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JULY 25 2013

HE'S SEEN OFF SCHUEY...

ROSBERG HE'S THE REAL DEAL

PLUS

TOP 50
DRIVERS
WHO NEVER RACED F1



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Cover Image: Baron/Getty
Insets: XPB/LAT, Ferraro/LAT

POLE POSITION

Missing the F1 boat – and our list of 50

TOP 50 LISTS ARE ALWAYS ENTERTAINING TO READ, but trust me, they are a fool's errand to put together. Not in terms of workload: it's great fun catching up with some pals to talk about old times – even if, in many cases, their tales are of missed opportunities.

No, the difficulty arises in the ordering and, more to the point, who to leave out. For everyone on our list, there's an Yvan Muller, Kelvin Burt, Ryan Briscoe, Peter Dumbreck, Darren Manning/Turner, Bas Leinders, Olly Gavin, Jonny Kane, Luca Filippi, Marc Hynes, Tom Coronel, Warren Hughes and Richard Lyons who isn't – I could go on!

One driver who has caught the F1 boat, and is showing his true colours, is Nico Rosberg. As Edd Straw finds out, Rosberg is in buoyant form following two wins in the past four races. He's using his head, and can't wait for next year's rules package, which could be a real gamechanger in his favour.

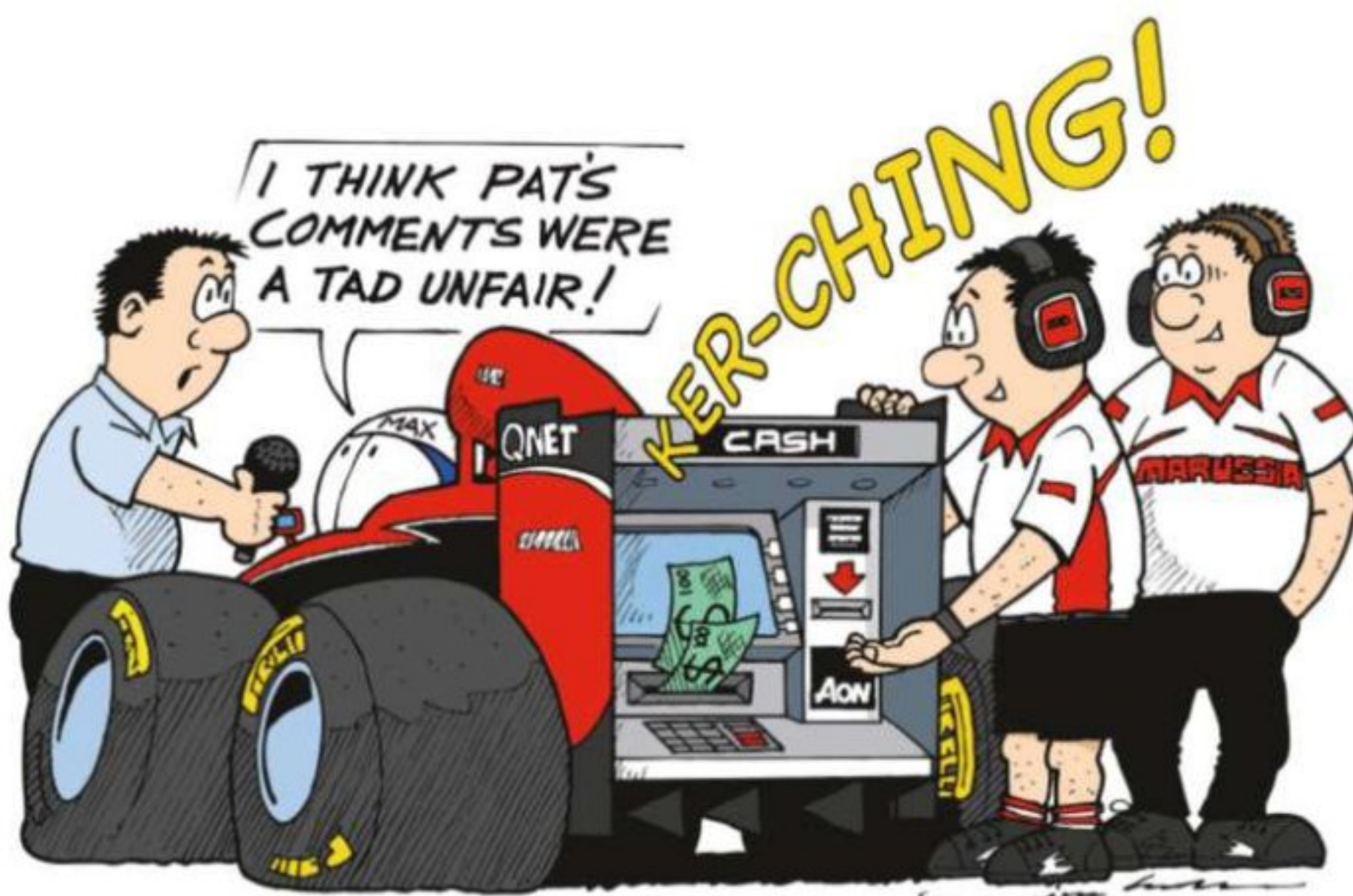
But check out number 14 on our Top 50, and you'll learn it *could* have been Jamie Green in his position. What was I saying about missed opportunities?

Bradley

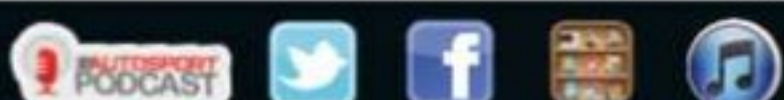
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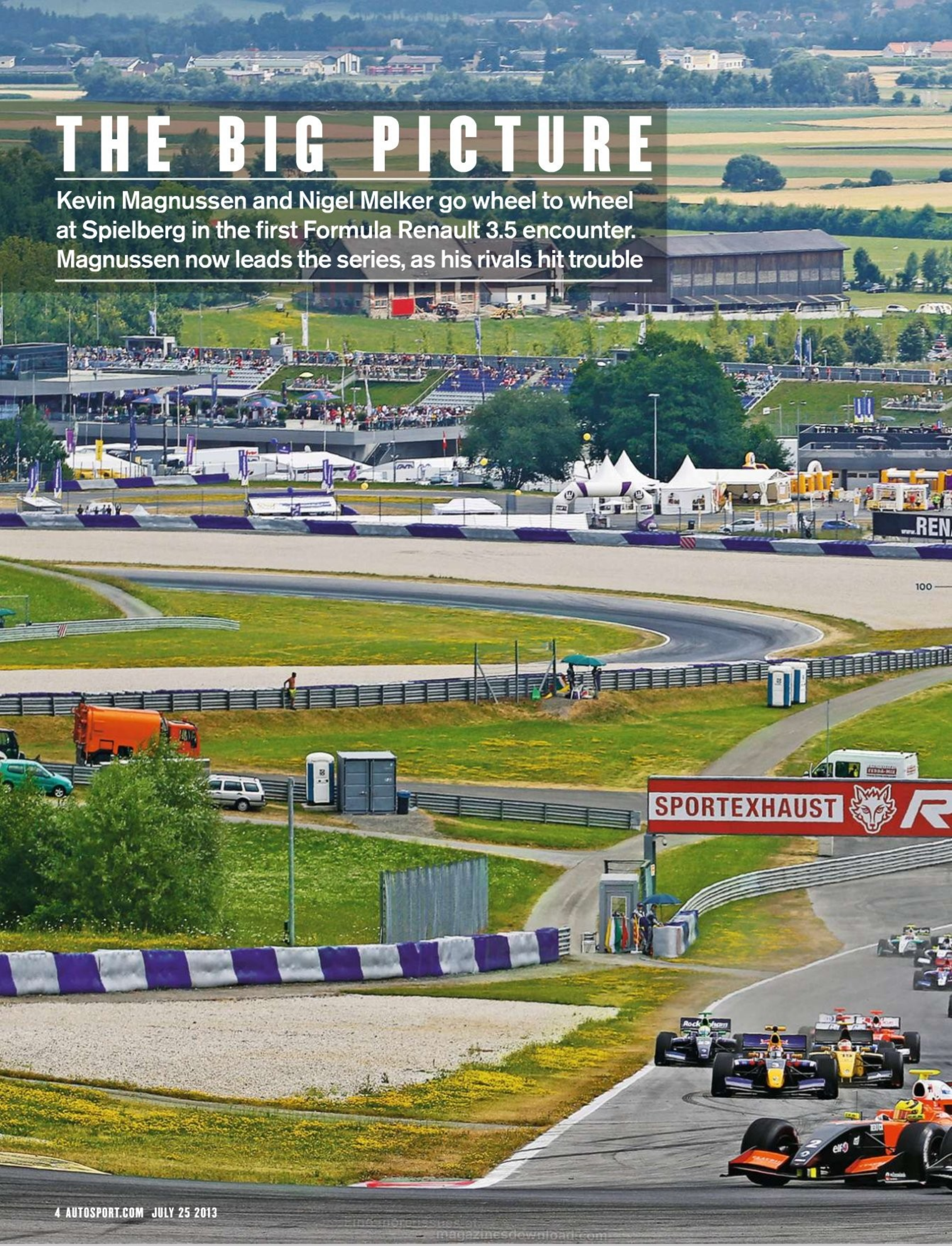
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THE BIG PICTURE

Kevin Magnussen and Nigel Melker go wheel to wheel at Spielberg in the first Formula Renault 3.5 encounter. Magnussen now leads the series, as his rivals hit trouble



100



This week in F1

DEAL STRUCK FOR 2014 AUSTRIAN GRAND PRIX

The Austrian Grand Prix will return to the Formula 1 calendar in July 2014, following a deal struck between Spielberg circuit owner Red Bull and F1 chief Bernie Ecclestone.

Red Bull boss Dietrich Mateschitz recently revamped the facility on the site of the old Österreichring, which last hosted a grand prix (as the A1-Ring) in 2003. While the circuit layout has not changed since F1 last visited the site, the facilities have been upgraded as part of a major investment by Red Bull.

Since its re-opening in 2011, Spielberg has hosted major international events such as the DTM and World Series by Renault.



6

FERRARO/LAT



Little F1 hope for Valsecchi

Lotus reserve driver Davide Valsecchi has played down hopes of him being promoted to a race seat next year. The reigning GP2 champion tested for the squad at Silverstone last week, but admitted that Lotus's current line-up is strong. "It will probably not be easy for me," he said.

Wolff: test pace proves potential

Susie Wolff is confident she has proved herself worthy of a future in Formula 1 after her first outing in a contemporary grand prix car at the recent Silverstone young driver test.

The ex-DTM racer, who drove a 2011 Williams at the same circuit last year, completed 89 laps last Friday and was satisfied that she was able to set a best time four-tenths of a second off fellow Williams tester Daniel Juncadella.

"I always said I wouldn't be doing this if I didn't think it was possible," said Wolff. "I believe in myself."

"After such a tough end to my DTM career, many people presumed that I was always at the back and just wasn't quick enough. Today can show, possibly, that is an unfair judgement."



Wolff will be able to get a Superlicence (required to race in F1) off the back of the test, having completed almost 600km in the car. But Williams has no plans to give her

REMEMBER WHEN



SUSIE WOLFF LAST RACED A single-seater in the 2005 British F3 season-opener at Donington Park. She finished ninth and 11th in the double-header, racing under her maiden name Stoddart.

a Friday-practice outing this year. "That's not something that we have considered at the moment," admitted Williams chief race engineer Xevi Pujolar.

For all the breaking news, visit **AUTOSPORT.COM**

COATES/LAT

ECCLESTONE IS INDICTED

Formula 1 supremo Bernie Ecclestone has been formally indicted by German prosecutors investigating allegations of bribery. The charges relate to Ecclestone's role in the sale of F1 to CVC Capital Partners in 2005. A CVC statement said: "The board will continue to monitor this situation accordingly."

HONE/LAT



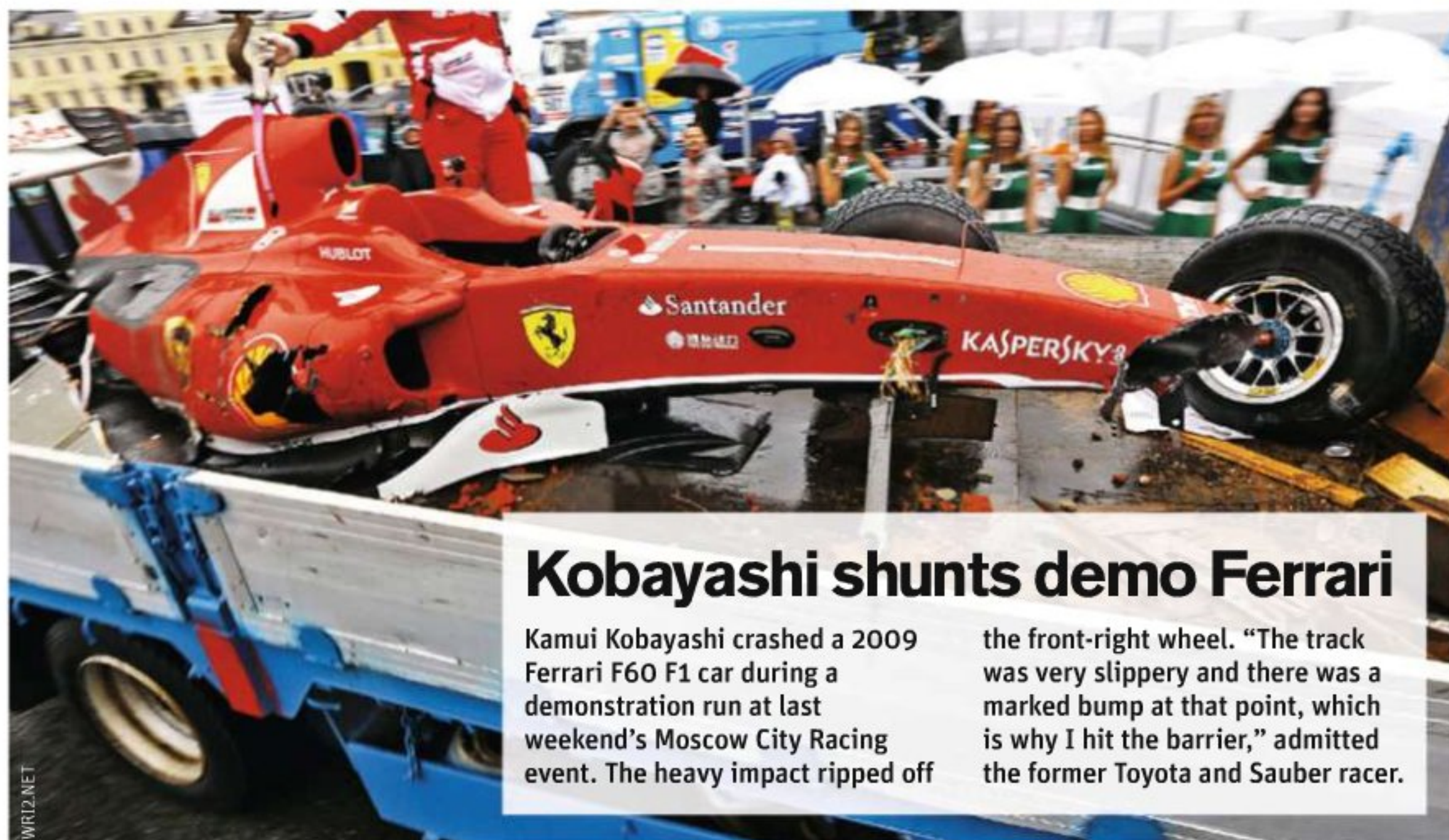
Thumbs-up for new tyres

The Formula 1 race drivers who have tried the new Pirelli rubber that will be raced for the first time in this weekend's Hungarian GP have given the tyres a cautious thumbs up.

Every team present except McLaren ran at least one of its regular drivers in last week's Silverstone test. Mercedes was banned from taking part.

"There is not that much of a difference," said world champion Sebastian Vettel. "We had three days with different drivers in all the different cars and no failures so that's good – and in conditions that were probably worse than the grand prix with the asphalt temperature higher."

Williams driver Pastor Maldonado backed the changes, and said, "we all need to believe in Pirelli now".



WRI2/NET

Kobayashi shunts demo Ferrari

Kamui Kobayashi crashed a 2009 Ferrari F60 F1 car during a demonstration run at last weekend's Moscow City Racing event. The heavy impact ripped off

the front-right wheel. "The track was very slippery and there was a marked bump at that point, which is why I hit the barrier," admitted the former Toyota and Sauber racer.

F1 PIT CHANGES APPROVED

The FIA has pushed through pitlane changes planned for 2014 in the wake of the incident during the German GP that led to FOM cameraman Paul Allen being struck by a loose wheel. The World Motor Sport Council has approved the change of the pitlane speed limit to a flat 80km/h. Previously, at most circuits the limit has been set at 100km/h for the race and 60km/h in practice.

A rule forcing all team members who work on the cars during pitstops to wear helmets has also been ratified.

EXTRA TIME IN PITS

The change in speed limit is set to have a strategic bearing on races. In Hungary this weekend, the length of time required to drive through the 341 metre pitlane will be increased from 12.3 seconds to 16.4s.



DUNBAR/LAT

Maldonado eager to stay on

Pastor Maldonado is keen to remain at Williams next season even though it has failed to score a point so far this year. "I really want to continue here, it is one of the best places for a young driver to be," said the 28-year-old.

MALDONADO AT WILLIAMS

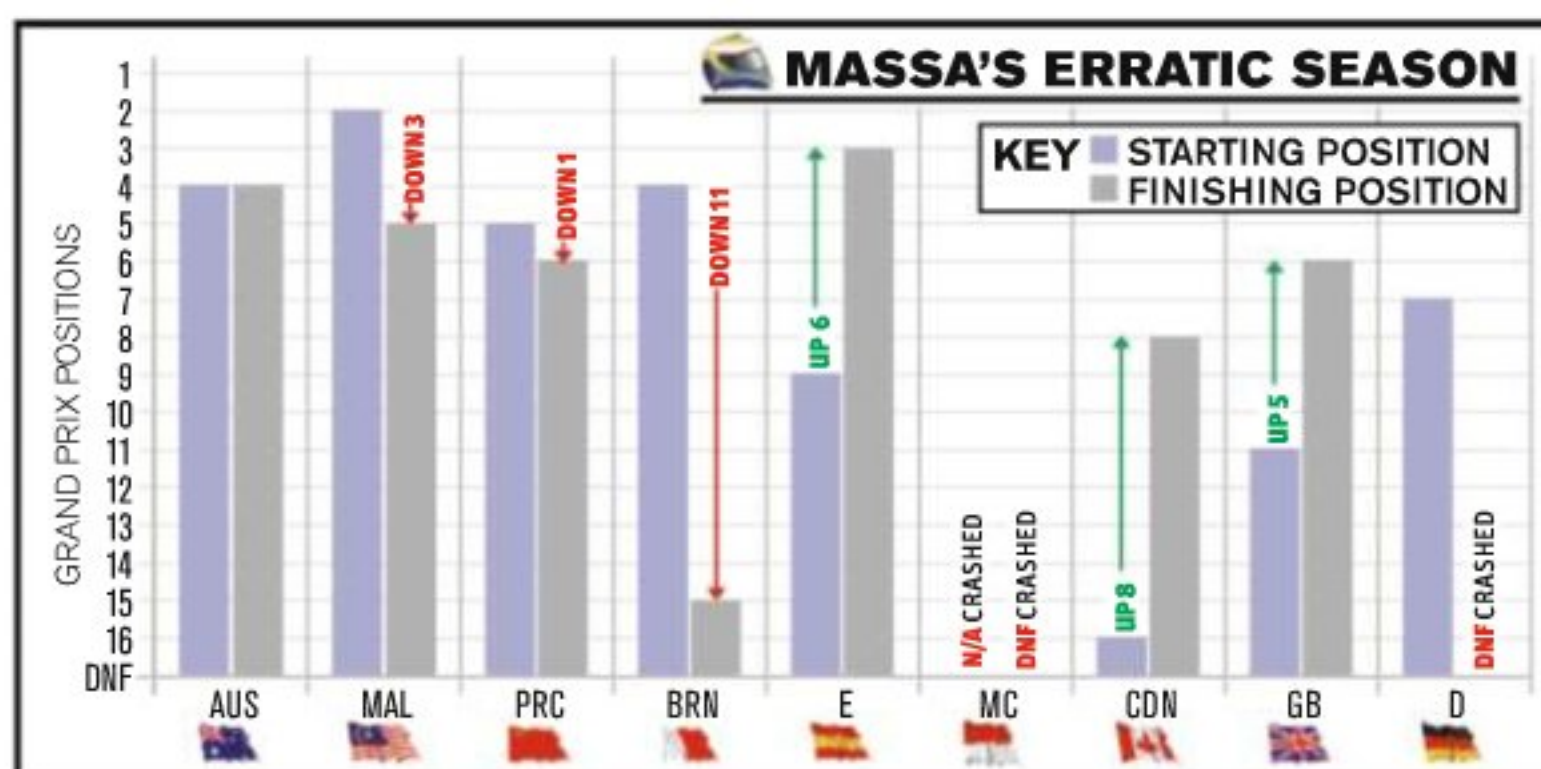
Debut 2011	Podiums 1
Starts 48	Points 46
Wins 1	Best championship position 15th (2012)
Poles 1	

Massa targets consistency

Felipe Massa believes that improving his consistency is key to him remaining at Ferrari for a ninth season in 2014. "The pace is there, so I don't need to worry about that," he said. "Things have happened to make me not finish races."



COATES/LAT



BIG NUMBER
100

Adrian Sutil is set to become the 65th driver to start 100 grands prix in Hungary this weekend. He made his debut in the 2007 Australian GP.



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Mark Hughes

MPH

In an era when the only thing predictable about F1 is unpredictability, this weekend it looks like the planets should align perfectly for Lotus

Hungary this weekend is surely Lotus's for the taking! There: that's a brave statement in an era of Formula 1 that really does not lend itself to prediction.

On any given grand prix weekend for the last couple of seasons the salient points that determine how and why the competitive order plays out like it does are many and varied – and largely unpredictable. Weather, tyre compounds, car traits and track layout all converge to a point of equilibrium on the day, but it's such a delicate pivot. One or two degrees of track temperature can totally alter the complexion of the weekend.

But when looking at the traits of the Hungaroring, those of the Lotus, Red Bull, Ferrari and Mercedes, the forecast scorching weather, last week's Silverstone tests at which Mercedes was not present, the new tyre combination... all these things seem to be painting a picture in black and gold.

The Hungaroring's average speed is relatively low, but its long duration and interlinked turns are very specifically



“Will the Merc stay in balance long enough to allow the same strategic choices as Lotus?”

demanding: they extract a disproportionate lap time toll for understeer. The car must not waste time changing direction and should have a positive front end, but without that being enough to upset the rear. Understeer seeps away lap time here not just into and through corners which are long, but at key parts of the track also places the car awkwardly off line for the next turn.

Yet, even more than normal, a car must also have traction; two demands that are often opposing, in that strong traction can induce understeer. This would seem to spell trouble for the Ferrari, a car that tends to have a relatively weak rear end in traction and grip – and the only way they've been getting it balanced recently has been to engineer-in understeer to tame the wayward rear. That threatens to leave it without a workable window on the serpentine Budapest course.

What this track also demands is a tough resistance to front tyre wear. Getting the front to turn in crisply and then having the car pivot around the outer-front tyre to minimise the time-consuming understeer can take quite a toll on the inside-front. This has often been a weakness of the Red Bull; it generally does not like front-limited tracks on race day (see also China). What seems to be required is a suppleness that does not ask the front tyre's sidewall to assume most of the responsibility of the suspension in addition to its own job. In this, the hydraulically-tuneable systems on the Lotus and Mercedes seem superior to the Red Bull.

At the Nurburgring the Mercedes was looking a lot like

the rear-tyre-eating monster it was earlier in the year. But at the Hungaroring that trait might not come into play. If it's going to be all about front-tyre usage, the Merc might just be OK and might therefore be expected to combine this with its ability to really use the tyres to their maximum in qualifying to add to the car's impressive 2013 pole tally. Maybe.

Last year Lewis Hamilton was able to use that elusive combination of positive front end and strong traction in his McLaren to be able to slingshot out of the final turn, leading onto the DRS zone. The nature of the track allowed him to take it relatively easy on the rest of the lap, retaining the tyre life necessary for a two, rather than three, stop strategy, before nailing that last section to keep himself out of reach of the Lotuses. It made for a deeply frustrating race for Romain Grosjean who could surely have pulled away if only he'd found a way past. But Hamilton played the game perfectly and won.

Now Lewis is in the Mercedes – which sounds like a formidable Hungaroring combination. Except that his team was forced to miss the Silverstone test at which everyone else found out all about the 'new' Pirelli. It's a big ask to be able to adapt the car perfectly to a different tyre in the space of three practice sessions. Even if the car's superb mechanical grip and Hamilton's (and/or Nico Rosberg's) acrobatics can get it on the front row, will it really stay in balance long enough to allow the same strategic choices as Lotus?

For arguably the first time this season, Lotus goes into the weekend as favourites. No pressure. ☺

This week in motorsport

TOYOTA TO DOWNSCALE TO #8 CAR IN WEC

Toyota's World Endurance Championship attack is set to focus on the #8 TS030 HYBRID driven by Anthony Davidson, Stéphane Sarrazin and Sébastien Buemi as the Japanese manufacturer

downscales to one car.

Toyota was due to confirm that it will run just one car in four of the remaining five WEC rounds before the end of this week. Davidson, Sarrazin and Buemi, who

lie third in the points behind the two Audi crews, are understood to be in line to drive the car for at least the next two races at Interlagos and Austin in September.

It appears likely that the Toyota

Motorsport squad, which had initially planned to field one full-season car and additional entries at Silverstone, Spa and Le Mans this year, will return to two cars for the Fuji round in October.



BARRICHELLO GETS GRAND-AM INDY SEAT

Eleven-time grand prix winner Rubens Barrichello will make his Daytona Prototype debut in tomorrow (Friday)'s Grand-Am race at Indianapolis in Doran Racing's Dallara-Ford.

IndyCar regulars Sébastien Bourdais and Justin Wilson will both join the Grand-Am DP ranks for the final portion of the season. Bourdais will drive a Coyote-Chevrolet for the 8Star squad and Wilson a Riley-Ford for Michael Shank Racing.

BARON/GETTY



DID YOU KNOW?

Indianapolis 500 winner Tony Kanaan could become the first man to win flagship Indy events in different series – he is contesting the Grand-Am race with Chip Ganassi Racing. Juan Pablo Montoya, Indy 500 victor in 2000, came close in the '07 Brickyard 400.



MOUNTAIN THRILLS FOR RALLY GB

Rally GB's move to new mountainous stages in north Wales will offer the most varied route for more than a decade, says route coordinator Andrew Kellitt.

"The stages in the south of Wales are quite similar to those in mid-Wales in that they're run over rolling hills," said Kellitt. "But the stages in the north are situated in Snowdonia and much more mountainous. This is the most varied route we've run in Wales."

The Deeside-based Rally GB runs from November 14-17.

For all the breaking news, visit **AUTOSPORT.COM**



Ex-champion Solberg works on WRC return

Ex-World Rally champion Petter Solberg is working on a deal to try to return to the stages next season.

The Norwegian, title winner in 2003, lost his Ford seat for this season. He was offered a limited programme with Citroen, but elected to switch to rallyingcross. "Whatever I did this year, I had to do all rounds and to try and be champion," said Solberg. "When that wasn't possible in WRC, I stopped. I still love rallying and have business to finish."

Solberg will be at Rally Finland next week for discussions with teams.



Webber could face wait for Porsche test

Mark Webber could be prevented from testing the 2014 Porsche LMP1 hybrid before the end of the season due to contract complications.

The Australian's current Formula 1 deal with Red Bull includes a deal with Infiniti – Nissan's luxury brand – that does not run out until the end of this year. That could prevent Webber from joining the test programme with the new Porsche petrol-powered LMP1 hybrid until January 1.

Porsche was testing its LMP1 at Lausitz in Germany last week, its second run on a race circuit since its shakedown at Porsche's Weissach R&D facility in June.



SUPER FORMULA RACER ON TRACK

The new Dallara-built racer for Japan's flagship Super Formula series hit the track at Fuji last week. Takuya Izawa (pictured) did the honours for Honda, with Kazuki Nakajima out for Toyota.



V8 TEST FOR NISSAN RACERS

Nissan sportscar racers Lucas Ordonez and Michael Krumm will test the manufacturer's V8 Supercar for the first time at Winton on August 12.

The test forms part of the newly launched Nismo Global Driver Exchange, under which Nissan will also enter a GT-R Nismo GT3 in next year's Bathurst 12 Hours.

Ordonez, winner of the inaugural Nissan GT Academy, will also make his

Super GT debut in the Suzuka 1000Km directly after the V8 test, again as part of the exchange programme. Krumm is a regular in the series and will be competing in the premier class.

"Most of my racing has been in Europe, so to have the chance to drive a V8 Supercar is amazing," said Ordonez. "This is a great chance of me to learn, have fun, and hopefully one day compete in the Bathurst 1000."



Latvala fulfils Quattro dream

Volkswagen rally star Jari-Matti Latvala realised a boyhood dream when he competed in an Audi Quattro last week.

The Finn was well on his way to repeating his Rally Estonia Historic win from last year (in a Mk II Escort) when the gearbox broke on the Quattro, dropping him to ninth place.

In brief

MULLER FOR SPA 24

BMW factory driver Jorg Muller has been named as part of the line-up in the third Marc VDS BMW Z4 for this weekend's Spa 24 Hours. The German is joined by BMW-contracted Andrea Piccini, winner of the race last year with Audi, and Jens Klingmann.

MEEKE TESTS RX PUG

Kris Meeke tested the Peugeot 208 Supercar he will race at the next European Rallycross round in France for the first time last week. The former IRC champion was immediately on the pace in the 600bhp car, which he described as "mindblowing".

AUSSIE TO BRITISH F3

Jordan Oon, a podium finisher in the Australian Formula 3 Championship, will join the British F3 field for this weekend's visit to Spa. The 23-year-old will race in the National Class with the West-Tec squad, with which he contested last year's European F3 Open.

RoC STAYS IN THAILAND

The Race of Champions will stay in Bangkok for a second year. This year's event will kick off with the Nations Cup on December 14, followed by the individual Race of Champions on December 15.

US REBELLION STOPS

Top privateer LMP1 team Rebellion Racing has elected not to continue in the American Le Mans Series to focus on its World Endurance campaign.

“I’VE NEVER HAD AN F1 CAR I KNOW I CAN WIN WITH BEFORE”

Nico Rosberg’s reputation has been transformed with a stellar 2013 season thus far. However, as **EDD STRAW** discovers, the man himself has no interest in seeking the approval of the wider world





Nico Rosberg does not care about how he is perceived. The trouble is, perception cares a lot about him. It always has done. He has become used to it, he has had to. Throughout his career Rosberg has been seen through the prism of being the son of a famous father and only now, after his recent success, is the tide turning and more see 1982 world champion Keke as the father of a famous son. He was lumbered with a pretty-boy reputation that belied his intelligence and work ethic, purely because when he made his F1 debut he had long hair, which earned him the far-from-affectionate nickname 'Britney'. His sternest critics saw him as all style and no substance, a good grand prix driver masquerading as a top-line one.

There were times when Rosberg flattered to deceive. Season after season of high hopes and falling short left him as damaged goods. Despite beating a string of team-mates, including a certain Michael Schumacher, he was not seen as world

championship-challenging material. It seemed he would be found out when joined by Lewis Hamilton at Mercedes this year. But he has not. Far from it. While he has fewer points than his team-mate thanks to a couple of retirements early on, few would argue he has not been, on balance, the stronger Mercedes driver. The perception has, justifiably, changed.

"Well, now you are talking about the perception of other people," says Rosberg, decked in his Mercedes overalls between simulator sessions at the Brackley factory last week. "That, I respect, but it is not why I drive a racing car. I drive a racing car because I enjoy winning, the challenge of winning and sharing that with the whole team. From that point of view, it is a great feeling at the moment — except for the last race!

"I've never had it before [in F1], to go to a track knowing I can get pole and win on Sunday. That's what I am really enjoying and I've been able to get some fantastic results and two great wins."

It's too early to rule Rosberg the victor in the intra-team battle with Hamilton. A sample set of nine race weekends is not enough to base definitive conclusions on. But at the very least, he is holding his own and has been the more impressive of the ▶



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Celebrating at Silverstone with early leader Lewis

two so far. His three pole positions visibly rattled his incoming team-mate, as did a wonderfully executed victory at Monaco and a slightly fortuitous win at Silverstone, albeit under late pressure from a charging Mark Webber.

It has allowed us to see Rosberg's strengths in plain sight. There were plenty of earlier glimpses, but the limitations of machinery meant that his star was often shrouded. After spending seven seasons with Williams and Mercedes, perennial underachievers in recent times, he was tainted.

One aspect that has always been obvious is his intelligence. Rosberg is a refined driver with an excellent reputation for his technical understanding and input. In the past, there have been suggestions about over-thinking things, perversely, but over the years he appears to have found the right balance.

"I like to see it as one of my strengths, definitely," he says. "This year I have a great team around me, not just the whole team but the tighter team around me and we are working fantastically together. It's very challenging with these tyres and the temperatures have changed a lot this year but we have been on top of it, getting the best out of the set-up and understanding the challenges.

That's one of the key areas which I can use to, for example, beat Lewis."

It is interesting that this is the direction Rosberg takes the concept about being a thinking driver. It wasn't a leading question and supports the idea that Rosberg is acutely aware of not only the value of eclipsing Hamilton, but also the way to do it. He will have seen how Jenson Button went about things while partnering Hamilton at McLaren. Ally that to the vast database he already has about his team-mate, built up through their years of friendship and previous stint as team-mates in karting, and it becomes clear that Rosberg really knows his 'enemy'. It is not an excessively adversarial partnership, much as both want to steal a march over each other.

"It has been relatively easy, yes, because we respect each other," says Rosberg. "That's the bottom line. I respect him, he respects me and it has worked well up to now. Of course, there will always be difficult times, undoubtedly, but for all our time that we have spent as team-mates, back to the karting days, it's no different – it's the same thing. We would have discussions on track, tough moments but then after a while we spoke about it

and then it's fine again and we get on with it. I'm sure that's how it will stay."

So what have we learned about Rosberg this season? Well, we already knew he was eminently capable of being quick over a single lap, although his qualifying record relative to Hamilton has been a surprise. It is tempting to draw the hackneyed Alain Prost/Ayrton Senna comparison when it comes to the two Mercedes drivers. In many ways, it's more pertinent than it was than when applied to Button and Hamilton at McLaren. Rosberg is a very smooth driver whose pace seems inversely proportional to how quick he looks. While Hamilton is all about aggressively rotating the rear, living on his wits, tiny corrections and absolute commitment, Rosberg is about control, precision, smoothness. The end result is pretty similar.

But what we have seen this year is Rosberg as a more formidable competitor in battle. He insists this is not the case, but last year's Bahrain GP seemed to be the weekend on which he resolved to start chipping away at the reputation he has among his rival drivers for being a soft touch, moving across the track dramatically, but just on the right side of legally, to defend against Hamilton and Fernando Alonso. He has continued to do that this year, showing a willingness to go to the limit of what is allowed. Rivals have stopped taking liberties as a result.

Rosberg is wary of comparisons with other drivers. But his answer to the question of whether he thinks he shares the kind of work ethic that helps Vettel stand out is an interesting one. Again, you could interpret it as reflecting the contrast between the approaches of him and his team-mate – although it's important to stress that at no point does Rosberg himself hint this is the case.

"There are different ways of approaching it, different ways of doing a great job," he says. "We have seen that in history. There have been drivers who have achieved a lot with maybe not the best talent, but huge work and thinking a lot and ▶



Tyre trouble returned to haunt Rosberg in recent German GP



Fancy a quicky?

When it comes to looking after your car, there is just one question to ask: Do I want to do it quickly or am I a connoisseur?

Car care does not have to be hard work. It can be easy and fun. The fastest car care on Earth is called Demon and comes from CarPlan. Demon Foam is a snow foam shampoo that simply sprays on to the car. Let it fizz and do its stuff then simply sponge off and rinse. Next, just click it onto a hose and spray on Demon Shine – it is so quick you can literally drive off without drying.

Car care can be done in minutes. For baked-on 4x4 muddy fun people, there is the Demon Machine that “dissolves muck right off” - rapid dirt shifter. **This stuff really works!**

CAR CARE Tried & Tested

By Anthony Dymond

Ask the Professionals

We checked out with the Marussia Formula 1 Team and Ginetta (the British racing and sports car makers). They endorsed what we have said: the perfect finish can be achieved and the secret is in the right products. Marussia uses CarPlan Demon products and Ginetta recommend the Wonder Wheels car care range for the Ultimate Shine.



Demon Snow Foam Shampoo

Wheelie Good Finish

For wheel cleaning, we used Demon Wheels on the standard wheels with great results, but on the tougher alloy wheels, we used Wonder Wheels Alloy Wheel Cleaner. This has been on the market for years and you can see why... it works. Follow the instructions well as this is a super active acid cleaner. Finish with Tyre Slik or Mega Black Tyre Shine, another Wonder Wheels product.



Showroom Shine

For the connoisseur we looked at Wonder Wheels car care as the 13 times winner of the Auto Express Best Product Award (no wonder! It's the choice of professional detailers.) We tried the Perfection Resin Polish, Mega Black Tyre Shine and the Leather Cleaner and feel these products did what they were supposed to. For an outstanding showroom finish on a vehicle, you cannot get better. Buy this range of products from Halfords or Motorworld or online at motor-world.co.uk. Finally, we came across a few scratches and marks on our paintwork so we used T-Cut Color Fast Black on the first car and the Trigger T-Cut Original to get rid of nail scratches under the door handle and light marks on the bonnet on the second car... perfect paintwork!



Marussia Formula 1

Above products available to buy at **halfords** or **MOTOR - WORLD** at www.motor-world.co.uk

“BEATING SCHUEY DIDN'T COUNT?”

It has been a long time since Nico Rosberg has been up against a proven top-liner, known-quantity of a team-mate as Lewis Hamilton. Since his debut season at Williams alongside Mark Webber in 2006, he has been paired with Alex Wurz, Kazuki Nakajima and the unretired Michael Schumacher. But put it to Rosberg that he is excelling against a gold standard team-mate and he rails against the idea.

“In a way that beating a seven-time world champion didn't count?” he fires back.

But none of us could be sure just how close Schumacher was to his former glory in 2010-2012, during which Rosberg became the first of his team-mates to beat him over a season.

“But I was certain,” says Rosberg. “I was the one there, I saw what he was doing, I had the same car and I knew that he was driving very well. Hats off to him for coming back after three years at that advanced age in racing driver terms.

“He did a really great job to come back and he was driving at a very, very high level and it was a great challenge against him. Now it is against Lewis. That's what I race for, that sort of competition.”

During their three seasons together, Rosberg outpaced, outscored and outperformed Schumacher. He also had the chance to observe the legend's working practices, which Rosberg believes was a valuable learning experience.

“When you work alongside Michael, it's clear why he is a seven-time world champion,” says Rosberg. “It's clear he knows what he's doing in all the different areas so it was a very good experience. We pushed each other in a very healthy way. He was benefitting and vice versa. I definitely picked up a few things.”



Rosberg beat Schuey, but also learned from him

Monaco GP win was victory he wanted the most



ETHERINGTON/LAT

17

‘Don't doubt Rosberg's intelligence, brought up in Monaco – scene of his greatest win’

◀ other drivers who have achieved a lot with just natural talent being really lazy and doing nothing. We've seen that in history. There is not one way to success. But I like to approach it with discipline and really push.”

The two ends of the spectrum Rosberg points out do exist, and there have been some extreme examples of both types of driver on the grand prix grid over the years. Tempting as it is to place Rosberg and Hamilton at either end, that would be unfair. But there is little doubt that Rosberg has taken a little longer to evolve into the driver he is in F1 than Hamilton did. Conversely, you could look at

that from the other perspective and say that Hamilton hasn't evolved perhaps as much as he should have over the years.

Don't doubt Rosberg's intelligence. A polyglot whose nationality is officially German, he is in reality every bit a child of Europe, brought up on the streets of Monaco where he claimed his greatest victory. Academically, he is arguably the brightest driver on the grid and once had aspirations to study engineering. You can appreciate that sharpness in the way he talks, avoiding dangerous leading questions, expressing himself concisely and being willing to stop to

think about his answer before embarking on it.

There's also a keen sense of interest in the world around him. At one point during an answer, he notices helmets of Team Brackley drivers past (Jenson Button, Anthony Davidson, Rubens Barrichello, Schumacher) dotting the shelves of the conference/storage room in which the interview takes place, breaking off to ask why they are there. That attentiveness and interest explains a lot about the approach that has allowed him to shape himself into a formidable grand prix racer.

At Williams, Rosberg was an up-and-down driver. Eventually, the team decided he was a ▶

◀ little too inconsistent to persevere with. Two weekends stand out in 2009 that played in to that conclusion. First, Monaco, where the team reckoned Rosberg 'fell asleep' at one stage in the race (although the race situation seems largely to have been responsible for that). More tellingly, in Hungary the team considered putting him on a light three-stop fuel load to gun for pole position. He had the speed, but after a messy Q2, it was decided he couldn't be relied up to deliver top spot (which Fernando Alonso did on a similar strategy for Renault). Unquestionably, the move to Mercedes, going under the wing of Ross Brawn, has played a part in Rosberg's impressive evolution.

"The change was very good for my career and me as a person because it opened my eyes again," says Rosberg. "I had to re-question my approach. When everything is completely new you have to review everything, that was good for me. Ross's mentality I respect a lot. It has been good to work with him."

"You need to be strong and criticise but also



Steely focus has elevated Rosberg to frontrunner

HONE/LAT

"I was very confident the team would become a regular victory contender"

support and encourage. That's a fine line and Ross managed that very well. It's one of his strengths, to be firm and criticise when needed to get people to re-think their approach and how I can do better. But he is also very encouraging and supportive. That combination Ross does very well."

It has all taken rather longer than expected for the Rosberg/Brawn/Mercedes alliance to bear fruit. The progress Mercedes has made from the back end of last year is astonishing, going from a team fortunate to hold on to fifth place in the constructors' championship that was struggling even to score points to consistent victory threat. But looking at the wider timeline, Rosberg would not have taken it this long to get to this position having joined a Mercedes team that evolved from the 2009 championship-winning Brawn squad. Rosberg insists he was always confident in the team, but admits it is a surprise to see just how quickly things have changed.

"In general, I was very confident that the team would become a regular victory contender," he says. "I've believed in this team from the word go because I could see the potential with the people that are here. There is only one way for Daimler and that's to win, so it was obvious."

"But of course I had doubts about how quickly we could turn things around to have the fastest car out there, especially when you look at the end of last year. That's been very impressive, the job that



Melbourne was first of two retirements in first three races

the team has done over the winter. Look at where we were last year: development rate, nowhere; speed, nowhere... more than a second off per lap. And then we come into this year and a couple of races in we've got the fastest car. What a fantastic job. It shows the strength we have. But we are still not the best and it's still going up and down too much even though we really are getting there."

Next year was always going to be key: in 2014, the new 1.6-litre V6 turbo engines are introduced. There is no reason for Mercedes not to come out with a power unit as good, if not better, than those mustered by Renault and Ferrari given the resources and expertise at its disposal. The resulting change to the architecture of the car and change in the style of racing triggered by



Rosberg has 'team' around him, including his girlfriend Vivian

ETHERINGTON/LAT

the economy demands of the new formula – namely a fuel load of 100kg per race compared with 150 now – gives a big opportunity to Rosberg and Mercedes. It's one that this year's relative success suggests the team is now ready to capitalise on.

"I wouldn't say we are ahead of the curve, for me that would be being in Sebastian Vettel's position today," says Rosberg. "It's going OK, we are in the right direction. A bit behind schedule, but that's the way it is and I have high hopes for the rest of the races this year."

"The development rate, which was a massive weakness last year, we are much better on, keeping up with the other teams at the moment, which is good to see. I've been following up on next year's car, which is interesting. It's such a big chance, it's

IT'S A LONG WAY TO THE TOP: ROSBERG'S F1 EVOLUTION

2006 Team: Williams Position: 17th 4 points Claims fastest lap and seventh place on his impressive grand prix debut for Williams in Bahrain. Stacks up well against team-mate Mark Webber in dismal year for the team despite scoring only once more with P7 at the Nurburgring.	2007 Team: Williams Position: 9th 20 points Williams is a more consistent points challenger and Rosberg scores seven times, with a battling fourth place in the Brazilian GP finale to crown a strong end-of-season run the highlight. Outscores team-mate Wurz 20-13.	2008 Team: Williams Position: 13th 17 points Paired with Kazuki Nakajima, whose presence in the team was economically motivated thanks to guaranteeing free Toyota engines, Rosberg twice finishes on the podium, in Australia and Singapore, finishing ninth overall.	2009 Team: Williams Position: 7th 34.5 points The Williams is fast, particularly early on thanks to its double diffuser, but results are not as good as they should be. Scores 11 times (compared with Nakajima's zero) but fourths in Germany and Hungary are as good as it gets.
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ROSBERG BY NUMBERS

483.5 POINTS

137
STARTS

212
LAPS LED

7223 LAPS RACED



Second win of 2013 came after late-race surge from Webber

unreal. With the job we did this winter, I have high hopes that we are able to develop a new car to do a good job. The Mercedes engine, I'm sure is going to be good also. But you will have to re-evaluate everything you do in the way you drive."

Sounds right up your street Nico...

"Most definitely," he says, emphatically. "It's up my street and in front of my doorstep!"

But that is for the future. For now, it's all about picking up more wins. A drivers' title push this year is still just within the realms of possibility given the underlying pace of the Mercedes, but to do so he would have to gain almost seven-and-a-half points per weekend on Vettel, which is fanciful. Doubly so, given that what happened at the Nurburgring, which Rosberg said "reminds me a

bit of the old days" after the race, referring to the high track temperatures pushing the rear Pirellis over the edge when bolted to a Mercedes.

But having ticked all the other boxes, there is no question the world championship is Rosberg's long-term goal. For the first time, from the outside at least, that is starting to look like a credible objective for someone who is perhaps one of the most complete drivers on the grid, even though few would dispute that, on a given day in qualifying trim, Hamilton can go that little bit quicker.

"That [the championship] was one of my ultimate goals, together with winning Monaco," says Rosberg. "It's what I'm striving for but I like just to be in the moment, not look too far ahead, go from race to race and go for the next

win, which hopefully is coming soon.

"A good one [finish to the season] would be dominating everything! But I don't know how realistic that is with the recent tyre struggles and there are going to be some hot races coming up like Hungary. I want to win again soon, I can say."

More wins are inevitable. Beyond that, if the Rosberg/Mercedes alliance continues to develop as it has over the past six months, a championship tilt is possible. It has taken a while for Rosberg to emerge as world championship material, perhaps partly because the watching world wasn't watching closely enough.

That sounds a lot like a certain world champion who has supplied 50 per cent of Nico's DNA, doesn't it?



2010
Team: Mercedes
Position: 7th 42 points

Switches to the revived works Mercedes team amid high expectations. Comfortably outperforms returning superstar Michael Schumacher, bagging podiums in Malaysia, China and Britain, but his first grand prix win remains elusive.

2011
Team: Mercedes
Position: 7th 89 points

Again, he is the standout Mercedes driver, although Schumacher closes the gap noticeably in the second half of the year. The team is a consistent scorer, although neither driver manages a podium finish.

2012
Team: Mercedes
Position: 9th 93 points

Rosberg finally claims his first grand prix victory, a dominant win from pole position in Shanghai. Other results are patchy as Mercedes battles tyre wear problems and slides down the competitive order in the second half of the year.

2013
Team: Mercedes
Position: 6th 84 points

Two retirements in the first three races left him playing catch-up in the championship, but a hat-trick of poles, culminating in victory in the Monaco GP, along with a win at Silverstone, have made him one of the season's standout performers.



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Kevin Magnussen

The inside line

He's been testing for the McLaren F1 team – just like his dad two decades ago – and in today's era that's a much bigger deal

My biggest wish, if it come true, would be to be a Formula 1 driver in the 1980s and '90s, because back then you were driving the car all the time. And that's what I want to do. I'm a racing driver, and I want to drive racing cars as much as I can.

The lack of F1 testing for young drivers is all I've ever known, but it's massively frustrating. Years ago teams could give tests to all of the good young drivers – they all got a chance.

These days, there is so little testing in Formula 1. We all know that, and that makes any day you can spend in a Formula 1 car really nice. And if a team gives you a run that means you are important in some way. You can enjoy it because it's a very special thing to do.

The test day I did with McLaren at Silverstone last week was a really cool day. I work with the team in the simulator, and of course driving a Formula 1 car is incredible – it's so precise and smooth. The day was a bonus for me, and I learned a lot. Hopefully I helped the team answer some of the questions they have with the car too.

My job is to do fast, consistent lap times, and give the team relevant feedback. That's where the focus is in a Formula 1 test day. When I'm testing my Formula Renault 3.5 car we are chasing a lap time, trying to improve the balance and the set-up. F1 is more structured, they have more of a plan because there is development going on,



Magnussen grabbed
Formula Renault 3.5
points lead last weekend

five days of practice in a year. In a way that is sad for our sport, but that's the way it is.

People often talk to me about my dad [Jan]'s F1 career, which included one race for McLaren and then driving for Stewart. I remember bits of his career, and I remember it being frustrating that he didn't have any time for me! I didn't understand that F1 was his job; I just wanted to spend time with him and talk to him about his racing. Obviously he was very busy being a Formula 1 driver. But those years were also when the dream started for me, seeing Formula 1 cars and hearing them. I remember

“The first time you get excited and emotional; the second you can focus more on the job”

more things to analyse and more processes that will start from all the tests we carry out. It's different testing a Formula 1 car compared to pretty much any other car.

This was my second test with McLaren, after I got my first chance at last year's young driver test in Abu Dhabi. And I think I was able to focus a bit more on the job this time. The Abu Dhabi test was very big for me – the first time in a Formula 1 car and it was a dream come true. You get so excited and it's very emotional. The second time is still exciting and emotional, but you can focus more on the job and enjoying the car.

The first time you are a bit nervous. I can only speak for myself, but the first time felt very special and the second time felt a bit more normal. You can get on with the job and still enjoy it, but it's very intense because you don't get many opportunities and you have to get so much out of it. So I wish I could get more time in the car – players in other sports like tennis, golf and football get more than

the sound so vividly.

Obviously my dad's career didn't last too long in F1. He was not well educated about the sport when he was young. He was very alone, and he was just a normal kid from a small town in Denmark. Suddenly you come to F1 and you have to behave in the right way, you have to be professional and you have to focus on the right things. I think maybe my dad was enjoying life a little bit too much!

I don't remember him being at McLaren, but I think he is very proud that I am there now. It must be emotional for him to see the Magnussen name on the side of a Formula 1 car again, especially a McLaren.

With the F1 test, and then extending my championship lead in FR3.5 at Spielberg, things are going really well for me, but it's the championship that my focus is on. That's my job this year, and it's not finished so there is still massive pressure on to keep working hard. 🏆



HUNGARIAN GP PREVIEW

IN ASSOCIATION WITH **sky SPORTS** **F1** HD

FIRST CORNER

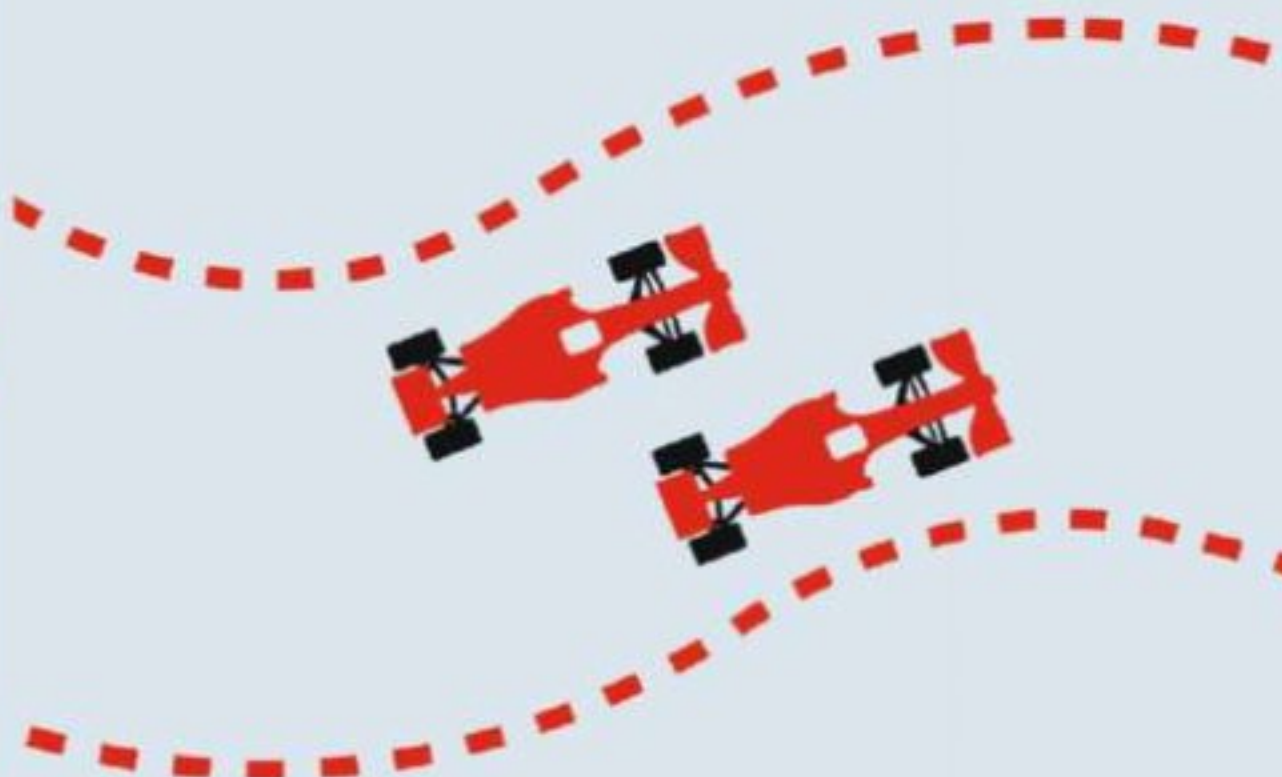
610m



Despite the diminutive nature of the Hungaroring, the run down to Turn 1 is one of the longest all season at 610m – given that the starting grid is at the far end of the home straight. It's taps on, taps off, however, as T1 is a first- or second-gear, 62mph hairpin. It's also probably one of the best overtaking spots in a limited selection of passing places on the circuit.

OVERTAKING STATS

Only Monaco generated less on-track overtaking last season and in the absence of the rain that generated 54 passes in 2011, the Hungaroring will once again place huge reliance on a strong qualifying performance.



FULL THROTTLE



Only 54 per cent of the Hungaroring is taken with the right foot all the way down, which unsurprisingly means the track ranks close to the bottom of throttle demand around the snaking, 14-turn venue.

PITLANE

At 354m, the Hungaroring pitlane is only longer than its equivalents in Monaco and Melbourne and has a similarly low pitlane loss of just 20s (plus stationary time) which might give rise to the possibility of a three-stop strategy, were it not for the traffic penalty.



MELBOURNE

HUNGARORING

Pitlane length	354m
Length rank	17th longest
Pitlane loss	20 seconds



SILVERSTONE

SAFETY CARS

Safety car interventions in Hungary are traditionally few and far between. In the past 10 races at the circuit, the safety car has only been called into action on two occasions, ranking the track as the 15th lowest for race interruptions.



USA/INDIA

SINGAPORE

FUEL PENALTY



At just 2.722 miles, a lap of the Hungaroring only requires 2.1 kg of fuel – or, for comparison, 25 per cent less than required to lap Silverstone. The fuel penalty is 0.3s per lap per 10kg of fuel carried.

GEAR CHANGES

If Hungary languishes towards the bottom of the rankings for most key performance indicators, the number of gear changes required to complete a lap moves the track into the top third, with 48 gear selections – or 3360 over the course of the 70-lap race, adding to the physical demands of this race.



HUNGARORING

Circuit Length	2.722 miles
Race Laps	70
Race Distance	190.539 miles
Lap Record	Michael Schumacher, 1m19.071s (2004)
Corners	14 (6 left, 8 right)
Circuit Direction	Clockwise
Corners < 62mph	3
Corners > 155mph	0

WEATHER



The climate in the Budapest locality is humid, continental and transitional. While typically hot in July, there are often sudden heavy showers.

MONTHLY AVERAGES

Daily sunshine	8.83hrs
Rainfall	69.8mm
Min temp	15.4C
Max temp	26.5C

COMPLETE COVERAGE OF THE ENTIRE RACE WEEKEND ON **sky SPORTS** **F1** HD

THURSDAY

1400 Sky Sports F1
LIVE Drivers' Press Conference

FRIDAY

0845 Sky Sports F1
LIVE Free Practice 1
1245 Sky Sports F1
LIVE Free Practice 2

SATURDAY

0945 Sky Sports F1
LIVE Free Practice 3
1200 Sky Sports F1
LIVE Qualifying

SUNDAY

0930 Sky Sports F1
LIVE GP2 Sprint Race
1130 Sky Sports F1
LIVE Hungarian GP

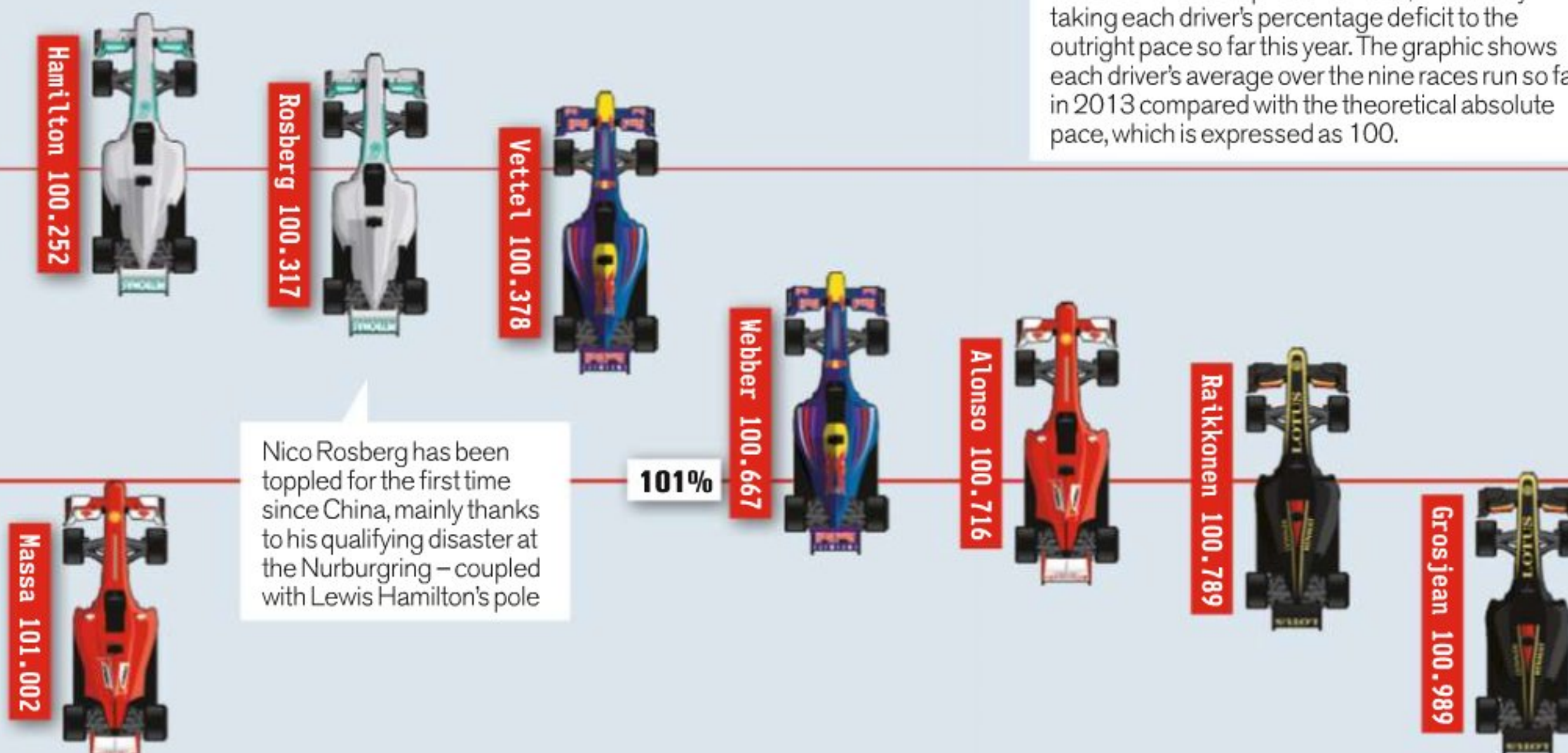
ALL WEEK

Classic Hungarian GP races shown throughout the week as a build-up to the 2013 race

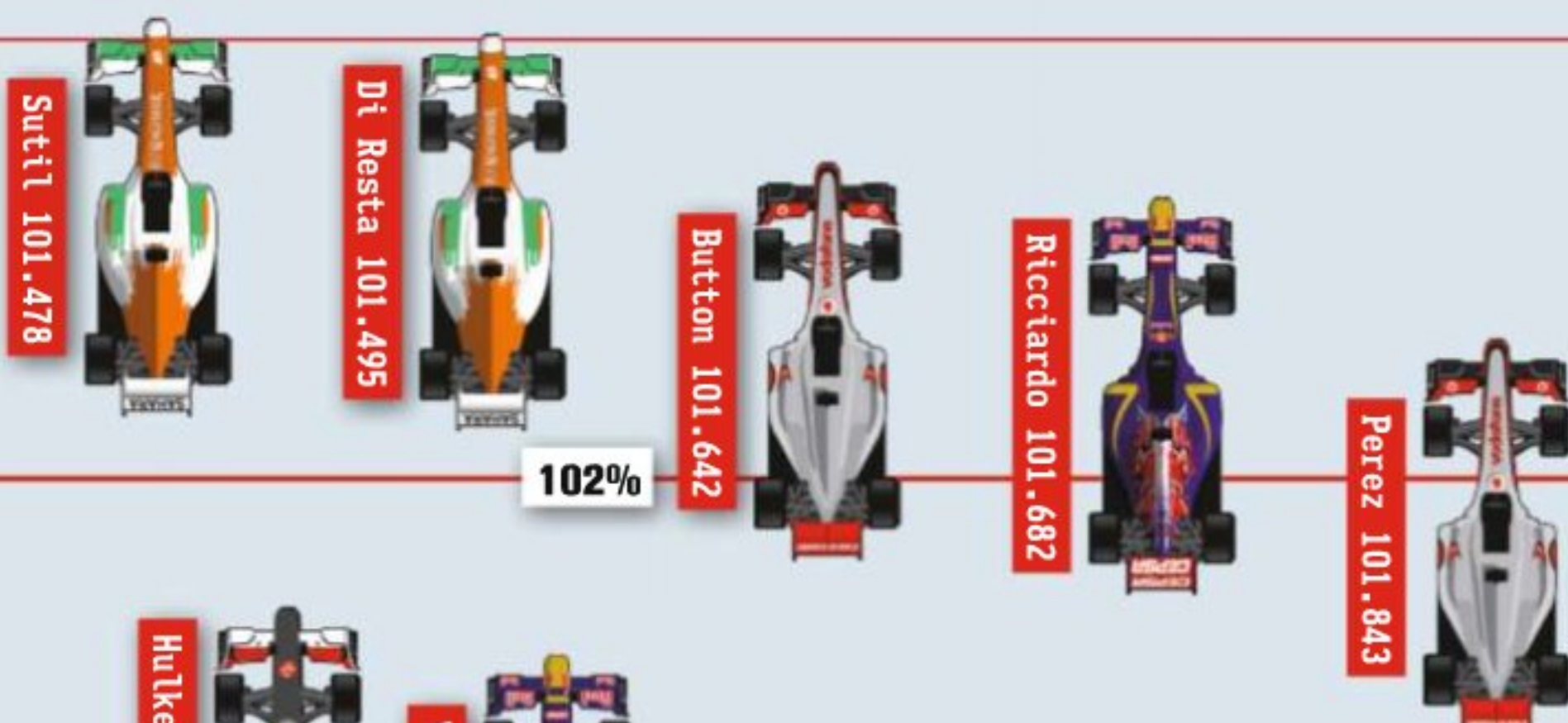
100%

GRAND PRIX SUPERGRID

AUTOSPORT's technical correspondent Gary Anderson has compiled this index, created by taking each driver's percentage deficit to the outright pace so far this year. The graphic shows each driver's average over the nine races run so far in 2013 compared with the theoretical absolute pace, which is expressed as 100.



Nico Rosberg has been toppled for the first time since China, mainly thanks to his qualifying disaster at the Nurburgring – coupled with Lewis Hamilton's pole



A strong effort at Nurburgring by Nico Hulkenberg, in which he made it to Q3 and nicked the final point for 10th, has moved the Sauber driver ahead of Jean-Eric Vergne

102%

103%

Both Williams drivers, Pastor Maldonado and Valtteri Bottas, have fallen behind the second Sauber of Esteban Gutierrez after the Mexican outqualified them with ease in Germany

AND THE REST...

Marussia and Caterham number-ones Bianchi and Pic have edged closer to the pace, while their respective team-mates have fallen a fraction further back after the German GP.

Bianchi (Marussia)	104.186
Pic (Caterham)	104.231
Chilton (Marussia)	105.244
Van der Garde (Caterham)	105.288

Watch the Hungarian Grand Prix only on Sky Sports F1 HD – go to sky.com/F1 or call 08442410826



HUNGARIAN GP PREVIEW

Substance over style

Over the past 18 months, Formula 1 has had to get used to an unsightly step in the nose that continues to make many cars uglier than then should be.

The step in the nose, which first appeared on grand prix cars in 2012, is not so common this year thanks to the introduction of the non-structural vanity panel. But several teams, notably Red Bull and Lotus – the two squads tipped to fight it out for victory in the Budapest heat this weekend – continue with the design.

The rationale for the initial rule

change was simple. In the event of a T-bone accident, the height of the nose was shown to be a potential hazard, particularly to the driver's head. The solution was to lower the permitted height of the nose by 75mm. But the regulations governing the maximum height of the chassis remained unchanged at 625mm.

The desire to maximise the chassis height to allow as much airflow under the car as possible for the production of downforce ensured that all teams except McLaren, Marussia and HRT ran with a step last year.

When last year's cars broke cover

they were widely derided, hence the vanity panel, which fits over this step to create a sleek look to the noses of the car. Many teams are running the vanity panel, which has negligible aerodynamic effect.

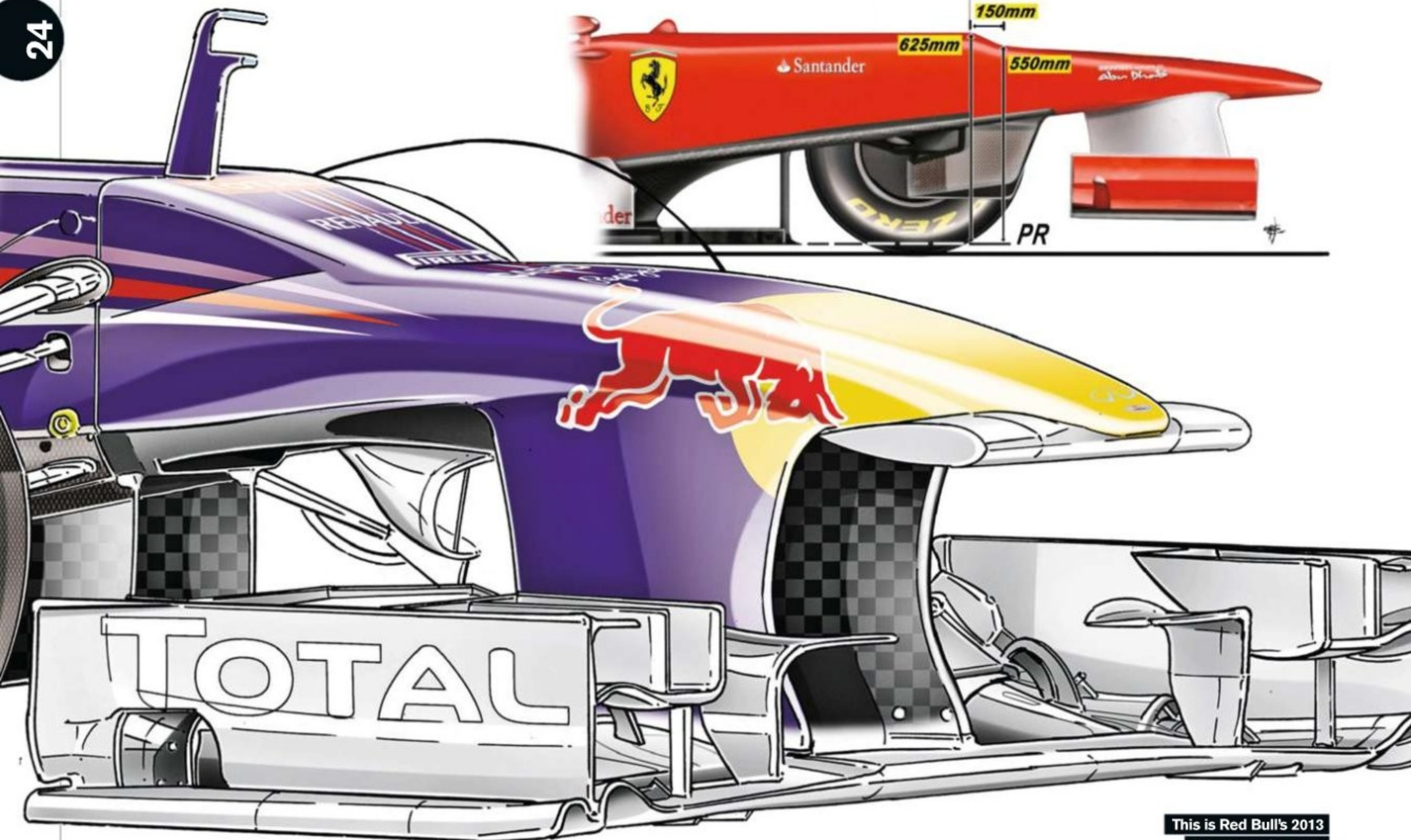
Last year, Sauber pioneered the idea of running a tube from the underside of the nose up to the stepped area. This helped suck air out from under the car, reducing the aerodynamic blockage to allow the most to be made of the high-speed airflow under the car. It was a design also adopted by Red Bull.

Next year, a further change will be made in this area, with the front of

the nose significantly lower than the current cars. This means that cars will no longer run with the raised noses that have been *de rigueur* over the past two decades.

With the maximum height of the nose at 185mm, compared to the 550mm currently permitted, the nose tip will not be much higher than the front wing.

Vanity panels will continue to be permitted, although with teams still determined to have the front of the chassis and the nose as high as possible, it is expected that next year's crop of cars will feature some diverse shapes.



This is Red Bull's 2013 answer to the nose regs, illustrated above

THE CIRCUIT BRIEF



HEIKKI KOVALAINEN
2008 HUNGARIAN GP WINNER

The Hungaroring is one of the most extreme tracks in terms of how it changes from the start of Friday practice to the end of the race. It's like some of the street circuits in that it's dirty with low grip at the start of the weekend. You

have to adapt the set-up accordingly and not get too worried if something isn't working in first practice. You need a good mechanical balance and soft suspension because of the medium/low-speed corners.

It is possible to pass into Turn 1, but it is very tricky because the last turn is medium speed, so it's hard to follow the car ahead of you too closely. But if you can, you may be able to outbrake from a long way back.



Last turn is a bit fast to line up passing move

HONE/LAT

BEST CORNER

TURN 4

Approach	182mph
Apex	128mph
Gear	4th
Braking distance	28m
Braking time	0.4s
Braking force	4.87g



DRS Zone 2

DRS Zone 1

DRS Detection 1

PASSING SPOT

TURN 1

Approach	192mph
Apex	52mph
Gear	1st
Braking distance	109m
Braking time	2.14s
Braking force	5.46g



Turn 1 can feature some good action

ETHERINGTON/LAT

THE STORY OF 2012

While the London Olympics kicked off at home, Lewis Hamilton drove a perfectly-judged race to win for McLaren, holding off the charging Lotus of Kimi Raikkonen by just over a second. Earlier, Raikkonen had to muscle his way past team-mate Romain Grosjean at Turn 1. Grosjean fell back to battle Sebastian Vettel for third. Points leader Fernando Alonso was a distant fifth.



DUNBAR/LAT

POTENTIAL FLASHPOINT

Turns 6/7 lurk among long sequence of bends



COATES/LAT

CHICANE (TURN 6/7)

Approach	148mph	Braking distance	74m
Apex	64mph/77mph	Braking time	1.65s
Gear	2nd	Braking force	3.90g

Ricciardo boosts his Red Bull chances

Last week's test with Red Bull went well, but was it enough to beat Kimi Raikkonen to Mark Webber's seat? By **EDD STRAW**



26

Daniel Ricciardo's conclusion after his half-day of running during last week's Formula 1 young driver test at Silverstone was typically straightforward. With a potential career-making seat at Red Bull in the offing, the Australian bounced back from an embarrassing off early on to do his prospects of landing the drive plenty of good.

"I think I drove to my ability and did what I could," said Toro Rosso racer Ricciardo. Feedback from within the team suggests that his approach and his performance made a good impression, although whether that is enough to clinch the drive ahead of a proven star such as Kimi Raikkonen remains undecided.

AUTOSPORT understands that Red Bull owner Dietrich Mateschitz favours Ricciardo for the drive. This is primarily because of Mateschitz's

commitment to the firm's young-driver programme. But performance will not be sacrificed and Raikkonen remains a serious contender.

Raikkonen is known to favour staying at Lotus, and has told his current team that he will stay on, provided it shows it is in a position to build on its recent form. If Red Bull still continues to chase Raikkonen and cannot get him, the squad can at least be more confident that Ricciardo can do a decent job alongside Sebastian Vettel.

As AUTOSPORT closed for press, no decision had been made by Red Bull on its second driver for next year. But since this month's German Grand Prix, Lotus has met with Raikkonen to discuss his future, with Red Bull known to have made representations to the Finn.

Red Bull team principal Christian

Horner said last week that the priority will be to sign a driver who can ensure the team remains a strong force in the constructors' championship. The data gathered from Ricciardo's test will allow the team to compare his performance with the current drivers to produce a ballpark figure for the points yield that could be expected for him had he raced for the squad this year.

"Kimi's track record speaks for itself and he's a championship contender as we speak," Horner told Sky Sports. "We're in a fortunate position in that not only are we attracting fantastic drivers like Kimi but we've also got the opportunity to look at the drivers we have been nurturing such as Daniel."

"We get paid based on where we are in the constructors' championship so therefore we want

the fastest and best drivers we can get. We'll take our time to make sure that whoever fills Mark [Webber]'s shoes is the right choice."

Ricciardo's Toro Rosso team-mate Jean-Eric Vergne appears to be out of contention for the seat, with decision makers at Red Bull known to be unconvinced with his rate of progress. If Ricciardo is promoted, there is every chance Vergne will continue at STR alongside another Red Bull junior, with Formula Renault 3.5 racer Antonio Felix da Costa the next cab off the rank.

Vergne told AUTOSPORT: "To be honest with you, if they have made their minds up that it should be Daniel or Raikkonen, I would prefer Daniel to go there because I can beat him. I did it this year when I didn't have problems and that would put me a lot higher than I am now."

Ricciardo was in testing action for Red Bull

"I think I drove to my ability and did what I could"

Vergne is unlikely to wear RBR's colours at GPs

F1 YOUNG DRIVER TEST, SILVERSTONE, JULY 17-19

POS	DRIVER	CAR	WEDNESDAY	THURSDAY	FRIDAY
1	Sebastian Vettel	Red Bull	-	-	1m32.894s
2	Daniel Ricciardo	Toro Rosso	-	1m32.972s	-
3	Carlos Sainz Jr	Toro Rosso	-	1m33.016s	-
4	Daniel Ricciardo	Red Bull	-	1m33.187s	-
5	Adrian Sutil	Force India	-	-	1m33.242s
6	Nicolas Prost	Lotus	1m34.810s	-	1m33.256s
7	Carlos Sainz Jr	Red Bull	-	-	1m33.546s
8	Davide Valsecchi	Lotus	-	1m33.554s	-
9	Davide Rigon	Ferrari	1m34.874s	1m34.053s	1m33.592s
10	Kevin Magnussen	McLaren	1m33.602s	-	-
11	Felipe Massa	Ferrari	-	-	1m33.624s
12	Jean-Eric Vergne	Toro Rosso	-	-	1m33.647s
13	Paul di Resta	Force India	1m33.774s	1m36.356s	-
14	Antonio Felix da Costa	Red Bull	1m33.821s	1m33.958s	-
15	Oliver Turvey	McLaren	-	1m33.864s	-
16	James Calado	Force India	1m33.986s	1m33.957s	1m36.451s
17	Daniel Juncadella	Williams	1m34.098s	1m34.631s	-
18	Pastor Maldonado	Williams	-	1m34.116s	-
19	Johnny Cecotto Jr	Toro Rosso	1m34.193s	-	-
20	Nico Hulkenberg	Sauber	-	1m34.224s	-
21	Robin Frijns	Sauber	1m34.236s	1m34.731s	-
22	Gary Paffett	McLaren	-	-	1m34.294s
23	Susie Wolff	Williams	-	-	1m35.093s
24	Giedo van der Garde	Caterham	-	-	1m35.155s
25	Daniil Kvyat	Toro Rosso	-	-	1m35.281s
26	Charles Pic	Caterham	-	-	1m35.576s
27	Kimiya Sato	Sauber	-	-	1m35.642s
28	Alexander Rossi	Caterham	1m35.651s	-	-
29	Will Stevens	Caterham	-	1m36.082s	-
30	Rodolfo Gonzalez	Marussia	-	1m37.949s	1m36.339s
31	Tio Ellinas	Marussia	1m36.676s	-	-
32	Jules Bianchi	Marussia	-	-	1m36.744s
33	Max Chilton	Marussia	1m38.347s	-	-

FIVE STARS OF F1 TESTING

The young drivers who stood out at Silverstone last week

CARLOS SAINZ JR Red Bull/Toro Rosso

The son of rally legend Carlos Sainz showed a good turn of speed and admirable commitment. "It's a big boost for my self-confidence, but I'm still 18 years old and have no way to go to F1 next year," said the GP3-racing Red Bull junior.

**JAMES CALADO** Force India

The GP2 frontrunner was auditioning for Friday practice outings and a reserve-driver role. His pace was good, within a tenth and a half of Paul di Resta's best. "It's nice to have a go, to prove I have the speed," said the Englishman.

**KEVIN MAGNUSSEN** McLaren

FR3.5 points leader topped the opening day of testing and McLaren continues to be happy with his progress. "In an F1 test we don't know what fuel people are running so it's hard to compare. But you get an idea if it's good and we're happy," he said.

**ANTONIO FELIX DA COSTA** Red Bull

Put previous test experience for Force India and Red Bull to good use and was able to conduct some valuable data-gathering work. "I jumped out of the car after the last run and I felt, 'I'm ready. I want this,'" said Red Bull's Portuguese protege.

**ROBIN FRIJNS** Sauber

Returned for his second taste of F1 with Sauber. His fastest time was bang on regular driver Nico Hulkenberg's pace, although his priority was parts testing. "We had loads of things to test, so that was the important part of the day," said the Dutchman.



WHY F1 ROOKIES RISK TOO MUCH, TOO SOON

Sergey Sirotkin is set to become the youngest F1 driver in history next year. But premature promotion can lead to career ruin, says EDD STRAW



28

Two weeks ago, Sergey Sirotkin was just another driver near the top of the single-seater ladder learning his trade in Formula Renault 3.5. Just 17, Sirotkin had shown glimpses of potential. Then, buried in Sauber's announcement that it had struck a partnership with a trio of Russian companies, one of which is headed up by his father, Oleg S Sirotkin, was the revelation that he was to be prepared for a race seat in Formula 1 in 2014.

Sauber's wording left room for manoeuvre should he be deemed unready. But it also left no doubt that this deal will lead to a situation where a driver who, by his own admission, could do with a little more time to prepare, will race at the top level. Inevitably, Sirotkin himself is confident and accepts he must take the opportunity when it is presented. But he risks being another driver who does not have the chance to fulfil his potential through premature promotion.

"At the moment, maybe I am a little bit too young but that doesn't mean I cannot be ready," said Sirotkin. "The chance to be a Formula 1 driver, you cannot have it every day. OK, maybe spending one more year in World Series I could be ready more, but after one more year maybe there is no chance for me to be a Formula 1 driver."

This is a difficult time for drivers hoping to make their way in grand prix racing. Since in-season testing was banned from 2009, for financial reasons, there has been a dearth of opportunities to drive. Aside from running a rookie during Friday practice – something Williams has done to good effect with Valtteri Bottas and Force India has specialised in with Paul di Resta, Nico Hulkenberg and Jules Bianchi – you cannot prepare a driver properly.

Often, throwing a driver in at the deep end is the only way to develop them. "Since F1 stopped testing, people don't understand how difficult it is for a young driver to step in," said Lotus team principal Eric Boullier, who has been heavily involved in driver development as boss of Genii Capital's Gravity Sport Management.

"Look at the recent drivers who came in – some did better jobs than others. You need to give them time and years because before, in one year you could do the mileage of three seasons so you could educate your driver in one year. Now you cannot. It's very painful to educate them, it costs a lot of money in terms of crashes and points."

Unfortunately, many still believe it is possible for a driver to do what Lewis Hamilton did in 2007 and excel straight out of the box. Over



Antonio Felix da Costa ran in last week's test...



...but Russian hope Sirotkin did not

the winter and during that campaign, Hamilton clocked just under 7000 miles of testing. By contrast, Sergio Perez, now in his third full season of F1, has only 5719 miles of testing under his belt and Red Bull hopeful Daniel Ricciardo just 5116 miles.

In recent years, perhaps the most obvious victim of being promoted too early was Jaime Alguersuari. He spent two and a half seasons with Toro Rosso, where he made decent progress but did not always endear himself to the team with his approach. Arguably, he never recovered from having to make his debut without a single testing mile.

"I had the luck to have a big backer that owned two teams and without them nothing would have been possible for my career," said

Alguersuari. "But on the other hand, I never understood why I was in F1 in that year, so young, without any mileage and experience, and I never understood why I was dropped."

There were legitimate reasons for Alguersuari being dropped, namely that Red Bull did not believe he had shown enough to be considered as a future A-team driver. The question is, had he been able to progress at a more realistic rate, would he have had the experience and maturity to realise his potential before being cast aside, potentially for good, at the age of 21?

This is the lesson that Sauber, its Russian investors and Sirotkin must be wary of. As current Sauber incumbent Esteban Gutierrez has learned this year, even with several more seasons in cars under your belt, it is far from easy.

STARTING YOUNG: THE GOOD AND THE BAD

TEENAGED RACERS

Sergey Sirotkin will become the first 18-year-old ever to race in F1 if he starts next season for Sauber. He will only be the eighth teenager to appear, after...

JAIME ALGUERSUARI

19 years, 125 days (Hungary 2009)

MIKE THACKWELL

19 years, 182 days (Canada 1980)

RICARDO RODRIGUEZ

19 years, 208 days (Italy 1961)

FERNANDO ALONSO

19 years, 218 days (Australia 2001)

ESTEBAN TUERO

19 years, 320 days (Australia 1998)

CHRIS AMON

19 years, 324 days (Belgium 1963)

SEBASTIAN VETTEL

19 years, 349 days (USA 2007)

YOUNGSTERS WHO THRIVED

JENSON BUTTON

An impressive test for Prost in January 2000 earned him a place in a Williams-BMW shoot-out against Bruno Junqueira and ultimately a



Button starred at Williams in 2000

race seat. Despite only having two seasons in car racing under his belt, Button excelled and laid the foundations for a lengthy – and title-winning – grand prix career.

KIMI RAIKKONEN

Had started a mere 23 car races in Formula Ford and Formula Renault 2.0 when Sauber made the unprecedented move of giving him an F1 seat for 2001. The Finn, driving under a provisional superlicence, claimed a point on his debut in the Australian GP and never looked back.

FERNANDO ALONSO

Alonso made his mark with victory in the 1999 two-litre Formula Nissan series, emerging as a racewinner in International F3000 the following season. That led to a superb rookie F1 campaign with Minardi for 2001 that, along with a season testing, landed him the career-making Renault drive in '03.

YOUNGSTERS WHO STRUGGLED

JAIME ALGUERSUARI

Thrown in at the deep end with no testing in the middle of the 2009 season with Toro Rosso. The Spaniard had real potential, and still does, but Red Bull was not convinced by his approach despite

sporadic impressive drives. Another 18 months of preparation might have made all the difference.

ANDREA DE CESARIS

The Italian's F1 debut was hastened by Marlboro support. Two outings for Alfa Romeo in 1980 preceded a full season with McLaren in '81 in which he scored just one point. Early errors meant he didn't mature as he should and led top teams not to take him seriously during a long career.



Verstappen had tough task with Benetton

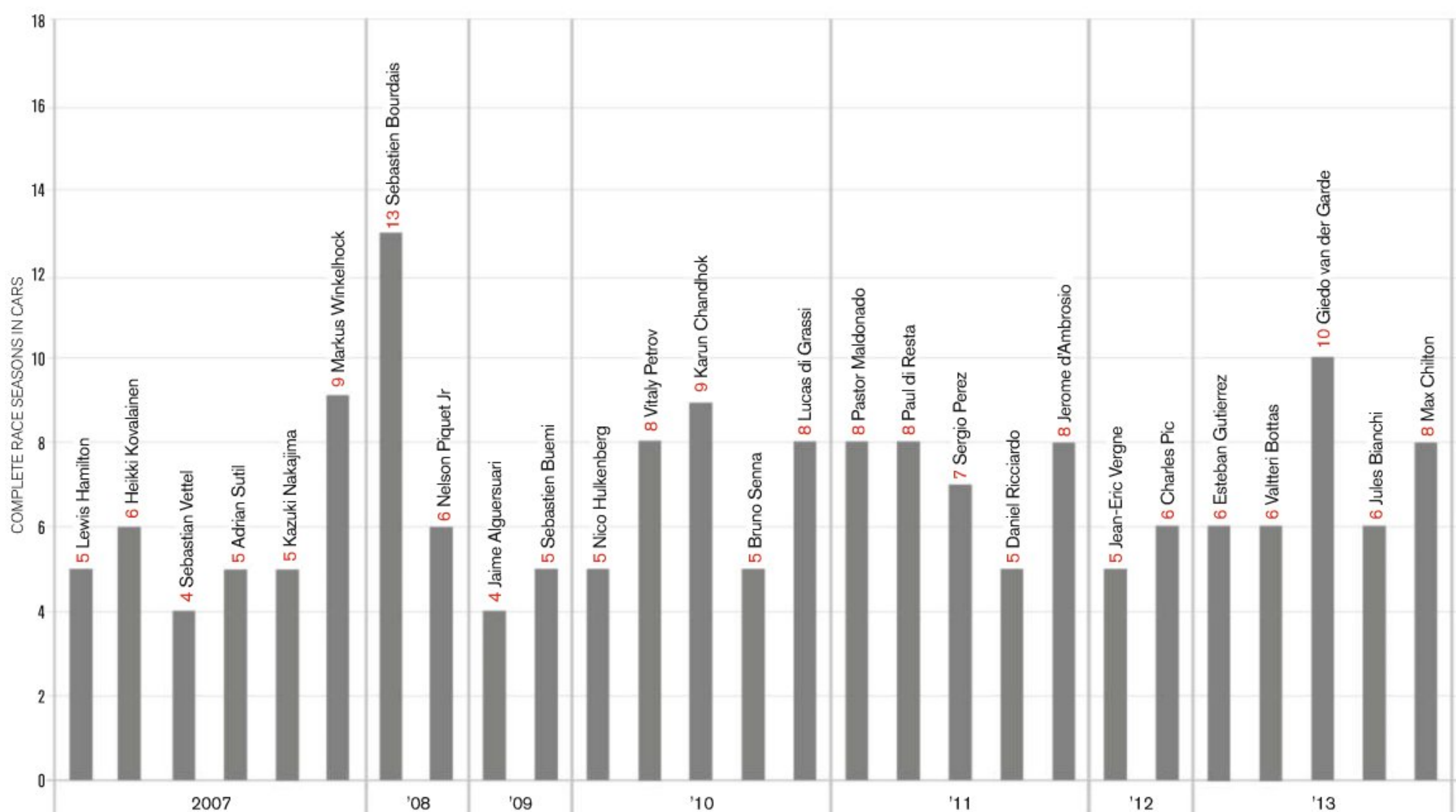
JOS VERSTAPPEN

The Dutchman's impressive pace for Footwork in a test at Estoril in 1993 led to a Benetton test contract and an early debut in place of the injured JJ Lehto in '94. With just two – very successful – years of car racing under his belt, his development never seemed to recover from being thrown in at the deep end.

A lack of experience can cause problems for young F1 drivers

PERFORMANCE ANALYSIS: THE PATH TO F1

This graph shows the number of complete racing seasons in cars that F1 debutants of the past seven years had on their CVs when they made the step up.



IS THIS F1'S NEW 'MAGIC'



Before the 1981 season McLaren launched its MP4/1 Formula 1 car, pioneering the all-carbonfibre monocoque. Not only did it set new benchmarks in terms of rigidity and weight, but crucially safety and – finally – performance.

Carbonfibre composites very quickly transformed the sport and are today ubiquitous in their use in F1, but not since that period, over 30 years ago, has a material been so influential on the industry.

That could soon change.

At the University of Manchester, back in 2004 scientists discovered a new material that we now know to have a host of fantasy-like properties previously unthinkable in one substance: graphene.

It is a flat, two-dimensional layer of carbon atoms just a single atom thick, bonded together in a honeycomb formation. These sheets, or layers, when stacked together are actually what form the more widely known material, graphite.

When scientists managed to separate graphite into individual graphene sheets, they found the molecular-level material had an entirely new set of properties that appeared to rip up the form book of conventional thinking.

Graphene boasts a set of superlatives no other material even

comes close to. It is the strongest, lightest, thinnest, most impermeable material, the most conductive of both heat and electricity, and at the same time is flexible, transparent and non-flammable.

A Colombian engineering professor remarkably claims that “it may take an elephant balanced atop a pencil to break through a sheet of graphene the thickness of clingfilm”.

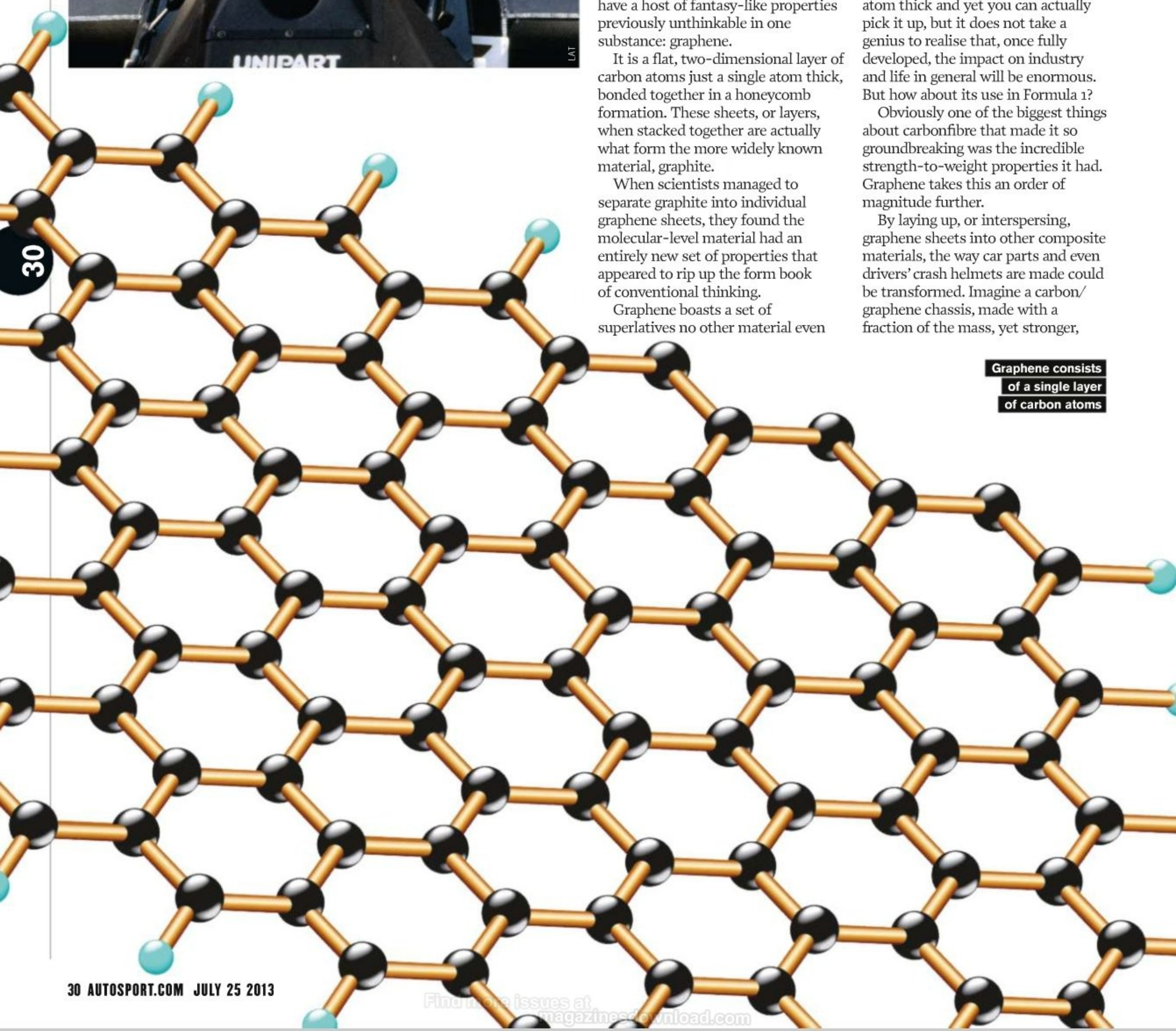
Amazingly graphene can stretch by 20 per cent of its width and length, and yet in relative terms is still stiffer than a diamond.

It takes a bit of getting your head around a material that is only one atom thick and yet you can actually pick it up, but it does not take a genius to realise that, once fully developed, the impact on industry and life in general will be enormous. But how about its use in Formula 1?

Obviously one of the biggest things about carbonfibre that made it so groundbreaking was the incredible strength-to-weight properties it had. Graphene takes this an order of magnitude further.

By laying up, or interspersing, graphene sheets into other composite materials, the way car parts and even drivers' crash helmets are made could be transformed. Imagine a carbon/graphene chassis, made with a fraction of the mass, yet stronger,

Graphene consists of a single layer of carbon atoms



MATERIAL?

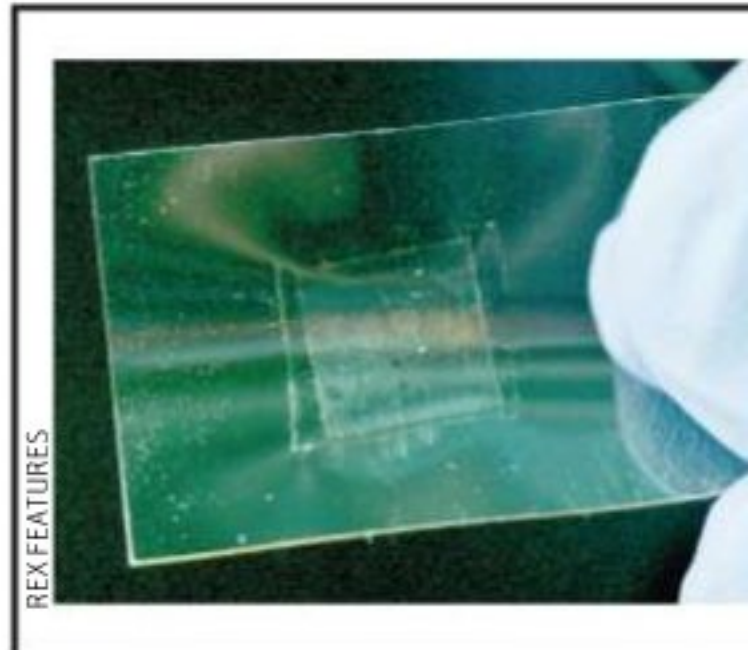
Graphene is a remarkable new substance and it could revolutionise motorsport. Former McLaren F1 chief mechanic **MARC PRIESTLEY** looks at the possibilities

lighter, and more rigid; or wishbones in thinner sections to improve aero efficiency, without losing strength.

Crash structures such as the nosecone or side- and rear-impact zones could be made much smaller, yet more effective, allowing for significantly revised overall shape and aero profile. The possibilities graphene could offer within today's regulations are remarkable, but with designers given the opportunity to start thinking outside the traditional box, with a new set of rules that could well accompany the introduction of such a revolutionary material, an F1 car could look very different indeed.

The heat-conducting properties of graphene will be a major advantage in F1. The dispersion, reflection and management of heat build-up on the various parts of an F1 car has always been a limiting factor for teams.

Engine bays, gearboxes, fuel systems, exhaust outlets, brakes and electronics are all areas of concern when it comes to temperature, as well as the driver's environment. Instead of using heavy metals or composites coated in ceramic for heat shielding, graphene could transfer heat very effectively away from problem areas, even to be used for other applications and with almost zero weight penalty or space constraints.



GRAPHENE FACTS

It is so thin that it would take around 3 million sheets stacked on top of each other just to reach 1mm in thickness.

It is so dense and impermeable that even helium atoms cannot pass through it.

It carries more electricity, more efficiently, faster and with greater precision than any other material we know of.

It is believed to have superior thermal-conductivity properties to any other known material.

Electronic components would also benefit enormously from graphene's superior thermal and electrical conductivity. Many parts could be dramatically resized and relocated without the current need to allow such space for air circulation inside.

Tiny sensors could accurately monitor new parameters in hostile environments. The ECUs, currently heavy and bulky, could process more channels at a fraction of the size, and driver displays could be wafer-thin, inside visors for example. Electronic signals would be sent quicker around the car and even processed faster by individual components, meaning more information being available to teams.

With graphene cabling in the teams' garages, the staggering amounts of data downloaded from and to the car back to factories and between personnel would be almost

instant, unlike the substantial delay today. Crucially this would enable engineers and mechanics to have a much faster response time and get the car back on track sooner.

The kilometres of heavy and bulky wiring and their connectors could be a thing of the past with 'circuits' integrated into the chassis or laid in sheets along flat surfaces.

One of the most interesting areas in which graphene may impact F1 and the wider automotive world is the development of super-capacitors (S-C). A graphene-based S-C outperforms conventional methods of energy storage on every single level.

Batteries, such as those used in today's KERS systems, are large and heavy to cope with the amounts of energy used. They are also slow to recharge. Capacitors, an alternative to batteries, charge and discharge much faster, but do not hold anywhere near the amount of energy for their size. It is these limited options that have been at the forefront of holding back the success of fully electric road cars for some time now.

Because of graphene's properties, in an S-C it would not only hold enormous energy levels, but charge and discharge at a rapid rate. Mobile phones, which will use the technology soon, will hold charge for much longer than today and have the potential to fully recharge in around 30 seconds.

On that basis we can imagine how F1 could be transformed into a greener, far more efficient formula in the future with the use of smaller, lighter and more powerful energy-storage systems. One could even speculate, not too wildly, that the days of the traditional combustion

engine could be numbered by this new technology.

As with early, developmental years in carbonfibre technologies, graphene is not without its flaws at this stage. Laboratories are currently growing large sheets of the material and yet only certain areas of each sheet are 'perfect' and display the properties mentioned above. Sections where bonds between carbon atoms are defective show considerably less (up to half) tensile strength than faultless samples, so there is still work to do before we are building cars out of it. But carbonfibre overcame its issues, so there is no real doubt that graphene will too.

Hundreds of patents are being applied for each week and, with almost every industry set to benefit, F1's ancillaries will be affected too.

Imagine, for example, hundreds of tiny cameras around the car, perhaps low-level, featherweight, airborne cameras over the track and unimaginable data-transfer speeds across the world.

Graphene could affect the viewing experience too. We could have the potential to watch F1 on any number of futuristic devices, screens folded up in our pockets, or wrapped around the walls of our homes for a truly spectacular experience.

Some of these advancements are clearly further away than others, but it is a mouthwatering prospect for an F1 designer.

A leading team's drawing office confirmed to me that it is not yet looking at graphene in serious terms, but it is very much on the radar. One day, someone is going to take the lead – like McLaren did back in 1981.



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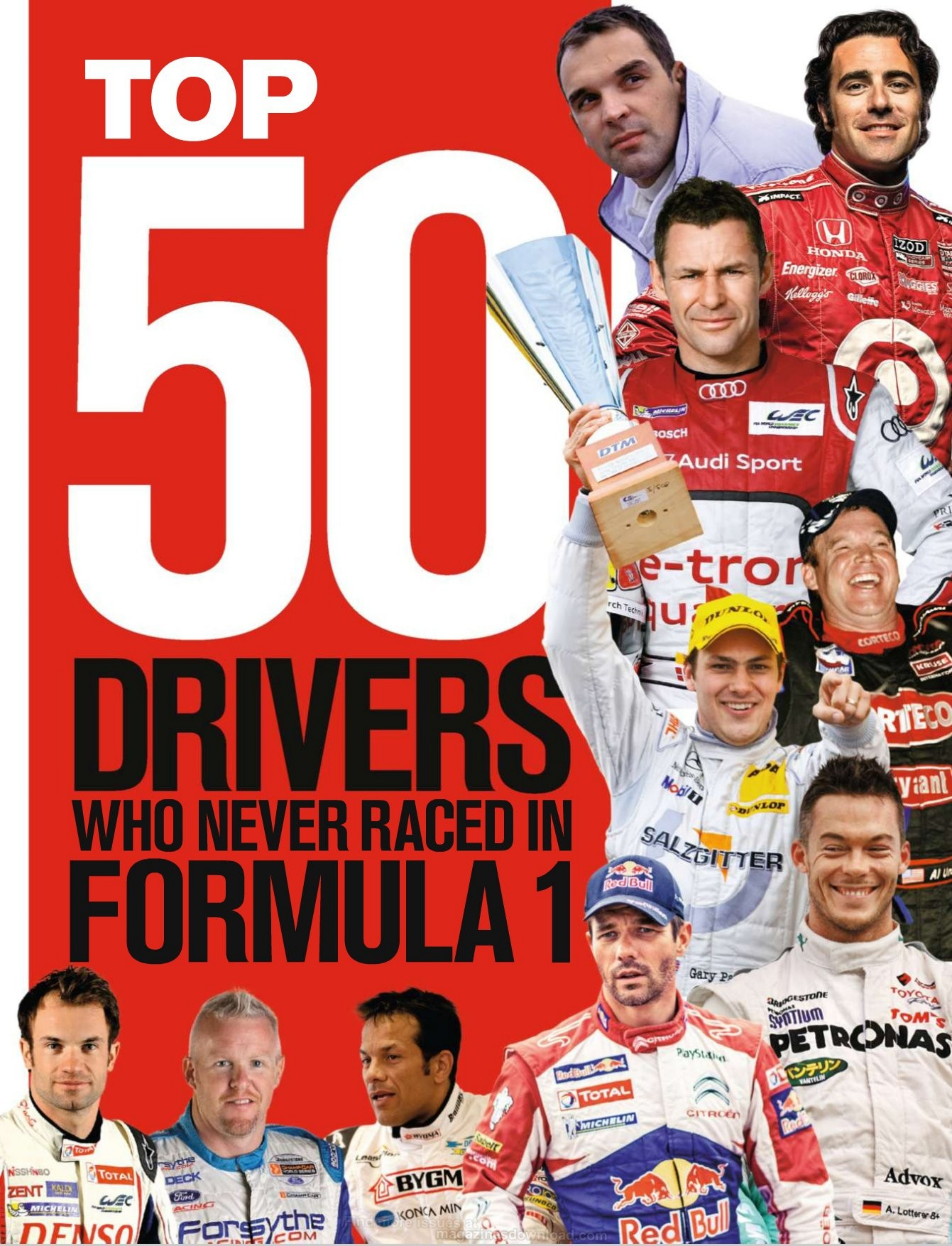


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TOP 50 DRIVERS WHO NEVER RACED IN FORMULA 1



Every driver who races single-seaters aspires to reach the pinnacle of the sport, Formula 1. The vast majority of them will fail, many because they simply aren't good enough to earn a place. Others do have what it takes but fall by the wayside for myriad reasons, be it insufficient funding, lack of opportunity, injury and, in a few thankfully increasingly rare cases, death. There are many drivers who would have done a competent job in F1, fewer who would have done a good job and fewer still a great job, but who are they?

AUTOSPORT has decided to answer this question once and for all. The criteria are simple. All drivers who have not started a world championship race (excluding the anomalous points-paying Indianapolis 500s of 1950-1960) are eligible. Drivers from all disciplines were considered, with an emphasis on those with serious single-seater aspirations over those who 'merely' excelled in a particular branch of the sport – apart from those currently climbing up the racing ladder.

Not happy with our list? Let us know your thoughts by emailing us at: mail@autosport.com

By Gary Watkins,
Charles Bradley,
Marcus Simmons,
Andrew van de Burgt,
Kevin Turner, Anthony
Peacock, David Evans,
Edd Straw, Lito
Cavalcanti and
Phil Branagan

Rossi sampled
2004 Ferrari
at Valencia



50 VALENTINO ROSSI FERRARI'S THIRD MAN

MotoGP legend

Ferrari boss Luca di Montezemolo claimed he would have fielded Valentino Rossi in a third car had the rules allowed it after the Italian impressed in tests. The nine-time champion gave it serious thought but decided against trying to emulate John Surtees.



ROSE/GETTY

ROSSI'S F1 TESTS

DATE	LOCATION	CAR
April 21, 2004	Fiorano	Ferrari F2004
January 31, 2006	Valencia	Ferrari F2004
February 1, 2006	Valencia	Ferrari F2004
February 2, 2006	Valencia	Ferrari F2004
November 20, 2008	Mugello	Ferrari F2008
November 21, 2008	Mugello	Ferrari F2008

48 CARLOS SAINZ STUNNED ALLAN McNISH WITH TESTING PACE

Two-time World Rally champion

Sainz was an all-round sporting hero who excelled at squash and is reputed to have had a trial with football giant Real Madrid. His single-seater career didn't get beyond Formula Ford 2000, but there is evidence to suggest he could have gone much further on the race circuits, rather than rally stages, of the world.

During his second stint with Toyota's WRC squad he got the chance to test its GT-One Le Mans 24 Hours contender at the Circuit de Catalunya, and impressed at least one onlooker – a certain Allan McNish.

"I was [standing] out on the circuit at the end of the day, and the Toyota went past," remembers McNish, who was there testing for Porsche. "I remember thinking to myself that [Martin] Brundle was going quickly. But when I got back to the pits, I found out that it had been Sainz in the car."

"I seem to remember that he was less than a second slower than Brundle after just two-thirds of a day in the car. That was impressive given that at the beginning of the day, I'd followed him and he could barely drive the thing in a straight line. The steering in that car, as I would find out the following year [when he moved to Toyota], was so direct."



Injured Minassian
tested for Williams
at Barcelona in '97



47 NICOLAS MINASSIAN F1 ROADS LEAD TO NOWHERE

Four-time F3000 race winner; Le Mans 24 Hours runner-up

Runner-up spots in both French and British F3 and multiple victories in F3000 suggest that Nicolas Minassian should have made it to F1 but his two test outings, in truth, were never going to lead anywhere.

The Frenchman landed a test with Williams at Barcelona after finishing second in the British F3 series with Promatecme in November 1997. But there was a problem.

"I had broken a knuckle at Macau and I was told that I probably shouldn't do the test," he recalls, "but when you get an opportunity like that you have to take it."

He reckons the two test deals on offer were

49 BIRD CLEMENTE THE GREATEST BRAZILIAN

Brazilian racing legend

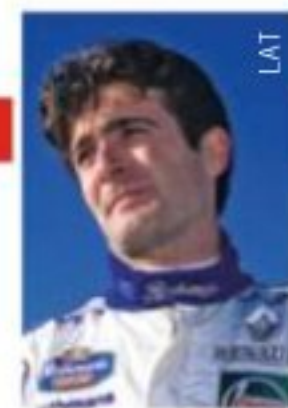
Regarded by some as the most talented Brazilian driver of all time, Bird Clemente's reputation remains confined to the memory of those who had the chance to watch him at work. Undisputed master of the four-wheel drift in the underpowered Brazilian version of the Alpine A108 (named the Berlinette Willys Interlagos), it was the only way its driver had a chance against the monstrously powerful V8 Corvette engines on the 'carreteras'.

The lead driver in 'Equipe Willys', a team that had Emerson and Wilson Fittipaldi and Carlos Pace in its junior ranks, Bird had too much to lose to follow the 'kids' in their European adventure.

"In those days, to race in Europe was not viable, at least for me," he recalls. "I had a wage as a professional racing driver but still I had to run the family business with my father. I was not as young as Pace and the Fittipaldi brothers, and I was married so I'm not sure it would have had a happy end!"

"Many times Moco (nickname of Jose Carlos Pace) invited me to Europe with him, he wanted to introduce me 'to the right guys', but my time had already gone by."

Those who saw Clemente hard at work, sliding the nimble Berlinette through the corners of the magnificent old Interlagos circuit, are sure that F1 lost out without such a talent on its grid. Just ask Emerson Fittipaldi about him...



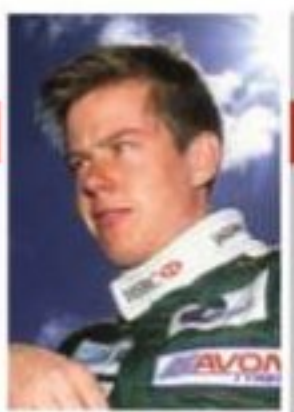
46 JAMES COURTNEY REAR-WING VICTIM

Japanese F3 and
V8 Supercar champion

On July 11 2002, the future looked bright for James Courtney. He led the British Formula 3 championship and was having another test outing for the Jaguar F1 team. Then, approaching the Ascari chicane at Monza, the rear wing collapsed, taking out the right-rear suspension and pitching the car into the wall at north of 180mph.

"That shunt fundamentally changed his outlook on F1," says Alan Gow, Courtney's long-time manager. "He had nerve damage on his right side but after he'd been to the medical centre to check there were no broken bones, the team gave him a couple of Nurofens and put him on an EasyJet flight. That's when he decided he wasn't going to be cannon fodder for anyone and we didn't pursue F1."

Courtney, who lost out on the British F3 title to Robbie



Jaguar test put
Courtney off
F1 for good

Kerr after missing the Rockingham round, won the Japanese title a year later and after three years racing professionally in Japan, switched to V8 Supercars.

"He wanted to be a professional driver in a good car in a good series and that's what he's doing," says Gow.

44 ALAIN FERTE

HUNGRIER OF THE RACING BROTHERS

French F3 champion; Monaco F3 GP winner

The Ferte brothers were two of the brightest stars of French motorsport in the early to mid-1980s. They won the Monaco Formula 3 race three times between them and were both French F3 champion, yet neither of them made it to the grand prix grid.

Which was most deserving of a shot at the big

time? Hugues de Chaunac, whose ORECA team ran both of them, is best placed to make the call.

"Michel was the more talented, but he wasn't hungry enough," he says. "Alain was very talented also, but he had more desire and the better approach."



Alain Ferte raced in
F2 with Maurer in '83

43 GARY HOCKING ON THE BRINK

Motorcycle Grand Prix champion

When Gary Hocking, born in the then-Rhodesia in 1937, lost his life in a crash in practice for the 1962 Natal Grand Prix, it came, ironically, after he had turned his back on motorcycle racing over its dangers. He had impressed so much in his brief car racing career that he was seen as having the potential to be a winner at the top level.

At the time of his death, driving a Lotus 24, he was entered for the following week's South African GP at East London, a race that might have marked the start of something big.



Bouchut on
the streets of
Monaco in F3

42 CHRISTOPHE BOUCHUT THE PERFECT F1 PERSONA

Le Mans 24 Hours winner

The nearest Christophe Bouchut got to F1 was an abortive deal to race for the Larrousse team had it managed to make it onto the grid in 1995. But you'll find a queue of people – both friends and foes – willing to tell you that the Frenchman had everything to succeed at the highest level.

"He had the selfishness, the arrogance and the animal instinct to succeed in F1," says one nameless former rival in both single-seaters and sportscars.

Bouchut's chances of making it to F1 went off the rails after a winning campaign in French F3 with Graff in 1991 when he fell out with Marlboro. It wasn't all bad news for the Frenchman. He fostered links with Peugeot, won the Le Mans 24 Hours at the first attempt in 1993 and went on to have a successful sportscar career.



41 JEAN-PIERRE JAUSSAUD TOO NICE FOR F1

Le Mans 24 Hours winner

Jean-Pierre Jaussaud's talents behind the wheel have been compared with those of Jim Clark by no less a luminary than Henri Pescarolo. A neat and concise driver, he won the French F3 title in 1970 and challenged for the European F2 crown in '72, but he missed the F1 boat and went on to a successful sportscar career that included two victories in the Le Mans 24 Hours.

"Watching him out on the track was like watching Jimmy," says Pescarolo. "He was very clean and never got the car sideways. His problem was that he lacked killer instinct. Maybe he was too nice for F1."



Jaussaud won Le Mans
in '78 with Didier Pironi

PA PHOTOS



Bike ace Hocking
made switch to cars

40 CRAIG LOWNDES LOST TO TIN-TOPS TOO SOON

Triple Australian touring car champion and five-time Bathurst 1000 winner



After dominating Australian Touring Car racing in 1996, Craig Lowndes arrived in Europe to take on Formula 3000 with the RSM Marko team. While team-mate Juan Pablo Montoya finished second in the title (behind Ricardo Zonta) Lowndes, then 22, struggled, scoring his only points with fourth place at Enna. By the start of '98 Lowndes was back in Australia to resume what has been a stellar V8 Supercar career.

"I have no regrets," admits Lowndes. "In hindsight, you could always have made better choices, but it showed me what the world of motor racing was like. The only disappointment was that I did not get a second season [in F3000]."

Ironically, he did get to test a Formula 1 car when he and Jenson Button swapped rides at Mount Panorama in 2011. He describes it as a "huge" experience.



Lowndes tried
Button's McLaren
at beloved Bathurst

39 BERTRAND FABI A TALENT UNFULFILLED

British & European FF2000 champion

Richard Dutton has worked with a raft of young drivers in the junior formulae over the past 30 years. Yet he only has photographs of one at home. They don't feature Juan Pablo Montoya or Heikki Kovalainen, who both used stints at his Fortec team as a springboard to F1, rather another driver who never got the chance.

Dutton puts Canadian Bertrand Fabi right up there with any of his other alumni in terms of talent.

"There's no doubt that Bertrand would have got to F1 in my mind," recalls Dutton, whose Richard Dutton Racing team took over Fabi's British and European campaigns from Penistone Racing for the final races of the season. "He was naturally quick and was in

control of every situation, and he had good backing from Canada.

"He's one of the drivers I've had who really stands out. He's right up there with Montoya and Kovalainen."

Fabi wanted to graduate to F3 with Dutton, but the team boss suggested he go to the ultra-successful West Surrey Racing team.

"I didn't think I was good enough for him to be honest, so I pushed him towards WSR," continues Dutton. "It is one of the biggest regrets of my life."

Fabi never got to start his F3 career. He was killed in an accident in testing at Goodwood in early '86 before his British series campaign could begin.



Fabi excelled
in Formula Ford
2000 in 1985

38 ANDRE LOTTERER JAGUAR MAN FAILED TO POUNCE

World Endurance champion; two-time Le Mans 24 Hours winner

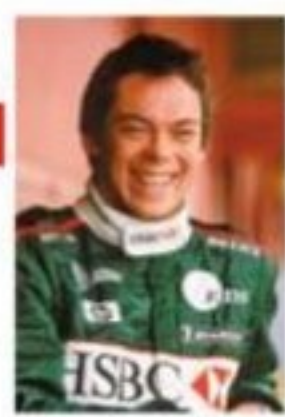
This star of Audi's current prototype line-up, and a world champion to boot, would surely have made the grade in F1 had he got the chance. The German is also a Formula Nippon champion – and leads this year's rebranded Super Formula series – but his career in Europe foundered after a solo year of British Formula 3, even though he was an irregular tester for the Jaguar F1 team until mid-2002.

Yet the signs of greatness were there during a season in Britain with Jaguar Racing (formerly Paul Stewart Racing) that yielded one win and seventh in the points. A newcomer to the British circuits, he didn't land the deal until after his rivals had more or

less finished their pre-season test programmes, but his engineer, Alan 'Skelly' Woodhead was hugely impressed.

"He was mega in the high-speed corners; he was the first person I can remember taking Copse at Silverstone flat in an F3 car," he recalls. "When he stepped up to bigger, quicker cars racing on circuits that were predominantly faster, his talents shone through even more."

"I've no doubt that had he got to F1, he would have made the most of it and gone on to have a successful career."



Rydell won '92
Macau GP

37 RICKARD RYDELL GROUND CONTROL DOOMED MAJOR TOM'S

British Touring Car champion

His big chance was arguably in 1991, driving the beautiful new TOM'S car for the Japanese constructor's UK arm in British F3.

It was a vintage season. Experts reckoned he was the only match for Rubens Barrichello on pace, the top two having a slight edge over David Coulthard and Gil de Ferran. But the TOM'S, so fast in the corners, was too draggy on the straights, and its Toyota engine – developed around the fuel used in Japan – was slow in British spec.

Rydell was therefore a sitting duck in races; TOM'S GB said his racecraft wasn't up to scratch, and refused to develop the car. He rather proved the team wrong when he became a king of Super Touring's peak international era with Volvo.

His effortless, fluid, delicate touch put the S40 – never the fastest tin-top – on pole at hang-on-for-dear-life Thruxton and Bathurst by over a second. In the meantime, Rydell's exploits single-handedly fired up Sweden's passion for touring cars that exists to this day.

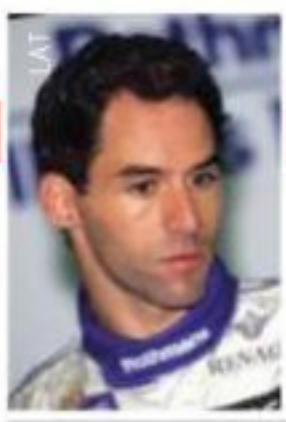


36 ALAIN MENU A GLIMPSE OF F1 GENIUS

Super Touring legend

The Swiss won races in French and British Formula Ford, but results were patchy in F3 and F3000. After moving to tin-tops in the British Touring Car Championship with the Prodrive-run BMW junior squad, he made his way to Renault. This led to a straightline test chance with Williams-Renault in 1993 and, two years later, a full test at Silverstone. By then, recognised as one of the fastest Super Touring drivers in the world, he showed he had the speed to deliver in an F1 car with an impressive test at Silverstone, particularly in the slower corners.

"I tested at Silverstone two weeks after Jacques Villeneuve," says Menu. "He was straight out of Champ Car and I hadn't driven a single-seater since 1991 and I was faster at lunchtime than he was at the same point. By the end I was maybe six or seven tenths off, which I was pleased with. My neck was the problem. I was given five runs and by the third outing it was already gone."



Menu proved rapid during Williams F1 test

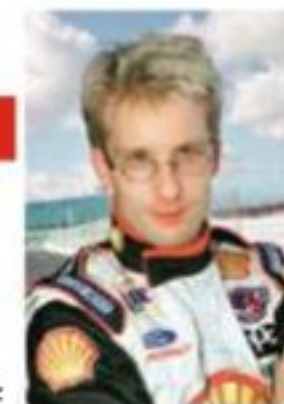


Brack won the Indy 500 for AJ Foyt in '99

35 KENNY BRACK LOST TO INDY

IndyCar champ and Indianapolis 500 winner

Brack was briefly the 1996 F3000 champion and seemingly on the brink of F1. But stewards stripped him of victory in the Hockenheim season finale for dangerous driving while passing title rival Jorg Muller. An appeal was unsuccessful and Brack headed to America to seek his fortune.



34 NICOLAS LAPIERRE FRENCH(MAN) ON THE BENCH

A1GP champion; race winner in GP2 & WEC

Alexandre Premat (who deserves an honourable mention on this list) won more races in the winning assault in the inaugural A1GP World Cup of Motorsport with Team France, but team-mate Nicolas Lapierre made the bigger contribution. That's the verdict of the DAMS-run operation's race engineer, Chris Gorne.

"Alex pipped Nico in terms of race victories [the scoreline was 7-6], but Lapierre was the more complete driver," explains Gorne. "Nico was as quick as Alex, but he was much better technically. The car was good because of him and part of Alex's success was down to Nico."

"Personally I think he should have made it to F1. He has always been a bit underrated. He deserved a crack at it."



33 JOHN NIELSEN THE MISSING \$500,000

Macau GP and Le Mans winner

Nielsen only drove an F1 car once, and then only for demonstration purposes. Yet his run in a Renault RE30B at the Jyllandsringen in 1983 at the behest of the French marque's importer wouldn't have been his sole appearance but for the vagaries of marketing men. The future sportscar legend was set for the pinnacle of motorsport with a factory Volkswagen team in 1984.

Nielsen's hat-trick of European Super Vee titles in 1979 to '81 had persuaded VW to fund an F3 programme with British tuner Engine Developments and a factory team run by the big Dane. Success in the 1982 German F3 series led to the decision to go F1 with a VR8 twin-turbo powerplant developed in conjunction with Engine Developments and a chassis built by March. Only it never happened.

"The project had been given the go-ahead, the engine was built and a VW Motorsport department was under construction in Hanover, and then all of a sudden it was stopped," recalls Nielsen. "It was all down to marketing reasons."

"One minute I was going to be an F1 driver and the next minute I wasn't. I had a deal with Ken Tyrrell for 1985, but I couldn't find the US\$500,000 I needed."

"That was it for me as far as F1 was concerned. But that's life."



32 JEAN-LUC SALOMON FRANCE'S LOST F1 CHAMP?

French rising star

Salomon was just a week away from his planned F1 debut in the French GP driving a Lotus when he died from injuries in an F3 crash at Rouen. The 26-year-old was the great hope of French motorsport and surely had what it took to be a success in F1.

"There was no flamboyance in him at all, a very steely character," recalls Mike Knight, whose Volant Shell scheme Salomon won. "Without doubt he would have made it to F1. We ran him in F3 and he was the most opinionated, stubborn bloke we ever dealt with."

"The following weekend to that F3 race [when he was killed], he was flagged to drive the Lotus in the French Grand Prix. But Tico [Martini, who ran Salomon] and I felt he was being pushed far too quickly. There was an enormous dearth of talent in France and they were keen to catch up. They were pushing him very hard when he was killed."



Sideways Salomon: Frenchman died in F3



Warwick was a star of British F3000

31 PAUL WARWICK BETTER THAN HIS BROTHER?

1991 British F3000 champion

The 22-year-old was dominating the British F3000 championship when he lost his life in an accident at Oulton Park. Brother Derek has no doubts Paul would have made it to F1.

"I 100 per cent believe that Paul would have got to F1 and would have been good enough to win races and the championship. He had already tested for Arrows and made contact with an F1 team for 1991," says Derek.

"Where Paul was clever was he looked and listened to everything I did, discarding the mistakes and building on the positives. He trained with me and had already overtaken me on fitness. He realised during his F3 seasons that a steering wheel is not enough, it's the work you put behind it that makes the difference."

"He was very strong mentally, quick and consistent. He desperately wanted to get into F1 and everything he did was to make him a better driver."



**Muller tested for
BMW ahead of
its F1 return**



30 JORG MULLER

TOO EARLY TO RIDE GERMAN WAVE

1996 F3000 champion

The German won titles in his native Formula Opel and F3 series, as well as in International F3000. Yet despite consistently impressing in F1 tests with Arrows, Sauber and Williams, he never landed an F1 break. Seriously fast, the only question mark is whether the affable Muller had the ruthless edge needed to thrive in F1. He went on to success in touring cars and GTs with BMW.



29 GONZALO RODRIGUEZ

ON THE BRINK OF THE BIG-TIME

F3000 ace

Gonzalo Rodriguez was a man out of his time. Had the Uruguayan pitched up in Europe in the 1970s, he would have breezed into F1. Yet his engineer during his two race-winning seasons at the Astromega F3000 team in 1998-'99 reckons he still should have made it to F1.

"He was the last of a breed, an old-school driver who wasn't interested in training or going through the data," recalls Chris Murphy. "But he was naturally gifted and very strong, both physically and mentally. Just look what he did with us and with Penske in CART."

"He probably came along a bit too late, but there was still room for someone like him in F1 at the start of the '90s, whereas there isn't today."

Free-spirit Rodriguez would almost certainly have been more at home in CART than F1 and, at the time of his death practicing for Penske at Laguna Seca in September 1999, he was on course for a full season in the US with Patrick Racing in 2000.



**South failed to
qualify for McLaren
at Long Beach in '80**



28 STEPHEN SOUTH

A GLIMPSE OF F1

1977 British F3 champion

Stephen South has gone down in the history books as a driver who failed to qualify a McLaren in his one attempt at F1. But that does not do his ability justice, for there was no shame in failing to get a McLaren M29 onto the grid at Long Beach in 1980 given that the car was far from one of the team's finest.

Instead, it was what happened in practice for a Can-Am race at Trois Rivieres in Canada about five months later, when he suffered an accident that led to part of his left leg being amputated, that ended what had been a very promising career.



26 JASON WATT

PARALYSIS ENDS DANE'S F1 DREAM

Formula Opel Euroseries champion; F3000 race winner

One of the brightest stars of the 1990s, Jason Watt's career ended on the verge of Formula 1, when he was paralysed from the chest down in a motorcycle crash.

"David Sears was my manager," he recalls. "We had contacts with Benetton and Prince Malik at Arrows! I also had a meeting with Bernie Ecclestone at Monaco. We were trying to use the me-being-coloured thing as a way to stand out."

"We met Pat Symonds at Benetton – at the time they had the 'United Colours of Benetton' slogan. They offered me a test drive, and I remember that they couldn't guarantee any driving. My backer at the time – Den Bla Avis – was given the price of around \$2m, but because they couldn't say how much time I would get we backed out of that."

"We had a meeting with Malik at Imola and he was saying how he needed a black driver for F1. I thought that was my way in, then suddenly he disappeared."

"Then after my accident, Sears came to see me and said, 'that was bad timing mate, you had the Williams test coming up'. That was the closest I came to F1."

"Bruno Junqueira I beat on a regular basis in F3000, and who the hell was Jenson Button? Some guy in F3. I thought I could beat him easily. At the time I was convinced that seat had my name on it."

"Sometimes I think I could have made a career out of F1, but I have the obvious answer why not. It must be harder for someone like Tom Kristensen to understand why he didn't get the chance."



27 SATOSHI MOTOYAMA

HE DIDN'T TRAVEL WELL

Multiple Formula Nippon & Super GT champion

Arguably the greatest Japanese driver of his generation. His record of four Formula Nippon titles and three in Super GT speaks for itself, yet he was barely on the F1 radar even in his pomp. That's not surprising given that his only race appearances in Europe were his three starts in the Le Mans 24 Hours.

There was a one-off outing as a Friday tester with Jordan at the 2003 Japanese Grand Prix at Suzuka, and a test with Renault a few months later, but could he have made it in F1? Ricardo Divila, who worked with Motoyama at the Impul team during the noughties, isn't so sure.

"He always seemed to be a bit of a fish out of water when you took him out of the environment he was used to," Divila says. "Like many Japanese drivers, he didn't travel well, but he was bloody fast in Japan."



**Motoyama had
Jordan run in '03**





Stewart enjoyed run in 2008 McLaren at Watkins Glen

25 TONY STEWART US ACE LOVED F1 TEST

IndyCar/NASCAR champion

Tony Stewart never made it on to the F1 radar, but he certainly had the potential.

He did get to sample one of the great F1 cars of recent years. On a damp, cold June morning at Watkins Glen, Stewart managed a handful of laps aboard Lewis Hamilton 2008-title winner. Conditions rendered times meaningless, but Stewart's commitment was mightily impressive. "I'm glad I didn't know what these cars were like 20 years ago because I may not have put a fender on a race car after that," he said, still beaming after have a dozen laps in a car the polar opposite of a 3400lb stock car.



LAHAM/GETTY

24 PAUL TRACY DECLINING BRIATORE'S OFFER

2003 Champ Car champion

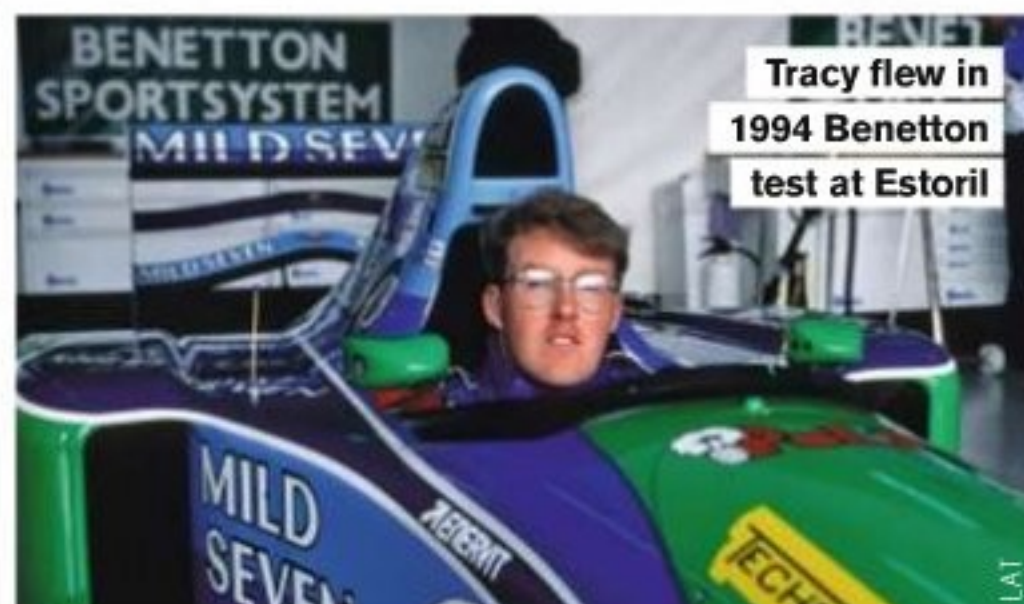
Paul Tracy was the latest hotshoe in the US CART series for Penske when Flavio Briatore invited him to test for his Benetton squad at Estoril in 1994.

The Canadian turned in a very impressive performance, ending up just seven-tenths of a second off Gerhard Berger's pole position time for the recent Portuguese GP. His lap of 1m21.29s was quicker than both Benetton drivers, Jos Verstappen and JJ Lehto (subbing for the banned Michael Schumacher) had managed in qualifying for that race.

Tracy was offered a deal for '95 (subject to permission from Roger Penske to get out of his contract) and there was also the possibility of making the move in 1996, but ultimately Tracy decided his long-term future lay in America, partly because of a lack of assurance he would have the time needed to adapt, unlike rival Michael Andretti.



LAT



Tracy flew in 1994 Benetton test at Estoril

22 FRANK MATICH THE MAN WHO TURNED DOWN LOTUS

Star of Australian single-seater scene in the '60s and '70s

When Frank Matich went wheel-to-wheel with some of the world's best drivers in Tasman Series races in the mid-60s many thought the Sydney driver would be the next Australian to take on Europe. He wasn't – but it was not for lack of opportunity. None other than Colin Chapman offered Matich a drive.

"I was rather surprised that he was quite serious but it just wasn't practical," says Matich today. "I was lucky to have the Total sponsorship going, but they did not have any international racing programmes. So out of respect to them, I said no."

Matich's career hit a snag when he suffered burns at Lakeside in 1965, which meant he had to turn down an offer to test Ford's GT40 in Europe. With a growing family and business commitments, he stayed down under.

Matich went on to race sportscars and F5000s of his own design. In the F5000s, he won five Tasman races and two non-F1 Australian Grands Prix. He retired in 1974.



LAT



Ludwig's first single-seater drive came in F2

23 KLAUS LUDWIG IN F2 TOO SOON

Three-time Le Mans 24 Hours winner and multiple DTM champion

There wasn't much Klaus Ludwig didn't win with a roof over his head. In addition to his three triumphs in the Le Mans 24 Hours, he won titles in the DRM, the DTM and the FIA GT Championship. So what's to say he couldn't have succeeded in F1?

The German had a mediocre record over two part

seasons in F2, but then that was the first time he'd raced a single-seater. There was talk, he reveals, of driving for the ATS team in 1977, but the deal never came to fruition. And one of the best German drivers of his generation was lost to F1.



LAT

21 WILL POWER LOST TO EUROPE

IndyCar nearly man

Like most Australians who make their way to Europe, Power struggled for backing while trying to climb the single-seater ladder. At one stage, assistance from Mark Webber was needed to keep him going. But even then, results in F3 and Formula Renault 3.5 were far from extraordinary and the prevailing opinion of Power was of a driver with a lot of raw talent, but lacking the ability to refine it.

He opted to switch to the United States, eventually landing his big break with Penske in 2009. Unsurprisingly, the environment at Penske helped Power unleash his potential and he has been a potent force on road and street courses. Sadly, aside from a single Minardi test at Misano in 2004, he never seriously got on the F1 radar.



LAT



Power has become a top name in the IndyCar series

ABBOTT/LAT

20 GERRY BIRRELL THE NEW STEWART?

Rising star destined for Tyrrell

In June 1973, everything seemed set up perfectly for Birrell's racing career. He had impressed in both single-seaters and roofed machinery and Ford had as good as guaranteed his graduation to F1 for the following season. There's a very good chance this would have been with Tyrrell in place of the retiring Jackie Stewart alongside Francois Cevert had fate not intervened.

Birrell suffered an accident that had some horrifying similarities with the one that would claim Cevert. A tyre is believed to have let go on his Chevron B25 at the ultra-fast Six Freres corner at Rouen-Les-Essarts, pitching him into the barrier. He was killed instantly.



Birrell won Europa Cup for F3 cars at Thruxton in 1970



19 SCOTT DIXON TURNED DOWN BY WILLIAMS

Two-time IndyCar champion

The New Zealander by-passed Europe entirely, moving from his early days in Australian single-seaters across to Indy Lights in 1999. After winning that title in 2000, he stepped up to CART and then IndyCar, winning the 2003 title with Ganassi.

That success brought him to the attention of Williams which, after a promising showing in March 2004 at Paul Ricard, gave him a three-day evaluation test at Barcelona a month later. Sadly, it came to nought.

"At the time, we were mid-tyre war and the cars were particularly tweaky things to drive, so they had a particularly narrow window that they worked in," says then-test team manager Tim Newton. "And they were



Dixon tested the FW26 at Ricard in 2004



900bhp engines so they were not easy things to drive.

"You couldn't just jump in it. Now, you could make yourself closer, but it was a particularly narrow band. I think he was struggling with the power, the brakes and finding that point on the tyres. At the time, we had big test teams and were doing high mileages, so the drivers had vast experience. If you bring a guy in for a couple of days, he's just not going to get near them."

17 EMMANUEL COLLARD THE SERIAL TESTER

F3000 frontrunner turned sportscar ace

You'd think that Emmanuel Collard was knocking on the F1 door hard given the number of teams he tested for. The Frenchman got his bum in cars for six outfits, but in reality he only had one real chance to cross the threshold.

Collard, by then a factory Porsche driver four years out of F3000, missed out on victory at Le Mans in 1997 courtesy of a fiery oil leak in the 23rd hour. The race was barely finished when F1 team boss Alain Prost called, asking him to be at Magny-Cours the following day to try-out for the F1 team a day later in the wake of Oliver Panis's leg-breaking accident in the Canadian GP.

"I was completely finished after Le Mans and I hadn't driven an F1 car for a year," he recalls. "I was fast, but I had problems with my neck. Prost said I wasn't strong enough."

That was the end of Collard's F1 ambitions, though he

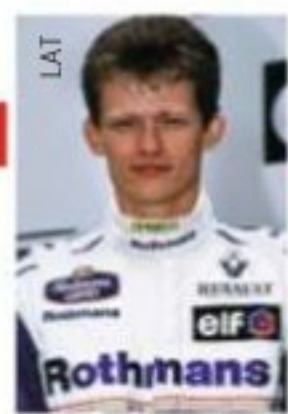
did get to do some straightline testing for Arrows in 1998.

Ricardo Divila, who worked with Collard at the Apomatox F3000 squad, describes him as an "absolute natural".

"But the problem with 'Manu' was that he wasn't pushy enough," he says. "He would sit at home waiting for the phone to ring."

During his first year in cars, in FRenault in France, he got the chance to test for Ligier. After a couple of laps the timing people suggested there must be something wrong.

Divila takes up the tale: "There was a speed trap at Estoril [at the fast double-right after Turn 1], and the timing said he was quicker than regulars Rene Arnoux and Olivier Grouillard. They reset it, and he definitely was quicker."



Tyrrell was one of six F1 teams for which Collard would test

18 ADAM CARROLL BUDGET BARRIER

A1GP champion and nearly man

The Northern Irish driver has shone in every category he has competed in, including GP2 and A1GP. But despite landing a testing role with Honda, he has never had the chance to race at the top level.

"Adam is a world class driver with a huge natural ability and added to that formidable racecraft, which is partly due to his enormous determination to win," says Mark Gallagher, whose Irish team ran Carroll to the A1GP title. "Adam is one of those drivers whose absolute focus on winning means he takes things that bit further. I believe that he would have been, and still would be, an extremely competitive F1 driver."

The problem was sponsorship, or the lack thereof. Had Lola been granted an entry for the 2010 season, he was in the running for a seat, money permitting.

"The Lola business model for F1 was predicated on both drivers bringing some funding," says Gallagher, who was closely involved with the Lola project. "Had we got into F1, our intention was definitely to have him as part of our line-up in respect of finding sponsors who might come in. He is the kind of driver who could pull off a giant-killing act."



16 AL UNSER JR A BIG FISH OUT OF WATER

Two-time Indy 500 winner; two-time CART champion

'Little Al' was already an Indy 500 winner and a CART champion when he got the call to test for Williams in 1991.

Whether the American seriously considered switching codes, or Williams was interested in giving him a race chance, isn't clear but Unser left a lasting impression after five days at Estoril aboard the Williams-Renault FW14 that November.

"I remember he had a very shiny race suit and insisted on having a cigarette between every run," recalls long-time Williams engineer David Brown. "And that he brought his wife with him who told filthy jokes to the crew!"

"It seemed like he was on a bit of a jolly, but he could drive. There's no doubt he was quick. He left-foot braked, which was new to us, and explains him cooking the brakes."

The story goes that Frank Williams was enthusiastic about Unser's future as an F1 driver, Patrick Head less so. Unser has claimed the team's technical boss gave him the cold shoulder. "That sounds about right," reckons Brown. "An American in a shiny suit sitting on a toolbox having a fag wouldn't endear himself to Patrick!"



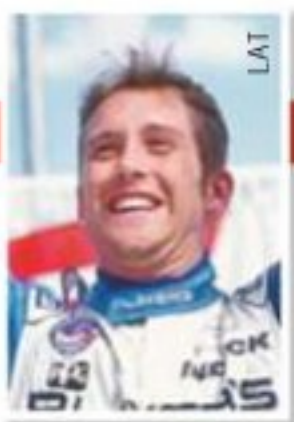
15 GREG MOORE ON FERRARI'S RADAR

CART Indycar wunderkind in the late 1990s

Moore, 24, was in his last outing for Forsythe racing in the 1999 Champ Car season, and had a Penske Racing deal for the following year, when he suffered the accident at Fontana that cost him his life. But according to close friend and rival Dario Franchitti, he had caught the eye of some F1 teams.

"There was an interesting situation at Montreal in 1997," says Dario. "We were hanging out together, watching the Canadian Grand Prix. Jackie was interested in me driving for Stewart GP, but he was also interested in having Greg drive for Stewart. With us hanging around together so much it was a case of Jackie saying, 'Can you come back later for a chat... but each of you without your mate!'"

"There was definitely interest there, and the Ferrari guys loved Greg, too. Jean Todt was a big fan."



13 DON PARKER MOSS BEATER

1950s F3 legend

A late-starter in car racing, Don Parker was a giant of the 500cc Formula 3 movement in the 1950s, winning a trio of British titles, including the 1959 crown in what had become Formula Junior. Among the names who he used to race with, and beat, was a certain Stirling Moss.

"Don was really very fast," says Moss. "He was the benchmark in 500cc F3. He did his own cars and they were always well prepared."

"Don stuck to smaller cars, I think it was his decision to – he was a strong personality. They were specific to drive and he was very light, which was helpful. But some drivers did make the step up. I would have thought with his talent and understanding Don would have been good in more powerful cars."



14 JAMIE GREEN

THE MAN WHO COULD HAVE BEEN ROSBERG

F3 Euro Series champion

The deal was on the table. At a cut-price £600,000 too. Jamie Green had just beaten Lewis Hamilton and Robert Kubica to the 2004 F3 Euroseries title, and his team – ASM – was stepping up to the new GP2 category. But the ART outfit was unproven at this level and the new Dallara-Renault had been unreliable in testing. Green's management was worried his reputation would be damaged and there was a works Mercedes

DTM contact on offer too. At a stroke the driver Trevor Carlin reckons is better than Lewis Hamilton turned his back on single-seaters. Ultimately, Nico Rosberg took the GP2 drive that could have been Green's. ART was the first to team to unlock the secrets of the car set-up and Rosberg romped to the title and a Williams F1 drive. Green hasn't raced a single-seater since.



Wheldon turned down an F1 offer for success in US

12 DAN WHELDON

INDY STAR WHO TURNED DOWN KUBICA'S DEAL

IndyCar champion and two-time Indy 500 winner

In the immediate aftermath of his first Indianapolis 500 success in 2005, Wheldon was linked to BAR-Honda, but the closest he came to an F1 switch was turning down an offer from BMW Sauber. That chance was snapped up by Robert Kubica – who turned it into a race seat when Jacques Villeneuve split mid-2006.

Wheldon instead signed for Chip Ganassi Racing in IndyCar. At the time he said of the BMW-Sauber deal: "I had a good offer but F1 is a cruel world. There are so many variables you can't control."

The sticking point was the deal didn't offer a guaranteed race seat and, following Wheldon's death in an IndyCar

crash in 2011, his long-time agent Adrian Sussman explained: "A big part of Dan's success was knowing that everything was taken care of. He was so detail-oriented and specific, he wanted everything to be just perfect."

Wheldon's road-course pedigree was poor compared with his oval success (only one of his 16 wins came on them) but karting peer Anthony Davidson says: "Dan had a smooth style that didn't suit American road courses so much. He was definitely a driver who drove with his fingertips – but he was exceptionally brave, even as a kid."



11 GIL DE FERRAN THE NEXT BRAZILIAN WHO WASN'T

Double CART champion and Indy 500 winner

Twenty years ago, you would have bet the farm on Gil de Ferran making it to F1. He had won British F3 in 1992 and then won races in F3000, only for a lack of opportunities in Europe to force him to cross the pond to race for Jim Hall in Champ Car.

He did get to test F1 machinery, including a Williams, but perhaps the most significant test came for Footwork at Estoril in 1993. This was the famous test that earned Jos Verstappen the cover of AUTOSPORT for his startling times (at that point, it wasn't well-known that he'd had the chance to adapt to F1 machinery with running in a March). De Ferran, meanwhile, was brisk but smashing his head in the team's truck won't have helped.

Aside from a stint as Honda (nee BAR) sporting director, this was as close as he got to F1.



De Ferran tested for Williams

10 LAURENT AIELLO A MATCH FOR HAKKINEN?

Super Touring giant, DTM champion and Le Mans winner



Had Aiello taken up the offer to test a Formula 3000 car before his try-out with McLaren at Estoril in 1994, he might be a successful F1 driver rather than a touring car legend.

Aiello was on his way to the French Supertourisme title in his factory Peugeot when the manufacturer got him a test with McLaren. The problem was that he was two years out of F3000. His engineer at Peugeot, Jacky Eeckelaert, lined up an F3000 test at Lurcy-Lévis with the Danielson team to try to get his charge in shape.

"I contacted Joseph Le Bris, a friend of mine, and he agreed that Laurent could test his F3000 car for free, but all he had to do was pay for a set of tyres," recalls Eeckelaert. "But Laurent said, 'oh, I shouldn't have to pay', and he didn't do it."

When Aiello got to Estoril, he was unable to hold his head up in the ultra-fast corners at the beginning and end of the lap. In between, he was more than a match for regular McLaren driver Mika Hakkinen in the Peugeot-engined MP4/9.

"In the tight, technical part – sector two – he was actually quicker than Hakkinen," reveals Eeckelaert. "I don't know if there was ever a chance of him racing for McLaren, because we knew they were going to Mercedes engines, but Laurent was really talented. His problem was that he was too laid back."



Aiello spent two seasons in F3000

Q&A

Why did your single-seater career stall in Formula 3000?

In 1991, with DAMS, the Lola wasn't the best chassis, but I was one of the fastest drivers in one. [Sponsor] Marlboro realised this and continued my deal, and I was fastest all through winter testing in 1992 with Pacific. But in the first test with my new Reynard, at Le Mans, the steering broke so I went straight across the Dunlop chicane, was launched very high by the kerbs, and the heavy landing damaged the chassis. They repaired it very quickly, and I don't know what happened – as soon as the season started I had no grip anymore. It was not a good time, quite honestly.

You still got some F1 tests later on?

I first tested the '94 McLaren-Peugeot at Estoril – it was a very special feeling. But it was really difficult for me, because I hadn't driven a single-seater for a few years. I think I did quite well, but the wish for me to drive came from Peugeot rather than from McLaren. We did the same later with Eddie Jordan, to push a French driver into his team, but I don't think that was in his plan. I did two tests with Jordan, but I didn't want to do any more – because they only ran me for one day each time so I couldn't show what I was capable of.

9 WALTER ROHRL SCARED OFF SCHUMACHER

Two-time World Rally champion



The driver of the red Ferrari was definitely getting rattled. So said the driver of the black Ferrari, steadily filling the mirrors of the car ahead, as they tore up Germany's most famous 12.8 miles.

Both cars were on official business at the Nurburgring. One was being driven by a Ferrari driver, the other a Porsche tester who was sampling the hardware being ranged against the latest 911.

It was Michael Schumacher and Walter Rohrl. The double World Rally champion had the advantage of knowing the identity of the man behind the wheel of the red Ferrari. Schumacher had no idea who had the temerity to hustle him like this.

A couple of corners from the end of the lap, a mistake from Schumacher allowed Rohrl up the inside. Victory, in this impromptu road race, was his.



Rohrl won Brands Hatch 6 Hours in '80 in Lancia Beta

Coming off the track, Rohrl nosed his car out of the circuit, driving slowly to cool the thing down. Stopping at the traffic lights, Rohrl's door was opened by an intrigued and irritated Schumacher, doubtless ready to remonstrate with the fool who had raced him.

Suddenly, everything made sense to the seven-time F1 world champion.

8 GARY PAFFETT THE NEARLY MAN

DTM champion and perennial tester



Do you think anyone has ever been so close to F1 and still not made it?

A few people must have, just not anyone I can think of! When I won the DTM, the momentum was with me and I joined McLaren as a test driver. The first opportunity was at the end of that year when Juan Pablo Montoya left. I'm still quite frustrated that I didn't get the chance then. I've never had it fully explained to me why that was. There have been opportunities but none of them have ever been really solid with McLaren. Outside of that we had talks with Sauber in 2005. I was definitely going to be driving for Prodrive if that had come off.

What would Prodrive doing F1 have done for your career?

It's hard to say because some people do a good job and quickly move up the grid and into good cars. Some people end up driving for them year after year and I'm sure that's quite frustrating. I've never turned down the chance of an F1 race seat; there have just been a few that haven't worked out.

Do you need to start a grand prix?

No, not really. If I never start a grand prix I won't be too disappointed. I'm happy with what I've got. It would be nice, but I don't need it.



Paffett has been a McLaren tester for nearly a decade

7 PARNELLI JONES MADE IT AS A TEAM OWNER

Indycar legend



Parnelli Jones was a success in everything he turned his hand to, be it Indycars, Stock cars or Sprint cars, and there is no doubt that the 1963 Indy 500 winner would have excelled in grand prix racing. Ultimately, he did reach F1 as an unsuccessful team owner from 1974-1976, but had he got behind the wheel 15 years earlier, he had the ability to have just as much success as Mario Andretti in grand prix racing.



Jones celebrates his 1963 Indy 500 win



Coyne was faster than many big-name F3000 racers in '91

6 DAVE COYNE SCHUEY NICKS HIS JORDAN

Formula Ford superhero

August 1991: in a GJ Motorsport Reynard run on a frayed shoestring, 33-year-old Dave Coyne dominates a British Formula 3000 round at Snetterton, just third time out in the car. One week later he wins again at Thruxton. In between he's tested for the FIA F3000 round at Brands Hatch, in GJ's newer car normally 'raced' by Giovanna Amati, and topped the times – quicker than Christian Fittipaldi, Alex Zanardi, Damon Hill, Heinz-Harald Frentzen and Allan McNish.

Meanwhile, he's had a call from Jordan, because Bertrand Gachot has just been sent to prison...

Within a week, all is in tatters. Michael Schumacher's mentors at Mercedes have come up with the money for the Jordan drive, Amati has reclaimed her car for Brands, and Coyne is forced to race his old British-series Reynard. A breakage causes an enormous shunt, which damages the chassis, and Coyne's attempt to deny Paul Warwick a

posthumous title is doomed.

That was the last roll of the dice for Coyne, who'd been a superstar of Formula Ford 1600 – on and off – throughout the 1980s.

This had been interspersed with cameo F3 one-offs: a blinding drive at Thruxton in Gary Anderson's Anson in 1981; third and fastest lap at Spa's British F3 round in '84 – with a misfire; trouncing the German F3 regulars (including Bernd Schneider and Kris Nissen) at Osterriching in '86 before his tyres went off, having outpaced them by five seconds in wet qualifying!

That shouts 'superstar', had his commitment on the track been matched off it. Even in FF1600 days he was a car dealer, and once explained: "I always had a big mortgage. I don't come from a rich family. Even when you're sponsored, you've got to earn money to live. But that's life isn't it? You can't change it."



5 RICK MEARS SAYING NO TO BERNIE

Four-time Indy 500 winner

You came close to an F1 drive with Brabham in 1980. What happened?

I can't remember how it all came about but I ended up going to England and meeting with [Brabham team boss] Bernie [Ecclestone] and talking with him about putting something together for Long Beach.

Had F1 been on your radar before that?

A little bit, possibly. It was one of those deals where I thought 'well, it'll probably never happen'. I didn't really believe in getting my expectations too high.

So initially the talk was about doing a one-off at Long Beach?

The Long Beach deal fell through politically. They wouldn't let me run, there were licensing problems.

There was also talk of a full-time move. What happened?

We ended up coming to terms on a full-year contract.

What was the reason for deciding not to make the move to F1?

I was doing what I love doing and I didn't have to prove

anything to anybody. I was very fortunate to be able to get that out of my system, to be able to drive the car and say, 'yeah, I know I can do this if I want to' so I satisfied my own ego and my own curiosity because I was only a second or half a second off Nelson [Piquet] at Paul Ricard and I was quicker than him at Riverside [when we tested]. The money was good compared to Indycar but I enjoyed the Penske organisation, we were already family. I didn't necessarily want to do that – and the other thing I enjoyed was ovals and road courses.



Mears outpaced Piquet in Riverside test for Brabham



JOHN RETTIE

4 AJ FOYT LONE STAR, LONE WOLF

Four-time Indy 500 winner; Le Mans 24 Hours, Daytona 500 & 24 Hours victor

Anthony Joseph Foyt Jr had no time for Formula 1, and did little to hide his disdain for it. He is, however, undoubtedly America's top homegrown single-seater star. He won a record 159 US open-wheel races – 67 of which were at Champ Car (now IndyCar) level, and won the domestic premier open-wheel series seven times. For an obvious benchmark, he had a huge rivalry with Mario Andretti, who would go on to become Formula 1 world champion while Foyt opted to stay firmly rooted on his side of the pond. But on the rare occasions Foyt did race in Europe, his success rate did not diminish.

He won the 1967 Le Mans 24 Hours, sharing a Ford GT40 MkIV with fellow all-American hero Dan Gurney,

and explains: "I went over there as a rookie and won, so I never went back!"

Foyt first raced on European shores back in '58, in the second 'Race of Two Worlds', where he acted as relief driver to F1 racer Maurice Trintignant – "It was fun to drive on the banking at Monza" – but he had to wait until USAC visited the UK in the late '70s to score a single-seater victory, at Silverstone.

"I was chasing [Roger] Penske's cars pretty hard all day," he recounts. "Jackie Stewart told me there was one corner [Stowe] that you can get into a lot harder than you think. I was catching [Rick] Mears and thought, 'I've only got one shot at this – I hope that guy didn't lie!' I was on



Foyt's last race in Europe: Brands USAC, 1978

the grass, but we won. Jackie gave me that tip right there."

Stewart (and others such as Jim Clark) held Foyt's talents in high regard, but the majority of F1 did not. And that suited AJ just fine.



JYS advises Franchitti during the troubled Jaguar test in 2000

3 DARIO FRANCHITTI

REFUSED TO TAKE THE PLUNGE

Three-time Indy 500 winner and four-time IndyCar champ

Formula 1 was Franchitti's "dream" but despite a trio of half-chances, he would never commit to taking the plunge for a variety of reasons, as he explains...

"At the end of '95, I tested for McLaren. It was my prize for the McLaren AUTOSPORT BRDC Award. We went down to Jerez. I got half a day and [Bernd] Schneider got half a day too. I remember it was David Coulthard's first run for McLaren, and my abiding memory is the look on his face after getting out, comparing it with the amazing Williams he'd raced previously!

"That test went pretty well and two years later – after I'd already committed to CART in America – McLaren called with the offer of becoming its F1 test driver. I'd have tested during the week, and flown back and forth to race in America. At the time, I just didn't see it working. So, much to Norbert [Haug]'s amazement – and probably Ron [Dennis]'s too – I said no.

"DC and Mika [Hakkinen] had just signed long-term deals with the team, so I didn't do it. That was my big decision – but I've still got the contract at home, it's about 65 pages long!

"A few years later the guys at BAR came calling. Craig Pollock phoned me and asked if I'd do that. I'd just signed a new deal with Barry [Green, his CART team

boss] and I wasn't prepared to run in the midfield or at the back. By then I would have had to give up a lot in America for a half chance in F1. It's a stark contrast to Paul [di Resta]'s approach – he gambled it all on making it in F1, and I'm so proud of him achieving that. I was never prepared to do that; I'd built my life in the States.

"The Jaguar test [at Silverstone in 2000] came about after a chat with Jackie [Stewart]. It turned out to be a farce from start to finish; it's the only way to describe it! After the first day the car swapped, and I don't know if I was running older-spec parts or what. Even recalling how much that Jag sucked, it still didn't put me in a very favourable light at all. It was a pretty dreadful few days.

"Something I guess not a lot of people know is that I was still recovering from a shunt at Homestead at the start of the season. I had ruptured discs in my neck, which made it pretty difficult to jump into an F1 car! It was a combination of things, and I don't think the team particularly wanted me in there.

"There was a race contract in place before I even sat in the car, but I got a call two days later from Neil Ressler saying, 'Nah, we don't want to do this', to which I replied: 'Good, neither do I!' And that was the end of that."



Q&A BOBBY RAHAL

Former Jaguar team boss



What's your view on Dario Franchitti's Jaguar test?

I wasn't at Jaguar when Dario did his test. But by all accounts I don't think he got a fair shake. Again, that was before my time, but it's a shame, because I think Dario could have succeeded in F1.

Why wasn't he given a fair chance?

I don't know. Of course there are all kinds of rumours and what-have-you that there was never any kind of real interest; that it was kind of being foisted upon Jaguar by Ford. Even though Ford owned the company, it was still being run by the ex-Stewart guys. So the rumours were that there was never any real support and that they just went through the motions. And by all accounts, it was a problematic test. And of course, in F1, if you don't light the world up in your first test then you're nobody. But from everything I've heard, it wasn't a fair test. And I think there were all kinds of car problems; all kinds of issues, and I think all of that conspired against Dario.

2 SEBASTIEN LOEB

OFF-ROAD PRIORITIES

Nine-time World Rally champion

In the words of Sebastien Loeb himself, "it came close, very close, to happening. But in the end, there was this thing with the superlicence and so that was that. It just wasn't meant to be."

The "it" to which the nine-time World Rally champion is referring was the chance to compete in the 2009 Abu Dhabi Grand Prix with Toro Rosso, which may or may not have led to a race drive in 2010.

The groundwork began in '08, the year Loeb's Citroen team first carried Red Bull sponsorship in the WRC, which coincided with when the energy drink went on sale in France after being prohibited for many years.

This led to a personal Red Bull deal with Loeb and a Formula 1 test with Red Bull Racing at Silverstone privately, and then in Barcelona for the official test in November a week later.

You can obviously make statistics up out of anything you like, but the fact is that Loeb's 1m22.503s would still have put him 16th on the grid for this season's race at Barcelona, five years later. And at the time he felt that he had a good second still left in him. It was only one day of testing after all.

So it all suddenly got a lot more serious, with Loeb



THOMPSON/GETTY



Loeb tested for Red Bull in 2008 at Catalunya

embarking on an F1 fitness programme at the age of 34 and also taking part in GP2 testing.

"The idea of driving a Formula 1 car just started off as a bit of fun through Red Bull," he points out. "But it was one of those things that somehow became more substantial as time went on. I wasn't talking about this with so many people but already back then I was thinking of perhaps doing something else. So from being just a publicity stunt

in the beginning, that test maybe turned into a career opportunity that seemed quite exciting for a while. I don't know. I was ready to do Abu Dhabi, but I have no idea what would have come of it afterwards. Probably nothing."

Any regrets? "No, not at all. I don't think F1 is something you can just jump into and be instantly competitive."

Then a pause, and a wry half-smile that is typically Loeb. "But it would have been nice..."



Kristensen tested a Williams FW21 at Magny-Cours in 1999

GP PHOTO

DPPI

1 TOM KRISTENSEN F1'S LOSS, SPORTSCARS' GAIN

Nine-time Le Mans winner

TK did everything but race in F1 before establishing himself as a sportscar superstar. A champion in German and Japanese F3 and a racewinner in F3000, he also tested for Minardi, Tyrrell and Williams. Notably, he impressed Michelin hugely with his tyre testing using Williams machinery, even though to the outside world his times were unremarkable.

"The first time that a Williams-BMW left the garage was at the end of 1999 with Tom at Jerez," says then-Williams test-team manager Tim Newton. "We were finding quite a lot of problems and had quite a challenging winter. We were pretty unreliable in the first few tests."

"Tom did a very good job, not right at the top super-fast, but lots and lots of very consistent laps, which is what you need. The engineers have a programme to get through, and it's not qualifying. If it was, you could make a driver look great, but if the emphasis is on how long the tyres last, or how consistent it is, it's a different type of driving."

Ultimately, driving ability alone wasn't enough to haul Kristensen into F1. As manager Werner Heinz admits: "If I had the experience I have today [of negotiating] then Tom would have been in at Williams. Michelin wanted him."



LAT

Q&A

Does it bother you that racing in F1 is not on your CV?

I love motorsport. I'm privileged in what I've been able to achieve. Being from a small country like Denmark has always meant that F1 is too far, realistically, for any Dane. That was always imprinted on me, even though I was born on a gas station. I have been very fortunate to be able to make it to being a professional. It was my dream, but not a realistic dream until I realised I was beating drivers that had made it there themselves. Then I worked hard at it. Since I won Le Mans the first time, I joined BMW with the intention of getting to F1 with Williams. That's the closest I got. I'm very happy with the decision I made to join Audi at the end of '99 though. I don't regret it for a second.

How close were you to a Prost seat – Alain tells AUTOSPORT that he wanted you for 2000?

It's hard to say because there was a financial element there. I've always been weak in that area and never really had that level of financial support. The people I know had contact with Prost Grand Prix at the time and it was interesting. It's kind of him to mention it now.

Then again, you might have driven an uncompetitive Prost so never had that success with Audi?

It's true. I told you I don't regret joining Audi.

Michelin was keen on you for F1 thanks to your tyre-testing performances?

I needed to take the tyre testing very seriously and giving them good feedback helped me. But they gave me the mileage too. Doing that was important, but when I did that in 2000 I was already with Audi.



Minardi also gave TK a try-out in '97

LAT

WILLIAMS FROM F1 TO RING ROAD

The famous Formula 1 team is using its technical firepower to revolutionise the public transport system, via its Williams Hybrid Power operation. **EDD STRAW** explains how and why

46

Williams has endured a dire season in Formula 1, but that is not to say it has not enjoyed any success this year. For the second consecutive year, its flywheel was a key component in the hybrid system in the Audi R18 e-tron quattro that won the Le Mans 24 Hours.

Much has been made of the diversification of Williams into engineering projects outside of F1 and Williams Hybrid Power, created in 2008 and now employing 60 people, is at the vanguard of that. What's more, a few years down the line there is every chance that if you get on one of the 7000 buses in London, it will have an Audi-esque flywheel on board.

The electromechanical composite flywheel system designed by WHP is set to go into production next year, initially targeting the bus and tram market in the UK. In association with Go-Ahead, London's largest bus operator, it has developed a system that offers a 25 per cent fuel saving, equating to a money saving over three years. It is this unsexy, but very lucrative, public-transport market that WHP is on the brink of starting to turn into a very positive financial contribution to Williams.

"We are fully focused on the Audi project in racing and the main commercial direction of the business is the bus and tram market," says managing director Ian Foley. "The growth of the company is focused on that market."

"We are about to be contributing [financially] from the end of next year by going into production. The market is huge and that's why we've chosen it."

When it comes to technology transfer, the need for lightweight, tightly-packaged

components is directly applicable to buses. With Williams initially planning to retro-fit existing buses while developing relationships with manufacturers that will lead to its flywheel system being incorporated in the original specification, this is vital.

"If you look at a bus, ironically there isn't a lot of space to put stuff, so hybrid buses tend to take passenger space away for battery packs," says Foley. "But we have retro-fitted a bus with no loss of interior space. That's significant financially."

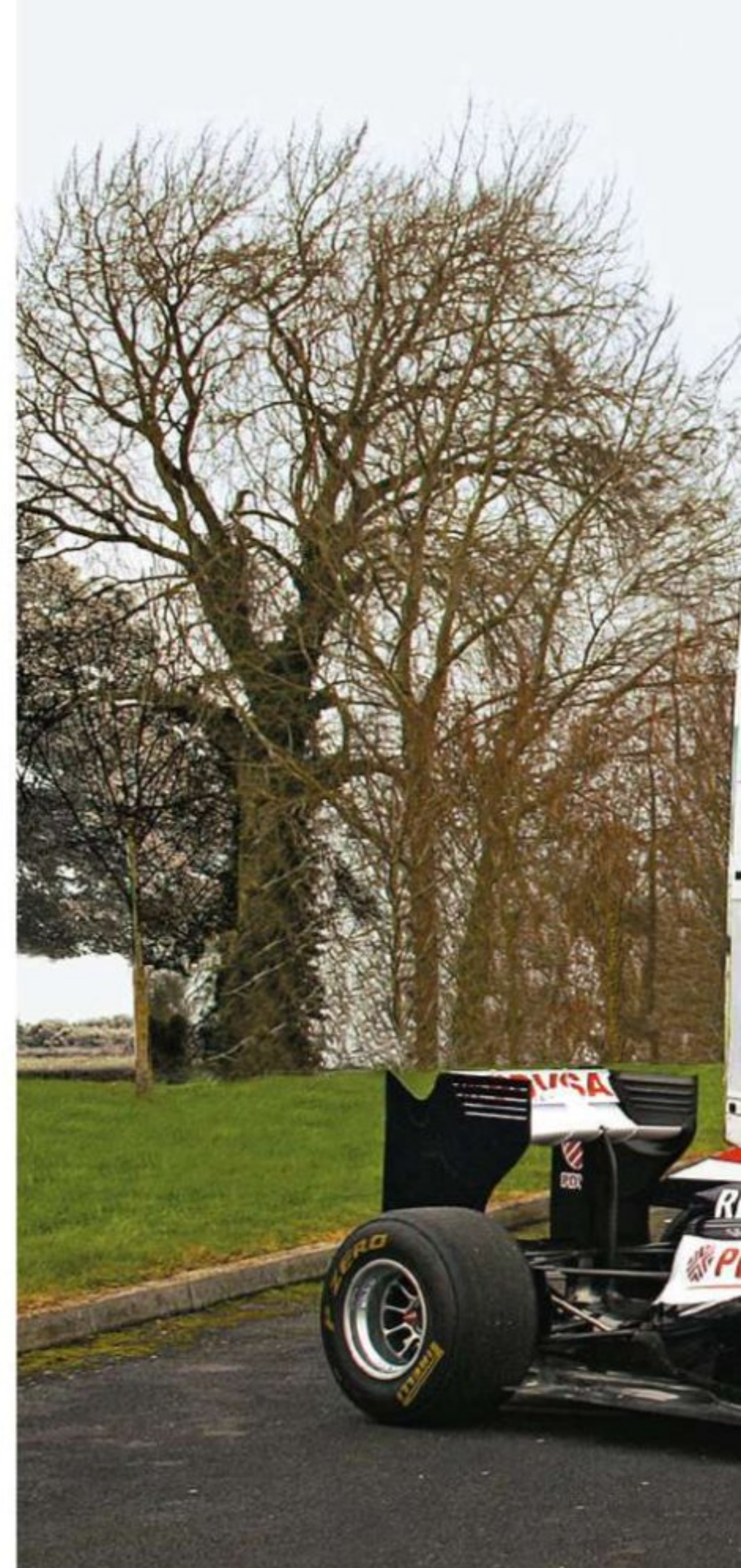
"The thing that makes it good for a Le Mans car – that it's smaller and lightweight [55kg] – is also applicable to the bus."

Initially, Williams plans to produce 1000 units per year for use in buses and trams, with a plan to grow from there. In the UK alone, there are 30,000 buses and already there has been interest from international markets.

If WHP is as commercially successful as it seems it will be, that's a huge boost for the whole Williams organisation at a time when the long-term financial viability of all F1 teams is in question. Particularly with the fact that Williams can produce its system cheaper than those using batteries or super capacitors for energy storage. Foley describes its USP as the fact that it costs around "half the price" of the other systems currently on the market.

As well as the compelling cost argument, the Williams name is also a huge help when it comes to opening doors to potential customers.

"There is an element of that," says Foley. "But what has been a huge benefit is because Williams is known not just as an F1 team, but an F1 team with excellent engineering heritage, as we have gone out to the market that has been a huge advantage. People have said that if Williams are doing it, it must be good! In that respect, we've



FLYWHEELS COME OFF THE F1 PLAN

Before the introduction of KERS in F1 in 2009, there was much talk about battery-based energy storage versus flywheels. Williams was the only team to commit to the flywheel system, which it saw as ideal for the short 6.7-second, 80bhp bursts allowed by the rules. And Williams Hybrid Power oversaw the project.

Unfortunately, it never raced, but the work on that system did go into the Porsche 911 GT3 R hybrid that flirted with victory in the 2010 Nurburgring 24 Hours and which also raced at Petit Le Mans.

"It's a shame we didn't make it to a race with the F1 system," says WHP MD Ian Foley. "It did test and when Porsche chose to do a 24-hour car, the flywheel was by far the best solution."

When KERS returned to F1 in 2011, the goalposts had moved and the refuelling ban, which came in a year earlier, meant Williams had to switch to a battery system.

"The flywheel was going to be in the middle of the car in the fuel tank area but when that got bigger, it changed the compromise and the batteries were slightly better," says Foley.



Williams technology has made its way into public transport



Buses need compact, lightweight systems that save space



Le Mans-winning Audi R18 benefits from Williams tech

punched above our weight. The other advantage is that it's a lot easier to get someone to come to an F1 factory than a less glamorous one! And from a marketing point of view, we have got more column inches. So there are tangible benefits."

Inevitably, there is a tinge of disappointment that WHP cannot get involved in the development of energy-recovery systems for the new 1.6-litre V6 F1 engine formula. Williams has struck a power unit supply deal with Mercedes,

which includes the ERS. This is not a slight on WHP's capabilities, but reflects the fact that the engines are hugely complicated, fully integrated units that do not lend themselves to having bits bolted on.

"Yes, we would love to be working in that area but equally getting into production [of the mass-transport flywheel system] is a tough challenge and we have to balance the two. The demands of racing at the top level place

significant demands on the company and we have to balance that against production. But I would love to be working on that powerplant!"

For now, WHP's racing activities are restricted to the Audi project. While Williams is producing lithium ion batteries for the FIA-supported Formula E electric championship, this falls outside of WHP in another part of the Williams Advanced Engineering Group – another sign of just how diverse the company is becoming. 



RACE CENTRE

REPORTS • NEWS • ANALYSIS • OPINION

54 **ELMS Spielberg** The European Le Mans Series raced on the site of the Osterreichring 1000Km contests of old, and it was the TDS team that kept it consistent to win



VAN DER LAAN/LAT

50 **FR3.5 Spielberg**
While Yann Cunha went off, Sorensen took a double



52 **Superstars Algarve**
Morbidelli passes the Mercs to win both races in Portugal



BOYD/LAT

55 **ALMS Mosport**
Corvette beats Viper in US muscle car GT class scrap

FR3.5 Spielberg (A)

July 19-21

Round 6/9



RESULTS

RACE 1: 33 LAPS, 88.705 MILES

1	MARCO SORENSEN (DK)	46m36.415s
	Lotus (Gravity-Charouz); Grid: 1st-1m15.976s	
2	NIGEL MELKER (NL)	+4.420s
	Tech 1 Racing; Grid: 3rd-1m16.294s	
3	KEVIN MAGNUSSEN (DK)	+9.065s
	DAMS; Grid: 2nd-1m16.048s	
4	WILL STEVENS (GB)	+14.629s
	P1 by Strakka Racing; Grid: 4th-1m16.363s	
5	ARTHUR PIC (F)	+17.511s
	AV Formula; Grid: 5th-1m16.377s	
6	WILL BULLER (GB)	+20.107s
	Zeta Corse; Grid: 12th-1m16.854s	
7	ANTONIO FELIX DA COSTA (P)	+21.411s
	Arden Caterham; Grid: 7th-1m16.616s	
8	MARLON STOCKINGER (RP)	+25.752s
	Lotus (Gravity-Charouz); Grid: 10th-1m16.777s	
9	ANDRE NEGRAO (BR)	+27.269s
	International Draco Racing; Grid: 19th-1m17.160s	
10	JAZEMAN JAAFAR (MAL)	+28.190s
	Carlton; Grid: 26th-1m19.162s*	

Winner's average speed: 114.196mph.

Fastest lap: Melker, 1m18.025s, 124.024mph.

*best qualifying time deleted for causing a full-course yellow

RACE 2: 33 LAPS, 88.705 MILES

1	SORENSEN	45m42.658s
	Grid: 1st-1m16.233s	
2	MELKER	+5.422s
	Grid: 2nd-1m16.332s***	
3	MAGNUSSEN	+6.517s**
	Grid: 3rd-1m16.354s	
4	SERGEY SIROTKIN (RUS)	+7.117s
	ISR; Grid: 10th-1m16.832s	
5	BULLER	+11.004s
	Grid: 9th-1m16.819s	
6	STEVENS	+12.937s
	Grid: 5th-1m16.615s	
7	STOCKINGER	+14.054s
	Grid: 12th-1m16.917s	
8	NICO MULLER (CH)	+14.416s
	International Draco Racing; Grid: 15th-1m17.060s	
9	PIETRO FANTIN (BR)	+16.899s
	Arden Caterham; Grid: 24th-1m17.403s	
10	NORMAN NATO (F)	+18.254s
	DAMS; Grid: 6th-1m16.636s	

Winner's average speed: 116.434mph. Fastest lap: Sorensen, 1m18.178s, 123.781mph.

** 2s penalty for illegal passing move; *** best time deleted for blocking another car

CHAMPIONSHIP

1	MAGNUSSEN	163	6	SORENSEN	83
2	VANDOORNE	136	7	MULLER	77
3	STEVENS	101	8	PIC	58
4	MELKER	100	9	SIROTKIN	46
5	DA COSTA	95	10	BULLER	28

TEAMS

1	DAMS	184	4	ARDEN CATERHAM	107
2	FORTEC	160	5	DRACO	105
3	TECH 1	115	6	P1 BY STRAKKA	103

POINTS SYSTEM EXPLAINED

In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers.



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Sorensen was in control all weekend



Sorensen is best of the streaking Danish

MARCO SORENSEN MADE UP FOR WHAT HAS SO FAR been a disappointing 2013 in emphatic fashion last weekend in Austria. The Dane's year up to this point had been one to forget, starting off with engine troubles in the early races, which Renault eventually traced to an airbox-related problem. That unit now lives in the series' development car, but even with everything under the black-and-gold 'Lotus' skin put right, Sorensen and his Gravity-Charouz team had to work out a way to regain all that lost momentum from 2012.

There were signs of light at the end of the tunnel with a podium in Monaco, but it was here, at the sixth event of nine this season, that everything finally fell into place. Two pole positions and two victories later, you could feel the relief in the Lotus garage.

"We really needed this," said Sorensen, who comfortably dealt with the threat of Nigel Melker and championship leader Kevin Magnussen all weekend. "A weekend like this brings the team back to life, and for me it's nice to prove the people wrong who thought I was just being a slow driver. It's been really hard this year, hard to keep believing that you can do it. You never know what is going to happen in a race, but this weekend I felt like I had the upper hand on everyone."

It was only the appearance of the safety car in both races that gave Sorensen any cause for concern at Spielberg. In race one he comfortably outfoxed Melker on two restarts, but a day later Magnussen proved a sharper foe. Sorensen had to get defensive for the first four corners, but Magnussen was never going to take too many risks knowing that two of his major title rivals – Stoffel Vandoorne and Antonio Felix da Costa – were out of the race. Da Costa, who was watching from the pits after his car cut out on the grid, acknowledged post-race that Magnussen was driving like a man who has a championship in his pocket, as long as he keeps making the right moves.

"This championship is Kevin's to lose and he knows it," said Red Bull junior da Costa. "The way he attacked Sorensen was very safe – always on the outside and with minimal risk.

He was very careful and that was clever."

It's easy to forget that Magnussen – who has already lost a bigger lead this season than the 27 points he now holds over Vandoorne – actually came into this weekend second in the standings. But Vandoorne's weekend was a disaster.

A pre-race water leak led to his engine overheating in race one, and a loss of pneumatic pressure – a more common fault on these cars when they were new in 2012 – ruled him out of race two. But by that stage the Belgian had already spun away a second-row grid position after minor contact with Magnussen and Melker at the start.

With many of the championship's usual frontrunners taking a back seat, there were chances for others to shine. Will Buller continued to look at home with Zeta Corse on his way to two more points finishes, while Sergey Sirotkin was able to block out all the attention his proposed Sauber Formula 1 deal for 2014 has attracted to charge to fourth in race two.

Magnussen rather quietly admitted last weekend that he and DAMS haven't been particularly fast in race trim for most of this season.

"This is another time where we haven't been as fast as we looked in qualifying," he said. "It was just a case of bringing it home and getting the points."

That's one way to underplay a potentially decisive 30-point swing in his favour.



IN THE PADDOCK

Glenn Freeman



OF ALL OF THE PLACES FOR ANTONIO FELIX DA Costa's 2013 season to completely unravel, it just had to be at the track owned by his backer Red Bull. If Helmut Marko knew before the weekend that he was going to be part of the podium presentations, he would have surely been expecting to hand a trophy to his Portuguese protégé at some point.

But fate has taken away a lot of what it seemed to lay on a plate for da Costa last year. Engine troubles haunted him all weekend in Austria: a loss of oil led to his first unit overheating in race one, and he was far from impressed with the spare Renault engine he was given for Sunday, which cut out on him on the grid for race two.

With his title hopes buried, the simple conclusion would be that the pressure of fighting for a championship, and knowing that a Formula 1 opportunity is around the corner, has got to da Costa. His normally unflappable temperament was certainly showing signs of cracking at the weekend, but in reality that is a result of how his season is panning out, not the cause.

In some ways, da Costa and his team are back to where they were this time last year: six races to go, and nothing to play for but pride. That was a devastating mix 12 months ago that led to four victories in the final five races. A repeat would surely propel him to Formula 1 next year, even if he was supposed to win the title this year in Red Bull's eyes.



Da Costa was stranded (top left) in race two

DID YOU KNOW?

This weekend was the first double-header event of the season where neither of the top two drivers in the championship (Kevin Magnussen and Stoffel Vandoorne) managed to win a race.



'World Series' has visited Brazil before

ETHERINGTON/LAT

Renault keen on Brazilian round

RENAULT IS EVALUATING TAKING ITS FLAGSHIP

Formula Renault 3.5 championship to South America and Asia in the future, but only if it can do so without seriously affecting teams' budgets.

Rumours of 'flyaway' races have surfaced in the past whenever talk turns to the following year's calendar, with Brazil often top of the list of mooted new countries. The championship raced at Interlagos in its World Series by Nissan guise in 2002, but so far series organisers have been unable to find a way to make a schedule that includes races outside of Europe financially viable for teams and drivers.

Renault Sport Technologies CEO Patrice Ratti told AUTOSPORT that the series was against passing on the increased travel costs to the competitors.

"It's very difficult," he said. "It's not out of the question, but it's not easy to organise. We are still looking at it, but we need to find a way to finance the transportation. If you go by boat it takes too much time, and by plane it's too expensive."

"We don't want to increase the budgets – it's out of the question to have the teams pay for it – so we need to find a way, like a sponsor in Brazil who wants to bring the series over and pay for the transportation and things like that. But so far there is nothing."

Ratti added that it was too early to tell if FR3.5 will return to the UK next year.

"It depends on Renault UK and what they are doing with the other things they manage," he said. "It's all open, and once we have the Formula 1 calendar then we will finalise many things."

Sirotkin: F1 not a distraction

SAUBER'S 2014 FORMULA 1 PROSPECT

Sergey Sirotkin believes that his deal with the Swiss team means he can race without pressure for the rest of the Formula Renault 3.5 season.

The Russian teenager was a surprise part of the announcement last week that Sauber was entering into a partnership with a trio of Russian companies, which it is hoped will lead to him racing for the team in F1 next year.

That news made Sirotkin the centre of attention last weekend, but he believes that the fact that his future is being looked after means he can be more relaxed about his racing this year with Czech team ISR.

"It was a very busy week and I was trying to focus on my World Series job," said the 17-year-old. "But I did not feel any more pressure this weekend. In a way I feel more relaxed. I believe more in myself at the moment – it's good and I feel more free."

Sirotkin said his charge to fourth in race two was "just the point we needed to prove to everyone that we are in good shape".



Sirotkin is F1-bound for 2014



Agostini raced for Zeta Corse

VAN DER LAAN/LAT

AGOSTINI PUNISHED ON DEBUT

Reigning Italian F3 champion Riccardo Agostini made his Formula Renault 3.5 debut last weekend. The 19-year-old, who had raced in Auto GP so far this year, spun out of both races. If he returns for another race he will serve a four-place grid penalty for overtaking under the safety car in race two.

MELKER LOSES POLE – TWICE!

Nigel Melker had pole position for race two taken away twice. The Dutchman initially had his pole lap deleted as the session finished because he was caught speeding in the pitlane. The time was then reinstated when it was discovered that a technical problem prevented his pit limiter working properly, but he lost pole again when he was judged to have impeded Kevin Magnussen. On the other hand, he gained second from Magnussen after the race when the Dane was adjudged to have passed him off the track.

WEBB MISSES RACE ONE

Oliver Webb was forced to miss race one after his gearbox was heavily damaged in a crash at the end of qualifying. His Fortec team got him out for race two after working until 2am to build up a new gearbox. "It's amazing," said Webb. "That's normally a two-day job".

Superstars Algarve (P)

July 20-21

Round 5/8



RESULTS

RACE 1: 15 LAPS, 43.39 MILES

1	GIANNI MORBIDELLI (I)	28m43.907s
	Audi Sport Italia Audi RS5; Grid: 2nd-1m52.389s	
2	VITANTONIO LIUZZI (I)	+2.066s
	Romeo Ferraris Mercedes AMG C63; Grid: 3rd-1m52.588s	
3	THOMAS BIAGI (I)	+2.346s
	Romeo Ferraris Mercedes AMG C63; Grid: 4th-1m53.077s	
4	MAX MUGELLI (I)	+5.531s
	Team Dinamic BMW M3 E92; Grid: 5th-1m53.607s	
5	GIOVANNI BERTON (I)	+13.775s
	Team Dinamic BMW M3 E92; Grid: 7th-1m54.180s	
6	FRANCESCO SINI (I)	+18.554s
	Solaris Motorsport Chevrolet Camaro; Grid: 8th-1m54.401s	
7	LUIGI FERRARA (I)	+38.011s
	Roma Racing Team Mercedes AMG C63 Coupe; Grid: 1st-1m52.159s	
8	MAURO TRENTIN (I)	+38.066s
	Team Dinamic BMW M3 E92; Grid: 9th-1m54.905s	
9	JONATHAN GACON (I)	+42.538s
	Adria Racing System Audi RS4; Grid: 10th-1m55.522s	
10	ALESSANDRO BATTAGLIN (I)	+1m06.091s
	Adria Racing System Audi RS4; Grid: 14th-1m57.766s	

Winners' average speed: 90.60mph. Fastest lap: Morbidelli, 1m52.740s, 92.36mph.

RACE 2: 14 LAPS, 40.49 MILES

1	MORBIDELLI	26m59.970s
	Audi; Grid: 8th	
2	LIUZZI	+1.569s
	Mercedes; Grid: 7th	
3	FERRARA	+7.949s
	Mercedes; Grid: 2nd	
4	BIAGI	+8.292s
	Mercedes; Grid: 6th	
5	BERTON	+13.252s
	BMW; Grid: 4th	
6	MUGELLI	+14.571s
	BMW; Grid: 5th	
7	TRENTIN	+23.546s
	BMW; Grid: 1st	
8	ANDREA BACCI (I)	+51.564s
	Caal Racing Mercedes AMG C63; Grid: 11th	
9	BATTAGLIN	+53.818s
	Audi; Grid: 10th	
10	GIANNI GIUDICI (I)	+1m30.235s
	Scuderia Giudici BMW M3 E92; Grid: 12th	

Winners' average speed: 89.99mph. Fastest lap: Morbidelli, 1m54.338s, 91.07mph.

CHAMPIONSHIP

1	BIAGI	143	6	BACCI	47
2	MORBIDELLI	140	7	MUGELLI	45
3	LIUZZI	122	8	SINI	40
4	BERTON	109	9	TRENTIN	34
5	FERRARA	90	=	VANTHOOR	34

TEAMS

1	ROMEO FERRARIS	265	4	ROMA RACING TEAM	90
2	AUDI SPORT ITALIA	181	5	CAAL RACING	72
3	TEAM DINAMIC	159	6	SOLARIS MOTORSPORT	43

POINTS SYSTEM EXPLAINED

In each race: 20-15-12-10-8-6-4-3-2-1 to top 10. 1 for pole; 1 for fastest lap; 1 for starting



Sini and Ferrara
lead race two start

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FORIX



Morbideilli slips it down
inside of Liuzzi for win

Audi tweaks and stealth pay off for Morbidelli

IT WOULD BE EASY TO PUT GIANNI MORBIDELLI'S two wins at the Algarve circuit down to his trick Audi Sport Italia RS5. But in reality they were as much about smart driving as they were about his car's four-wheel-drive transmission.

On a sun-baked circuit littered with fast corners, Morbidelli knew that tyre management would be an issue in Portugal. He also knew that, thanks to his two wins at Zolder, he'd be carrying 60 kilograms of performance ballast, along with the return of the dreaded 85mm air restrictor.

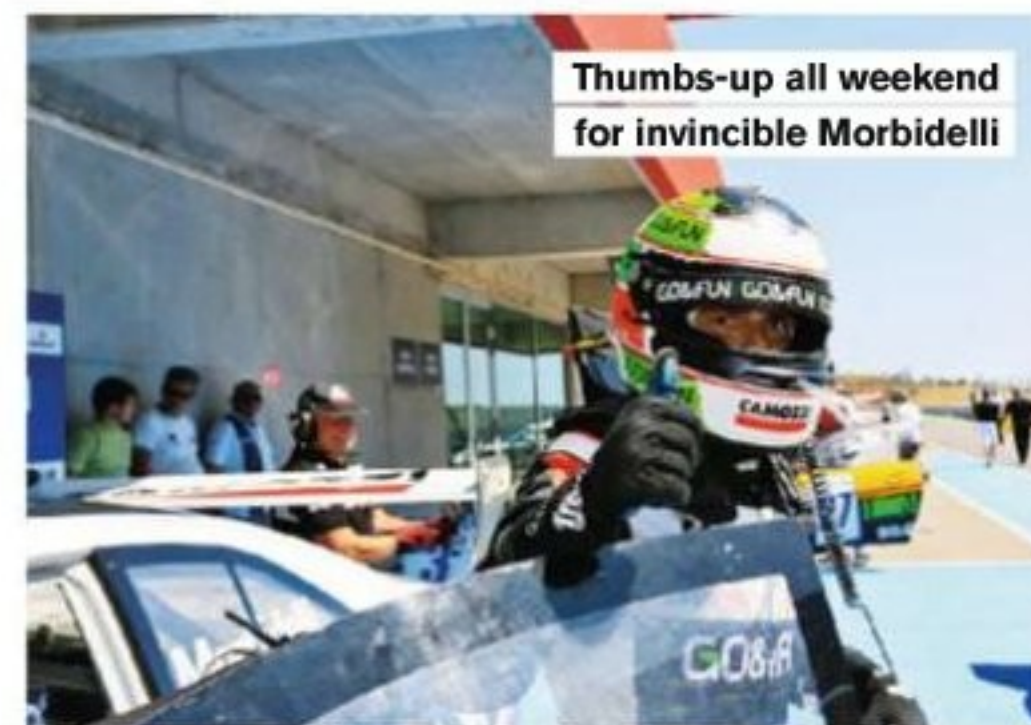
So Morbidelli made a conscious decision to play it smart. He knew going into race one that the car was quick, despite the weight, the restrictor and the fact that he'd been beaten to pole by the Roma Racing Mercedes of Luigi Ferrara. He also knew that the team had unlocked a little secret during a pre-Algarve test, one that eliminated a lot of the RS5's understeer, a positive in terms of both outright pace and tyre life. All he had to do was be there or thereabouts at mid-race distance, and it was on.

And that's exactly how it played out. Having dropped to fourth at the start, Morbidelli kept calm. As if in no rush at all, he carefully picked off the two Romeo Ferraris Mercedes of Tonio Liuzzi and Thomas Biagi. Then he started working on the three-second gap to Ferrara.

It didn't take long to evaporate. With Ferrara having used a lot of tyre to make a break for it at the start, Morbidelli was on his tail in no time. A few corners later he was through, and on his way to a win.

The second race was similar. Starting eighth, thanks to the partially-reversed grid, Morbidelli spent an age working his way through the field. And, just as it seemed he'd left his run too late, he surged to the front of a four-car battle for the lead and simply pulled away, his car generating too much grip late in the race for Liuzzi, Biagi and Ferrara to deal with.

"I was careful at the start of those races, because I knew I couldn't damage the tyre," Morbidelli explained. "In the beginning I waited



Thumbs-up all weekend
for invincible Morbidelli

and I was careful, and then I had the perfect tyre temperature for the end of the race.

"But I'm still a little bit surprised, because the pace we had was incredible. What has helped is that we tested at Adria before we came here, and we found something important. We played with the differential, and we've reduced understeer quite a lot, which has always been a problem."

Behind Morbidelli, it was another solid weekend for Liuzzi and Biagi. The team-mates saw plenty of each other as well, staging a thrilling side-by-side battle for second place in race one, before going at it again as part of the four-car lead group in race two. In the end it was Liuzzi who got the better of the Romeo Ferraris squabble, the ex-F1 man bagging two second places.

"We are both professionals," said Liuzzi when quizzed on rubbing panels with his team-mate. "We know how to fight without making a mess."

Following his third in race one, Biagi finished fourth in race two, he and Ferrara battling for third right down to the flag, a battle that Ferrara was able to narrowly win.

While most of the big names were near the pointy end at Algarve, the exception was Fabrizio Giovanardi. With his first race ending in an engine failure just a handful of laps in, Giovanardi switched to Petri Corse's vacant second Porsche Panamera for race two, only to have exactly the same thing happen again.

IN THE PADDOCK

Andrew van Leeuwen



FABRIZIO GIOVANARDI MIGHT SEEM LIKE THE obvious contender for the 'Unluckiest Driver of the Weekend' award, but I'm going to give it to Luigi Ferrara.

That might seem like an odd choice, given that Ferrara was the polesitter and bagged a race-two podium. But it comes down to the fact that it could have been so much more.

Ferrara has been knocking on the door of a win all season. After a remarkable start to the season (two thirds at Monza and a second at Brno), things just haven't worked out. In Slovakia, for example, he was cruising to second place, only for his C63 Coupe to break something and steer itself into the gravel with just a couple of laps left. Then almost exactly the same thing happened in race two.

At Zolder he was third in race one, and comfortably set for another third in race two before a suspension failure left him high and dry again.

At the Algarve circuit another podium went begging in race one. This time it was a differential problem, striking right as Ferrara was in a heated dispute over the lead with Gianni Morbidelli. As a result, he cruised to seventh place, instead of what should have been second at the absolute worst.

The good news for Ferrara is that the win is coming. And when it does, boy will it be deserved.



Ferrara (yellow Merc) played catch-up

BIG NUMBER

4

Gianni Morbidelli equalled his own record of four Superstars wins in a row at Algarve. The last time he won four on the trot was in 2009, where he won two at Algarve and two at Vallelunga in a ROAL BMW.



Camaro can be a Solaris missile

FRANCESCO SINI BELIEVES THAT HIS

Solaris Motorsport team is on the verge of a breakthrough with its brand-new Chevrolet Camaro.

The family-run team debuted the new car at the start of the season, having campaigned a Chevrolet Lumina in 2012. But a lack of a pre-season testing has made for a tough start to the year, Sini admitting that the new car has been a bigger handful than expected.

"We expected the Camaro to be very similar to the Lumina, but that hasn't been the case," said Sini.

"It's much stiffer at the front, and shorter in the wheelbase. These are both good things for a racecar, but it takes time to work out how to set it up.

"One of the problems is that we didn't have time to test before the season. But we had a test at Misano before Portugal, and we really improved the car.

"We're getting closer, and I'm looking forward to the second half of the season. Imola and Vallelunga, for example, could really work for us. We'll have a good chance of getting a result there. Podiums could be hard, because the Mercedes are very strong, but I think that

Sini missed out on top-six double



some top-fives are certainly possible."

Sini finished the weekend in Portugal with a sixth from race one, before an axle problem left him sidelined at the end of race two, after he had been running in the top five.

Abarth racer gets power hike

ITALIAN YOUNG GUN JONATHAN GIACON IS

hoping his promising Superstars International Series debut will lead to more appearances in the future.

The 19-year-old, who is second in the European Abarth Trophy standings, made the step up to Superstars with brand-new team Adria Racing System, driving one of its older-spec Audi RS4s. And it was a promising debut, the Padua-born driver qualifying 10th before finishing ninth in race one. Another top-10 was on the cards for race two, before an engine problem ended his race.

According to Giacon, the toughest part of the debut was switching from a front-wheel-drive Abarth to the four-wheel-drive Audi.

"It's a completely different thing," he told AUTOSPORT.

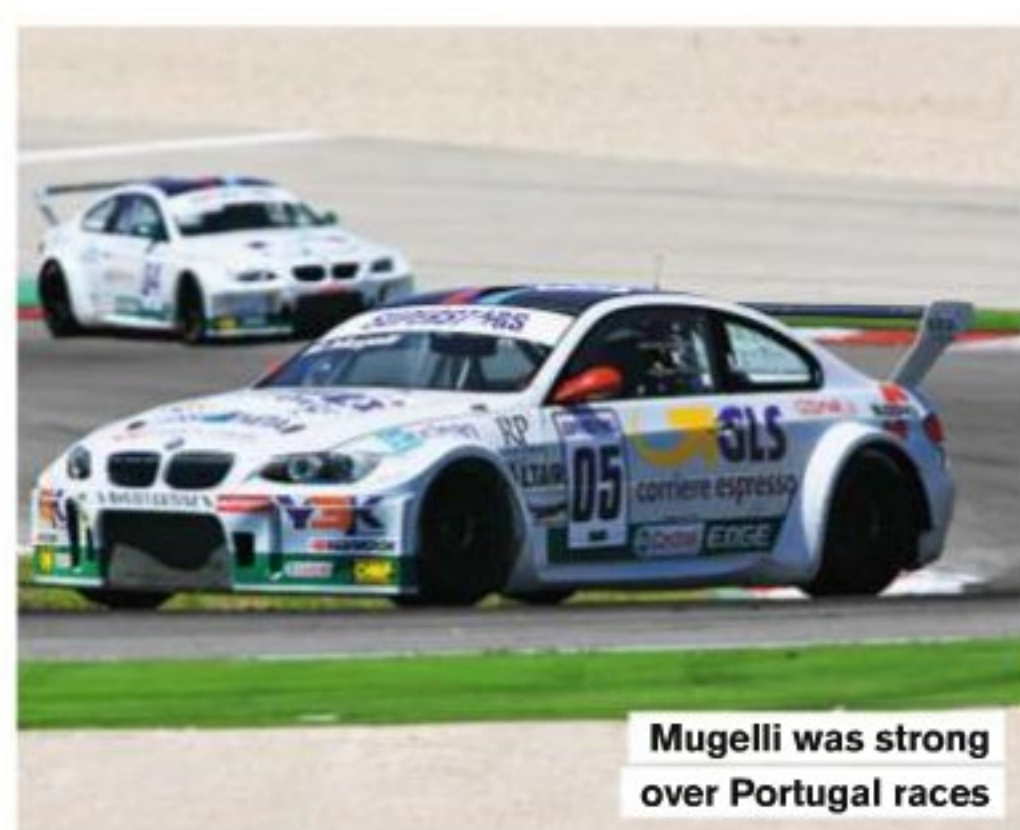
"The difficult thing is getting used to a four-wheel-drive car, because it's just so different. And it's not just that; the dimensions of the car are totally different, it has a lot more horsepower, and it takes time to learn how to drive it quickly, such as picking the right lines.

"But it was great. Race one was fantastic. I had a good feeling in the car, and I was very happy to be able to stick with the group."

After a solid start, Giacon confirmed that more Superstars outings are not out of the question.

"This is the first one, and we said after that we'll look at whether or not we'll do any more races," he said. "But I definitely want to step up in terms of size and power, in GTs or something like this."

RS4 is a bit bigger than Giacon's Abarth



Mugelli was strong over Portugal races

MUGELLI'S DINAMIC DISPLAY

Max Mugelli put together his most impressive weekend of 2013 at Algarve. The veteran led Dinamic BMW's charge for much of the meeting, qualifying fifth and finishing fourth in race one. Later on he was sixth, just behind team-mate Giovanni Berton.

BALANCING ACT FOR RACERS

There were more changes to the Balance of Performance for Algarve. Along with the Audi RS5's air restrictor being chocked back down to 85mm, the Mercedes C63 had its rideheight reduced to 60mm (from 75mm), while the Porsche Panamera was given a 25kg weight reduction.

LARINI GOES ONTO SICK LIST

Nicola Larini missed the weekend's action thanks to a nasty bout of the flu. Larini was set for his second outing of 2013 in a Petri Corse Porsche, but withdrew before Saturday's first practice session.

JAGS HAVE A POOR DISPLAY

Adria Racing System endured a tough weekend with its Jaguar XFRs. Both Gian Maria Gabbiani and Christian Montanari retired with driveshaft failures in race one, before Gabbiani took 11th in race two.

FERRARI, MERC WIN GT RACES

In GT Sprint, Francisco Guedes and Rui Aguas (AF Corse Ferrari 458) were triumphant in race one, while Jose Fontes and Miguel Barbosa won race two in the Sports & You Mercedes SLS.

EUROPEAN LE MANS SERIES SPIELBERG (A), JULY 20, RD 3/5

Beche and Thiriet's tactical triumph



Beche (left) and Thiriet (right) joy with TDS tech chief Jacques Morello

MATHIAS BECHE AND PIERRE THIRIET weren't happy with their ORECA-Nissan in Austria, yet somehow they came away with a second consecutive victory in the European Le Mans Series. Yes, three cars that were clearly faster hit trouble, but even in a three-hour race there was room for tactics to come into play.

Beche was struggling in the first stint of the race, with the TDS-run car stifled by an inspired Jonathan Hirschi, who was doing all he could to keep the Murphy Prototypes ORECA in the hunt for the handover to Brendon Hartley. By this stage, Beche knew that he and Thiriet weren't going to get a result on pure speed, so he went into fuel-conservation mode in the chase group that was being left behind by leader Oliver Turvey's Jota Zytek-Nissan.

By getting off-sync with everyone else, the TDS team was able to make its final stop 13 minutes later than the car it was battling – the Signatech Alpine entry, which had been stripped of pole position after Nelson Panciatici set his best lap under yellow flags. A shorter stop for Thiriet, combined with Panciatici losing time in traffic, meant that a gap that had been as low as 21 seconds before the final stops was up to 41 seconds with just over half an hour remaining. While Thiriet

didn't have to push too hard to bring home a win from there, the fact that Panciatici made up 20 seconds in that final stint suggests that things would have been a lot closer if both cars had been on the same strategy.

"We just didn't have the performance," said Beche. "When I saw that, I just tried to maintain a gap and save some fuel. Luckily we could make that work."

The fact that Panciatici and Pierre Ragues recovered to second place after being put to the back of the LMP2 field (eighth) for that qualifying infringement suggests that their opponents would have been hard pressed to do anything about the blue car had it started from the front.

That was the first bit of fortune for the Thiriet crew, while the faster entries of Jota and Murphy also struck problems. Turvey had a lead of nearly 20 seconds when a pit-limiter problem landed him a penalty for speeding at his first stop, and shortly after the driver change Simon Dolan had an off. By this stage the Murphy squad had already disappeared from the fight for the win, thanks to a starter-motor failure at its first stop.

Nick Tandy's pole in the GTE class was the only impact a Porsche would have on that category, as Matt Griffin and Johnny Mowlem took a

comfortable victory for Ram Racing ahead of the JMW Ferrari of Andrea Bertolini and Joel Camathias, which put up a good fight at the start and towards the end of the race.

"This shouldn't have been a Ferrari track," said Mowlem. "The Porsche teams just messed up in the race."

● Glenn Freeman

RESULTS

1 Pierre Thiriet/Mathias Beche (ORECA-Nissan 03), 122 laps in 3h00m09.351s; 2 Pierre

Ragues/Nelson Panciatici (ORECA-Nissan 03), +21.143s; 3 Natacha Gachnang/Franck Mailleux (Morgan-Judd); 4 Simon Dolan/Oliver Turvey (Zytek-Nissan Z11SN); 5 Michel Frey/Patrick Niederhauser (ORECA-Judd 03); 6 Maurizio Mediani/Sergey Zlobin (ORECA-Nissan 03). **LMPC** Paul-Loup Chatin/Gary Hirsch (ORECA-Chevrolet FLM09). **GTE** Johnny Mowlem/Matt Griffin (Ferrari 458 Italia). **GTC** Fabio Babini/Viktor Shaitar/Kirill Ladygin (Ferrari 458 Italia GT3). **Points** 1 Thiriet, 65; 2 Beche, 50; 3 Panciatici/Ragues, 48. GTE 1 Mowlem/Griffin 70; 3 Montecalvo/Jeanette, 45.



Ram Ferrari heads GTE-polesitting Porsche



Overall winner Graf heads
LMP2 victor Franchitti

AMERICAN LE MANS SERIES MOSPORT PARK (CDN), JULY 20, RD 5/10

Pickett first over the line

PICKETT RACING WON VIRTUALLY uncontested in LMP1 as the HPD of Klaus Graf and Lucas Luhr had only to beat two gentlemen drivers in the Lola-Mazda of Dyson Racing, which is now focused on testing an LMP2 for next year. The DeltaWing, the other class entry, lasted only 16 laps.

The GT race came down to a last-lap battle between Tommy Milner's Corvette and the shadowing Viper of Dominik Farnbacher. Leader Milner was baulked by traffic, which enabled Farnbacher to make a run down the back straight.

"I was going to spin or win, so I threw it in there and held on," said Milner, who went into the high-speed Turn 8 alongside an LMPC car to the inside and the Viper on his rear bumper. "He caught some traffic, but

defended very well," said Farnbacher.

Jonathan Bomarito took pole in the other Viper, but was penalised for speeding on his first pitstop in pursuit of the car's first victory.

Milner, who shared with Oliver Gavin, emerged in front after the second round of stops with Farnbacher (driving with Marc Goossens) just behind. In for Bomarito, Kuno Wittmer passed the Corvette of Jan Magnussen on the final restart to get third on a day when BMW suffered from tyre wear and Porsche's ageing 997 model suffered from the track's high-speed demands.

The battle in LMP2 was decided by Marino Franchitti's charge from third place in the Level 5 HPD. Franchitti pitted during the day's lone safety car period, but lost track position for the

restart with 42 minutes remaining. On fresher tyres, he passed Scott Sharp in the Extreme Speed HPD with 24 minutes remaining before passing Level 5 team owner Scott Tucker.

Colin Braun and Jon Bennett took LMPC spoils, and Jeroen Bleekemolen and Cooper MacNeil won in GTC.

● Jonathan Ingram

RESULTS

1 Klaus Graf/Lucas Luhr (HPD ARX-03a), 132 laps in 2h46m11.793s; 2 Scott Tucker/Marino Franchitti (HPD-Honda ARX-03b), -4 laps; 3 Scott Sharp/Guy Cosmo (HPD-Honda). **GT 1** Oliver Gavin/Tommy Milner (Chevrolet Corvette C6-R); 2 Dominik Farnbacher/Marc Goossens (SRT Viper GTS-R); 3 Jonathan Bomarito/Kuno Wittmer (Viper). **Points** 1 Luhr/Graf, 102; 2 Neel Jani/Nick Heidfeld, 58. **GT 1** Dirk Muller, 70; 2 Gavin/Milner, 65; 3 Magnussen/Garcia, 56.

FORMULA RENAULT EURO CUP SPIELBERG (A), JULY 20-21, RD 4/7

Rowland turns heat on Gasly

BRITON OLIVER ROWLAND EXTENDED his Formula Renault Eurocup points lead at Spielberg last weekend, beating title rival Pierre Gasly through the traffic in race one and to victory in race two.

The championship leaders lined up alongside each other on the grid for both races. In the first, they started ninth and 10th, and Rowland made marginally better work of the traffic to climb to fifth while Gasly could only manage seventh.

In race two they shared the front row and went head to head for the win. Poleman Rowland led every lap of the race, but he was harassed throughout by his French challenger. As Rowland defended aggressively, Gasly briefly lost time when their

scrap allowed Alexander Albon to attack him, and the two cars briefly became interlocked. Gasly quickly made up the 1.5 seconds he lost, but Rowland was then able to keep the gap at just over half a second, preventing any further attacks all the way to the finish.

Albon had been the star of race one, clearing off at the front of the field from pole position. But his hopes of a maiden car-racing victory were dashed when he was handed a 10-second time penalty for creeping before the start. Albon charged on to cross the line first by nearly five seconds, but victory instead went to his KTR team-mate Ignazio D'Agosto.

● Glenn Freeman



Race one: Rowland leads
Schothorst and Gasly

RESULTS Race 1 Ignazio D'Agosto, 18 laps in 27m37.736s; 2 William Vermont, +0.667s; 3 Ed Jones; 4 Jake Dennis; 5 Oliver Rowland; 6 Steijn Schothorst. **Race 2** 1 Rowland, 18 laps in 27m37.772s; 2 Pierre Gasly, +0.658s; 3 Jones; 4 Dennis; 5 Alexander Albon; 6 Oscar Tunjo. **Points** 1 Rowland, 119; 2 Gasly, 102; 3 Dennis, 76; 4 Esteban Ocon, 71; 5 Tunjo, 65; 6 Matthieu Vaxiviere, 57.



SUD-AM F3

Felipe Guimaraes (above) started the fourth double-header meeting of the South American F3 Championship by setting his fourth pole position in a row, but a broken gearbox forced the Hitech driver into retirement and allowed Raphael Raucci his maiden victory of the season in the first race. From 10th on the second-race grid, Guimaraes needed six laps to take the lead from Argentinian Class B driver Bruno Etman. Third place took Raucci to the top of the points, two ahead of Guimaraes.

BRAZILIAN TOURING CARS

Ricardo Zonta dominated the third double-header round of the Brazilian Touring Car Championship in his Toyota at Interlagos. After setting pole, Zonta led from the lights to the flag, establishing the fastest lap in the process. Eighth on the second-race reverse grid, Zonta inherited first place when early leader Ricardo Mauricio was forced into the pits with a loose wheelnut. Andre Bragantini marked his re-entry in the series with a pair of second places. Sixth and 11th places were enough to keep Galid Osman in the points lead with 85 points, seven ahead of team-mate Zonta.

VLN

Porsche trio Klaus Abbelen, Patrick Huisman and Patrick Pilet won the fourth VLN round of 2013. After 28 laps, the winning team was almost five minutes clear of the Schubert Motorsport BMW Z4 of Abdulaziz Al Faisal, Max Sandritter and Dominik Baumann. Germans Georg Weiss, Oliver Kainz, Michael Jacobs and Jochen Krumbach brought their Manthey Porsche 911 GT3-R home in third.

PRO MAZDA

There was a pair of maiden winners at Mosport as first Spencer Pigot and then Shelby Blackstock scored breakthrough results in Canada. Points leader Matthew Brabham crashed out of race two but still holds a comfortable championship lead.

NASCAR NATIONWIDE

Joey Logano (below) led home team-mate Sam Hornish Jr for a Penske one-two at Chicagoland. The Cup regular took the lead from Hornish at the final restart to secure his second win of 2013. Austin Dillon was third, with erstwhile points leader Regan Smith 13th. Hornish now heads the standings.



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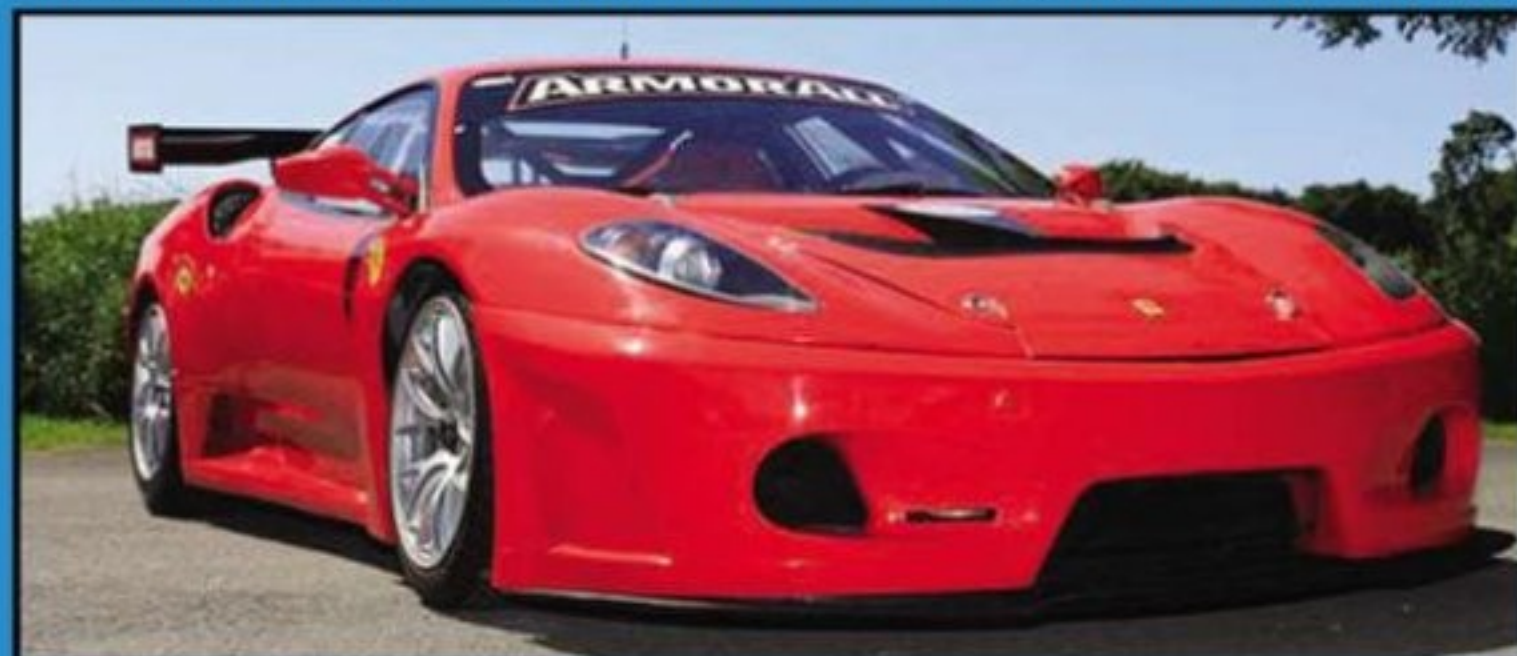
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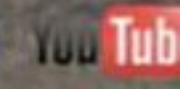
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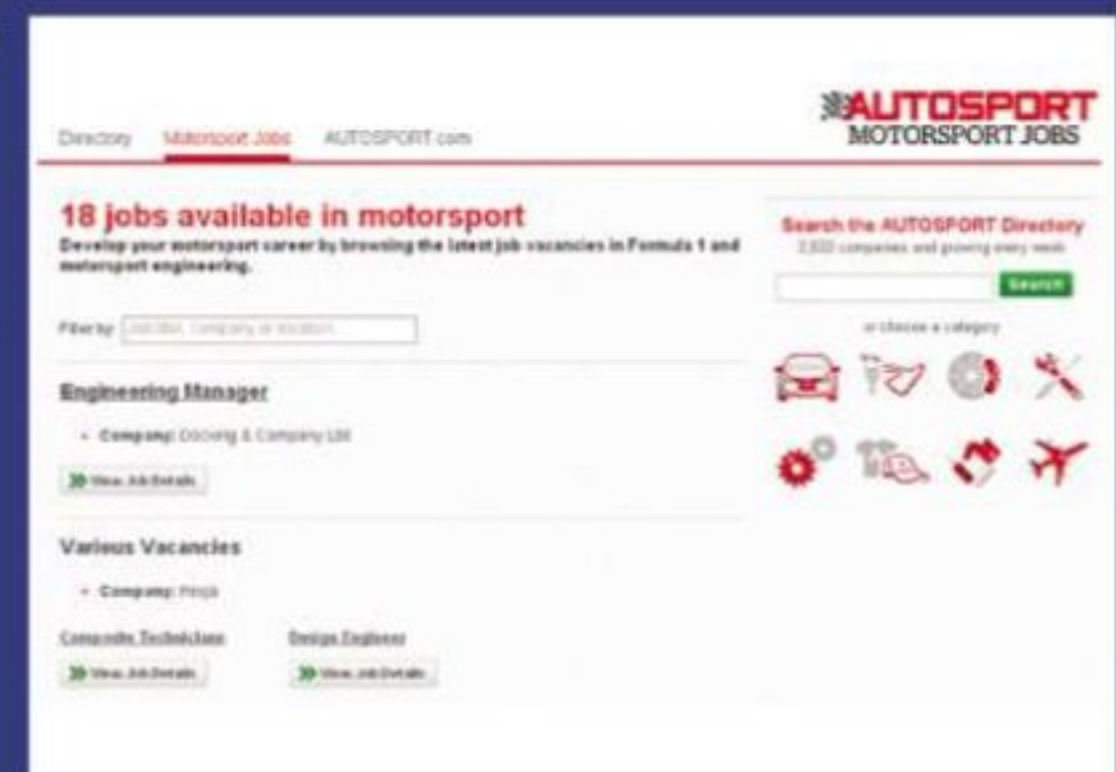
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Signatech FR1.6 is already built to very tight cost margins



Renault cost fear for F4

French marque says new FIA single-seater category does not add up

FRENCH MANUFACTURER

Renault says the FIA's new Formula 4 category "does not make economical sense" for car manufacturers.

FIA Single Seater Commission president Gerhard Berger recently unveiled plans for a single, homogenised formula at the entry level from karts to cars.

Renowned Formula Ford constructor Mygale has produced a concept for the new formula, which is due to begin in 2014, and Berger said rival manufacturers Dallara, Signatech and Tatuus were also considering proposals (see AUTOSPORT, July 4).

Renault has recently expanded its new 1.6 formula around Europe using

Signatech chassis, which conform to the 2008 F3 safety criteria.

AUTOSPORT understands talks between Renault and the FIA are ongoing, but Renault Sport Motorsport Director Arnaud Boulanger said it would be difficult for manufacturers to meet the FIA's stated target price of €40,000 for a ready-to-race car while also meeting the latest FIA F3 safety standard.

"We do not believe that the target set by the FIA is achievable," he told AUTOSPORT. "The €40,000 is €33,000 for the chassis and €7,000 for the engine. With the existing regulations we don't think it is realistic to achieve that."

"Don't forget the people who try to achieve that still need to make a living, even if it's only small. They have companies to run. At the moment, even with 100 cars, it doesn't work."

"As a reference point, the existing Formula Renault 1.6 car is €42,000 and it's a simpler car. So we really don't understand how it's going to be possible to make a more complex car for less money."

Boulanger also warned that FIA F4 and FR1.6 could not co-exist within individual countries. "That doesn't make sense at all," he added. "It's very difficult to organise one series in any country. In some countries it doesn't work [at all]. Sometimes you have [to have] countries teaming together. It's very difficult to balance it out."

"The way the regulations are written, the ASNs will pick chassis and one engine per country. We are fine with that, that's no problem. But having all the chassis able to accept all the engines has put the sophistication of the car too high and that means we can't reach the price target – it doesn't make economical sense."

"We would have been much more in favour of an ASN finding a promoter and a manufacturer, and deciding what is best for their country. That would have been a lot easier. The cars will not be exactly the same, they will not be able to race at the same time on the same grid – because there would be a performance difference – but that doesn't matter."

BEN ANDERSON
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THE FIA HAS MADE QUITE A

fanfare of Gerhard Berger's plan for a Formula 4 category, and its potential to simplify the first step of the career ladder from karting to Formula 1.

But the whole concept is based on making that step more affordable, with new-car costs limited to €40,000 and arrive-and-drive budgets capped at €100,000 per season.

Renault (which knows a thing or two about junior single-seater racing) says it is not possible to build cars that meet the FIA's cost objectives while also complying with the latest F3 safety standards it desires.

At one stage it looked as though the Signatech chassis used in Renault's entry-level 1.6 category would be the perfect fit for FIA F4. But that car (which is only 2008 F3 safety compliant) already costs €2000 more to buy than the FIA's proposed price for F4...

This is not the only potential bone of contention between the FIA and Renault: The Formula Renault 2.0 Eurocup is the most popular and competitive junior single-seater series below Formula 3 at present, but there is currently no clear place for it within Berger's streamlined structure.

Of course, Renault and the FIA have been talking over these issues for some time, and it makes sense that they should find common ground.

Renault has already begun expanding its 1.6 Formula throughout Europe. If it winds up going head-to-head with FIA Formula 4, rather than being part of it, single-seater racing will only become yet more complicated – an outcome that surely suits neither.

It is not clear how FR2.0 fits into the FIA ladder



Boulanger says FIA plan is too complex



Dennis will join
Radical ranks for
Snett enduro



Radicals

Dennis to make sportscar debut

STYLES

FORMULA RENAULT EURO CUP frontrunner Jake Dennis will make his sportscar debut this weekend in the Radical feature race at Snetterton.

The 2012 McLaren AUTOSPORT BRDC Award winner is set to partner Clubman's Cup regular Iain Forsyth in the two-hour endurance race.

It is the second of two Radical 'allcomer' events in 2013 and something Dennis, the reigning

Formula Renault NEC champion, is looking forward to trying.

"It's just a bit of fun," he said. "Iain rang me up and asked if I wanted a play in the Radical. It's good to drive something else. I know it's got a lot of grip, and I'm not doing anything else this weekend!"

For 18-year-old Dennis the event is viewed solely as a one-off to help fill a long summer break in his main

programme, the FRenault Eurocup.

Dennis is third in the standings after a season's-best pair of fourth-placed finishes in last weekend's races at Spielberg in Austria.

"I don't think I'll be switching to sportscars any time soon," he added. "We've been struggling this season to get the qualifying set-up right, but we made a really good direction change for the last race. Now I want to

try and take the championship."

Dennis remained in Austria after last weekend for the three-day FIA Institute Academy driver-selection process, which ran from Monday to Wednesday.

Twenty-five European ASNs chose one driver each, with Dennis the MSA's choice, for a sole spot on the scheme. A decision was due on Wednesday, after AUTOSPORT closed for press.

Formula Junior

Ashley wins class in guest Formula Junior drive at Mallory

FORMER GRAND PRIX DRIVER

Ian Ashley finished a class-winning second overall on a guest outing in last Sunday's John Taylor Memorial Race at Mallory Park.

Ashley, 65, who started four grands prix between 1974 and '77 and was also a race winner in Formula 5000, took the wheel of Justin Fleming's Formula Junior Lola-Ford Mk2.

"I set up Justin's Alexis and the Lola, which is how it came about," said Ashley, who started three F5000 races at Mallory from pole in the 1970s.

"The little Lola was jumping out of first gear at the hairpin, so I had to use second. My rivals [Crispian Besley and Richard Ellingworth] ate me up, but I got ahead of Richard and Crispian retired."



Ashley enjoyed
Formula Junior

Ashley first raced at Mallory in 1966, winning a handicap in a 'frogeye' Sprite.

"It was on the oval [without the Shaw's hairpin loop] and I started from pole," he recalled. "It rained heavily before the race, but I was able to go round flat all the way. We probably didn't do more than 70mph!"

VW Racing Cup

Latest-generation Golf to join VW Racing Cup grid for 2014

THE RECENTLY UNVEILED SEVENTH- generation Volkswagen Golf GTI will be admitted into the VW Cup for next season.

Development was fast-tracked after VW's UK racing branch – along with VW Cup title sponsor APR – gained early access to the new car.

Volkswagen Racing UK technical director Matt Walker reckons interest in racing the latest incarnation of the Golf is high, and hailed the new car.

"For a car launch as important as a new Golf GTI it was crucial that we got ahead of the game on the development of our range of motorsport parts," he said.

"The new Golf platform has proved to be a great starting point for a high-performance track car."

APR has boosted the Golf's two-litre turbo engine by an additional 40bhp to bring it up to the championship's 260bhp power classification. Other new features include adjustable suspension and top mounts, and nine-inch-wide light alloy wheels to allow a wider tyre.

A full testing schedule for the car is expected to be announced shortly.



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Historic F1

Coombs to debut Lunger March replica at the Silverstone Classic

HISTORIC FORMULA 1 ACE BILL

Coombs will debut a newly-built March 761 replica in this weekend's FIA Masters races at the Silverstone Classic.

The car will run in a 1977 Chesterfield livery to honour 1970s grand prix racer Brett Lunger. Former US marine and Vietnam war veteran Lunger started 34 grands prix between 1975-78. While he was unable to repeat his F5000 results in F1, he was fabled (with Arturo Merzario, Guy Edwards and the late Harald Ertl) for rescuing Niki Lauda from his burning Ferrari at the Nurburgring in '76.

Owned by period FF1600 racer Peter

Orlando and prepared by Nick Foy's Startline team, the March replica impressed in recent shakedown tests at Donington Park. It is presented in Lunger's livery "because nobody else runs one in those colours," says Orlando, who previously fielded his Tyrrell 009 for Thruxton school chief Coombs.

"The ground-effect Tyrrell and the earlier [flat-bottomed] 761 are very different to drive," said Coombs. "The Tyrrell generates all its speed in the corners, but the March [with its wide nose directing air over its wheels] is like a bullet in a straight line. I'm looking forward to being competitive in it."



Lunger raced March in '70s



Saloon racers escape injury in bizarre Cadwell crash

Following contact between Kenny Coleman and Luke Bennett in Racing Saloons at Cadwell Park last weekend, Coleman's Honda Civic ended up lodged in a trackside tree! Both drivers walked away from the incident.

HUMBLE PYE

The voice of club racing



VSCC meets are a Mallory staple

Mallory is a motorsport gem and it needs to be preserved

Mallory Park has been a favourite of mine since the 1970s, when BARC clubbies, two-litre sportscars, Super Saloons and Aurora British F1 events provided spectacular racing on the Leicestershire speedbowl. It saddens me, therefore, that after 57 years the proverbial sword of Damocles appears to hang over 'The Friendly Circuit'.

My visits have been focused on grassroots 750 Motor Club and Vintage Sports-Car Club fare in recent years, or to enjoy the occasional Wednesday test morning, as interested observer or eager participant. Despite boasting just four corners – the awesome Gerard's sweeper, the tricky Esses, Shaw's Hairpin and the burrowing Devil's Elbow – it's a difficult place to master. Which adds to its appeal.

Sunday's VSCC Bob Gerard Memorial Trophy staple was superbly supported by competitors and spectators, an air of foreboding suggesting that not going might be forever regretted if the council axeman is called.

I vehemently hope something can be worked out to mollify local residents (newcomers among whom knew what they were buying into) and keep the sport viable at Chris Meek's emporium.

Faux pas have doubtless been committed along the way, but the fact remains that unlike the Radio 1 days of yore, when tens of thousands of screaming girls

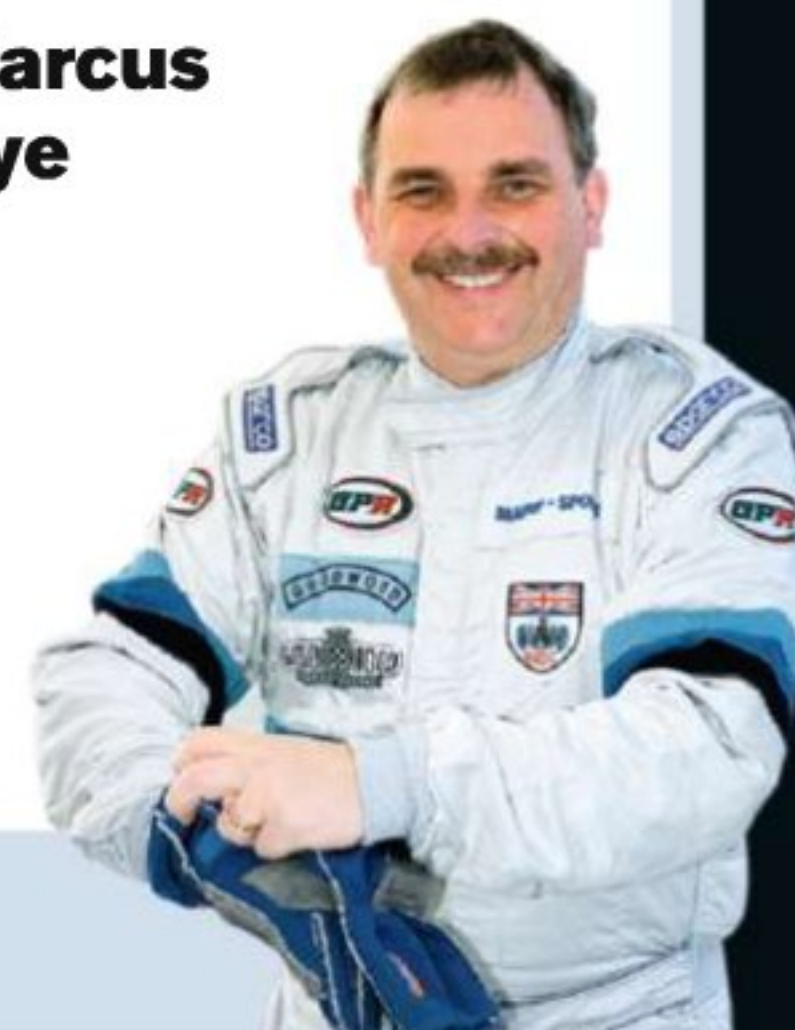
invaded Kirkby Mallory to catch glimpses of those ghastly tartan-clad 'popular musicians' the Bay City Rollers, modern car and motorcycle racing has not irked the neighbours.

At least not in the way peripheral activities like motocross (now gone) or drifting (utterly unfathomable to most racing fans) have, which nonetheless generate so much of the turnover needed to keep even a small staff employed and venues operational for the financial benefit of their locale and economy.

Sunday's VSCC event, almost eerily devoid of natural sunshine, was a delightful example of what Mallory Park has done brilliantly for more than half a century. Where else these days can you see between 50 and 60 car marques in action (you'd be surprised to count a dozen on a BTCC bill) and an 11-race programme rattled off in three and a half hours, and most folk en route home by 1700?

The old amphitheatre has been beleaguered before – I won a race in a Chevron B19 at what was billed the 'last-ever' meeting in 1982 – but surely a way can be found to ensure that we haven't sampled our last superb Val Parkinson breakfasts and can look forward to returning for seasons to come.

Marcus Pye



"I vehemently hope something can be worked out to mollify local residents and keep Mallory viable"

AUTOSPORT GOLDEN HELMET

DAN CAMMISH HAS lost his unbeaten record due to defeat in a Radical one-off, but still tops our table of race winners in the British Isles in 2013. But watch for former season table-toppers Rod Birley and Garrie Whittaker, who are both lurking in the top four after strong recent runs.

POS	DRIVER (CAR/CARS)	O/ALL	CL	TOT
1	Dan Cammish (Mygale M13-SJ)	15	0	15
2	Rod Birley (Ford Escort WRC)	10	0	10
3	Harry Woodhead (Ginetta G40)	10	0	10
4	Garrie Whittaker (BMW E36 M3)	9	0	9
5	Paul Sibley (MG Midget/Lotus Elan)	9	0	9
6	Shane Stoney (Mini Cooper)	1	8	9
7	Stuart Pearson (Ginetta G20)	0	9	9
8	Nelson Rowe (Reynard SF79/Crossle 20F)	8	0	8
9	Guy Wenham (Citroen Saxo VTR)	8	0	8
10	JJ Ross (Ford Fiesta ST)	8	0	8
11	Matthew Palmer (Toyota MR2 Mk2)	5	3	8
12	Chris Whiteman (Honda Civic Type R)	3	5	8

Repechage, consolation, 'overflow entry' and handicap races not included. Races/classes must have minimum six starters, and be scheduled for a minimum distance of 10 miles. Overall wins take precedence in the event of a tie, followed by average grid size. For any queries, email us at autosporteditorial@haynet.com



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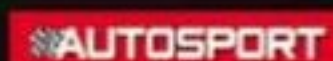
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Silverstone Classic

Pearson Porsche 917 set for Silverstone Classic

A PORSCHE 917 WILL TAKE ON the Lola T70s in FIA Masters Historic Sports Cars at the Silverstone Classic this weekend.

The five-litre German machine dominated world sportscars in 1970-1971 but examples are rarely seen in historics. Carlos Monteverde will give his coupe its seasonal debut at Silverstone, sharing with historic ace and preparer Gary Pearson.

"I'm fairly chuffed!" said Pearson, "The T70s are so well developed it'll be hard but I like to think we can run at the pointy end."

"Grant Tromans has moved things on with the T70 he shares with Martin Stretton, and the Leo Voyazides/Simon Hadfield example is quick too. Hopefully we'll be in the group behind."

Monteverde also owns the 1970 Le Mans-winning 917 and has prepared his other car, an ex-David Piper machine, to look like the version in which Richard Attwood/Hans Hermann won.

"The original is too valuable to race, so Carlos has got this one in that livery," added Pearson. "I'm looking forward to it."

As well as the 917, Paul Knapfield has entered his Ferrari 512M, which finished second last year.

● Late Silverstone Classic entries include Katsu Kubota's Lotus 72 in FIA Masters Historic F1, BTCC racer Frank Wrathall (Vauxhall Cavalier in the Super Touring Trophy), and his tin-top rival Mat Jackson, who will share Henry Mann's Lotus Cortina in Under 2-Litre Touring Cars.

P84 CLASSIC PREVIEW



Files fights to podium

Renault Clio Cup UK points leader Josh Files (above) overcame technical problems to claim another podium finish in the Clio Eurocup last weekend. Files finished the first race at Spielberg fifth, despite an intermittent turbo problem, and in the second capitalised on contact in front to claim the runner-up spot. British GT champion Daniele Perfetti also made an appearance, finishing 10th and 20th in the two races.

Damage delays racing

Substantial barrier and tyrewall damage during MGCC BCV8 qualifying at Cadwell Park last Sunday morning caused a significant delay before subsequent sessions could continue. Saturday organising club MSVR gave something back to marshals by including in the timetable a 20-minute marshal passenger-lap session before racing resumed after the lunchbreak.

Oldest Aston to Prescott

The oldest surviving Aston Martin, the 1921 A3, will be the centrepiece of a special display celebrating the marque's centenary at the Vintage Sports-Car Club's Prescott Speed Hill Climb on August 3-4. The Aston Martin Heritage Trust machine will be joined by Green Pea, which contested the 1922 French GP, the Halford Special and Razor Blade.

Youngster goes Vintage

Twenty-year-old Shane Trim made his racing debut at Mallory Park last Sunday, driving grandfather Brian Jolliffe's Formula Junior Cooper T59 under the watchful eye of Peter Jackson. Longtime historic racer Jolliffe is on a sabbatical following heart surgery in the spring.

Carrera's Britcar debut

Former ASCAR racer Skid Carrera continued his racing comeback with a class podium in the Britcar Production Cup/Sportscars Series at Thruxton last Sunday. Carrera partnered rookie Tony Shemmans in a Mazda MX5 (below). The pair finished 13th in the 90-minute enduro.



Historics

HSCC makes Oulton Park plea

THE HISTORIC SPORTS CAR

Club is calling on owners of cars from Oulton Park's past to help celebrate the Cheshire circuit's 60th anniversary at the Gold Cup meeting.

The HSCC, which organises the August 25-26 event, has issued an invitation to anyone with a car that has raced at Oulton Park to get in touch for a special display.

"We'd love to see cars that will bring back memories for visitors to the event,"

said the club's CEO Grahame White. "We're keen to hear from anyone with a car that has an Oulton Park history: not just the more famous cars, but also the rare and unusual."

The first Oulton meeting, in August 1953, featured a Formula 3 race, won by Les Leston, and the historic 500cc F3 series will race at the Gold Cup meeting.

As well as the HSCC's usual categories, the event will also include the FISCAR series for 1950s sportscars.

Frank Tiedeman 1920-2013

CLUB RACING LOST A LEGEND ON July 2, when Frank Tiedeman passed away at the age of 92.

The auctioneer and estate agent started racing with the 750 Motor Club in 1951, in an Austin 7 Ulster, and finished third in the '53 750 Formula championship.

In 1958, encouraged by AUTOSPORT's John Bolster and *Motor Sport's* Denis Jenkinson, he founded the Monoposto Register (later the Monoposto Racing Club), offering "Motor Racing in the Grand Prix style for the Club Enthusiast", initially under the 750MC's wing.

He was the first champion in '59, driving the Ford-powered Cooper Mk4 500-derived Mille-cent.

He also drove other specials, and Formula Juniors into his 80s. He is survived by wife Sue and son Joe.

London to Brighton

Veteran Run to get competitive

THE LONDON TO BRIGHTON

Veteran Car Run will include a competitive element for the first time in its 117-year history this season.

The annual event, run for pre-1905 machines over a 60-mile trip, will now include a regularity trial. Competitors will be able to specify a target time for their

cars to complete the course and will get penalty points for every minute they finish under or over that time.

Ben Cussons, chairman of the VCR Steering Group, said: "We are committed to evolving the event and adding value for the participants. We are restricting the Trial to 150 entries for the first year as it is new."



FORD FIESTA ST SNETTERTON, JULY 20-21 BRSCC

Foley finally ends victory drought

JUST A SECOND COVERED THE TOP three at the end of an enthralling opening race for Class C of the Fiesta championship, with Andrew Foley adroitly holding off Lee Napolitano and title hopeful David Ellesley to earn his maiden race victory after five years of trying.

Polesitter Ellesley dropped down the order on the opening lap after a slow getaway, allowing fellow front-row starter Dan Holland and Foley to seize the initiative.

Holland's lead proved brief thanks to a second-lap spin at Coram, allowing a grateful Foley to take over at the front, with Napolitano slotting into second.

Despite finding his mirrors full of Napolitano for the rest of the race, Foley didn't put a foot wrong.

"Lee pushed me and pushed me; it was a great race!" said a delighted

Foley after wrapping up the win.

While the leaders scrapped, Ellesley, who'd set his car up to be stronger in the closing stages, surged up to third and began to reel them both in.

He set a fastest lap half a second quicker than anyone else as he used the full limits of the track to close down the gap, but the flag fell before he could mount a challenge.

"Another lap and it would have been a three-way battle," he said.

Foley followed up his breakthrough victory with an even more convincing win in race two. He converted pole to an initial lead and, after the interruption of a race stoppage due to Rex Nye rolling at Murrays on lap three, he coolly did the same again when racing resumed.

For a while it looked like being a family affair as Foley's brother Matthew held second. But a wide



Crowd watches Foley head Fiesta fighting

moment at Riches dropped him to fourth behind Ex-Smart 4two racer Simon Horrobin and Nicholas Bowers.

Meanwhile, having each lost places in the hectic opening laps that followed the restart, Napolitano and Ellesley had to settle for fifth and sixth respectively.

● Oliver Timson

RESULTS

RACE 1 (9 LAPS) 1 Andrew Foley;

2 Lee Napolitano +0.313s; 3 David Ellesley; 4 Matthew Foley; 5 Nathan Lawley; 6 Nicholas Bowers.

Fastest lap Ellesley 2m16.763s (78.15mph).

RACE 2 (6 LAPS) 1 A Foley; 2 Simon Horrobin

+1.289s; 3 Bowers; 4 M Foley; 5 Napolitano; 6 Ellesley. **FL** Ellesley 2m17.333s (77.82mph).

MIGHTY MINI SNETTERTON, JULY 20-21 BRSCC

Wily old stager Lewis beats his young pretender Booth

THERE WAS AN INTRIGUING AND absorbing battle for victory in the pair of Mighty Mini races, as the hugely experienced Jonathan Lewis battled hard with his teenaged championship rival Zack Booth, for whom he provides driver coaching.

There was no quarter asked nor given between the pair as they played a flat-out slipstreaming game in the opening race, swapping the lead repeatedly throughout.

The canny Lewis was ahead when it mattered, snatching the lead through the Esses on the final lap to secure his sixth win from seven races this year.

Meanwhile, Damien Harrington took a distant third, well clear of a three-way scrap for fourth that just went the way of Ralph Budd.

It was a similar story at the front in race two, with Lewis taking another victory by a tenth of a second.

He ducked out of the tow as he and Booth sped side by side towards the finish line, squeezing between Booth and the pitwall to take a narrow win.

"The marshal had to pull the chequered flag in to stop it hitting me!" joked Lewis afterwards.

● Oliver Timson

RESULTS (BOTH 8 LAPS)

RACE 1 1 Jonathan Lewis; 2 Zack Booth +0.164s;

3 Damien Harrington; 4 Ralph Budd;

5 Charlie Budd; 6 Steven Rideout.

FL Booth 2m37.214s (67.98mph).

RACE 2 1 Lewis; 2 Booth +0.100s;

3 Harrington; 4 C Budd; 5 Robert Pearson;

6 R Budd. **FL** Booth 2m38.052s (67.62mph).



Tervet scored his first win of the year but then retired

SUPERMIGHTY MINI SNETTERTON, JULY 20-21 BRSCC

Tervet takes to the top step before White's walkover

HAVING FINISHED THIRD IN EACH OF the last three Super Mighty Mini races, Peter Tervet was determined to convert pole for race one into his first win this year.

But Tervet had to fight for it in the opening laps, as Patrick Ford surged around the outside at Riches to lead, and former champion Neven Kirkpatrick briefly made it a three-way fight at the front. Undeterred, Tervet battled back ahead and pulled out a decisive lead.

Behind him, Ford was coming under increasing pressure not just from Kirkpatrick but also Jamie White, who sprinted from the back of the grid (having suffered clutch failure in qualifying) to join the fight for second.

The trio was tied together in

combat, with White ahead, when a stranded car brought the race to a premature end.

It was a different story in race two, with Tervet dropping from pole to the back inside a lap before retiring on lap three. Instead, Kirkpatrick briefly claimed the lead, only to be passed by White, who reeled off a series of quick laps to win convincingly.

● Oliver Timson

RESULTS RACE 1 (5 LAPS) 1 Peter Tervet;

2 Jamie White +2.405s; 3 Neven Kirkpatrick; 4 Patrick Ford; 5 Anthony Ford; 6 Bob Bennetts. **FL** N Kirkpatrick 2m26.836s (72.78mph).

RACE 2 (9 LAPS) 1 White; 2 N Kirkpatrick

+8.340s; 3 Bennetts; 4 Ford; 5 Alex Comis;

6 David Kirkpatrick. **FL** White 2m27.202s (72.60mph).



Lewis (2) and Booth were covered by less than 0.3s after two races



Moore won
then spun
Escort Mk1

QUAIFE INTERMARQUE SNETTERTON, JULY 20-21 BRSCC

Moore's mighty Escort is a league ahead

RACING WAS FAST AND FURIOUS IN A pair of entertaining clashes.

It was the only non-Intermarque entrant who set the pace in race one, as Matt Moore's turbocharged Mk1 Escort powered into a first-lap lead.

It wasn't all plain sailing, though, as he found himself under attack from points leader Chris Brockhurst. After struggling to hold off Brockhurst's Vauxhall Tigra in the early laps, Moore gradually edged away.

Behind them, Brockhurst's title rival Matt Simpson (Tigra) had closed up to the leaders at the halfway point and threatened to make it a three-way

fight, only to fade in the late stages.

There was a dramatic start to race two as Russell Humphrey, who lined up on the front row thanks to the partially reversed grid, surged ahead only to suffer a half-spin at Oggies, leaving his Tigra stranded sideways across the track in front of the field.

Thankfully they all continued without contact, with Simpson ahead and opening up a big lead.

Behind him, the duo of Brockhurst and Moore battled over second, with that fight lasting until an off at Hamilton on lap six ended Moore's chances of wresting runner-up spot.

The mistake dropped him into the clutches of Simon Smith, whose Autocross Z4 nipped through on the last lap to grab the final podium spot.

● Oliver Timson

RESULTS (BOTH 8 LAPS) RACE 1 1 Matt Moore (Ford Escort); 2 Chris Brockhurst (Vauxhall Tigra) +6.068s; 3 Matt Simpson (Vauxhall Tigra); 4 Simon Smith (Autocross Z4); 5 Lewis Smith (Peugeot 205); 6 Richard Smith (Vauxhall Tigra). **Class winner** Brockhurst. **FL** Moore 2m00.880s (88.41mph). **RACE 2** 1 Simpson; 2 Brockhurst +3.007s; 3 S Smith; 4 Moore; 5 Ross Loram (Peugeot 206); 6 Luke Armiger (Vauxhall Tigra). **CW** Moore. **FL** Moore 2m01.759s (87.78mph).

QUAIFE/MN SALOONS & CANNONS TIN TOPS SNETTERTON, JULY 20-21 BRSCC

Birley scores a perfect 10 as rivals blow up

WITH EIGHT WINS FROM EIGHT RACES in the series already this year, Rod Birley came to Snetterton looking to extend his impressive run.

But he faced a determined foe in Darren Bly, who claimed pole for race one by more than two seconds in his potent Nissan Skyline, ahead of the Escorts of Birley and Rick May.

Bly showed his intent from the start as he pulled out an advantage

of three seconds in as many laps.

"We knew from the word go that we were up against it," Birley said. But fortune swung in his favour as Bly retired with a blown differential.

Birley took advantage to claim a decisive lead ahead of May, who soon had Dale Gent's Subaru Impreza breathing down his neck on a tumultuous last lap. Despite some off-track moments that damaged the

front driveshaft, Gent held onto third.

With Bly's Skyline still hobbled for the sequel, Birley established an early lead only to be passed by Gent going into Agostini on lap two. Gent stayed ahead for two laps until his engine met a smokey demise.

Birley duly eased to a 10th successive win, well clear of second-placed Ray Barrow (Escort).

Malcolm Wise recovered from earlier boost and tyre issues in race one to take third in his Escort.

● Oliver Timson

RESULTS (8 LAPS) 1 Rod Birley (Ford Escort WRC); 2 Rick May (Ford Escort) +2.502s; 3 Dale Gent (Subaru Impreza); 4 Ray Barrow (Escort); 5 Ricky Davies (BMW E46 M3); 6 Jamie Liptrott (E36 M3). **CW** Davies; Ian Butler (Ford Focus RS); Andy Woods-Dean (Renault Megane Coupe); Steve Rothery (Renault Clio); Chris Whiteman (Honda Civic Type R); Graham Richardson (Vauxhall Nova GSi); Peter Osborne (Renault Clio); David Charlton (VW Beetle). **FL** Darren Bly (Nissan Skyline) 2m03.253s (86.71mph).

RACE 2 (7 LAPS) 1 Birley; 2 Barrow +7.799s; 3 Malcolm Wise (Ford Escort Cosworth); 4 Davies; 5 Liptrott; 6 Butler. **CW** Davies; Butler; Rothery; Woods-Dean; Whiteman; Richardson; Osborne; Charlton. **FL** Gent 2m05.051s (85.46mph).



Birley's Escort leads
Gent's Impreza into
Snetterton's esses



Euro Saloons

Gary Prebble (Mitsubishi Evo, pictured above) took advantage of a mid-race spin by leader Paul Rose's rapid Saker to win the first race at Snett. After a determined recovery, Rose had to settle for third behind the similar car of Steve Harris. Rose won race two easily ahead of Harris and Prebble.

Alfa Romeo

After setting pole for the first race by an emphatic margin, Anthony George initially dropped back after a cautious start at Snett. He quickly reclaimed the lead and finished well clear of Bryan Shrubbs and Darelle Wilson. George led almost throughout in race two, ahead of a distant Wilson.

Mazda MX5

Polesitter James Blake-Baldwin controlled the first Mazda MX5 race ahead of championship leader Tom Roche, who progressed from sixth on the grid to finish second at Snetterton. Brett Smith headed a five-car train for third. Blake-Baldwin overtook Roche at the start of race two to win again, with a charging Simon Baldwin third.

Fiesta Junior

Alex Reed narrowly won race one for the slim Fiesta Junior field at Snett, frustrating the best efforts of polesitter James Ross to wrest back the initiative. Ross looked like missing out again in race two, until a late mistake by leader Rory Collingbourne gifted him the win. Reed inherited second.

Ford Fiesta A, B & D

David Abbott and James Appleby (below right) disputed the opening race at Snett after overtaking early leader Alan Donnelly. A missed gear by Abbott handed Appleby his maiden win after a recent switch from the STs to a Zetec model. Abbott levelled the score with victory in race two, but only after inadvertently tapping Appleby into a late spin.





Gore flew to a double

LOTUS ELISE TROPHY CADWELL PARK, JULY 20 MSVR

Gore untouchable in Lotus battles

ADAM GORE BECAME THE FIRST LOTUS Elise Trophy driver to win two races in one day this year after producing convincing victories each time they took to the track.

Craig Denman made an excellent start from second on the grid in the first contest, but as the field approached Coppice for the first time

Martin Wills edged into the lead.

Gore, in second, proceeded to apply intense pressure on Wills and swept ahead approaching Hall Bends on lap three. From there to the close Gore's victory was never threatened.

Denman usurped Wills for second on the fourth tour and made the position very much his own. Worse

was to follow for Wills as the S1 driver was forced into retirement at Mansfield at half-distance.

Will Price drove superbly to rise from the back of the grid to third by mid-race, leaving Jason Baker to just edge fourth from Neil Stothert.

With the top 10 finishers from the first race lining up in reversed order next time out, it was Seth Walpole who led early on after the pack raced, four abreast in places, into Coppice. But Wills replaced him on the second lap, with Stothert, Denman and Baker slotting in behind.

Denman then moved up to second and Gore, up from row five, slotted

into fourth. Gore was soon up to second and on the sixth tour he passed Wills to become the leader.

As Gore romped to victory, Denman overcame Wills to be best of the rest. Baker completed the podium as Wills fell back.

● Graham Read

RESULTS (BOTH 12 LAPS)

1 Adam Gore (S2); 2 Craig Denman (S2 111R) +20.710s; 3 Will Price (S1); 4 Jason Baker (S2 111R); 5 Neil Stothert (S1); 6 Seth Walpole (S2 111R). **Fastest lap** Gore 1m39.153s (79.40mph).

RACE 2 1 Gore; 2 Denman +13.077s; 3 Baker; 4 Stothert; 5 Price; 6 Walpole. **FL** Gore 1m39.191s (79.37mph).

PRODUCTION BMW CADWELL PARK, JULY 20 MSVR

Tovey edges out Goodman in close BMW encounters

FORMER CHAMPION MIKE TOVEY claimed the honours in both races, but was made to work for his success.

Matt Parkes qualified on pole position for the initial encounter, but Tovey and Harry Goodman got the better of him on the opening tour. From here to the end of the race Tovey always headed Goodman, but Tovey was never able to relax as his rival constantly pushed him hard.

To their rear, Parkes, fresh from a brace of victories at Oulton Park last month, had a highly entertaining scrap with Stuart Waite for the final podium position and the duo traded places several times before Waite got the upper hand.

Next time out Goodman again

harried Tovey throughout, but had to settle for his second runner-up position of the day. Just behind the leading duo, Parkes ran third and was only briefly deposed by Waite at the end of the sixth lap. It was Parkes's turn to complete the podium, heading a four-way battle with Waite, Charles Plumley and Matt Smith.

● Graham Read

RESULTS (9 LAPS) 1 Mike Tovey (320i);

2 Harry Goodman (320i) +0.698s; 3 Stuart Waite (320i); 4 Matt Parkes (320i); 5 Charles Plumley (320i); 6 Matt Smith (320i). **FL** Waite 1m48.670s (72.45mph).

RACE 2 (8 LAPS) 1 Tovey; 2 Goodman +0.286s; 3 Parkes; 4 Waite; 5 Plumley; 6 Smith. **FL** Waite 1m49.127s (72.14mph).



Morrison's Midget leads the more modern machinery

COCKSHOOT CUP CADWELL PARK, JULY 21 MGCC

Coulthard fails to stop Morrison's Midget charge

DAVID MORRISON CLAIMED HIS FIRST victory of the season in his MG Midget and, although his winning margin was 13 seconds at the close, that didn't tell the story of the early fight.

In qualifying Morrison edged pole position from Ashley Woodward (ZS 180), with reigning champion David Coulthard (ZR 190) not far behind.

By the end of the opening racing lap Morrison held the lead ahead of 2012 champion Coulthard and the ZS of Peter Burchill, while Stephen McKie (MGB GT V8) had progressed over a single tour from 12th on the grid to fourth position.

Woodward had fared less favourably, though, dropping well down the order.

As the encounter developed, Morrison and Coulthard started to

edge clear from the rest of the field, with Burchill running in a lonely third.

Coulthard continued to keep the leading Morrison honest and by lap four the recovering Woodward was up to fourth.

As Morrison went clear, Coulthard eventually settled for a strong second place result and class victory, leaving Woodward to improve one further position to third with two laps to go.

● Graham Read

RESULTS (12 LAPS) 1 David Morrison

(MG Midget); 2 David Coulthard (MG ZR 190) +12.999s; 3 Ashley Woodward (MG ZS 180); 4 Peter Burchill (MG ZS); 5 Ian Winstanley (MG ZR 160); 6 Stephen McKie (MGB GT V8).

Class winners Coulthard; Jeremy Toes (MG Midget); Adam Key (MGF VVC).

FL Morrison 1m43.930s (75.75mph).



Goodman shadowed winner Tovey in both BMW encounters

MG TROPHY CADWELL PARK, JULY 21 MGCC

Luti and Bray share MG Trophy honours

PAUL LUTI AND CHRISTOPHER BRAY shared the spoils after two entertaining displays of high-speed close racing around Lincolnshire's picturesque Cadwell circuit.

Luti and Bray dominated qualifying for the initial event, stopping the clock three seconds earlier than the best of the rest and, come the start of the race, the duo blasted towards Coppice in the leading positions.

As the race developed Bray continued to track Luti, but was finding it impossible to edge past. To their rear, Doug Cole usurped Jake Fraser-Burns for third on the second tour and soon made the position his own. Adrift of Fraser-Burns, Robin Walker was running in fifth place after championship leader Andrew Ashton had overcome Thomas Butler for sixth and the Class C advantage.

Unfortunately, Andrew Colebrooke had a big off exiting Charlies on the seventh tour, which brought out the safety car and then red flags. This left Luti to claim the top step of the podium ahead of Bray and Cole.

Bray made a better start in race two, with Luti slotting in behind. From



Luti and Bray were the class of MG Trophy field

here to the finish the duo fought hard for the spoils and were never more than a car's length apart.

"We made set-up changes after the first race and they seemed to help," said Bray after evening the score.

Once third-placed Cole retired with clutch woes, Butler inherited the position and held it to the close.

● Graham Read

RESULTS (6 LAPS) 1 Paul Luti (ZR 190); 2 Christopher Bray (ZR 190) +0.412s; 3 Doug Cole (ZR 190); 4 Jake Fraser-Burns (ZR 190); 5 Robin Walker (ZR 190); 6 Andrew Ashton (ZR 160). **CW** Ashton. **FL** Bray 1m40.282s (78.51mph).

RACE 2 (12 LAPS) 1 Bray; 2 Luti +0.295s; 3 Thomas Butler (ZR 160); 4 Alastair Rushforth (ZR 160); 5 Ashton; 6 Sarah Budby (ZR 160). **CW** Butler. **FL** Luti 1m40.071s (78.67mph).

PETER BEST CHALLENGE CADWELL PARK, JULY 21 MGCC

Fowler benefits before Brooke fights back



Fowler's MGC inherited victory in race one

NEIL FOWLER BENEFITED FROM ALAN Brooke's woes to take the first race victory, but Brooke had some recompense later in the day by winning second time out.

Brooke's diminutive Metro converted its pole into an immediate lead when the red lights went out at the start of the initial encounter, with Fowler's MGC claiming second.

Brooke gradually extended his lead and looked to have the race in the bag as an ever-growing group of cars fought with Fowler for second. James Walpole's MGB Roadster held third as fourth-placed Peter Bramble repeatedly did his utmost to find a way past.

Unfortunately for Brooke, he had a grassy moment on the penultimate lap and slowed as he approached Park Corner. By the time he had rejoined the race he was well down the order and thus Fowler inherited the lead. Fowler's MGC continued to be under pressure, but he held on to take the chequered flag and become the fourth different winner of the year ahead of Walpole and Bramble.

An early safety car period was required after John Wreghitt's MGB Roadster ground to a halt on Park Straight in the second event, but once racing resumed it was Brooke who led the pack to the chequered flag.

Second-placed Walpole kept him honest while also being occupied keeping James Darby to his rear. Clive Jones completed the leading quartet.

● Graham Read

RESULTS (BOTH 11 LAPS) 1 Neil Fowler (MGC); 2 James Walpole (MGB Roadster) +0.443s; 3 Peter Bramble (MG ZR 160); 4 James Darby (MGB GT); 5 Kevin Hower (MGB GT); 6 Nick Arden (MG Maestro Efi). **CW** Walpole; Bramble. **FL** Hower 1m49.213s (72.09mph).

RACE 2 (10 LAPS) 1 Alan Brooke (Rover Metro GTi); 2 Walpole +1.030s; 3 Darby; 4 Clive Jones (MGB Roadster); 5 Arden; 6 Richard Wilson (MG ZR 160). **CW** Walpole; Bramble. **FL** Walpole 1m47.789s (73.04mph).

Ecurie GTS

This Cadwell race was all about the battle for the lead between the MGB Roadster of Malcolm Gammons and Rod Begbie's TVR Grantura (above). Begbie nosed ahead on lap eight of 16 at Coppice, but quickly lost out at the Mountain and then suffered further after a spin at the Gooseneck. With Begbie then exiting the race at the Hairpin, Gammons took the spoils after a late safety car period.

BCV8

Rob Spencer made a superb start from second on the grid and gained an early advantage over poleman Ian Prior at Cadwell. Prior pursued Spencer from start to finish, but despite appearing to have a speed advantage on the run towards Coppice he couldn't find a way by.

Thoroughbred Sports

The race at Cadwell had to be restarted after Mark Campbell's TR5 hit the tyre barriers on Park Straight and it became a straight battle between the MGB GT V8s of Rob Spencer and Ian Prior. For lap after lap they fought for the lead, but Spencer kept his nose ahead. Well to their rear, Ken Deamer completed the podium trio.

Racing Saloons

The BMW M3s of Karl Cattliff and Stephen Pearson were the class of the Cadwell field in the opening encounter. When Cattliff retired to the paddock after an off on lap six Pearson was left to romp to the spoils. In damp conditions, Pearson later claimed his second win of the day as Stephen Primett snatched second from Dan Roberts-Jefferson on the final tour.

MG Metro Cup

Mike Williams and Tom Sanderson continued their battle at Cadwell and it was Sanderson who made the early pace from second on the grid. After a poor start Williams quickly recovered and was soon right on the tail of the frontman (below). So it remained for lap after lap until Williams squeezed ahead at the Gooseneck on the final tour to take his fourth win of the season.



Class act Mickel's Anglesey delight

JOHN MICKEL MADE IT FOUR WINS FROM six and a perfect score of podiums over a weekend of Legends action.

In Mickel's first victory, in Saturday's opening heat, he had to endure a frantic battle with James Holman and Dean Brace that was only settled on the last lap. Brace lost out to Jack Parker for third.

Guy Fastres led a three-car break at the start of heat two, before Mickel charged into second on lap four and immediately threatened Fastres's lead. The Belgian held on until School on the penultimate lap, when Mickel moved ahead, while Holman broke from the pack to secure third.

Nick Brace (Dean's dad) led the opening laps in Saturday's final, before Parker emerged from a three-car battle for second and had the lead by the end of lap four. Mickel then broke clear of the pack and, with Brace Jr in tow, he reeled in the battling duo.

Mickel was second into School on lap nine and grabbed the lead into Rocket, though Parker remained a close second to the flag. Brace Sr held onto third until the last lap, when Jr and then Fastres both got by.

The younger Brace then ended Mickel's winning streak with a fairly comfortable win in Sunday's opening heat, after both he and his father ousted Jean-Michel Poncelet on the second lap.

Ben Power finished strongly to claim second from Brace Sr at the Banking Hairpin with three laps to go, while Mickel snatched third at the same spot a lap later.

Holman, Mickel and Brace Jr were locked together for the majority of the second heat, Holman taking victory after on-the-road winner Mickel dropped to second after a penalty for gaining an "unfair advantage".

Having led from the fifth lap of the



Four wins, a second and a third made it a good trip to Wales for Mickel

final, Mickel collected his fourth win. He was chased all the way by Brace Jr, with Holman a solid third.

● Peter Scherer

RESULTS SATURDAY (10 LAPS) 1 John Mickel; 2 James Holman +0.553s; 3 Jack Parker; 4 Dean Brace; 5 Matthew Pape; 6 Guy Fastres. **Fastest lap** Parker 1m20.992s (68.89mph). **HEAT 2 (10 LAPS)** 1 Mickel; 2 Fastres +0.122s; 3 Holman; 4 Jean-Michel Poncelet; 5 Ben Power; 6 Kenneth Jensen. **FL** Mickel 1m20.543s (69.28mph).

FINAL (12 LAPS) 1 Mickel; 2 Parker +0.149s; 3 D Brace; 4 Fastres; 5 Nick Brace; 6 Holman. **FL** D Brace 1m20.799s (69.06mph).

SUNDAY (10 LAPS) 1 D Brace; 2 Power +2.570s; 3 Mickel; 4 N Brace; 5 Holman; 6 Paul Simmons. **FL** D Brace 1m20.081s (69.67mph).

HEAT 2 (12 LAPS) 1 Holman; 2 Mickel +0.530s; 3 D Brace; 4 Simmons; 5 Pape; 6 Pascal Delporte. **FL** D Brace 1m19.930s (69.81mph).

FINAL (12 LAPS) 1 Mickel; 2 D Brace +3.248s; 3 Holman; 4 Pape; 5 Parker; 6 Power. **FL** Mickel 1m19.623s (70.08mph) **record**.

MAX 5 ANGLESEY, JULY 20-21 BARC

Chapman doubles up in MaX5 championship races

THERE WERE TWO MORE WINS ADDED to David Chapman's seasonal tally, but he didn't have it all his own way.

In race one Chapman saw off an early threat from Jonathan Cryer.

Jonathan Halliwell then carved his way through the pack. He broke into the top three at Church on lap four and soon charged past Cryer at the same spot, although his pursuit of Chapman was already a lost cause.

Matthew Tidmarsh closed in on Cryer towards the end, while Liam Murphy claimed the Class B win after a terrific scrap with Amy Barker and Chris Bexon went down to the wire.

Halliwell had the lead in the restarted race two until he left the door wide open at Rocket on lap four, allowing Chapman through to claim his second win of the weekend.

Cryer was third again from Ian Loversidge, with Murphy losing out to Barker by a whisker in another terrific class scrap.

Loversidge collected the spoils in an additional non-championship race, with Cryer and Tidmarsh joining him on the podium.

● Peter Scherer

RESULTS (15 LAPS) 1 David Chapman; 2 Jonathan Halliwell +18.180s; 3 Jonathan Cryer; 4 Matthew Tidmarsh; 5 Ian Loversidge; 6 Jeremy Shipley. **CW** Liam Murphy; Jon Earp. **FL** Chapman 1m21.582s (68.39mph). **RACE 2 (8 LAPS)** 1 Chapman; 2 Halliwell +2.951s; 3 Cryer; 4 Loversidge; 5 Shipley; 6 Paul Roddison. **CW** Amy Barker. **FL** Chapman 1m21.027s (68.86mph) **record**. **RACE 3 (15 LAPS)** 1 Loversidge; 2 Cryer +1.087s; 3 Tidmarsh; 4 Shipley; 5 Simon Fleet; 6 Roddison. **CW** Chris Bexon. **FL** Cryer 1m22.579s (67.57mph).



Chapman won both points-scoring races



Allaway eased to two Sports Saloons wins

NORTH WEST SPORTS SALOONS ANGLESEY, JULY 20-21 BARC

Allaway's record pace is too hot for Sports Saloons rivals

AFTER SURVIVING DETERMINED challenges from Garry Watson's Westfield in both races, Simon Allaway was a double lights-to-flag winner in his Esprit V8.

Having cooked his tyres in the initial challenge, Watson was unable to hold onto second in race one and lost out to Grahame Tilley (Caterham) and Robert Spencer (Locosaki).

Tilley retained second from half-distance, but nearly threw it away after exiting the final corner sideways.

Watson managed to hold fourth, with fellow Scot Philip Duncan fifth in his Westfield, after Joe Spencer's Locosaki blew.

Allaway controlled the second race, setting another lap record, as Watson successfully held onto second.

Tilley and Robert Spencer once again duelled for third. Tilley had the edge but was unable to relax as his rival remained a constant shadow.

While Duncan and Kevin Cryer (Caterham) held onto fifth and sixth places, the duel of the race was for the Class D lead and seventh overall.

Reigning champion Dennis Crompton held off multiple title winner Paul Dobson's Mazda RX7 in his BMW M3, having run the entire race barely inches apart.

● Peter Scherer

RESULTS (BOTH 18 LAPS) 1 Simon Allaway (Lotus Daytona Esprit V8); 2 Grahame Tilley (Caterham CSR) +5.243s; 3 Robert Spencer (Stuart Taylor Locosaki); 4 Garry Watson (Westfield SeiW); 5 Philip Duncan (Westfield SeiW); 6 Kevin Cryer (Caterham Seven). **CW** Tilley; Spencer; Dennis Crompton (BMW E36 M3); Steven Hibbert (Lotus Sport Elise); Graham Saul (Ford Fiesta XR2). **FL** Allaway 1m09.997s (79.71mph). **RACE 2** 1 Allaway; 2 Watson +4.190s; 3 Tilley; 4 Spencer; 5 Duncan; 6 Cryer. **CW** Watson; Spencer; Crompton; Hibbert; Saul. **FL** Allaway 1m09.932s (79.79mph) **record**.



Webster was the class of the field at Thruxton

BRITCAR PRODUCTION CUP THRUXTON, JULY 21 BARC

Soloist Webster's virtuoso performance

THE COMBINED 90-MINUTE BRITCAR Production Cup and Production Sportscar Series event took centre stage at Thruxton, and Keith Webster revelled in the spotlight.

Webster, running solo in his BMW M3, made a storming start to pull clear of Ed Cockill's SEAT and a four-car squabble for third. With Webster and Cockill clear at the front, Peter Cunningham was initially third, before being deposed by Wayne Gibson and then Tom Howard in an entertaining battle.

The cars spread out as they started lapping backmarkers, Howard consolidating third from Gibson, and Cunningham losing ground after a grassy moment at the chicane.

Such was Webster's pace that he

was lapping way up the top 10 as the pitstops loomed. Cunningham was first in, just after being lapped, while Webster stopped for his compulsory visit on lap 28, Cockill inheriting the lead as he ran a longer first stint.

That looked to be a smart move as the safety car came out on lap 31 with most of the field yet to stop and electing to pit at this point. But once racing resumed and the order settled, it was again the BMW at the front, and Kevin Clarke (in for Gibson) second ahead of solo runner Cockill.

Cockill's SEAT looked to be closing in before he had to pit with a puncture, leaving Mark Cunningham to chase down Clarke.

With Webster clear at the front, Cunningham took second with eight

laps to go. Clarke punctured on the final lap and pitted, though still third.

Class winners Mike and Anthony Wilds enjoyed a strong run to fourth overall, despite having to pit near the end with a loose battery. They rejoined clear of second-in-class Richard Bennett and Chris Randall.

● Paul Jurd

RESULTS (62 LAPS) 1 Keith Webster (BMW M3); 2 Mark & Peter Cunningham (SEAT Supercopa) +42.625s; 3 Wayne Gibson/Kevin Clarke (BMW M3); 4 Simon Roche/Simon Mason (SEAT Supercopa); 5 Mike Moss/Tom Howard (BMW M3); 6 Mike & Anthony Wilds (BMW E36). **CW** Roche/Mason; Wilds/Wilds; Skid Carrera/Anthony Shemmans (Maxda MX5). **FL** Webster 1m21.255s (104.38mph).

CLASSIC FORMULA FORD THRUXTON, JULY 21 BARC

Medeiros leaves the action behind to win

THE CLASSIC FORMULA FORD FIELD put on a cracking race despite a runaway winner in the form of Adriano Medeiros.

Behind, the battle for second in the Ian Taylor Memorial Trophy event lived up to the 'classic' billing, with a superb slipstreaming tussle.

Adriano Medeiros put his RF79 on pole, was briefly headed off the line by Nigel Lingwood, but quickly back ahead to lead by the end of lap one.

As Medeiros eased away, Lingwood came under pressure from Andrew Smith and Simon Davey, these three together for the latter part of the

race and trading places as they slipstreamed up the hill to Thruxton's chicane.

Smith's older FA73 Van Diemen dived inside Lingwood's RF80 for second with four laps to go, and took the place again next time as they traded positions throughout the lap.

Lingwood held the initiative as they headed onto the final tour – Medeiros well clear – and the battle came to a head at the final corner. He and Smith touched at the chicane and both spun, allowing Davey's RF80 through to second at the line. Stuart Kestenbaum and Steve Pearce had been fighting over fifth, but the clash elevated Kestenbaum to the podium.

Smith and Lingwood continued to cross the line fifth and sixth.

● Paul Jurd

RESULTS (14 LAPS) 1 Adriano Medeiros (Van Diemen RF79); 2 Simon Davey (Van Diemen RF80) +12.107s; 3 Stuart Kestenbaum (RF79); 4 Steve Pearce (Van Diemen RF78); 5 Andrew Smith (Van Diemen FA73); 6 Nigel Lingwood (RF80). **CW** Smith. **FL** Medeiros 1m25.743s (98.91mph).



Medeiros's modern-tyred Van Diemen broke clear



Formula Jedi

Both Anglesey Formula Jedi races were led throughout by Lee Morgan (above). Paul Butcher was second in both too, but Jack Lang finished the first race strongly and was on Butcher's tail at the flag. After qualifying alongside Morgan for race two, Lang lost out at the start and only began to progress in the final laps, closing in on Richard Gittings but missing the podium.

Saxmax

Two more comfortable wins kept Guy Wenham's unbeaten run intact at Anglesey. James Dorlin proved to be his nearest challenger again in both races. In race one, Daniel Howard worked hard to climb to third having taken Charlie Morgan, Tom Parker and Adam Hatfield on successive laps. Hatfield held onto the final podium place in race two, keeping Morgan at bay.

RAFMSA Challenge

It was all too easy for Daren Berris and his V8 Westfield in the first RAFMSA Scratch race at Anglesey, taking victory over Steve Quenby's Tiger R6 by a massive 22.21s, with Ed Fuller (Tiger) third. After the adjustments had been made for the 30-minute handicap pursuit, Quenby claimed the win, with eight seconds in hand over Berris.

Classic FF2000

Tom Pope was pressured in the early laps of the first Thruxton race by Ian Pearson and Marc Mercer, the latter pair swapping places by the flag. Pearson led early in the second but pulled off around the back of the circuit. Pope took the lead from Mercer a lap later, while Clive Wood filled the podium.

Sports 2000

A 50-minute SRCC Sports 2000 enduro rounded off the day's racing in Hampshire, Tom Stoten (below) going past Clive Hayes early on to take a lead he would only lose in the pitstop phase. Hayes pitted to hand to Bill Coombs, only to have the safety car emerge, consigning them to the middle of the pack.



Carr (right) just
held off Maeers
in vintage epic



BOB GERARD MEMORIAL MALLORY PARK, JULY 21 VSCC

It's a vintage sports Carr thriller

ROBERT CARR'S LAST-GASP VICTORY over Justin Maeers in an epic vintage racing cars duel between disparate machines enraptured packed spectator banks at the VSCC's annual Mallory Park event.

"J-e-e-e-sus, that was good fun," chortled the victor, after a thriller in which mutual respect and trust were keys. The pair traded the lead continually, once traversing Devil's Elbow abreast, inches apart.

Three times Carr's advantage in the lithe 2-litre AC/GN Special was hundredths, but with one frenetic tour remaining Maeers had the 6.1-litre Curtiss aero-engined GN

Parker in front by 0.13s.

Justin thundered into Shaw's hairpin ahead but Rob, to his left, turned in late for a tight exit. As they accelerated, Carr pounced on "one small gearchange error" by Maeers and shot over the cambered drop ahead as his buddy grunted back to within 0.05s.

Having at last traced his engine trouble to a lack of fuel pressure, the intrepid Maeers enjoyed a spiffing day's sport. He won the Mallory Park Trophy (after sparring partner Dougal Cawley gyrated his Riley-Ford 'Piglet') and a handicap, then drove the throbbing beast home!

The Bob Gerard Memorial Trophy event opened perfectly, Nick Topliss bagging his first win in ERA R4A, in which 'Mr Bob' opened the circuit in 1956. Topliss stayed cool, despite the omnipresence of Maeers.

Andrew Mitchell (HRG) beat tenacious Sue Darbyshire (Morgan Super Aero) to scoop the Mallory Mug, as different marques filled the top 10 places in the convivial Owner-Driver-Mechanic series pre-war sportscar showpiece.

With Fred Harper lurking at the back after his Kurtis-Offy Indy Roadster shed a water pipe in practice, Will Nuthall repeated his 2011 Gerard Trophy win, this time in Mary Grant's Cooper-Bristol. Hard-trying Harper was 7.8s shy.

Supplemented by Simon Brown's 1100cc Cooper V-twin, 22 500cc F3s provided a shapshot of Mallory's infancy, with four abreast disputing the lead off Devil's Elbow first time round. Although timekeepers took a while to 'find' Brown after the rolling start, he just prevailed over a 'Manx Norton mob' (George Shackleton, Roy Hunt and Mike Fowler), with the 'JAP army' (Richard Bishop-

Miller, Richard de la Roche and John Turner) in its wake.

Bolides great and small, from Tony Lees's 11.8-litre Vauxhall Viper Special of 1913-18 to Austin 7s, populated the staggered-start Dick Baddiley, Edwardian and Burghley Trophies handicap. Michael New (Riley) usurped limit man Roger Twelvetees's Buick a lap early, but Gegan Thruston's A7 – the quickest car on track – and Lees vaulted to second and third.

With two rear-engined cars infiltrating the Formula Junior 'pullers', Sam Wilson scooped his third John Taylor Memorial garland in a newly restored Lotus 20/22. Lola legend Ian Ashley – the outright lap record holder in an F5000 T330 40 years ago – won the front-engined fight in Justin Fleming's Mk2.

Simon Blakeney-Edwards, who rolled his Frazer Nash Shelsley here last year, hounded Greg Lerigo's shapely Riley home in the other vintage handicap. Wife Jo mirrored Simon's result in the scratch finale, having led 1973 BTRDA rally champ Richard Iliffe's Riley Kestrel.

● Marcus Pye

Topliss (leading) won
pre-war scratch race
in ex-Gerard ERA



VINTAGE RACING CARS (10 LAPS) 1 Robert Carr (AC/GN Special); 2 Justin Maeers (GN Parker) +0.13s; 3 Sue Darbyshire (Morgan Super Aero); 4 Iain Stewart (Morgan Super Aero); 5 Chris Hudson (Bugatti T35B); 6 Bruce Stops (Bugatti T35/44). **Fastest lap** Maeers 58.61s (82.92mph). **MALLORY PARK TROPHY, SPECIAL PRE-WAR SPORTS CARS (8 LAPS)** 1 Maeers; 2 Guy Plante (Alvis Speed 25 Spl) +15.32s; 3 Ewen Getley (Bentley 3/4 1/2); 4 David Pryke (Riley 12/4 TT Sprite Rep); 5 Brian Maile (Alvis Speed 25 Sports); 6 Tim Hopkinson (Riley Spl). **FL** Maeers 59.59s (81.56mph). **PRE-WAR HANDICAP (6 LAPS)** 1 Maeers; 2 Richard Reay-Smith (Lagonda LG45) +7.41s; 3 Jeffrey Edwards (Alvis Sports Spl); 4 Maile; 5 Julian Grimwade (Lagonda Rapier); 6 Plante. **FL** Maeers 1m00.19s (80.74mph). **PRE-WAR SCRATCH (6 LAPS)** 1 Nick Topliss (ERA R4A);

2 Maeers +1.56s; 3 Robert Cobden (Riley Falcon Spl); 4 Pete Candy (Riley 'Super Rat'); 5 Tim Greenhill (Wolseley Hornet Spl 'Red Henry'); 6 Terry Crabb (ERA R12C). **Class winners** Maeers; Cobden; Nick Hayward-Cook (Austin 7 Ulster). **Handicap** Rod King (Delage Spl). **FL** Topliss 56.94s (85.23mph). **MALLORY MUG, STANDARD & MODIFIED PRE-WAR SPORTS CARS (8 LAPS)** 1 Andrew Mitchell (HRG 1 1/2-litre); 2 Darbyshire +1.21s; 3 Adam Painter (Maserati 4CS); 4 Mark Brett (Ballamy-Ford V8 Spl); 5 John Guyatt (Talbot Lago T150C); 6 Andy Bush (Riley TT Sprite Rep). **CW** Brett. **FL** Mitchell 1m01.07s (79.58mph). **BOB GERARD MEMORIAL TROPHY, PRE-'61 RACING CARS (12 LAPS)** 1 William Nuthall (Cooper-Bristol Mk2); 2 Fred Harper (Kurtis-Offenhauser) +7.83s; 3 Topliss; 4 Cobden; 5 Tom Dark (Bugatti T73C); 6 Ben Fidler (ERA AJM1).

FL Harper 55.40s (87.73mph). **500CC FORMULA 3 (8 LAPS)** 1 Simon Brown (Cooper-JAP V-twin Mk4); 2 George Shackleton (Cooper-Norton Mk11) +1.00s; 3 Roy Hunt (Martin-Norton); 4 Mike Fowler (Cooper-Norton Mk5); 5 Richard Bishop-Miller (Revis-JAP); 6 Richard de la Roche (Smith Buckler-JAP). **CW** Shackleton; Hunt; Shirley Monro (Cooper-JAP Mk4). **FL** Hunt 1m01.02s (79.65mph). **DICK BADDILEY, EDWARDIAN RACING & BURGHLEY TROPHIES HANDICAP (6 LAPS)** 1 Michael New (Riley 12/4); 2 Gegan Thruston (Austin 7 Spl) +10.06s; 3 Tony Lees (Vauxhall Viper Spl); 4 Ian Fyfe (Alvis 12/70 Spl); 5 Julian Majzub (Sunbeam Indianapolis); 6 Andrew Howe-Davies (SCAT Racer). **FL** Thruston 1m07.89s (71.59mph). **JOHN TAYLOR MEMORIAL TROPHY, FORMULA JUNIOR**

(12 LAPS) 1 Sam Wilson (Lotus 20/22); 2 Ian Ashley (Lola Mk2) +43.86s; 3 Richard Ellingworth (Gemini Mk2); 4 Stephen Barlow (BMC Mk1); 5 David Brand (BMC Mk2); 6 Mike Fowler (Gemini Mk2). **CW** Ashley; Martin Sheppard (Stanguellini); Shane Trim (Cooper T59). **FL** Wilson 50.59s (96.07mph). **PRE-WAR HANDICAP (6 LAPS)** 1 Greg Lerigo (Riley Spl); 2 Simon Blakeney-Edwards (Frazer Nash Shelsley) +0.52s; 3 Tim Kneller (Riley 12/4 Spl); 4 Richard Iliffe (Riley Kestrel 12/4 Spl); 5 Fred Boothby (MG J2); 6 Richard Brightman (Riley Nine 12/4 Spl). **FL** Kneller & Iliffe 1m02.91s (77.25mph). **PRE-WAR SCRATCH (6 LAPS)** 1 Iliffe; 2 Jo Blakeney-Edwards (Frazer Nash Shelsley) +1.69s; 3 Charles Jones (MG L-type Magna); 4 Lerigo; 5 Ralf Emmerling (Riley Brooklands); 6 Brightman. **CW** Emmerling. **FL** Blakeney-Edwards 1m05.66s (74.02mph).

BRITISH HILLCLIMB CHAMPIONSHIP BOULEY BAY & VAL DES TERRES, JULY 18 & 20

'Only' one-win Moran top scores

DESPITE WINNING JUST ONE OF THE four rounds, championship leader Scott Moran was highest scorer on the annual Channel Islands trip.

Hill records were broken by Moran and others more than once, earning bonus points each time this was accomplished in a run-off.

Jos Goodyear (recently returned to action) set the scene with a new Bouley hill record on his first qualification run, but the first run-off went to Wallace Menzies, who lowered a hill record for the first time in his career.

Menzies was unable to qualify for the second run-off after a qualification error at the first bend. "This was always going to be trees or trophies," he said.

Reigning champion Trevor Willis also went inside the old record. He finished a narrow second in the first run-off, but shaved a further 0.02s off his time to win the second.

Points leader Moran was always in touch, with third in the first and then second in the final shootout.

Goodyear got nothing extra from his early record-breaking efforts but would correct that two days later.

At Val des Terres on Saturday the course was quick, despite recent patchwork repairs on what is a busy public road and bus route.

As ever there were a number of locals registered in hope of using Guernsey knowledge to take on who they call 'The Nationals'.

Most successful was airport fireman Darren Warwick, driving the ex-Paul Haines Hillclimb Leaders-winning Dallara. He took a second and a fourth.

As the first run-off got underway,



Goodyear returned and took VDT record

BOULEY BAY ROUND 17 1 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 37.60s record; 2 Trevor Willis (3.2 OMS-Powertec 28) 37.64s; 3 Scott Moran (3.5 Gould-NME GR61X) 38.15s; 4 Roger Moran (3.5 Gould-NME GR61X) 38.78s; 5 John Bradburn (3.5 Gould-Cosworth GR55) 38.84s; 6 Jos Goodyear (1.6 GWR Raptor Extreme 02) 38.86s; 7 Will Hall (3.5 Force-Nissan WH) 39.15s; 8 Alex Summers (1.3s DJ-Suzuki Firehawk) 39.50s; 9 Tom New (4.0 Gould-Judd GR55) 39.77s; 10 Richard Spedding (1.6 Force-Suzuki PC) 40.02s; 11 Darren Warwick (2.0 Dallara-Opel) 40.13s; 12 Dave Uren (1.6 Force-Suzuki PC) 40.18s.
ROUND 18 1 Willis 37.62s; 2 S Moran 38.10s; 3 Goodyear 38.11s; 4 Summers 38.69s; 5 R Moran 39.03s; 6 Hall 39.47s; 7 Bradburn 39.50s; 8 New 39.66s; 9 Uren 39.69s; 10 Spedding 39.98s; 11 Steve Day (1.6 GWR Raptor Extreme 01) 40.98s; Warwick Fail.

Class winners Mike Manning (2.0t Ford-Cosworth Puma) 42.55s; Richard Buchanan (1.8 Caterham-Rover) 50.10s; Mick Lancashire (2.0 Avon Sprint) 44.83s; Andy Dunbar (2.0 Westfield-Vauxhall SEI) 44.23s; Ian le Messurier (1.4 LemTech DB001) 42.78s; Tim Torode (1.6 Mallock-Suzuki Mk18) 41.38s; Graham Wynn (1.3t Force-Suzuki) 41.91s record; Ricky le Cheminant (1.1 OMS PR) 41.62s record; Glyn Moignard (1.3 OMS 2000M) 42.55s; Goodyear 37.80s record; Summers 38.14s record; Willis 38.62s.

VAL DES TERRES ROUND 19 1 S Moran 27.19s; 2 Warwick 27.90s; 3 R Moran 28.26s; 4 Summers 28.32s; 5 Willis 28.61s; 6 Goodyear 28.69s; 7 Menzies 28.75s; 8 Hall 28.94s; 9 Nick Saunders (1.6 Reynick-Suzuki) 28.98s; 10 Bradburn 28.99s; 11 New 29.48s; 12 Paul le Messurier (1.4 Lemtech-Suzuki DB03) 31.98s.

ROUND 20 1 Goodyear 27.17s record; 2 S Moran 27.62s; 3 Willis 27.85s; 4 Warwick 27.95s; 5 Menzies

28.15s; 6 Bradburn 28.28s; 7 Hall 28.41s; 8 R Moran 28.69s; 9 Saunders 28.83s; 10 New 29.12s; 11 Spedding 29.24s; Summers DNS.

Class winners Mark King (4.5 Bodyline Special) 30.93s record; P le Messurier 29.39s record; Paul Priaux (1.0 HC) 29.14s record; Goodyear 27.44s; Warwick 28.11s record; S Moran 27.50s; Dale Crowsley (2.0 Mazda MX-5) 35.74s; Marc Maubec (1.0 MNR-Suzuki-Vortex) 32.52s; Dunbar 33.40s; Manning 33.64s; John Dunne (1.3 Ford-Cosworth BDH Escort Mk2) 34.92s; Simon Ward (2.3 Peugeot 205 Special) 33.71s; Steve Marquis (1.8 Citroen-Dunnell Zetec 2CV) 33.57s; Richard Lovell-Butt (6.0 Jensen-Chrysler CV8) 48.44s.

POINTS 1 S Moran, 171; 2 Willis, 157; 3 R Moran, 117; 4 Menzies, 114; 5 Hall, 92; 6 Bradburn, 81; 7 Summers, 71; 8 Goodyear, 46; 9 Deryk Young, 39; 10 Spedding, 32.

spectator areas buzzed in hope of records but it did not happen in the way they might have predicted.

Willis and Menzies were a little disappointing, as was Goodyear, whose car sounded rough when he inadvertently switched to wet-

weather traction control.

Thus it was a Scott Moran win. In one of his typically unspectacular runs, he also took the hill record away from Goodyear, who later set fastest qualification time for the second run-off.

Moran set an excellent time in that final shoot-out, then Goodyear threw caution to the wind and grabbed the record back in the last run of the day.

"I just had to try to get it back," said an elated Goodyear.

● Eddie Walder

BRITISH RALLYCROSS CHAMPIONSHIP MAASMECHELEN, JULY 21

Dutch ace Kuipers beats British top dog Godfrey

CHAMPIONSHIP LEADER JULIAN Godfrey cemented his place at the top of the leaderboard with a maximum points haul from the series' summer sojourn to Belgium.

In a joint event with the Belgian championship, Godfrey's Fiesta topped the order after the qualifying heats to earn pole position, alongside Belgian drivers Koen Pauwels and Patrick van Mechelen.

But it was Dutchman Jos Kuipers who made the best start from the second row to grab the lead into the first corner. Godfrey took his joker on lap one, dropping behind B final victor Pat Doran. Pauwels took his joker on lap two, van Mechelen doing the same on lap three.

Doran ran second to Kuipers's

Focus until the final lap, both taking their joker at the last opportunity.

Godfrey made it past Doran, but didn't have enough to take the lead outright, Kuipers just returning in front and holding Godfrey off until the finish line.

"I lost a little bit of time when I was behind Pat; without that I think I would have beaten Kuipers," said Godfrey. "I'm pleased with the result, and although it would have been nice to win, I get maximum British championship points here because Kuipers isn't registered; that puts us in a strong position."

Van Mechelen finished third, with Pauwels fourth and Doran fifth.

Jos Jansen had his best run of the year and came home sixth, ahead of



Godfrey's Fiesta (left) lost out to Kuipers's Focus in the A final

round one winner Kevin Procter.

British championship regulars Jon B Hrolfsson and Mark Watson finished in the B final.

European championship runner Andy Scott had entered the event in his Peugeot 208 supercar, but had to withdraw just days before due to a broken collarbone sustained in a crash during testing in France.

● Hal Ridge

RESULTS

SUPERCAR A FINAL (5 LAPS) 1 Jos Kuipers (Ford Focus); 2 Julian Godfrey (Ford Fiesta) +2.0s; 3 Patrick van Mechelen (Ford Fiesta); 4 Koen Pauwels (Ford Focus); 5 Pat Doran (Citroen DS3); 6 Jos Jansen (Ford Focus).

POINTS 1 Godfrey, 93; 2 Doran, 65; 3 Jon B Hrolfsson (Subaru Impreza), 63; 4 Mark Watson (Citroen Xsara), 53; 5 Kevin Procter (Ford Focus), 49; 6 Andy Grant (Ford Focus), 41.



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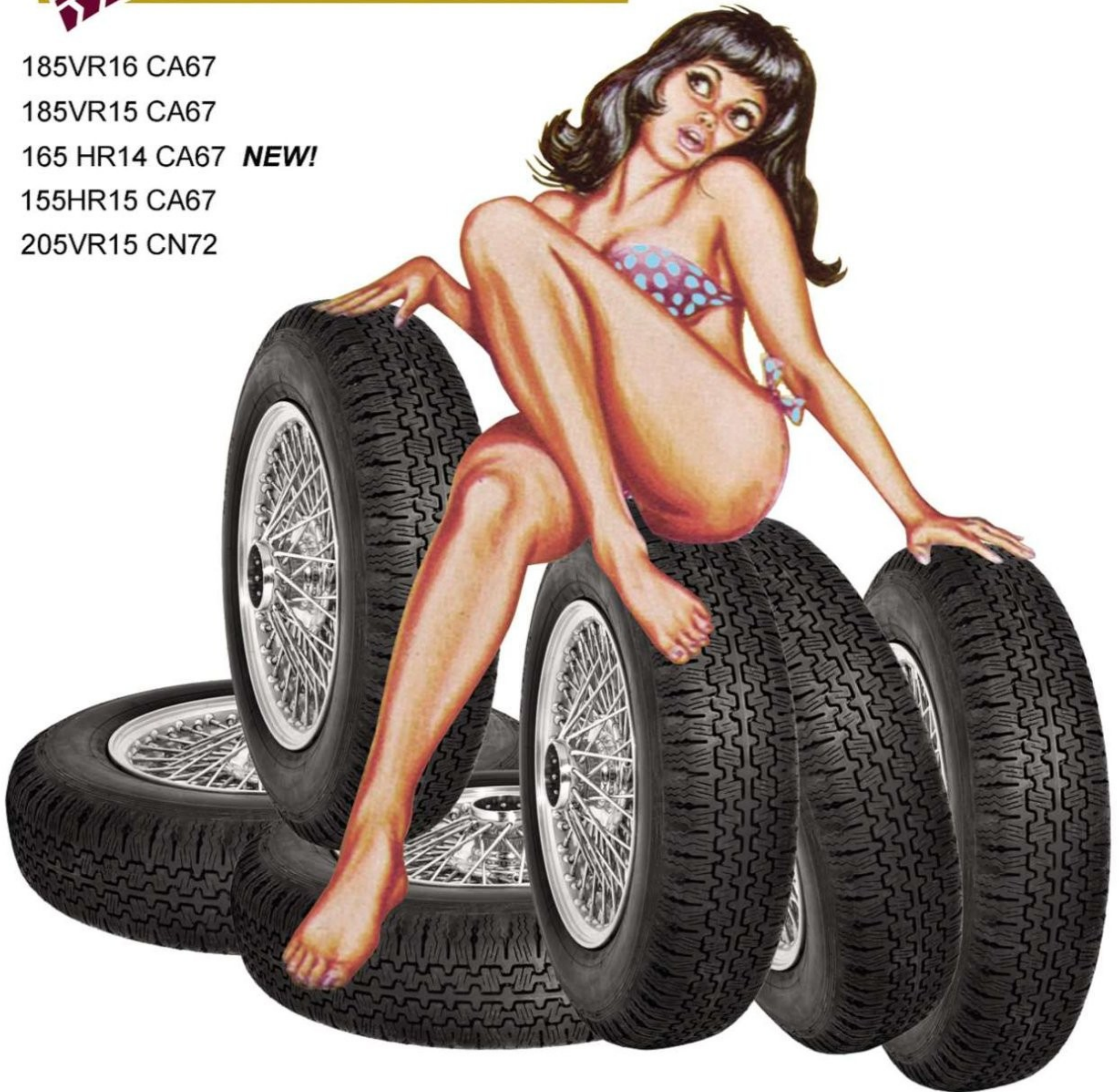
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NATIONAL RESULTS ROUND-UP

SNETTERTON

BRSCC, JULY 20-21



EURO SALOONS/SPORTSCARS & 4TWO CUP (10 LAPS)

1 Gary Prebble (Mitsubishi Evo RS); 2 Steve Harris (Saker Sportscar) +4.059s; 3 Paul Rose (Saker Sportscar); 4 Steve Putt (Mazda RX7); 5 Doug Ellwood (Marcos Mantis); 6 Ilsa Cox (SEAT Leon Cupra). **Class winners** Cox; Chris Whiteley (Leon); Theo de Berg (Smart 4Two). **Fastest lap** Rose 1m58.468s (90.21mph). **RACE 2 (11 LAPS) 1 Rose**; 2 Harris +12.427s; 3 Prebble; 4 Cox; 5 Stephen Brooks (Leon Supercopa); 6 Nick Hayes (Leon Cupra). **CW** Cox; Hayes; de Berg. **FL** Rose 1m58.114s (90.48mph).

ALFA ROMEO (BOTH 9 LAPS) 1 Anthony George (156 Turbo); 2 Bryan Shrubbs (33) +21.621s; 3 Darelle Wilson (GT Diesel); 4 Roger Evans (147 GTA); 5 Chris Oxborough (75); 6 Ray Foley (GTV). **CW** Shrubbs; Wilson; Evans; Fraser O'Brien (Fiat Punto HGT); James Ford (156). **FL** George 2m08.722s (83.03mph). **RACE 2 1 George**; 2 Wilson +39.361s; 3 Evans; 4 Oxborough; 5 Graham Seager (GTV); 6 Foley. **CW** Wilson; Evans; Ford; O'Brien; James Palmer (Smart). **FL** George 2m07.755s (83.66mph). **MAZDA MX5 (BOTH 9 LAPS) 1 James Blake-Baldwin**; 2 Tom Roche +5.387s; 3 Brett Smith; 4 Alan Henderson; 5 Ed Gay; 6 Alexander Preston. **FL** Blake-Baldwin 2m22.232s (75.14mph). **RACE 2 1 Blake-Baldwin**; 2 Roche +4.069s; 3 Simon Baldwin; 4 Henderson; 5 Smith; 6 Simon Goddard. **FL** Blake-Baldwin 2m23.000s (74.74mph).

FIESTA JUNIOR (9 LAPS) 1 Alex Reed; 2 James Ross +0.460s; 3 Robert Cox; 4 Rory Collingbourne; 5 Ben Wilcox; no other finishers. **FL** Reed 2m20.210s (76.22mph). **RACE 2 (7 LAPS) 1 Ross**; 2 Reed +0.670s; 3 Cox; 4 Geri Nicosia; 5 Michael Higgs; 6 Aaron Thompson. **FL** Ross 2m20.837s (75.88mph).

FIESTA CLASSES A, B & D (BOTH 9 LAPS) 1 James Appleby (Zetec S); 2 David Abbott (Zetec S) +0.204s; 3 Alan Donnelly (Si); 4 Ian Scruton (Si); 5 Andrew Mollison (Zetec); 6 Ken Bateman (Zetec). **CW** Donnelly; Mollison. **FL** Abbott 2m23.059s (74.71mph).

RACE 2 1 Abbott; 2 Appleby +1.820s; 3 Bateman; 4 Donnelly; 5 Scruton; 6 Mollison. **CW** Bateman; Donnelly. **FL** Abbott 2m24.044s (74.20mph).



Rob Spencer presses on in his V8 MGB at Cadwell

CADWELL PARK

MSVR/MGCC, JULY 20-21



ECURIE GTS (16 LAPS) 1 Malcolm Gammons (MGB Roadster)

2 John Yea (MGB Roadster) +23.393s; 3 David Russell-Wilks (MGB Roadster); 4 Richard McKoen (Triumph TR4A); 5 Craig Taylor (MGB FIA Roadster); 6 James Marsden (MGB FIA Roadster). **CW** McKoen. **FL** Rod Begbie (TVR Grantura MkIII) 1m48.381s (72.64mph).

BCV8 (12 LAPS) 1 Rob Spencer (MGB GT V8); 2 Ian Prior (MGB GT V8) +0.512s; 3 James Wheeler (MGB GT V8); 4 Ken Deamer (MGB GT V8); 5 Mark Scott (MGB Roadster); 6 Neil Fowler (MGC). **CW** Scott; Richard Wilson (MGB Roadster). **FL** Prior 1m40.494s (77.99mph).

THOROUGHbred SPORTS CARS (6 LAPS) 1 Spencer; 2 Prior +0.562s; 3 Deamer; 4 Peter Barnard (Elva Courier Mk1); 5 Scott; 6 Barry Holmes (MGB GT V8). **CW** Barnard; Tyrone White (MGB V8 Roadster); Martyn Clews (MG Midget). **FL** Prior 1m40.285s (78.50mph).

RACING SALOONS (9 LAPS) 1 Stephen Pearson (BMW E36 M3); 2 Marcos Burnett (BMW M3) +10.326s; 3 Stephen Primett (Ford Escort); 4 Dan Roberts-Jefferson (VW Golf); 5 Danny Cassar (Proton Satria GTi); 6 Luke Bennett (Honda Integra Si). **CW** Primett; Chris Palmer (Jaguar XJS); Colin Stubbs (Rover 216 GTi); Ben Woodcock (BMW E30 320i). **FL** Pearson 1m41.337s (77.69mph).

RACE 2 (6 LAPS) 1 Pearson; 2 Primett +0.733s; 3 Roberts-Jefferson; 4 Cassar; 5 Reece Jones (SEAT Ibiza); 6 Barnaby Davies (Toyota Starlet). **CW** Primett; Palmer; Stubbs. **FL** Pearson 1m42.425s (76.86mph).

MG METRO CUP (12 LAPS) 1 Mike Williams (Rover 100); 2 Tom Sanderson (Rover Metro GTi) +0.803s; 3 Dick Trevett (MG Metro Turbo); 4 Thomas Grainger (Rover Metro GTi); 5 Jonathan Woodcock (Rover Metro GTi); 6 Tony Howe (MG Metro Turbo). **CW** Grainger; Alex Flower (MG ZR 105). **FL** Williams 1m46.709s (73.78mph).

ANGLESEY

BARC, JULY 20-21



BRSCC FORMULA JEDI (9 LAPS) 1 Lee Morgan; 2 Paul Butcher +2.371s; 3 Jack Lang; 4 James MacLachlan; 5 Scott Stevens; 6 Alok Iyengar. **FL** Morgan 1m05.042s (85.79mph). **RACE 2 (19 LAPS) 1 Morgan**; 2 Butcher +5.085s; 3 Richard Gittings; 4 Lang; 5 MacLachlan; 6 Stevens. **FL** Morgan 1m04.836s (86.06mph).

SAXMAX (BOTH 12 LAPS) 1 Guy Wenham; 2 James Dorlin +11.057s; 3 Daniel Howard; 4 Tom Parker; 5 Adam Hatfield; 6 Charlie Morgan. **FL** Wenham 1m26.299s (64.65mph).

RACE 2 1 Wenham; 2 Dorlin +10.562s; 3 Hatfield; 4 Morgan; 5 Howard; 6 Parker. **FL** Wenham 1m26.012s (64.87mph).

RAFMSA CHALLENGE (12 LAPS) 1 Darren Berris (Westfield



Tom Pope won two at Thruxton

V8; 2 Steve Quenby (Tiger R6) +22.218s; 3 Ed Fuller (Tiger Super 6); 4 Ian Fletcher (Fletcher Hornet Mk2); 5 Simon Wing (Peugeot 205 GTi); 6 Darren Howe (VW Golf GTi). **FL** Berris 1m17.559s (71.94mph).

HANDICAP (23 LAPS) 1 Quenby; 2 Berris +8.656s; 3 Chris Camp (Lexus); 4 Howe; 5 Fuller; 6 Gareth Nutley (Peugeot 206). **FL** Berris 1m16.796s (72.66mph).

THRUXTON

BARC, JULY 21



CLASSIC FF2000 (BOTH 15 LAPS) 1 Tom Pope (Van Diemen RF82); 2 Marc Mercer (RF82) +3.043s; 3 Ian Pearson (Van Diemen RF83); 4 Jon Finch (RF82); 5 Tony Hancock (RF82); 6 Nigel Corry (RF82). **FL** Clive Wood (RF82) 1m19.922s (106.12mph).

RACE 2 1 Pope; 2 Mercer +0.777s; 3 Wood; 4 Paul Wighton (RF82); 5 Finch; 6 Hancock. **CW** Lawrence Denne (Reynard SF79). **FL** Wood 1m19.782s (106.30mph).

SRCC SPORTS 2000 (36 LAPS) 1 Tom Stoten (Gunn TS88); 2 John Owen/Mike Turner (MCR) +52.365s; 3 Peter Williams (MCR); 4 David Croft (Gunn TS11); 5 Bill Coombs/Clive Hayes (MCR); 6 Paul Martin (MCR). **CW** Owen/Turner; Coombs/Hayes; Mike Fry (Lola T86/90); Paul Stevenson/Tom Mills (Lola T492); Colin Feyerabend (Lola T90/90). **FL** Coombs 1m17.152s (109.93mph).



Rex Nye clambers out from his Fiesta after this roll at Snetterton

ALMOST TOO MUCH TO SEE

The Silverstone Classic seems to keep on getting bigger and it's tough to keep up with everything. **KEVIN TURNER** is your guide

Over 1000 entries competing across 24 races over three days. And this year there is no celebrity event to break up the exotica.

The Silverstone Classic is one of the world's biggest historic meetings and this weekend's edition will once again pose a challenge for those wanting to see everything on offer.

Three different Formula 1 grids cover the post-war period up to the

mid-1980s, split at 1961 and 1966, and there are no fewer than six separate battles for sportscars and GT machinery ranging from the 1950s to the 1990s.

Some of the event's star drivers are spread among the three touring car groups, while Historic FF1600, Formula Junior and F2 versus F5000 should provide close wheel-to-wheel single-seater action.

As well as the now customary

support acts, including live music, air displays, club stands and stalls, there are a number of anniversary parades. On Sunday, 911 Porsche 911s will take to the circuit to mark the iconic design's 50th anniversary. Aston Martin (100), Lamborghini (50) and Chevrolet Corvette (60) birthdays will also be celebrated.

But it's the racing that really counts, so here is our guide to some of the likely highlights.

TIN-TOP SUPERSTARS

Touring car fans are well catered for this year, and not just in terms of the machinery on show. Several stars past and present will also be out on track.

Former BTCC champion Tim Harvey will be reunited with the Ford Sierra RS500 he drove in 1989-1990, but he'll be hard pushed to defeat the ex-works Peugeot 406 of Patrick Watts in the Super Touring Trophy races. The Nissan Primera of last year's double winner Rick Pearson and Brands Hatch Superprix race victor James Dodd will be among those trying to mix it with the big names.

Three-time World Touring Car champion and current DTM racer

Andy Priaulx will make his Classic debut, sharing a BMW 1800 Ti with Richard Solomons in the Under 2-Litre Touring Car stanza. They'll have their work cut out to beat the Lotus Cortina horde, which includes last year's winner Sean McInerney, 2011 victors Leo Voyatzides/Simon Hadfield, Carlos Monteverde/Gary Pearson, Henry Mann/Mat Jackson and Mike Gardiner/Phil Keen.

The rumbling Ford Falcons will take some beating in the Trans-Atlantic Trophy for pre-1966 machines, in which reigning WTCC champion Rob Huff pedals a Mini Cooper S with Desmond Smail.



Harvey will be reunited with RS500 monster



FF1600 should be super competitive

CLASSIC NEWCOMERS

Anyone who has seen the Walter Hayes Trophy on the Silverstone National circuit will know how close Kent-engined Formula Ford racing can be. The pre-1972 machines make their Classic debut this year and over 50 cars should make an impressive sight.

Former British Fford champion Callum MacLeod won last time out at Brands Hatch and his Merlyn will start as favourite, but Callum Grant, Benn Simms and Westie Mitchell should be in the pack. TV star/racer Tiff Needell will also be up there in the Lotus 69 in which he started his career.

Eclectic array of
exotic machinery
will thrill crowds



JAKOB EBREY

85

SILVER ARROW v BIG CAT

For fans of a certain age, Group C cars represent a high watermark for sportscar racing and two of the ultimate expressions of the breed will go head-to-head at Silverstone.

Gareth Evans, who won both races last year, has upgraded from Sauber C9 to Mercedes-Benz C11, but that may not be enough, even for his faster co-driver Bob Berridge. That's because former Peugeot ace Nicolas Minassian is driving Evans's Jaguar XJR-14.

If it runs cleanly the 3.5-litre wondercar that moved the goalposts in the World Sportscar Championship should beat Berridge's 1m47.745s C11 benchmark from 2011.

Katsu Kubota gave Evans a hard time that year and returns to lead a three-strong line-up of Nissan R90CKs, while Herve Regout (Porsche 962), Sabine Schmitz (962) and David Mercer (Spice SE90) will also be worth looking out for.

JUNIOR BUT NOT INFERIOR

It's 50 years since Peter Arundell won the British GP-supporting Formula Junior race so it's fitting that one of the best contests of the Classic is named after him.

The 1100cc single-seaters have a habit of overshadowing some of the more exotic machines when it comes to close and clean combat around the Grand Prix circuit.

Cooper T59 ace Jon Milicevic narrowly pipped Sam Wilson in

both 2011 races, as well as during this May's Silverstone International Trophy meeting, and the rivals should be at it again. This time, though, Wilson has forsaken his T59 for a Lotus 20/22.

They shouldn't have things all their own way either, for 2012 race winner David Methley (Brabham BT6) returns, and there are several others capable of getting into the slipstreaming fray.

THE BIG GUNS

Oliver Bryant will be looking for a hat-trick in the Masters Sports Car encounter, which now has FIA status. His won't be the only quick Lola T70 though, with the Grant Tromans/Martin Stretton and Leo Voyazides/Simon Hadfield examples being the most likely challengers.

Paul Knapfield's Ferrari 512M, the Porsche 917 of Carlos Monteverde/Gary Pearson, and Martin O'Connell's Chevron B19 should provide some variety at the front.

Be sure to look out for the famous names too. Tin-top legend Steve Soper makes his racing return in a Ford GT40, while BTCC team bosses Mike Jordan (sharing a GT40 with Philip Walker) and Christian Dick (Chevy Corvette) are also entered.

Bryant's T70 starred
at last year's Classic



TIMETABLE

FRIDAY JULY 26

0900-1255	Qualifying
1255-1355	Lunch
1355-1930	Qualifying

SATURDAY JULY 27

0900-0920	Historic Formula Juniors
0940-1000	Historic FF1600
1020-1110	Pre-1961 Sports Cars
1130-1220	Under 2-Litre Touring Cars
1220-1320	Lunch
1320-1340	FIA Masters Historic F1
1400-1420	Masters Pre-1966 Trans-Atlantic Touring Cars
1440-1500	HGPCA Pre-1961 GP Cars
1520-1610	FIA Masters Historic Sports Cars
1630-1650	F2 versus F5000
1710-1730	Super Touring Car Trophy
1750-1810	HGPCA Pre-1966 GP Cars
1810-1910	Evening break
1910-2010	Pre-1966 GTs
2030-2100	Group C

SUNDAY JULY 28

0900-0920	Historic FF1600
0940-1040	Pre-1956 Sports Cars
1100-1120	Historic Formula Juniors
1140-1230	RAC TT for Pre-1963 GTs
1230-1330	Lunch
1330-1400	Group C
1420-1440	HGPCA Pre-1961 GP Cars
1500-1520	Super Touring Car Trophy
1540-1600	FIA Masters Historic F1
1620-1640	Masters Pre-1966 Trans-Atlantic Touring Cars
1700-1720	HGPCA Pre-1966 GP Cars
1740-1800	F2 V F5000

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THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

What you think of the motorsport news of the past week



Would standard-spec
wheelguns and 'nuts
sort safety concerns?

Gunning for pitlane dangers

Dieter Rencken is correct that banning TV media in the pitlane won't prevent wheels becoming detached from F1 cars.

Unfortunately, as with aerodynamics, teams are spending inordinate amounts of money chasing minuscule improvements that neither benefit the sport, nor have any real-world relevance.

The FIA should mandate a single wheelgun specification and fix the design of wheelnuts, threads and locking devices. Five-second minimum stops

would allow time to complete a tyre change without error – timing can be controlled with a traffic light system that is linked to the wheelguns, ensuring cars are never released with vital parts absent.

Finally, let's go one step further and solve another pitlane safety problem: link the traffic lights to each other, and to timing loops in the pitlane, to prevent drivers being released into the path of other cars.

Dave Smith, by email

As the Mallory saga rumbles on (July 18, p67), I wonder how many of the locals who have complained about 'noise' from a motor racing circuit know the history of their village.

Kirkby Mallory in 1962, when the circuit was fully operational, consisted of no more than 30 houses and none in the immediate surroundings; these were mostly built post-1980.

Why buy a house near a racing circuit and then complain? It was there before you, so accept it or move away.

Mallory Park supports numerous businesses. Are these people happy for others to lose their livelihoods?

Ross Fisher
By email

To be fair, the situation at Mallory Park is a lot more complex than just nimbyism, but

it shouldn't be beyond the wit of man to achieve a satisfactory compromise – Ed

Lord March always starts his

Goodwood prize-giving speech by thanking all who work so hard to make the Festival of Speed a success. He did mention the BARC, but I'm sorry he didn't make a more specific mention of the marshals.

The heat this year made their task particularly uncomfortable – not for them the luxury of 'peeling off a layer and retreating to the shade'.

Not everyone at Goodwood would have made the connection between the BARC and the marshals. Perhaps they could receive a specific mention next year. Until then, let me say a big 'thank you'.

Debbie Williams
Cambridge

I may be naive, but after reading

Dieter Rencken's piece (June 6) about CVC and listing of commercial rights, it's clear F1 has dark clouds brewing.

Is a solution for the teams to collectively buy the shares from CVC, raising the money from their investors, on the back of a structure that gives future returns directly to the teams and their backers?

Profits would then be paid back to the teams, proportional to their investment. The big issue would be who manages the day-to-day issues, but this is the role and strength of character that a Bernie-type replacement would need.

The money would remain within the sport, not be used to profit institutions that seek financial gain from F1 at the expense of future stability of the sport.

Paul Miller
Hampshire

In pictures

Our lensmen snapping the action around the globe, from Canada to Russia



GET READY TO RUMBLE
The bumper American Le Mans Series grid gets set to be unleashed around Mosport Park in Canada last Sunday afternoon



IT'S KAMUSKI KOBAYASHI!
Before his rather large shunt, here's ex-F1 racer Kamui Kobayashi in action for Ferrari in Red Square



ROSSO FLAG REQUIRED
Ferrari's Davide Rigon passes the stranded Toro Rosso of Daniil Kvyat during Silverstone's young driver test

IN A GALAXIE FAR, FAR AWAY
Apologies to Jack Sears for the wrong photo appearing in our Goodwood Festival of Speed report last week. This is his 1963 Ford Galaxie



In the shops

Desirable new releases

GUY ALLEN T-SHIRTS

£18.99 – shotdeadinthehead.com/autosport.html

Some of motorsport's most revered and best loved machines have had the Guy Allen illustration treatment and made it into T-shirt form. The Jim Clark Lotus 49 and BMW CSL are certainly two of our favourites, but you can also choose the Ferrari 312, Ford GT40 or Porsche 917. The T-shirts are 100 per cent cotton and available in sizes S-XXL in men's and women's cuts. All the designs are available on iPhone covers and mugs.



EBBRO LOTUS 49 1:20 KIT

£47.45 – grandprixmodels.com

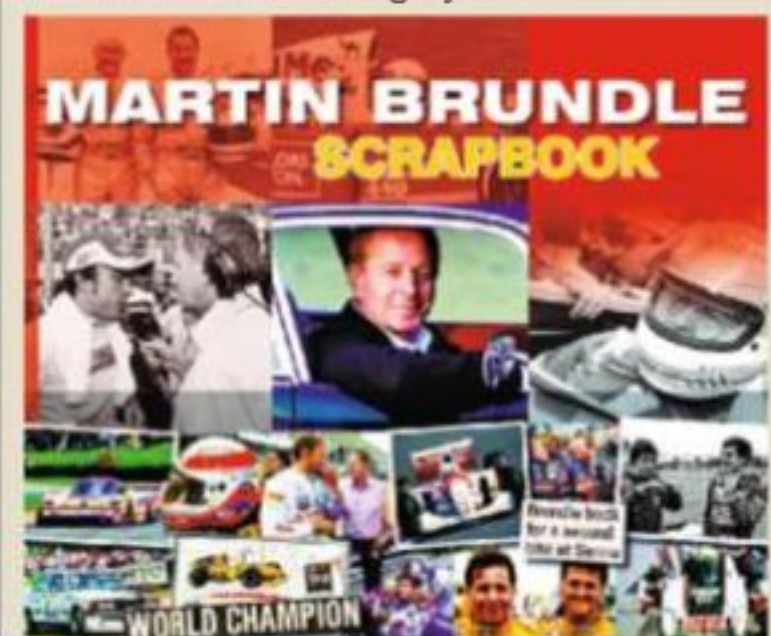
Ebbro has set the bar pretty high with its first few 1:20-scale plastic kits, all based on the Lotus 72 (in Gold Leaf, Rob Walker Racing and JPS livery) and its latest offering, the earlier Cosworth DFV-powered 49, seems to match up in every department. Detailing is superb – with plenty of after-market add-ons for the most serious builders – and you can choose a number of Jim Clark/Graham Hill options.



MARTIN BRUNDLE SCRAPBOOK

£29.95 – porterpress.co.uk

Martin Brundle: British motorsport institution, F1 veteran, world sportscar champion, Le Mans winner and award-winning TV commentator/pundit. There's plenty to look back on – and it's all here in Porter Press's scrapbook format. Packed with poignant, amusing and fascinating snippets and pics – from Brundle and his family, rivals, mates and colleagues – this is such a refreshing concept. We recommend it highly.



WHAT'S ON

ON TRACK IN THE UK

SILVERSTONE
CLASSIC

HSCC

July 26-28

silverstone.co.uk

The Goodwood Revival is more famous, but the Silverstone Classic is undoubtedly Britain's biggest historic racing event. There are over 1000 entries for this year's extravaganza on the Historic GP circuit, which includes exotica from the 1950s through to late-90s Super Touring cars. The machinery is spread across two paddocks and it's almost impossible to see everything, so put your best walking shoes on and utilise the shuttle buses to get around. Races (there are 24 in total) start on Saturday morning and tickets are only available in advance this year, so don't turn up and expect to get in on the gate. Full preview on page 84.

BRANDS HATCH

MSVR

July 27-28

brandshatch.co.uk

The new BRDC Formula 4 Championship has produced eight different winners from its first 12 races, so expect three more close-fought contests on the GP circuit this weekend. The British Endurance Championship, F3 Cup, MSVT Team Trophy and SPEED Euroseries are also in action, with Champion of Brands FF1600 and MSVT Trackday Trophy running on Saturday only.

SNETTERTON

MSVR

July 27

snetterton.co.uk

The 300 Circuit plays host to a two-hour Radical Sportscars enduro, plus sportscar allcomers races and a Formula Vee invitation event.



Formula 4 hopefuls
are in action on
Brands GP circuit

KIRKISTOWN

500MRCI

July 27

kirkistown.com

Irish Touring Cars, FF1600, Formula Sheane, Historics, Roadsports and Ginetta Junior are all in action for this month's race meeting on Northern Ireland's Ards peninsula.

KNOCKHILL

KMSC

July 27-28

knockhill.com

Races for Sports Saloons and Classics on clockwise and anti-clockwise versions of the circuit, plus Super Lap Scotland – Knockhill's version of Time Attack – and sprinting.

WISCOMBE PARK

British Hillclimb
Championship

July 27-28

britishhillclimb.co.uk

The picturesque Devonshire course is the latest battleground for the UK's fastest hillclimbers as they seek British series points.

ON TRACK AROUND THE WORLD



F1 gets back on
the road in Hungary

DUNBAR/LAT

HUNGARIAN
GRAND PRIXFormula 1 World
Championship

Rd 10/19

Hungaroring, Hungary

July 28

formula1.com

GP2 SERIES

Rd 7/11

Hungaroring, Hungary

July 27-28

gp2series.com

GP3 SERIES

Rd 5/8

Hungaroring, Hungary

July 27-28

gp3series.com

PORSCHE SUPERCUP

Rd 5/8

Hungaroring, Hungary

July 28

porsche.com/motorsport

NASCAR SPRINT CUP

Rd 20/36

Indianapolis, USA

July 28

nascar.com

GRAND-AM

Rd 8/12

Indianapolis, USA

July 27

grand-am.com

SPA 24 HOURS

Blancpain Endurance
Series

Rd 4/5

Spa, Belgium

July 27-28

blancpain-endurance-series.com

BRITISH FORMULA 3

Rd 2/4

Spa, Belgium

July 26-27

formula3.coEUROPEAN RALLY
CHAMPIONSHIP

Rd 7/12

Sibiu Rally, Romania

July 25-27

fiaerc.com

SUPER GT

Rd 4/8

Sugo, Japan

July 28

supergt.net

V8 SUPERCARS

Rd 8/14

Queensland Raceway,
Australia

July 27-28

V8supercars.com.au

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY JULY 25

0700-0730, 1345-1415 ESPN

NASCAR Now

0730-0800 Eurosport

Formula Renault 3.5: Spielberg

1400-1445 Sky Sports F1 LIVE

F1: Drivers' Press Conference

FRIDAY JULY 26

0845-1100 Sky Sports F1 LIVE

F1 Hungarian GP: Free Practice 1

1100-1135 Sky Sports F1 LIVE

GP2: Hungary Practice

1245-1450 Sky Sports F1 LIVE

F1 Hungarian GP: Free Practice 2

1450-1535 Sky Sports F1 LIVE

GP2: Hungary Qualifying

1700-1800 Sky Sports F1 LIVE

The F1 Show

1800-1845 Sky Sports F1

F1 Classics: Hungarian GP 1986

1845-1935 Sky Sports F1

F1 Classics: Hungarian GP 1993

2200-2230 Eurosport

ERC: Rally Romania Day 1

SATURDAY JULY 27

0355-0420 Channel 5

Motorsport Mundial

0845-0930 Sky Sports F1 LIVE

GP3: Hungary Qualifying

0855-0955 ITV4

Motorsport UK

0945-1110 Sky Sports F1 LIVE

F1 Hungarian GP: Free Practice 3

1130-1235 Motors TV LIVE

British F3: Spa-Francorchamps Race 3

1200-1435 Sky Sports F1 LIVE

F1 Hungarian GP: Qualifying

1435-1600 Sky Sports F1 LIVE

GP2: Hungary Feature Race

1500-1800, 2000-2130

Motors TV LIVE

Spa 24 Hours

1615-1705 Sky Sports F1 LIVE

GP3: Hungary Race 1

1715-1840 BBC1

F1 Hungarian GP:

Qualifying Highlights

1715-1930 Sky Sports F1

F1 Classics: Hungarian GP 1997

1800-2000 Motors TV

Grand-Am: Indianapolis

2130-0005 Motors TV LIVE

NASCAR Nationwide: Indianapolis

SUNDAY JULY 28

0700-1100, 1300-1600

Motors TV LIVE

Spa 24 Hours

0820-0910 Sky Sports F1 LIVE

GP3: Hungary Race 2

0930-1035 Sky Sports F1 LIVE

GP2: Hungary Sprint Race

1130-1615 Sky Sports F1 LIVE

F1 Hungarian Grand Prix

1705-1835 BBC1

F1 Hungarian Grand Prix Highlights

1800-2230 Premier Sports LIVE

NASCAR Sprint Cup: Indianapolis

1800-1900, 2115-2215 Sky Sports F1

F1 Hungarian GP Highlights

2130-2200 Eurosport

ERC: Rally Romania Review

2235-0040 Motors TV

Grand-Am: Indianapolis Highlights

MONDAY JULY 29

0500-0600, 1900-2000 ESPN

NASCAR Sprint Cup:

Indianapolis Highlights

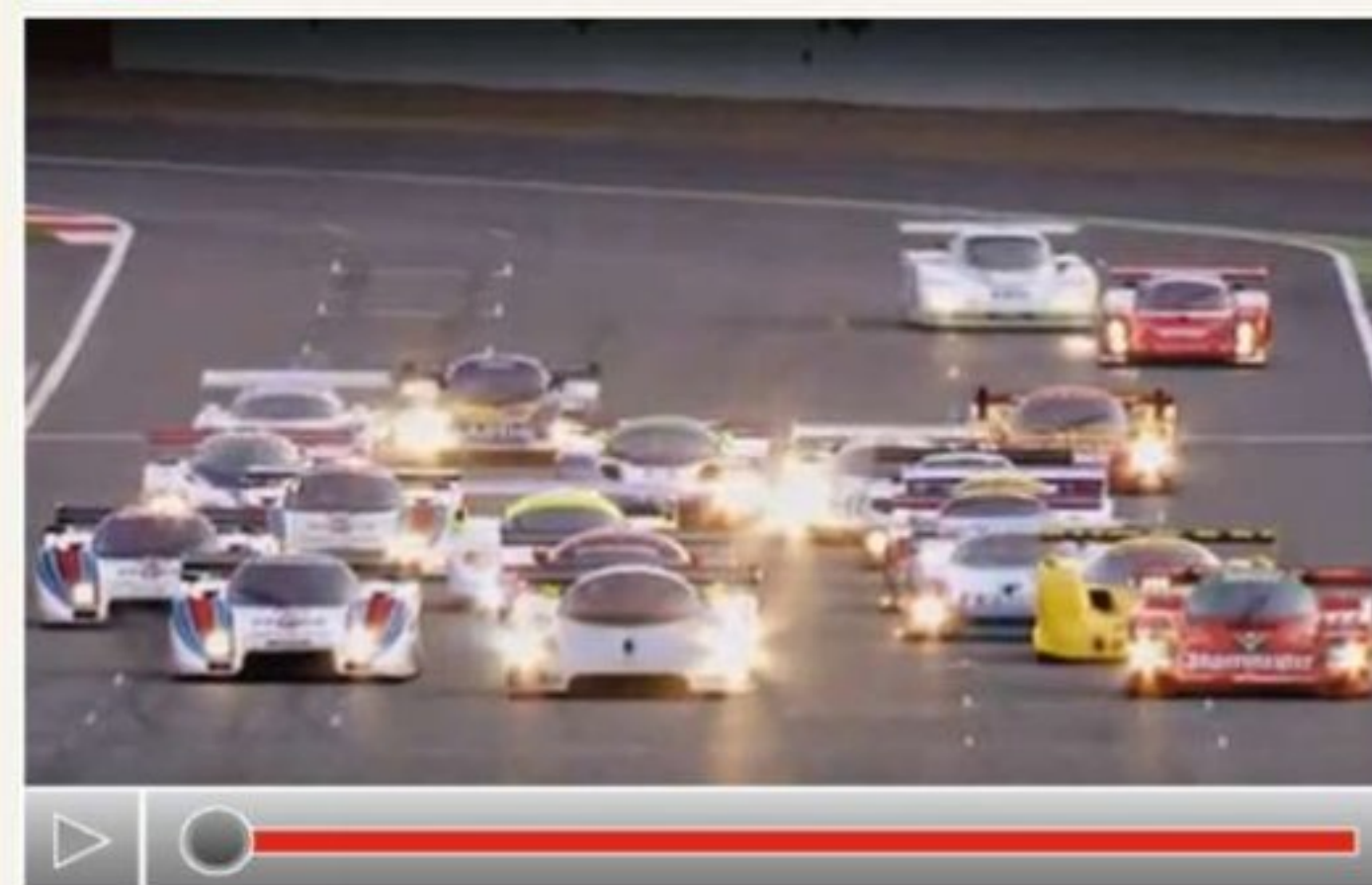
2100-0010 Motors TV

Spa 24 Hours Highlights

ONLINE

HOT ON THE WEB THIS WEEK

YouTube THE WORLD'S BIGGEST HISTORIC RACE MEETING

**SEARCH FOR:** Silverstone Classic 2013 preview (4:10)

If you still needed any convincing that this weekend's Silverstone Classic on the Grand Prix circuit is the world's most delicious feast for historic racing buffs, then this cleverly edited preview package of single-seater, tin-top, sports-prototype and GT action ought to work.

AUTOSPORT+

Exclusive content coming up in our premium website this week

Talent v money at the Silverstone F1 test

There's been a lot of talk about pay drivers in F1 and the 'damage' to the sport they can bring. But did you notice a paucity of talent at the Silverstone young driver test last week? Edd Straw argues the level of most of those participating was still pleasingly high.

GET AUTOSPORT ON THE MOVE

IN THE iPad ISSUE THIS WEEK...

WATCH HIGHLIGHTS FROM SUPERSTARS, FORMULA RENAULT 3.5, THE EUROPEAN LE MANS SERIES AND MORE

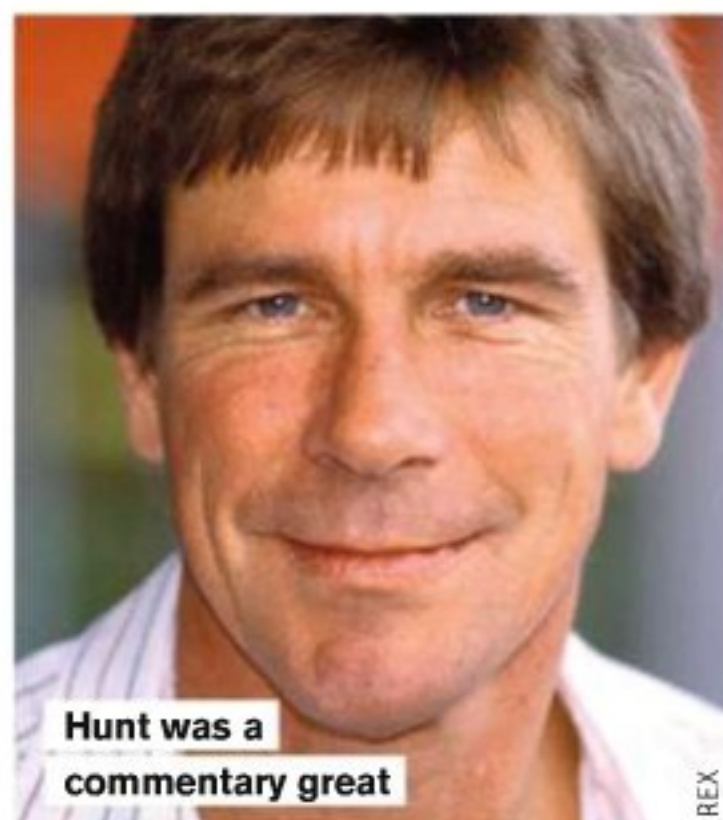
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AUTOSPORT

Revved up over what's on the box



Hunt was a commentary great

REX

LAST WEEK THIS COLUMN LOOKED back at a documentary based on the racing career of James Hunt. This week, thanks to Sky's excellent *Classic F1* series, the opportunity to (re)examine the role of Hunt behind the mic presented itself.

The legend has it that Hunt spent as much time during the commentaries outside chugging on a fag and/or glasses of red vino as he did in the box and, while it took him until leader Ayrton Senna rounded the penultimate corner of the opening lap of the 1986 Hungarian GP to get his first words in, his role in the race's defining moment is far more involved.

With Nelson Piquet having failed with a move down the inside, Hunt takes to the airwaves. "Senna put him under a lot of pressure there," he states. "He moved over on him and Piquet was committed and [replay starts] Senna starts to move right just as Piquet does, pushing Nelson off the line – there's a lot of dust there and the track is very slippery. [live pictures resume]"

"So Piquet was committed, there was nothing he could do and he arrived at the corner just a little bit too tight and too quickly for that line and locked his right rear wheel, but like the craftsman he is he held on to the car, and Piquet with all his

experience will be very careful when passing Senna. He knows Senna is very hard and of course, he will be acutely aware there should be no physical contact because he's really got this race won barring mechanical failure... Senna moves to the right making it hard, and Nelson's got around the outside of him. Oh-ah! Big slide from Nelson and nearly contact. Tremendous stuff, real wheel to wheel stuff."

It's not exactly poetry, but it paints a great picture that both the layman and the aficionado can appreciate. And that's a rare skill.

Revved Up

Fredrik Ekblom

"I was leading the field with the sun coming up – it was beautiful"

■ Daytona 24 Hours ■ February 4-5, 1995 ■ Spice-Oldsmobile BDG-02 ■ Falling short in Florida



Ekblom led the race aboard the Brix Racing Spice, but took second

I TOOK PART IN BRITISH

Formula 3000 in 1991, and it was a fantastic season for me because it was my first year in Britain and I almost won the championship.

But after that, I couldn't make it. There was a financial crisis in Sweden and I didn't have any money. So I went to the States and I raced in Indy Lights, doing on-and-off races here and there. I raced for food, basically.

I thought it would be easier in America to sort of race without having any money because there was some prize money. So I could say to the teams, 'OK, I can race. If we get any prize money, you keep it'. And then in the first race, I was second and I think we had \$10,000 in prize money, so that paid for my ride. I got another ride and I became the guy who got results even though I didn't have any money.

Then Brix Racing gave me the ride for the Daytona 24 Hours. I was put together with Jeremy Dale and Jay Cochran, who were both a little bit older than me.

And it was a fantastic race for me, partly because I was very young and it was my first big sportscar race in America and my first race for the team. I can't remember where we started, but we were competitive, in fact we were in the lead for a big part of the race. My stints were fantastic – I was low on the brake wear and good on fuel.

I remember in the early morning,

around dawn, I was in the lead and there was a pace-car situation so I had the whole field behind and the sun was coming up – it was beautiful.

I was the first car and, you know, when you've been driving in the dark all night and then all of a sudden you can see so much. It's such a good feeling because you're so much in control. And that was so beautiful. I nailed the restart. I flew around the

track with nobody in front of me! The sun was coming up and I had total control. It was unbelievable.

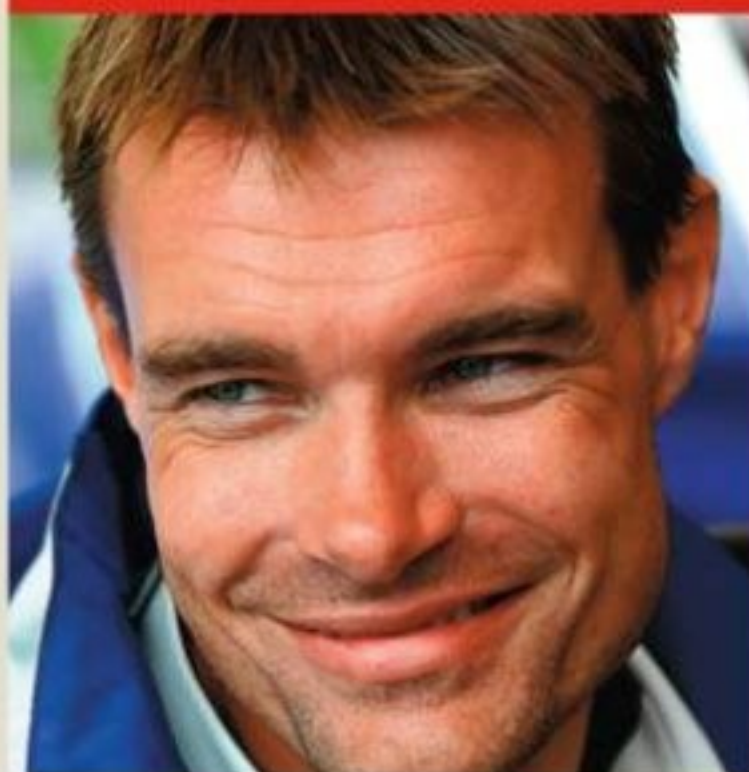
It lasted only for a few laps but that was like a dream – being P1 and just going for it.

Unfortunately, we had a problem with rubber coming into the cockpit and getting underneath the accelerator so we could only get half throttle for the last few hours. When they finally got it out, it was the size of a tennis ball. But it took so much time that we lost the lead and finished in second place. It was still a good result. We won the IMSA sportscar category, but it was Kremer Porsche who won, which is funny because we were five or six seconds quicker than them in qualifying.

I came back to Daytona for the 24 Hours with Courage in 1997, but there was a problem and the car didn't work. So I've been back, but not in the same way. It's still an itch I would love to scratch.

Fredrik Ekblom was talking to Andrew van de Burgt and Lesley Sarah Hauler

PROFILE



SWEDEN FREDRIK EKBLOM

rose to prominence in the UK when he finished runner-up in the 1991 British Formula 3000 series. A move to Indy Lights in the US led to him making three CART starts. But it was his return to Europe and the Swedish Touring Car Championship where he made his name. He's won the championship four times (one as the TTA) and is currently a works Volvo driver.

NEXT WEEK HUNGARIAN GP – FULL REPORT
All the F1 action from Budapest

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