confident, I knew the car was good in the wet” said a delighted Derek Daly after winning the Festival in impressive style. “Jim Walsh told me to watch out for Macleod, but I got a good start and I was confident all the time that I was going to have him.”

Daly came through the “easy” first half of the draw and the final was the first time he’d met fancied runners like Kennedy, Warwick, Macleod, Gray and Bleekemolen. “We were afraid Kenny Gray was going to be the man to beat, but he did a bad time in his semi-final and was back on the third row.” Daly started on pole though and beat Macleod away. Macleod was soon piling the pressure on, but then he spun at Clearways and handed Daly a clear lead over Derek Warwick: “I could watch Derek when I went through Paddock and I knew he couldn’t catch me so I wasn’t going to take any chances.”

So Daly went on to win and complete a near faultless weekend that had seen him win each of his four races and set fastest lap times in all of them. After a year dogged by bad luck Derek could hardly believe that it had all come good: “After that Mallory shunt I was just about fit to pull out before Mike Keegan gave me some money. I was desperate for a good finish to get some notice taken so I can get a drive next year.”

The prize money for winning the Festival will do little more than pay off some of Derek’s debts though and although he wants to move up to Formula 3 next year, he hasn’t a chance without finding a sponsor: “What can we do without money? We’ve got to find someone who’ll say ‘I’ll back you or I’ll help back you before we can go looking for cars. The next two years of my career are crucial really and if I spend them in Super Ford or Ford I’m just going to waste a lot of money — F3 is the way I want to go.” One possibility



for next year is the Adri Reynard designed Hawke. Daly has worked for Hawke this year and the Southend company is apparently intending to develop their F3 car for customer sale next season: “They want somebody to run it and then they’ll help them with it — but they’ll still have to pay.”

I asked Derek if James Hu had found any words of encouragement when he presented him with his award after the final. “He said that to win in such conditions just shows sheer skill a class. He said if you persevere long enough you will get somewhere and to just keep pestering people and knocking on doors then you will get there eventually.” So if you hear someone knocking on your door late on a cold, wet winter’s night you know who it is!

## First production DL17



Derek Warwick was handling the new Hawke DL17 production model at Brands at the weekend. It featured narrower bodywork and side pods but was otherwise similar to the prototype already described and raced. The prototype finished first in Derek Daly’s hands and Warwick finished second.