

GUEST EDITOR BTCC CHAMP JOHN CLELAND

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POLE POSITION

Super Touring: great time while it lasted

I HAVE NOTHING BUT FOND MEMORIES OF THE

Super Touring era, a period when the British championship was clearly the best in the world. The level of manufacturers, teams and drivers was immense, for a while second only to Formula 1 in my opinion. The racing was fantastic to behold, whether at the track or from your sofa.

It's been great fun to revisit, and we hope you enjoy this special issue – especially the Top 25 driver poll. Remember, this has been voted for by the racers of the time, so don't blame us for the order!

I was fortunate to cover Super Touring's heyday in Britain, but also then had to chart its decline. Manufacturers were clearly to blame: one minute lobbying for favours from the rulemakers to make their cars quicker by hugely expensive means; the next complaining it was far too expensive. Self-serving greed ruined it.

I recall a strange feeling of impending bereavement on that final grid in the darkness at Silverstone in 2000, and said to whoever was listening: "This is like being dumped by a smoking-hot girlfriend."

But it sure was fun while it lasted!

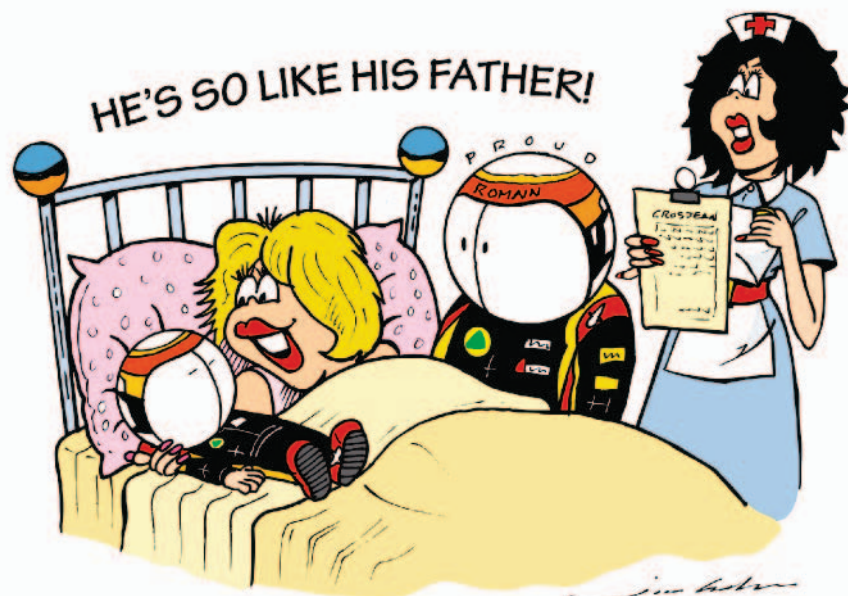
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BAMBER'S WEEK



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THE BIG PICTURE

“And oh! Oh! Off! It’s Tarquini! What happened? Thank heavens he’s safe!” That’s how Murray Walker shouted through Gabriele Tarquini’s Knockhill roll in 1994. For our full Super Touring celebration, turn to page 17



This week in F1



MASSA NEEDS RESULTS TO AVOID CHOP

Ferrari veteran Felipe Massa has accepted that he needs to raise his game if he is to remain at the team for a ninth successive season in 2014.

Ferrari president Luca di Montezemolo suggested to Italian media earlier this month that 32-year-old Massa needed to score more consistently, bucking his usual trend of backing the Brazilian.

"The results will decide whether I stay here or move teams," said Massa. "The possibility to stay is there, but the most important thing is the results."

"I'm happy with the way I'm driving in terms of pace, we just need to finish the races. In doing that, the results will be there."

LENNON/GETTY

2014 LINE-UPS

With silly season in full swing, who is locked in for next year? And which teams potentially have vacancies?

RED BULL Sebastian Vettel

With Vettel tied down for 2014/15, the seat vacated by Porsche-bound Mark Webber is the most sought-after. Daniel Ricciardo or Kimi Raikkonen are most likely despite Fernando Alonso's interjection.



FERRARI Fernando Alonso

Despite his flirtation with Red Bull, Alonso is signed up until the end of 2016. Massa's future is uncertain, with Nico Hulkenberg, Paul di Resta and even Raikkonen linked to the seat.



McLAREN Jenson Button/ Sergio Perez

Button is signed up until the end of next season, while Perez has a 'multi-year' deal and all the indications are that he will remain next season.



LOTUS

Wants to keep Raikkonen and is waiting on him. Romain Grosjean's recent form means his chances of staying are improving. Hulkenberg also an option.



MERCEDES Nico Rosberg/ Lewis Hamilton

Stability is the order of the day at Mercedes. Both drivers have long-term contracts and are performing well, meaning no change in 2014.



FORCE INDIA Paul di Resta

Di Resta is under contract for 2015, but Force India would be willing to 'sell' to a bigger team at the right price. It also has an option on Adrian Sutil for 2014.



SAUBER

Loss of Telmex means Esteban Gutierrez is unlikely to stay. Hulkenberg will remain if there is no better offer. Russian Sergey Sirotkin is being 'prepared' for race seat but is not officially confirmed.



WILLIAMS Pastor Maldonado/ Valtteri Bottas

Both of Williams's drivers are under contract for 2014, as is major sponsor PDVSA, meaning that things are unlikely to change.



TORO ROSSO

Team principal Franz Tost has suggested Jean-Eric Vergne will stay on. Whether Ricciardo is promoted to Red Bull will decide the other drive, with Antonio Felix da Costa waiting in the wings.



CATERHAM Charles Pic

Pic has a long-term deal with Caterham, while the well-backed Giedo van der Garde has done a tidy enough job during his debut F1 season and could stay on.



MARUSSIA

Max Chilton is likely to stay. Jules Bianchi's future depends on whether his management can get him into a bigger team or not.



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

Lotus F1 boss denies financial crisis stories

Lotus team chairman Gerard Lopez has hit out at recent reports about the level of the team's debt, which he claims is misunderstood. "On the €120million debt, anybody half-smart can find out that number by going to Companies House and will see that out of that, over €90million is not 'real' debt but shareholder loans."

THE FORM OF 'LOPEZ LOTUS'

Lotus (then Renault) was bought by Gerard Lopez's Genii Capital at the end of the 2009 season. Here is how it fared before and since that takeover.

CONSTRUCTORS' CHAMPIONSHIP

2006	1st
2007	4th
2008	4th
2009	8th
2010	5th
2011	5th
2012	4th
2013	4th



DID YOU KNOW?

Alain Prost is the most successful driver in Austrian Grand Prix history, winning it three times in 1983, '85 (below) and '86



Wurz: Austrian race to thrill

Austrian ex-F1 racer Alex Wurz expects the revived Austrian Grand Prix to produce good racing next year. "Even in the years where overtaking was almost impossible, every year this was the racetrack with the highest amount of overtaking," he said.

A BRIEF HISTORY OF THE AUSTRIAN GRAND PRIX

1964

After holding the first Austrian Grand Prix, won by Jack Brabham, in 1963, the Zeltweg airfield hosted its first world championship race in 1964. Ferrari driver Lorenzo Bandini won on the unpopular and bumpy track.

1970-1987

The new Osterreichring, a fast, sweeping circuit, became a popular home for the race for 18 years. Eventually, F1 outgrew it and Austria dropped off the calendar.

1997-2003

The A1-Ring, a truncated version of the Osterreichring, staged seven GPs. Next year F1 will return to the track, which is now Red Bull-owned.



ETHERINGTON/LAT

WILLIAMS PLANS DRIVER PROGRAMME

The Williams team is hoping to establish a formal young-driver programme. Deputy team principal Claire Williams said: "We would

like to have a couple of drivers we can look at and there will be a couple of announcements about that soon."



The best Williams F1 proteges

DAMON HILL

Did vast amount of testing for Williams in 1991 and '92 (below), proving himself enough for a race drive alongside Alain Prost in '93.



DAVID COULTHARD

The Scot was Williams's main test driver in 1993, succeeding Hill. After the death of Ayrton Senna in '94, he was promoted to a race drive.



JUAN PABLO MONTOYA

Joined as a test driver for 1998. Montoya was on Williams's books during his title-winning campaigns in F3000 and CART. Landed race drive with the team in 2001.



NICO HULKENBERG

Signed by Williams after an impressive test in 2007, he was put through a development programme and promoted to a race seat in '10. A stunning pole position for the Brazilian GP was the highlight.



VALTTERI BOTTAS

Brought in to succeed Hulkenberg as Williams junior, the Finn is currently in his first season as a race driver after Friday practice outings in 2012.



"We have seen on Fridays that Esteban has his moments and we need to get more of that out of him. I am sure he can score points."



Sauber boss Monisha Kaltenborn backs rookie Esteban Gutierrez for strong finish to season

2014 warning for Mercedes team

Mercedes motorsport boss Toto Wolff has warned his team against prioritising the 2013 world championship over development of next year's car. "Consolidation should be the agenda for the second half of the year, not looking at the championships," he said.

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Mark Hughes

MPH

Formula 1's attempts to protect and prolong its success via a blueprint is preventing sudden – and much-needed – change

Within the 1973 retro special of last week's magazine was a feature on the four new Formula 1 teams of that year – Hesketh, Shadow, Ensign and Hill. They would last respectively until early-season 1978, mid-season '80, end-of-season '82 and until Graham Hill's death in November 1975. In that period of 1973-82, we would also see new teams from Parnelli, Penske, Ligier, Renault, Token, Trojan, Fittipaldi, Wolf, Arrows, Osella and others.

Some of the above dropped back out of sight again within the same timeframe. Some were hugely successful, others abject failures, some tiny operations, one of them a major car manufacturer, most of them mid-size. One of them arrived, won its debut race, finished runner-up in the world championship, then folded – all within three years. Another spent many seasons struggling with a new technology, then went on to change the face of the sport.

Some may see all this as illustrative of an instability, of a sport that was struggling around the margins, but actually it paints a picture of vibrant change and diversity. The lack of that in current F1 could be very harmful to its long-term prospects.

The author Nassim Nicholas Taleb, who made his name with the book *The Black Swan* a few years ago, has recently published a follow-up, *Antifragile*. In it, he argues that it is entities enhanced by uncertainty that prosper, whether that be people, businesses, sports or

up that drew in new fans to a sport that was rebellious, unpredictable, colourful and in a state of flux.

F1 had long been just a minority interest with its own traditions, but by the mid-'70s those traditions were being challenged. The governing body's authority was no longer accepted without question and a new force of commercialism was making its presence felt. This created a conflict that definitely played a role in making the sport so unpredictable and fascinating. This would have been happening regardless of the new followers brought in by the randomly generated Hunt/Lauda story, but added layers of fascination for this new audience, all forming the basis of the lucrative TV deals that suddenly gave these arguments a deeper resonance.

Associated conflicts about turbo engines, ground effect aerodynamics and how one was used to combat the power of the other, against a backdrop where the very future of the sport was being decided, all added grist to the mill. It was still cowboy territory, with full rights yet to be established and no state of equilibrium. It was compelling – and perfectly configured to prosper from change.

Then an equilibrium. The old guard was defeated and over time what had been the new guard became the new old guard! Max Mosley handed the commercial rights to Bernie Ecclestone for 100 years, trying to blueprint the model of success, to keep it contained. The sport got yet bigger, the money involved more vast, the following even

“Everything in Formula 1 from circuit design to on-track driver etiquette has been codified”

any other body welcoming change in a world that at its core is random and unpredictable. Often there is the illusion of stability, an impression that something will never change in this lifetime, but which is then suddenly swept away by circumstances no one foresaw.

Obvious examples in recent world history are the falling of the Berlin Wall and the end of Russian communism, or the rise of the internet and its effect on the world. But there are examples everywhere, in all walks of life. Most big changes arrive like a meteorite from a direction that couldn't have been predicted.

In the times between these meteorite hits, people and businesses that have already succeeded try to make order, attempt to formulate and formalise the circumstances they believe have brought them success. F1 is a classic example. The sport's mass appeal was ignited by the 1976 title contest between James Hunt and Niki Lauda, a human interest story that could never have been made

greater. Everything from circuit design to financial shares to on-track driver etiquette became codified.

So, on the one hand, we have Lotus's Eric Boullier pointing out that only three teams can now afford to compete in F1 at the current levels of spending and that those teams are preventing a consensus on reducing costs. That wouldn't be a problem – except that consensus has long been codified in F1. Another recent example of the stasis of success: F1 thrilled to a gladiatorial contest between Gilles Villeneuve and Rene Arnoux at Dijon in 1979. At the last race, Romain Grosjean revisited that spirit with his pass on Felipe Massa. But in putting all four wheels marginally off the track, the code demanded he be penalised. How many times did Villeneuve and Arnoux put all their wheels off track?

This isn't just a nostalgic yearning for the 'good old days', but a reasoned observation that the current situation is ripe for sudden, enforced change. ❧

This week in motorsport



DUIDA BAIRROS

CASTRONEVES ESCAPES MAJOR SHUNT

IndyCar points leader Helio Castroneves escaped serious injury last Friday when a problem with his brakes caused him to crash heavily (above) during practice for the

Brazilian V8 Stock Car round at the Ribeiro Preto street circuit.

The three-time Indianapolis 500 winner required three stitches in his left leg and decided not to

participate in the remainder of the event, despite the Mattheis Racing team sourcing a replacement Peugeot 408 and readying it for action.

The Brazilian's participation in the

upcoming IndyCar round at Sonoma next weekend is not in doubt.

 **P69 V8 STOCK CAR REPORT**



NISSAN DRIVERS TEST V8s

Nissan factory drivers Michael Krumm and Lucas Ordonez (pictured) are in line to race at the Bathurst 1000 next year after testing for the Japanese manufacturer's V8 Supercar outfit at Winton this week.

Nissan Australia's general manager of motorsport Jeff Fisher said: "These

guys will go back to NISMO in Japan, report on what they've done and should be in the box seats to come out for the enduros here next year."

German Krumm and Spaniard Ordonez were given their opportunities as part of the Nissan driver exchange programme.

Meeke subs for Sordo in Australia

Kris Meeke (right) will replace Dani Sordo as Mikko Hirvonen's Citroen team-mate on Rally Australia next month.

Despite crashing in Finland, the Briton, 34, did enough to convince bosses at Citroen and team backer Abu Dhabi Racing that he is worthy of a second chance in place of the off-form Sordo.

"There's no commitment past Australia, but this is a massive opportunity," said Meeke, a newcomer to the gravel event.



MCKLEIN.DE

Pamela Anderson joins FIA GTs

A team fronted by former *Baywatch* actress Pamela Anderson will contest the remainder of the FIA GT Series with ex-Formula 1 driver Vitantonio Liuzzi as one of its drivers.

Racealliance by Pamela Anderson, which is co-owned by sometime GT racer Markus Fux, will field a single

Ferrari 458 Italia to be shared by Liuzzi and Mathias Lauda.

Other additions to the Slovakia Ring FIA GT round this weekend include the return of the Reiter Lamborghini team – with GT1 world champion Marc Basseng in a second car – and entries from Seyffarth Motorsport and AF Corse.

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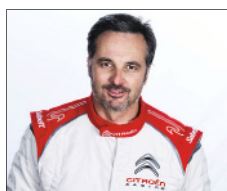
MULLER IN AT CITROËN

Yvan Muller was last week named as Sebastien Loeb's team-mate for next year's World Touring Car Championship.

The RML driver, who has won titles for SEAT and Chevrolet, and could wrap up a fourth WTCC crown next time out at Sonoma, has already tested the new-for-2014 C-Elysee at Paul Ricard (right).

"Throughout Citroën's history, be it cross-country rallies or WRC, it has always sought to recruit the best drivers," said Citroën Racing managing director Yves Matton. "We've set ambitious targets, and with Yvan's experience on board we expect to make rapid progress."

Grand prix winner Robert Kubica, who has rallied Citroën machinery in WRC2 and the European championship this year, has been linked to a partial campaign in a third works car.



MULLER'S WTCC CAREER IN NUMBERS

SEAT (ORECA) 2006-09

88

Starts

10

Wins

31

Podiums

5

Poles

6

Fastest laps

1

Titles



CHEVROLET (RML) 2010-13

86

Starts

26

Wins

58

Podiums

14

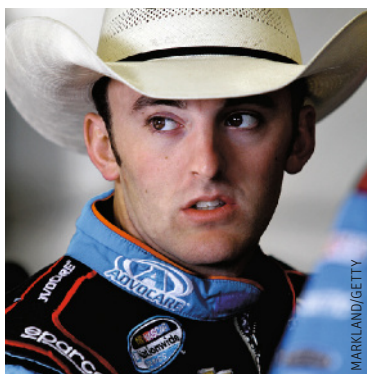
Poles

22

Fastest laps

2

Titles



Dillon to stand in for Stewart

NASCAR Nationwide Series leader Austin Dillon (above) will substitute for Tony Stewart in this weekend's Michigan Cup race as the Stewart-Haas Racing owner continues to recover from a broken leg.

Max Papis drove Stewart's Chevrolet at Watkins Glen last weekend, finishing 15th.

Sweden's WRC rally under threat

Sweden needs more money to remain in the World Rally Championship next year.

The organisers of the snow event can't afford to pay the promoter fee charged by Red Bull Media House under a new three-year agreement, or even

cover the costs of running the rally, which traditionally takes place in early February.

"We need new support if we are to stay in the WRC," said the event's CEO Glenn Olsson. "The sponsor net is out."



In brief

TEAM SWITCH FOR KISS

Tamas Pal Kiss has joined Ibiza Racing for this weekend's Auto GP round at the Nurburgring in place of Francesco Dracone. The car Kiss has vacated at MLR71 will be driven by F3/GT racer Michela Cerruti in Germany.

FORMULA E ON TV

Formula E will be broadcast in more than 80 countries in 2014 after agreeing a multi-year deal with Fox Sports. Meanwhile, two-time Champ Car title winner Gil de Ferran has become an ambassador for the series.

BURGESS SWITCHES

Top V8 Supercar team boss Adrian Burgess has been placed on gardening leave by Triple Eight after last week agreeing to replace Steve Hallam as managing director of rival squad Walkinshaw Racing in 2014.

F3 DEBUT FOR CELIS

Alfonso Celis will make his British Formula 3 debut at the Nurburgring next month. The Mexican, who competes in Formula Renault NEC with Fortec Motorsport, graduates with the team and will also contest the European rounds at Zandvoort and Hockenheim.

SENNA TO BARCELONA

Factory Aston Martin drivers Bruno Senna and Stefan Mücke will contest September's Barcelona 24 Hours in a Barwell-run Vantage GT3. Richard Abra and car owner Mark Poole will also drive.

MILESTONE

Brad Keselowski equalled the all-time record for consecutive NASCAR Nationwide Series victories at Watkins Glen last weekend. His fourth straight win matched the mark set by Sam Ard at Charlotte in 1983.



O'NEILL MAKES BTCC RETURN



O'Neill will drive car vacated by Goff

Two-time British Touring Car race winner Paul O'Neill will be back in the series for the first time in more than a year at Knockhill next weekend.

O'Neill will drive the Team Hard Vauxhall Insignia usually raced by Jack Goff, who has run into budget problems but hopes to return for the remaining three rounds of the season.

Scottish Legends midfielder Kieran Gallagher will drive the second Insignia, as raced by Robb Holland at Snetterton on his debut BTCC weekend.

Mercedes makes strides

The Mercedes is, relatively speaking, 0.65secs a lap stronger than it was last year. This is reflected in its run of seven pole positions in 10 attempts. But while its pace has improved, the old tyre problems remain.

Lotus still missing a little

Lotus's problem last year was a lack of raw pace, and that trend has continued this year. The car is, on average, fractionally slower, but in real terms its level is largely unchanged.

RELATIVE PERFORMANCE 2012-2013

This shows the raw pace of each car this season so far compared with last year. To calculate this data, the fastest individual lap of each car is taken for each weekend. This is expressed as a percentage of the fastest time and then averaged out. This reflects gains and losses in *relative* pace compared with the fastest car, rather than outright speed – which is shown in the top right numbers.



F1 2013's winners and losers

At the start of each new campaign, teams always say that they want to move forward in the coming year. **GARY ANDERSON** and **EDD STRAW** examine which have really done so

Everything is relative in motorsport. The average Formula 1 technical director's universal response to a question about how positive they are about next year's car is to state their satisfaction, but with the caveat that it all depends on the as-yet-unseen progress of their rivals. That is what makes the world championship points table an unreliable indicator of who has really made steps forward or backward over a season.

AUTOSPORT's analysis of the raw pace of each team compared to last season is telling. Only three teams – Mercedes, Scuderia Toro Rosso and Ferrari – are actually closer to the outright pace than they were last year, while teams such as Sauber, McLaren and Williams have slumped.

So who are the real winners and losers in the first half of 2013?

MERCEDES

Merc has made the most dramatic improvement – to the point where its performance swing has distorted the curve and made teams that have done well this year look worse than they otherwise would.

There are still question marks over the balance between qualifying and race pace, even though the recent Hungarian Grand Prix hinted that Mercedes has made a big step forward.

While the new-specification Pirelli rubber introduced in Hungary certainly helped the team in terms of race pace, it has also made progress itself in this area. Lewis Hamilton's narrow margin in qualifying and comfortable performance in the race suggests that Mercedes

**WINNER**

Hungary win was a positive sign for Merc

might have eased the extent to which the aerodynamic centre of pressure shifts under braking.

When the driver hits the brakes, the centre of pressure shifts

forward significantly. This can be good for qualifying because it gives the front end bite, but in the race, it means the rear tyres are being worked too hard.

RAW PERFORMANCE 2012

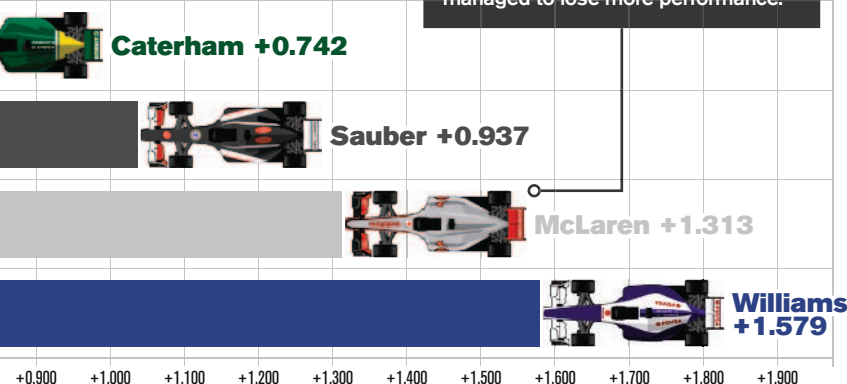
1 McLaren	100.175
2 Red Bull	100.359
3 Lotus	100.658
4 Ferrari	100.742
5 Mercedes	100.857
6 Williams	100.960
7 Sauber	101.143
8 Force India	101.144
9 Toro Rosso	101.805
10 Caterham	103.473
11 Marussia	104.815

RAW PERFORMANCE 2013

1 Mercedes	100.050
2 Red Bull	100.336
3 Ferrari	100.658
4 Lotus	100.667
5 Force India	101.371
6 McLaren	101.485
7 Toro Rosso	101.609
8 Sauber	102.022
9 Williams	102.465
10 Caterham	104.250
11 Marussia	104.322

McLaren's fall from grace

Last year, McLaren had the fastest car. This season, it has slumped to a second off the pace around an 80-second lap. Only Williams has managed to lose more performance.



RED BULL



Newey has mastered current regs

ALMOST STATIC

For most teams, a figure close to zero is indicative of a lack of progress and represents a solid, rather than spectacular, step forward with its car. But in the case of Red Bull, which won the championship last year, it is in fact confirmation that chief technical officer Adrian Newey's car concept, established in 2009, is still competitive. With Mercedes coming up on the rails, the team still needs to improve the RB9 to close out a fourth consecutive title double.

"We take absolutely nothing for granted," says team principal Christian Horner. "We need to keep pushing, and that is exactly what we will continue to do through this campaign."

SAUBER

At this stage of last season, Sauber had 80 points. That it has scored just seven so far this year tells you all you need to know.

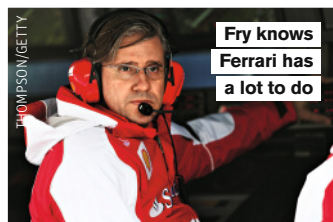
There are positive signs, as Nico Hulkenberg would have notched up his third consecutive points finish but for a pitlane speeding penalty in Hungary.

The team's target is still to rise at least one place from its current eighth in the constructors' table.

LOSER



Sauber is nowhere near 2012 form



Fry knows Ferrari has a lot to do

FERRARI WINNER

It's no surprise to see Ferrari ahead of where it was in 2012, but the fact that it's only a marginal improvement is. When you consider the lack of underlying pace of last year's car, this is indicative of its continuing struggle in this campaign.

Even though Fernando Alonso has won twice, just as he did in the first half of last season, Ferrari's points total is only 17 higher than it was after 10 races in 2012 (194 versus 177). The problem continues to be Ferrari's underwhelming strike rate with upgrades, which do not hit the mark as often as they should and which has left a frustrated Alonso's title hopes fading.

"We need to make significant progress to fight for the title," is Ferrari director of engineering Pat Fry's honest conclusion.

McLAREN

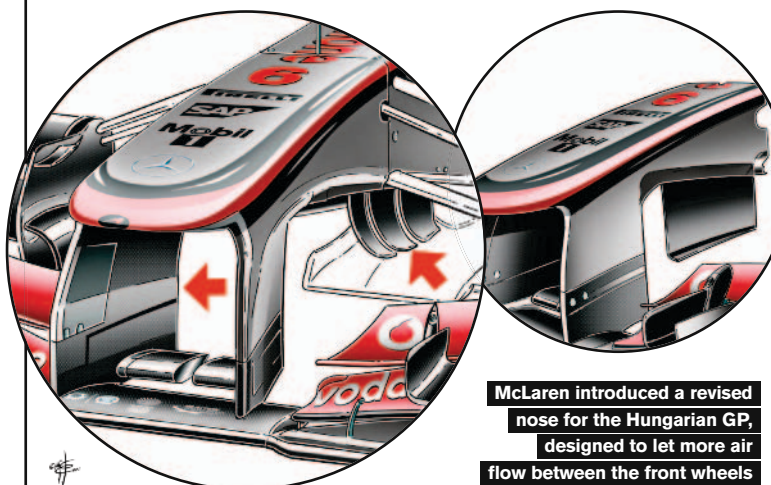
McLaren had, on average, the fastest car in 2012. This year, it has slumped to sixth overall. Of all 11 teams, only Williams has fallen further.

There are still some reasons to be optimistic, however. While Jenson Button's seventh place in Hungary is unremarkable on paper, the team's performance last time out suggests that it is finally making progress. While forecasts of winning this year seem a little unrealistic, Button has predicted that in the next race at Spa "you'll

see us a lot closer to the top cars".

Recent updates have shown McLaren to have a much deeper grasp of the aerodynamic performance of its car. Team principal Martin Whitmarsh has admitted McLaren "lost control of the overall flow structure" and that different departments were working at cross-purposes during the early work on the 2013 car, but recent revisions, including a new nose introduced in Hungary, hint that the car will continue to improve after the August break.

LOSER



McLaren introduced a revised nose for the Hungarian GP, designed to let more air flow between the front wheels

FORCE INDIA WINNER

The numbers show that Force India is actually a couple of tenths of a per cent slower than the outright pace this season than it was in 2012.

That said, the struggles of McLaren, Sauber and Williams mean it has 28 per cent more points (59 compared to 46) and has been the fifth fastest car overall in 2013 compared with eighth fastest last year.



Williams is struggling

WILLIAMS LOSER

Pastor Maldonado's point in Hungary is all Williams has to show for a dismal season.

The ousting of technical director Mike Coughlan, who has been replaced by new chief technical officer Pat Symonds is expected to have a tangible effect on this year's car.

British F3's recovery gathers pace

Revisions for next year appear to be taking the national championship back to safety, according to insiders. By MARCUS SIMMONS

Leading figures within British Formula 3 have reported strong interest for the 2014 season in the wake of the new format that was announced three weeks ago.

Stephane Ratel, whose SRO company promotes British F3, told media at the Spa 24 Hours round that teams' group FOTA – which he has allowed autonomy to make the decisions – had conceived a recovery plan for the series after it was scaled down to four rounds in 2013.

Principally, this includes a rise to six triple-header events, of which five will be in the UK and one at Spa, with teams allowed to run chassis from 2008-11 alongside the current cars in the main championship – both powered by the existing engines.

With the Formula 3 European Championship switching to the new FIA-rules powerplants for 2014, this for the first time will take British F3 out of direct competition with the flagship continental series.

However, last week, 1981 British F3 champion Jonathan Palmer, whose MotorSport Vision company owns Brands Hatch, Oulton Park, Cadwell Park and Snetterton, released a statement to AUTOSPORT saying the format doesn't go far enough.

Palmer, who also promotes the new-for-2013 BRDC Formula 4 Championship, advocated a calendar of eight to 10 events, with a target budget of £175,000-£250,000 – achieved by standardisation of key

parts such as engines and electronics (see AUTOSPORT last week).

Responding to Palmer's suggestions, FOTA's Peter Briggs told AUTOSPORT: "Jonathan agrees with us on budgets and tyres – the only thing he disagrees with us on is the electronics and engines.

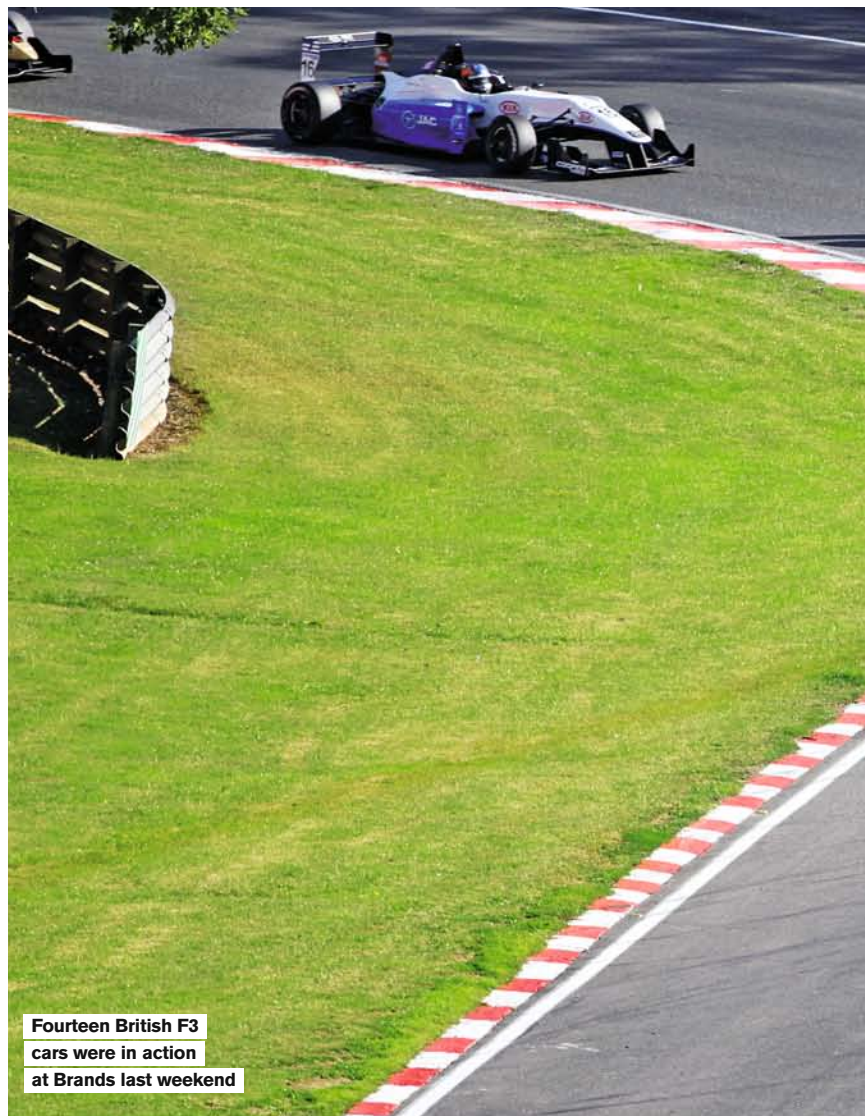
"The current teams are going through the technical regulations to make sure new teams won't be at a disadvantage, and we're looking at various things to make it as cheap as possible to run, while still being a car that rewards engineering and is as good to drive as it's always been.

"Running the current engines is the way to go. They are F3 engines, and the teams will have the current electronics in abundance, because they'll be coming off the European series cars for 2014 and will be readily available at competitive prices.

"We're trying to set the budgets at £200-300,000. In the past weeks, I've had two new teams from lower formulas expressing serious interest, and one from another series in Europe thinking it's the best way forward."

Briggs and SRO's British F3 championship manager, Benjamin Franassovici, spent much of last weekend's Brands Hatch round with new MSA chief executive Nick Bunting. Palmer is also understood to have met with Bunting during Friday's test day.

This came days after Palmer said: "I want someone to run British F3 to



Fourteen British F3 cars were in action at Brands last weekend

"We're looking at various things to make it as cheap as possible to run. We're trying to set the budgets at £200-300,000"

make it healthy. It doesn't have to be us, but MSV are very happy to do it. We'd enjoy the challenge."

Talking of the meetings with Bunting, Franassovici said: "He got a nice feel for the environment, and we believe he will be supporting us more. You can see that he will look after the interests of the formula."

Talking of SRO's role as promoter of British F3, Franassovici added:

"We are running it, and we are supporting it."

OLD CARS OR NEW?

Fortec Motorsport team manager Andi Scott is not convinced that the older Dallara will necessarily have an advantage over the new one in 2014.

Lap times at most tracks for the new car have yet to approach the 2008-11 marks, and Double R Racing team boss Anthony 'Boyo' Hieatt believes the old car is the way to go.

However, Scott said: "The older car seems quick in a straight line, but on overall lap time I'm not sure. The top teams will still run the F312 in the British championship. No one's done a direct back-to-back yet, and it'll be an interesting test when it happens."

Scott added that Fortec has already signed one driver for British F3 in



Older F3 cars could come to the fore



FFord team JTR is interested in 'new' British F3



2014. "It's now a good step from the junior categories in the UK," he said.

GETTING THE OLD TEAMS BACK

Leading British Formula Ford team JTR, which competed in British F3 in 2008-09, and 2002-12 stalwart T-Sport are both open to a return.

JTR boss Nick Tandy said: "British F3 can't be the very high-level sub-F1 series it once was, but it's good if we can keep a high-profile championship like that in this country."

"We love F3 because of the engineering, and had a good time there before. It [the new format] could be a stepping stone from Fford, or FIA Formula 4 if that goes ahead."

T-Sport chief Russell Eacott said: "We'd like to stay in European F3, but if there are drivers who want to do Britain, with a real budget, we'd do it."

BERGER BACKING NATIONAL F3 SERIES TO REMAIN

FIA Single Seater Commission president Gerhard Berger has pledged that he wants national-level Formula 3 to thrive as a feeder to the European F3 Championship.

"My perfect scenario would be to have as many national F3 championships as possible and one European, and also as many national Formula 4 championships as possible," he told AUTOSPORT.

Talking of British F3's new format, and Jonathan Palmer's further ideas for the series' reinvention, Berger added: "Britain obviously is one of the important championships, and we would like very much to support it in the future."

"If Jonathan has a role in it, he can be sure that we'll support him. But the regulations and the way it's done is something that we have to do together through our strong links with the MSA. That's what we're doing now, and then we will see what is the right format for the sport, what the market needs and who is going to be the best person to deal with this."

"It would be great to see British F3 strong again. It's great they see the way to go as racing inside Britain, but I doubt it'll bring costs down that much. The logistical costs will be reduced, but I'm not convinced by that much."

Gerhard Berger interview by Jamie O'Leary



Berger wants multiple F3 championships

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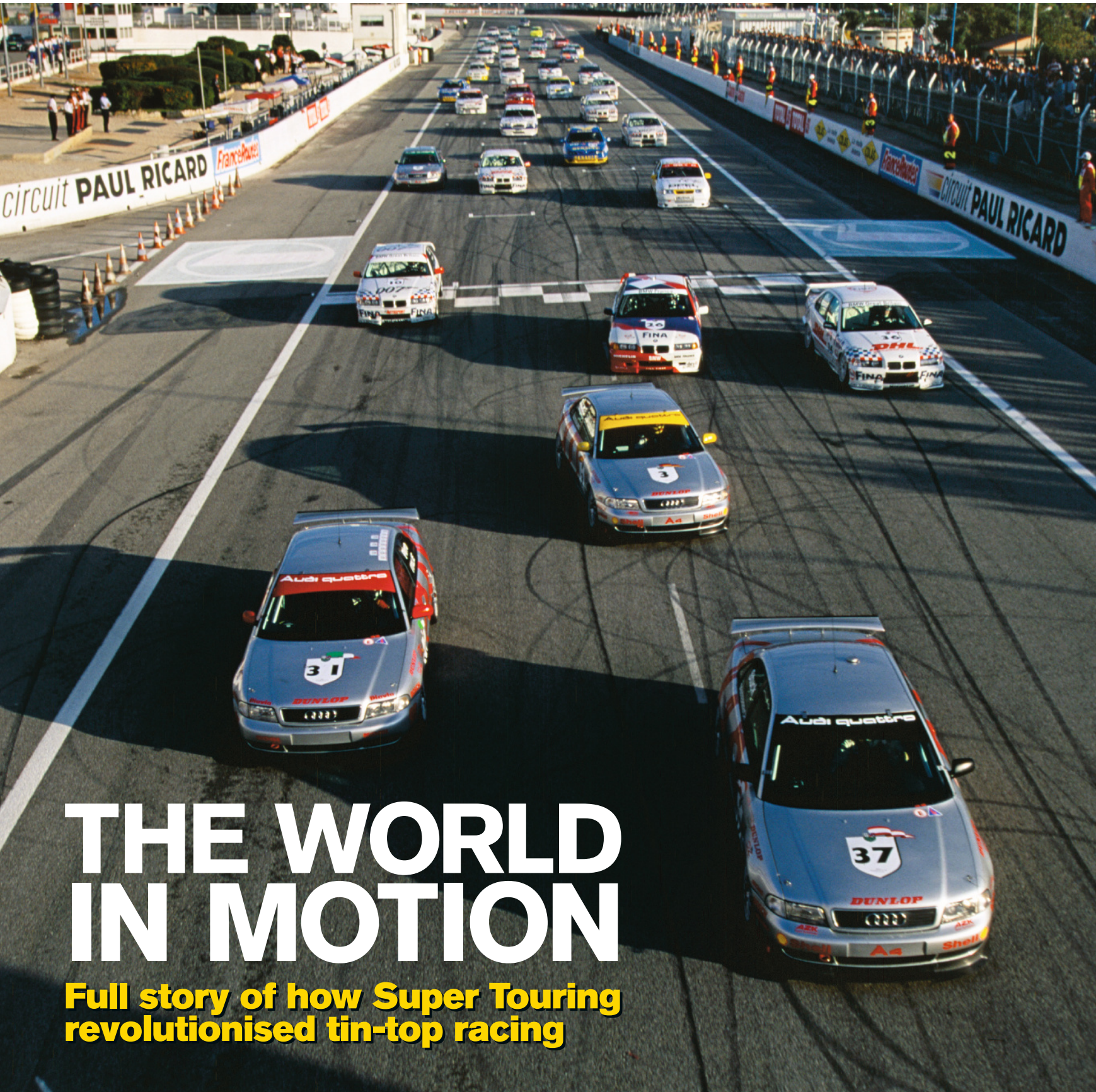
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John Cleland

Guest editor

1995 British Touring Car Champion

Before Super Touring, you could win the British Touring Car Championship from the lower classes without winning any races overall. It wasn't really the right thing. When I won the BTCC in 1989 with the Class C Astra, I didn't feel it was worthy of the BTCC.

David Richards, Andy Rouse, Dave Cook and Vic Lee started TOCA and it all came from there. I thought Super Touring was a great idea – almost every manufacturer had a two-litre car in its range and it was a level playing field. I pestered Vauxhall to do it. You had the opportunity to suck the manufacturers into a global sport, which it became. It was at Bathurst for two years, was in the USA, South Africa, all over.

The early cars were nothing special. I remember testing the first Cavalier at Donington Park and it kept putting itself on two wheels – we couldn't get it to go around corners on four! There were a few years of evolution and then people came up with aero, with wings and spoilers – 'it'll go quicker and it'll look hornier'. But even the 1995 Cavalier was not outrageous. Inside it had three buttons you could press and a couple of knobs you could twiddle, and that was it.

After the first test at Brands Indy I came in and said, 'Wash it, put it back in the truck' – I knew we had a car capable of doing the job. I was convinced I was going

The other thing that helped from a public perspective was that the cars still looked like the cars they drove to the circuit. They could relate to it.

TV coverage normally wasn't live in those days – Barrie Hinchliffe and Murray Walker would produce a highlights programme a week or so later. I'd sit down and say, 'I can't have been in that race, my race was boring but this is exciting'. It was down to Murray's energy.

The BTCC also wouldn't have been the success it was without Alan Gow. He was an autocrat – it didn't matter how much money someone had or who they were, Alan would stand his ground on rules. I admired that in him.

The success of the 1990s was about the number of manufacturers, the professionalism of the teams, tyres, and Murray. Touring cars was the thing to be in. All of that helped to make a lot of us household names that we wouldn't have been otherwise. I got paid to do my hobby and it was something I wanted to be a part of. The cars were fabulous pieces of engineering and every year it got bigger and better, with more spectators.

The level of driving was huge too. I came up from club racing, but you had people from sportscars, F1 or the single-seater ladder coming to do touring cars. That's why the racing was so good – two-dozen professional drivers. The standard was higher than it is today and you couldn't

“The 1997 Vectra, which I've now bought, had more carbonfibre in it than the moon shuttle”

to win the championship. Once I had those consecutive wins in the middle of the season I could back off a bit and score points.

The cars started to get silly in 1996. The RML Vectra was developed hand-in-glove with Opel in Germany and it became pretty trick. The 1997 car, which I've now bought, had more carbonfibre in it than the moon shuttle! Budgets were getting higher and higher and it just went on and on.

It was such a good period. The cars were quick and challenging. Only now, with turbos, are BTCC cars getting as quick as the normally-aspirated Super Tourers.

There were many factors that made the racing good. One was the tyre war. There were Dunlops, which were quick in qualifying but would wear out, there were Michelins, which were consistent and really good when it was wet, and Yokohamas that weren't necessarily as good at the beginning of races but came in at the end. People were quick at different points of the races.

really go and buy a seat in those days. You look at World Touring Car champions now and people are asking them to pay to drive. It's interesting to get Rob Huff's take, from a recent BTCC and WTCC perspective, on the Super Touring era he missed after his drive in the Nissan Primera.

There's no argument that Jason Plato and Matt Neal have stayed where they are, probably wisely, after learning in that tough time and racing against such good drivers. That's stood them in good stead.

We were probably a bit blasé about it – we thought it would last forever and nothing ever does. Eventually the manufacturers left because the money was getting ridiculous and things in the motor industry were getting tough. There were also brands coming under the same roof and it didn't make sense for each of them to spend money racing against each other.

Everything moves on, but if you ask, 'Is touring cars better now than then?' I suspect most people would say not. ☼

Genesis: how Super

The two-litre touring car regulations started as a simple concept in Britain, but rapidly spread around the world, attracting many of the

It is arguably the most important British export in motorsport history. What started as the 'two-litre touring car formula', conceived to breathe new life into the British Touring Car Championship, spread around the globe as Class 2 and then Super Touring. Yet the significance of the category goes beyond its successes through the 1990s. It remodelled the motorsport landscape.

Super Touring democratised production-based motorsport by bulldozing the barriers to participation for the manufacturers, not just in touring car racing but also rallying and eventually even sportscars. The expensive and often-controversial homologation special, once *de rigueur* for success on the racetrack or the rally stage, has disappeared, and the world has Super Touring to thank for that.

The ideas at the heart of Super Touring were transferred to rallying and became the World Rally Car formula. Super 2000 was effectively 'Son of Super Touring' and, over in sportscar racing, the ultra-successful GT3 category followed the same thought process.

The two-litre formula was born out of frustrations with a BTCC that was dominated by the Ford Sierra Cosworth RS500 at the front, yet potentially won by a car scrapping it out down the order in one of the lesser classes within the Group A category. And this was at a time when the series was reaching a wider audience thanks to TV coverage.

"The championship was unpromotable," says Jonathan Ashman, under whose remit the



RS500 era was spectacular but unsustainable

Andy Rouse

'Homologation of the Sierra RS500 was due to run out'

BTCC fell in his capacity as RAC MSA marketing director. "It was also all about the RS500; no one else wanted to compete, and I knew the reasons why.

"I'd spent the previous four years as sales director at Toyota in the UK and I always had guys from the motorsport side asking me for a budget for racing or rallying. When I asked what car they wanted to use, they always said the Celica or the Supra. That was no use to me, because I could sell every one of



As the BTCC's Group A lifetime crashed to an end, the future was clearly in the realm of two-litre cars.

those I could get [from Japan]. I told them that if they could race or rally one of our mid-range four-door saloons, I could find a budget."

At the same time, the teams competing in the series could see the writing on the wall. Their quest to come up with an alternative was driven by self interest.

"We knew the RS500's homologation was due to run out and the prospect was for one or two Nissan Skylines running around at the front," recalls BTCC stalwart Andy Rouse. "The car was expensive and not very recognisable to people watching on TV. We knew we needed something else."

David Richards at Prodrive, which had moved onto the race circuits for the first time in 1988 and then ran a proper multi-car BMW-backed campaign in 1989, understood the frustrations of his paymasters. The M3 was competing in Class B and wasn't winning races. And that meant it wasn't playing a starring part on TV.

"I could tell BMW was getting frustrated," explains Richards.

"The new rules were driven by commercial imperatives: our business at Prodrive is selling motorsport programmes to manufacturers."

The idea was to replace Group A with something much more inclusive so more manufacturers could come and play. They would be encouraged to do so by the chance of racing the model they most likely sold the most – the four-door family saloon, or repmobile. The engine would be of two litres capacity, because just about everyone had one of those.

It was a simple idea, but who came up with it isn't clear. Given its subsequent success, it should come as no surprise that there's a queue of people ready to put their hand up and say, 'It was me'.

Richards claims the credit for Prodrive. "We sat down at Prodrive – Ian Parry, Dave Lapworth [respectively co-founder and technical boss] and myself – and



Height of manufacturer era in 1995 featured nine works saloons in the BTCC – and one estate car

Touring came to life

major manufacturers and thousands of fans. But whose idea was it? GARY WATKINS asks the category's main players to find out



Here is the first generation competing at the Birmingham Superprix in 1990, with BMW M3 leading Vauxhall Cavalier and Mitsubishi Starion, all having avoided a Sierra pile-up at the start

thought about what kind of rules we wanted so we didn't have to persuade a manufacturer to make an irrelevant and expensive homologation special," he says. "We got our ideas validated by Andy [Rouse] and then presented them to the MSA."

Rouse begs to differ. "The idea originated on my desk," he says. "I identified that just about every manufacturer had a two-litre engine that could be used for racing. I actually wanted a two-litre turbo, to replicate the same power and speeds of the RS500."

Ashman suggests the credit should go to him. He talks of a meeting when he gathered a group of senior sales and marketing executives together and thrashed out the concept that became the two-litre formula.

"We had an extraordinary number of people turn up," he recalls. "We said, 'Let's write a set of rules whereby everyone can use their bog-standard saloon.' I remember going home that evening

with a copy of *What Car?* and coming up with the 4.2-metre minimum length."

Some of those involved have attempted to dismiss Ashman's part, but the man charged with turning concept into rulebook suggests that the future president of the FIA Touring Car Commission played a central role.

"I think credit should go to Ashman," says Gerard Sauer, an engineer and journalist who co-ordinated the BTCC in 1989. "He was highly influential in the whole process, because he was an ace politician."

The seeds of the internationalisation of the formula were sown as early as 1989. Sauer was commissioned by the RAC to undertake a viability study that involved visiting manufacturers around Europe.

"What swung it was the promise of a lot of manufacturer sporting departments to come in," he explains. "There was a lot of enthusiasm for the idea if the cars



America was the last continent conquered, with a short-lived US-based series that began in 1996

represented what they were selling in the biggest numbers."

The two-litre formula came into effect for the 1990 season, with factory BMW and Vauxhall teams and a smattering of privateers existing alongside the old Group A RS500s. After this transition year, the category exploded into life. Toyota and Nissan joined the party in 1991, and Mazda and Peugeot followed suit the following year.

Ashman had by then taken up his role at the FIA, which adopted the

two-litre rules. The governing body gave it the name Class 2 for 1993, because Class 1 was awarded to the new 2.5-litre high-tech DTM category, but the lack of a catchy name proved no hindrance.

Even before it was rechristened Super Touring for 1995, the formula had a foothold on every continent bar one. And the set was completed the following year when the two-litre repmobiles had their own series in, of all places, North America. ❧

Top 25 Super Touring heroes

You've watched them race (and punt their team-mates upside down!) but who did the drivers rate?



The drivers who cast their votes

Christian Abt, Laurent Aiello, Jeff Allam, Ian Ashley, Gary Ayles, Julian Bailey, Frank Biela, Mark Blair, David Brabham, Kelvin Burt, Rinaldo Capello, Johnny Cecotto, John Cleland, Jean-Denis Deletraz, Marc Duez, Fredrik Ekblom, Mattias Ekstrom, Jordi Gene, Fabrizio Giovanardi, Chris Goodwin, Robb Gravett, Simon Harrison, Tim Harvey, Warren Hughes, Brad Jones, Peter Kox, Tom Kristensen, Jan Lammers, Nicola Larini, Mark Lemmer, Paul Morris, Yvan Muller, Matt Neal, Tiff Needell, Jan Nilsson, Eugene O'Brien, Stephane Ortelli, Jason Plato, Emanuele Pirro, Eric van de Poele, Vincent Radermecker, Paul Radisich, Roberto Ravaglia, Anthony Reid, Manuel Reuter, Andy Rouse, Tommy Rustad, Rickard Rydell, Steve Soper, Emiliano Spataro, Tim Sugden, Gabriele Tarquini, Thierry Tassin, James Thompson, Vincent Vosse, Derek Warwick, Patrick Watts, Karl Wendlinger and Joachim Winkelhock

Who was the best driver of the highly competitive Super Touring era? The arguments raged in AUTOSPORT's office when we started working on this special issue so we decided to ask the drivers themselves. Who

better to judge the best than the aces who banged doorhandles?

We called as many drivers as we could who had appeared in a relevant series for at least one season to give us their top five opponents. The only rule was that they weren't allowed to vote for themselves!

Over 50 drivers answered and we then totted up the scores – five points for a first, down to one for fifth – to come up with this list.

Twelve drivers received votes but didn't make the list: Jeff Allam, Julian Bailey, Caca Bueno, Alain Cudini, Claudia Hürtgen, Paul Morris, Greg Murphy, Matt Neal, Keith O'dor, Eric van de Poele, Hans Stuck and Patrick Watts.

Of course, with many of the respondents being European-based there is a bias. Australian, American and Japanese votes were few and far between so such stars as Brad Jones,

David Donohue and Masanori Sekiya missed out, and there were plenty of others who didn't make it. No Emanuele Naspetti (Italian champion), Mike Briggs (South African title winner), Jan Nilsson (double Swedish champion) or the prolific Roberto Colciago.

Nevertheless, we reckon it's a pretty good list. Let us know what you think the drivers got wrong by emailing us at mail@autosport.com.

25 Uwe ALZEN

German champion (for three weeks in 1999)



If the BTCC's popularity was launched by its most controversial moment, the 1992 Silverstone finale, then the German STW Cup's last-ever race ran it close for intrigue in 1999 – and Alzen was at its core.

Staying with Opel after the ITC's collapse, Alzen was initially crowned champion in '99 after limping across the finish line of that fateful Nurburgring finale virtually on three wheels after a last-lap collision with the lapped Kris Nissen, Audi team-mate of Alzen's title rival Christian Abt.

Also on that final lap, Opel privateer Roland Asch (who had already been black-flagged!) swiped Abt off the circuit – ensuring Alzen's title success. The independent Abt team protested the result, and the governing body agreed. Three weeks later it totally discounted the final lap, and took the race's results from the penultimate tour instead, so the title went to Abt.

After the decision, Abt said: "I feel sorry for Uwe, he'd have been a good champion too."

=23 Eric HELARY

French runner-up ('95); Spa 24 Hours winner ('97)



This underrated Frenchman, already a Le Mans 24 Hours winner, started out in French Supertourisme in Dany Snoeck-run Opel Vectras in 1994. His debut season was a frustrating one; despite showing great pace he just couldn't win a race on his way to fifth in the championship.

His first victory came at Pau in '95 – the first of seven he'd score that year, finishing three points shy of champion Yvan Muller's BMW. Despite that near-success, the works teams withdrew in France, so he took a couple of years out of tin-tops, although did claim victory (alongside Marc Duez and Didier de Radigues) in the Spa 24 Hours in '97 for BMW.

Helary returned to the works Opel team in Germany for '98 and '99. He finished fourth in the championship in the former, most notably heading home an Opel 1-2-3 in the Nurburgring finale as BMW and Peugeot fought out the title behind them.

=23 Will HOY

British champion (1991)



His BTCC title in 1991 was a triumph of preparation by the Vic Lee Motorsport squad – and part of that preparation was the acquisition of Hoy, who had already been successful in a BMW M3 in Japan.

Hoy is the forgotten man of the classic 1992 title battle. Now with Toyota, he came within a whisker of snatching the honours from Tim Harvey and John Cleland.

It looked as though a move to Renault for 1995 would push him back to the forefront, but it took until the mid-season arrival of engineer Greg Wheeler for Hoy to make progress. In '96, appalling engine reliability hampered the otherwise strong Lagunas.

Hoy's move to Ford came as the Mondeos were mired in the field, but an inspired tactical victory at Silverstone in 1998 proved he still had it in him. "One of my best mates in the BTCC and the cleanest driver out there, who could race side by side all day and not push you off – a rare talent in the BTCC in that era!" says Cleland.

22 Tim HARVEY

British champion (1992)



Once his single-seater career was smashed along with his ankles in a nasty Formula Ford shunt, switching to the BTCC was the best career move Harvey could make. He proved an irresistible force with Vic Lee in 1992, thanks to a little help from BMW and Steve Soper, and then switched to the new Renault team and its rally-based 19 – just the ticket in the sodden European GP support race in '93!

After moving on to Volvo for 1995, where he'd score a couple of wins just as he'd done with Renault, he admirably fought a losing battle with Peugeot's recalcitrant British-spec 406 for three seasons.

Harvey leading BMW team-mate Soper at Pembrey in 1992

**=20** Anthony REID

Two-time British runner-up (1998 & 2000)



This oil-rig worker-turned-racing pro began his Super Touring odyssey in Japan, scoring eight victories in its premier tin-top series, and twice finishing fourth in the championship in an HKS-run Vauxhall Cavalier.

He switched to Germany with Nissan in 1996, and although he only netted a couple of podiums there he did win the Japanese series finale at Fuji. By '97 he'd joined the British ranks, racing for RML's Nissan squad, which led to a title near miss in '98 that included seven victories.

Despite stating in the summer that he'd continue with Nissan, Reid defected to Ford in a big-money, two-year deal – opening the door for Laurent Aiello to drive 'his' car to title glory in '99 as he toiled in the tricky V6 Mondeo.

With Ford, he'd finish second again in 2000 after a last-round disaster in the dusk and darkness at Silverstone, but his best chance to be champion had already vanished.

Did Ford move cost Reid the '99 title?



TK won three BTCC races

**=20** Tom KRISTENSEN

Japanese runner-up (1994)



Away from his sportscar glories, the versatile Kristensen proved a handy touring car pilot. As the Japanese series shifted from Group A to Super Touring (he was primarily there racing F3000), TK finished just a point behind local hero Masanori Sekiya in 1994 in his Toyota Corona before moving back to Europe to follow his single-seater dream.

When that was snuffed out, Kristensen fell back on a drive for Honda in the German STW Cup. After a lacklustre inaugural campaign in '98, he finished third in its final season in '99, winning three rounds.

He shifted to Britain for 2000, but was never comfortable with its rumbustious nature. He won three races, including a clean sweep at Silverstone's final round – the last-ever BTCC Super Touring races.

=17 Nicola LARINI

FIA Touring Car World Cup runner-up; European runner-up



There were to be no major Super Touring titles for Nicola Larini over the course of a long and illustrious tin-top career, but there might have been had he not been busy starring in the DTM in the mid-1990s.

His performance in the FIA Touring Car World Cup at Monza in 1993 proved what this long-time Alfa Romeo driver was capable of aboard a front-wheel-drive machine. Larini finished second behind runaway winner Paul Radisich. That was impressive given what he'd been racing all year: he had to step down from a total-traction DTM car with over 100bhp more than a Super Tourer.

Larini's Super Touring problem was that he was paired throughout with one of the all-time tin-top greats in Fabrizio Giovanardi. There were race wins, of course, but his team-mate was the one who always took the titles.

Larini won races but not titles



Rouse could still run with the hounds in early-'90s BTCC

**=17** Andy ROUSE

Five-time BTCC Super Touring race winner



This engineering genius's finest driving days were behind him when Super Touring (of which he was a founding father) arrived, but he was still a force.

Running works Toyotas, he won three races on his way to third in 1991. Joined by Will Hoy for '92 (quite literally in the Dingle Dell barriers in a notable Brands faux pas), Rouse won two races to finish fifth in points.

He rejoined forces with Ford for 1993, with which he'd won the last of his four overall titles in '85. But the Mondeo programme was much-delayed and, although team-mate Paul Radisich would win three races and Monza's FIA World Cup, Rouse's second place in the Silverstone finale was his last highpoint.

A poor '94, as the quality ramped up, convinced him to hang up his helmet, but to judge Rouse on his Super Touring record alone is to underestimate a unique talent who scored 60 overall BTCC wins in 21 years.

SUPER TOURING SPECIAL

=17 David LESLIE

British runner-up (1999) & nine-time race winner



Leslie's development skills helped RML's progress in the touring car world, firstly with the Ecurie Ecosse Cavalier. He could also be blisteringly fast, as he proved when he moved 'away' to the MSD-run Hondas, and then back home with RML in the Nissan.

BMW star Jo Winkelhock, for one, was a driver who rated Leslie highly: "I had great respect for him and he was a fighter on the track."

Leslie arguably fell short on political skills when the BTCC was at its biggest in a corporate sense – but such manoeuvring just wasn't this quiet man's way.

After Leslie's death, John Cleland summed up: "He was a guy who did the job but didn't talk about it. He was never noisy. His quality was without question."



Leslie was BTCC's quiet star; here he is at Pembrey in '93

Thommo on home turf at Croft '97



=15 James THOMPSON

12-time BTCC Super Touring race winner



The poster boy of the BTCC's Super Touring era, Thompson entered the arena as a fresh-faced 19-year-old. His pace in an indie Peugeot 405 earned him a works Vauxhall deal for 1995, replacing Jeff Allam, and took until just the third round at Thruxton to become the BTCC's youngest race winner at the time.

A horrendous testing crash at Knockhill curtailed that season and, after a difficult '96 in the recalcitrant Vectra, he switched to Honda, finishing fifth in '97, third in '98 and fourth in '99. His 2000 season was blighted by intra-Honda politics and the distraction of racing in the DTM for Abt-Audi, although he still took his 12th BTCC win at Silverstone. Thommo was also a podium finisher twice in his Super Touring last hurrah in the European series in '01, helping his pal Gabriele Tarquini's title bid.

=15 Johnny CECOTTO

Two-time German champion (1994 & '98)



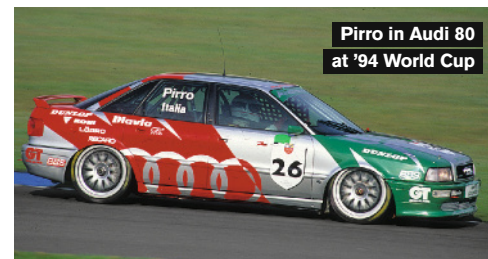
One of BMW's roster of tin-top superstars, this former 500cc motorbike racer found sanctuary in tin-tops after his F1 career was ended by severe leg injuries sustained in qualifying for the 1984 British GP (as team-mate to Ayrton Senna).

Having formed part of its 'old DTM' nobility, Cecotto led BMW's line when it joined the new-for-'94 German STW Cup. He delivered the title in his first season, winning the last three rounds in his 318is to defeat Audi's Frank Biela, and did it again four years later.

He didn't defend his title in '95, being shifted to BMW's BTCC attack alongside David Brabham. It was a lacklustre campaign, but he saved face with runner-up spot in Italy a year later. Cecotto returned to Germany, finishing third in '97 before a second title in '98, beating Laurent Aiello by just three points.



Cecotto leads STW pack



Pirro in Audi 80 at '94 World Cup

14 Emanuele PIRRO

Two-time Italian champion ('94-'95); German champ ('96)



Pirro's successes in touring cars are easy to overlook given what he went on to achieve in sportscars. The five-time winner of the Le Mans 24 Hours notched up a string of titles aboard Audi Super Tourers.

Already an established touring car pedaller with BMW in the 1980s before he belatedly broke into Formula 1, he returned to tin-tops full-time with the Munich marque after his single-seater career faltered. A switch to Audi produced immediate results: he won back-to-back titles in Italian Superturismo in 1994-'95 and then topped this by claiming the STW crown in Germany in '96.

Pirro at his peak was sublime at the wheel of a touring car, Super or otherwise. He dominated in Italy, taking 17 wins over two seasons, and was equally strong in Germany, taking the title with nine victories.

13 Jason PLATO

Six-time BTCC Super Touring race winner



He got his chance with Renault on the back of his all-conquering season in the Spider Cup in 1996, and was erroneously perceived as being Renault UK's boy in the team. But in reality Plato's presence in the squad was decided by Frank Williams and Patrick Head and his contract was with them, not the car manufacturer.

Pole position for his first three BTCC races unrealistically raised expectations, and it was perhaps not until 1998 that he established himself as someone who without doubt would be a classy tin-top campaigner in the long run. Wins in 1999, with the least-competitive Laguna, and in 2000, with the tricky Vauxhall Vectra, showed that Plato was much more than just a one-lap specialist who lucked in.



Plato found Ford challenge tough to contain in 2000



Ravaglia's star had waned by the time of BTCC campaign in '96

12 Roberto RAVAGLIA

Italian champion (1993)



Ravaglia remains the ultimate collector of major touring car crowns to this day (his successes surely more worthy than Fabrizio Giovanardi's) and that gives him a decent shout for the title of the greatest ever tin-top driver. But he doesn't command a place in this Super Touring top 10 — and rightly so.

Ravaglia's run of seven championship wins ground to a halt after a solo Super Touring triumph at home in Italy in 1993 with the CiBiEmme BMW squad. Subsequent campaigns in more rarefied company in the STW in Germany and then the BTCC yielded only a single win. He couldn't be considered a frontrunner in either, although he did notch up a second Spa 24 Hours victory with Bigazzi in 1994.

The truth is that Ravaglia's best days were behind him when the Super Touring era started. The talents that had made him a world champion in 1987 and title winner in the DTM two years later were on the wane and, after BMW took him sportscar racing in the FIA GT Championship in 1997, illness forced him to call a premature end to his driving career.

Q&A Gabriele Rafanelli

Team Bigazzi boss



How good was Ravaglia as a touring car driver?

There is no doubt that he is the best there ever was in touring cars. Just look at all the championships that he won.

What about in Super Touring specifically?

That's harder to assess. It was pretty tough in those times and there were lots of pretty good, younger drivers coming up. When he was racing for us in the [German] STW, he was no longer the main man at BMW. And don't forget we were racing against Audi. Had Roberto lost his edge by then? I don't know.

Is there an argument that he was better suited to the endurance format of touring car racing?

I don't think so. He was a great endurance driver, but I think he was even better as a sprint driver. Look at what he did in the DTM in 1989.

11 Paul RADISICH

Two-time FIA World Cup winner



Best known as winner of two of the three runnings of the Super Touring World Cup, the New Zealander was something of an overnight sensation.

He made his mark when he was called up to race the Ford Mondeo in 1993. The late green-light and team chief Andy Rouse's determination to get the car absolutely right meant a late season start and in hindsight this probably cost Radisich his best shot at a BTCC title.

Once the V6 Ford hit the track, Radisich outscored everyone in 1993, with 110 points to the 77 of champion Jo Winkelhock. He was a favourite for '94, only for Alfa's homologation special to move the goalposts.

"I still came out and finished third [in '93]," he says. "But ifs and buts don't count."

Giovanardi took back-to-back Euro titles



10 Fabrizio GIOVANARDI

Italian ('98-'99), Spanish ('97) & European champ ('00-'01)



If big numbers are your only barometer of success, then Fabrizio Giovanardi was the driver of the Super Touring era. Five titles spread across the Spanish, Italian and European series back up that claim.

Committed inside the car, and quick with a one-liner to take the sting out of an opponent's grumblings out of it, Giovanardi was a joy to behold — "a real racer's racer" in the words of his future BTCC team boss Ian Harrison.

For all his qualities behind the wheel, he never beat a truly world-class Super Touring field, his 2001 European crown being the hardest fought against Alfa team-mate Nicola Larini and Honda's Gabriele Tarquini. It is arguable, by the way he took apart Larini, Rickard Rydell, Jorg Muller and others in the S2000-spec ETCC in '02, that he could have raised the stakes against better opposition.

9 Frank BIELA

French ('93) & British champ ('96); World Cup winner



Audi's tin-top goliath was already a DTM champion when Ingolstadt switched its attentions to the two-litre genre. Biela was seconded to France, winning the '93 Supertourisme title in a ROC-run Audi 80 quattro, with five wins to BMW rival Laurent Aiello's four — the only non-Frenchman ever to win it.

He returned to Germany for '94, finishing runner-up to BMW's Johnny Cecotto and placing third in '95. His season was marred by the accident that claimed Kieth O'dor at Avus, but ended on a high note with victory in the final FIA World Cup at Paul Ricard.

Biela spearheaded Audi's inaugural BTCC campaign and dominated. Eight victories in '96 were capped off by Macau Guia glory. He was runner-up in '97 too, despite his Quattro's severe weight penalty.



Biela was unstoppable for Audi in '96 BTCC



Winkelhock loved the poise of BMW 3-series

"He was someone you could trust, I had some amazing races against him in Germany"
– Aiello on Winkelhock

8 Joachim WINKELHOCK

British ('93), Asia-Pacific ('94) & German ('95) champion



He was already a race winner in the DTM when Schnitzer was parachuted into the BTCC in '93 in the wake of BMW's exit from the German series.

'Smokin' Jo', as he was known on account of his fondness for nicotine, was an instant hit, beating team-mate Steve Soper to the title in his maiden year in the series and going on to win 27 times in Super Touring (13 of them coming in the BTCC) until BMW placed him in its Le Mans programme.

The rear-wheel-drive BMW suited him perfectly and with it he took the Asia-Pacific crown in '94 and the German STW a year later. He was back in Britain in '96, with Roberto Ravaglia as his new team-mate.

The wins didn't dry up as he finished fifth in the points, and produced arguably his most memorable drive in the category at Snetterton. After wrenching a muscle in his right arm during a pole-position lap, Winkelhock lost the lead in race one when he ran wide early on. He then fought his way back to the front only to chuck his car off again three laps from home. Never a dull moment...

Q&A Charly Lamm

Schnitzer Motorsport team boss



How did Winkelhock and Soper work together in their time with you?

Steve was six years older, and helped the whole team and Jo get up to speed very well in the BTCC in 1993. Of course, Jo won the championship, but he then did a very professional job when he was asked to support Steve in the Japanese championship in '95.

Did Jo have any quirks?

He needed to be at home in Swabia to recharge his batteries, and he never wasted any time in getting there. If we had a BTCC race on the Sunday and a TOCA test on Tuesday, he'd get the last flight to Stuttgart and come back to England on Monday night.

How bad was his smoking habit?

He smoked more than Alan Gow! He said he needed the cigarettes to relieve the tension he felt. He even smoked on the grid – we got a few tellings-off for that!

7 John CLELAND

British champion (1995)



This Peebles car dealer shrugged off the reputations of rival top-class pros by proving a mighty competitor to beat. He might have traded Volvos in the week, but at the weekend he was Vauxhall's tin-top titan.

Having made his name club racing his way through prodsaloons and Thundersaloons (the latter in a mighty Vauxhall Carlton), he was a pre-Super Touring overall BTCC champion in 1989 in the diminutive Astra. But he would truly prove his salt in two-litre Cavaliers.

Always a factor in the early '90s, his controversial denial of the '92 crown in the final round by BMW's brazen Steve Soper proved to be the series' pivotal moment in the public psyche, leading to the classic post-race rant: "He might get away with that in Germany, where he might be Mr Superstar, but this is clean. The man's an animal."

Although steamrollered by the might of BMW and Alfa in subsequent years (along with everyone else) his finest hour came in 1995, when RML provided him with a Cavalier capable of winning the title. A mid-season purple patch of four consecutive victories at Brands, Donington (where he always excelled) and Silverstone allowed him to defeat some of the biggest names in the business.

The unloved Vectra followed, in which he'd only score another two race wins over four seasons – including victory in the legendary 'Mansell race' at Donington in 1998 – before his retirement at the end of 1999.

"He had great aggression on track. Would never settle for any position except the win"
– Allam on Cleland



Cleland leads at Oulton in '95

6 Gabriele TARQUINI

British champion (1994)



When Tarquini arrived in the BTCC in 1994 with Alfa Corse it brought charisma and flair to a series accustomed to old-school tin-top hard men.

With his permanent smile he soon became a firm favourite with fans and media, who today still caricature his mispronunciations on pondering the form of 'Wimblydon' FC (he is a big football fan) or his favourite Brands Hatch corner of 'Ding-a-donga Dell'.

Tarquini dominated in '94 and then returned – after a spell in the ITC – in 1997 as part of Honda's new tie-up with Prodrive. He spent five years in the Accords, but while always quick could never win another title in BTCC, German STW or the European Super Touring series.

Certainly one of the greats, but on UK shores his accomplishments are coloured by the fact Alfa had stolen such a march on aero homologation in his title season.



Tarquini hustles 'wing car' on his way to '94 crown

5 Rickard RYDELL

British champion (1998)



His very presence in the Super Touring ranks was almost an accident, and Rydell was very much viewed as the new boy when he joined Jan Lammers at Volvo's BTCC team in 1994. But a year later he was most definitely the marque's top dog, and would dominate a string of highly rated team-mates in the TWR-run Swedish machines.

"I was racing in Japan in Formula 3 and had an offer to move to F3000, which in those days Mika Salo, Eddie Irvine and Heinz-Harald Frentzen used as a step to F1," says Rydell. "That was my ambition, but I had a lung collapse at the end of 1993 [a congenital condition brought on by stress and travel] and was in hospital for a week. The offer came from Volvo and it was easier to commute back and forward to England.

"If not for the collapsed lung I probably wouldn't have made that decision, but in hindsight I haven't regretted it at all. It enabled me to have 20 years as a factory driver [from signing with Toyota in 1990]."

Over six years with Volvo and one with Ford, Rydell established himself as one of the very best in the BTCC. If anything his style made him the Jim Clark of this tin-top era – super-smooth, deceptively quick and consistent, but lacking some of his rivals' ruthlessness in battle. At the time, it was always very hard to separate him from Alain Menu, who had deeper troughs but perhaps had more of the kind of moments of inspired brilliance that are remembered for years afterwards.

"A hard competitor and blindingly fast in qualifying. Good fun to be around"
– Cleland on Rydell

Rydell piloted 850 Estate in '94 BTCC



Q&A

Was your initial signing to Volvo to do with you being Swedish?

No, it was up to TWR, and I went from thinking I was on the verge of F1 to racing an estate car!

What was your Super Touring highlight?

As a driver, winning Bathurst in 1998. It's the number one circuit on my list, my pole lap was 1.5 seconds quicker than anyone else, and to drive with Jim Richards was really nice. The Nissan was pushing us

almost the whole race. As well as that, winning the BTCC at Silverstone was special.

Do you feel you could have had another title?

In 1995, if we'd had the same tyres as the others... The Dunlops were really good for one lap, but not the tyres to have in the race. In 1999, we'd developed the engine so we were faster, and I was leading three times when I had mechanical failures. Even in 2000, in the Prodrive Ford, I had to make the transition to a car without powersteering and had a chance of the title at the last round.

4 Steve SOPER

Japanese champion (1995); Macau Guia winner ('97)



Transit. Trailer. Treadmill: Brands, Oulton, Snet. One-make series hero: Minis, Fiestas, Metros. It took Soper several seasons of slog – and gallons of petrol, paint and sweat – to become an overnight sensation.

He was 32 when he burst onto the BTCC scene in a TWR Rover Vitesse and secured the title (1983) at his first attempt in a RWD big fish rather than FWD tiddler. That honour was belatedly stripped because his car was discovered to have adjustable swizzle joints or some such gizmo no-no, but it was obvious that he was the best: fast and smooth out front, aggressive and perspicacious in the pack. He could with equal facility finesse an overboosting turbo Sierra Cossie on undersized tyres or kerbhop a buzzing atmo Beemer on the cam.

His talent demanded a wider stage and the WTCC, ETCC and DTM provided it. As such, he became a grudging participant whenever marketing demands dragged him back to Blighty. He played the badass hired gun brilliantly, often charging through the pack as though the others had left their handbrakes on. His clash with John Cleland at Silverstone 1992 was ugly but the mainstream publicity it generated put thousands on the gates and hundreds of thousands on the viewing figures.

He never did win the BTCC – Schnitzer team-mate 'Smokin' Jo' Winkelhock did a number on him in 1993 – but then Stirling Moss never did become world champion. 'Soperman' was the benchmark. If you could cling to his cape you knew you wouldn't be far from the sharp end.

"Steve was my hero in the mid-'80s. The ultimate touring car driver" – Tim Harvey

Hounding the front-wheel-drive brigade at Knockhill in 1994





Muller won French title in '95 with ORECA BMW

3 Yvan MULLER

French champion (1995)



It's fitting that Yvan Muller can be described as an Alsatian (he hails from Alsace) – if you wanted someone who could hustle a dog of a Super Tourer, then Yvan was your man!

Much like fellow Frenchman Laurent Aiello a few years earlier, Muller's single-seater career ground to a halt at Formula 3000 level, despite winning the British F2 title in '92, and his salvation was Hugues de Chaunac's ORECA BMW squad.

In 1994, however, the BMW 318i wasn't the force it had been due to a draconian weight penalty, but the advent of a mid-summer homologation package, including front splitter, rear wing, plus a weight break, turned him into a winner in the second half of the season. He got to within 11 points of leader Aiello at one point, but failed to make any further inroads into the Peugeot team leader and finished third in the title race.

This proved the springboard to a successful French title assault with ORECA in '95, which led to a works deal with the factory Audi squad ROC Auto. After a total-traction learning year in Italy in '96, Muller would develop its front-wheel-drive A4, first in the

German STW Cup in '97, and then moved to the British Touring Car Championship a year later.

The A4's aero package was unsuited to the twisty, undulating British tracks, and not only was the car an oversteering bronco, it also suffered from poor weight balance due to its longitudinal four-pot motor. But Muller's committed driving style that season earned him plaudits from observers and brickbats from rivals, who felt he was overaggressive in battle.

"The whole ambience of this series is very different from Germany," he said at the time. "I have the feeling that, in England, if you have a big mouth and talk a lot and complain, then you're automatically right. That, for me, is a bit stupid."

Vauxhall, which was struggling with its Triple Eight Vectra programme, made him its marquee signing for 1999, dispensing with (team co-founder) Derek Warwick's driving talents. Muller made an almost-immediate impact with a sensational victory at Brands Hatch, passing a warring Aiello and Anthony Reid in one fantastic lunge at Paddock Hill Bend.

In 2000 he finished best of the non-Fords, which dominated the season, in fourth position. He scored a brace of victories at Thruxton and another at Silverstone. After the Super Touring era, he would go on to claim the 2003 British title and three (likely soon to be four) world championships.

Q&A Ian Harrison

Triple Eight Vauxhall team boss



What is your main memory of Yvan in your Super Touring years together?

We were very lucky. We had some of the best guys. If you look at Muller, Plato, Thompson, Giovanardi, you couldn't put fag paper between those guys. Yvan was probably the joint best driver we ever had, with Gio.

What were his strengths?

Being a great racer and his car control – he used to drive looking out through the side window most of the time! He was a great team guy. We had good fun with him and it was a shame when he left.

Yvan made his name driving cars that weren't necessarily the best, so what do you think were the best Super Touring cars?

The Renault Laguna was a good bit of kit, but the Nissan Primera was pretty bloody special. And the four-wheel-drive Audi was a great car. They were all great, but they were completely over-the-top, ridiculous bits of kit. I don't miss them at all!



Heroics in dreadful front-wheel-drive Audi A4 proved BTCC mettle

"Probably the best front-wheel driver of all time, an unbelievable natural talent"
– Warwick on Muller



One of four wins in Vauxhall Vectra

German STW campaigns
for Peugeot featured fights
with BMW, Audi and Opel ranks



RAYMOND DE HAAN

2 Laurent AIELLO

French ('94), German ('97) & British ('99) champion



The only man to claim Super Touring titles in France, Germany and Britain – before going on to add the DTM crown to his CV – the rise of Super Touring coincided with Aiello's single-seater career terminating after two disastrous FIA Formula 3000 campaigns.

ORECA's Hugues de Chaunac was his saviour, placing him in his BMW squad in French Supertourisme in 1993. Aiello would win four races in his debut tin-top season, and was quickly headhunted by the factory Peugeot team. He claimed the French title in 1994 in his 405 Mi16, before moving across the border to the German STW Cup with the same team in '96, now in a potent new 406.

Aiello served his intent with victory at Assen in only his second weekend in the series, going on to score another two wins and finish third in points behind Emanuele Pirro (Audi) and Steve Soper (BMW).

The following year, he swept to the title after a season-long tussle with BMW's Joachim Winkelhock – the driver he cites as his favourite rival alongside DTM legend Bernd Schneider. In his final year in the German series in '98, Aiello fell just three points short of BMW's Johnny Cecotto in a titanic title decider at the Nurburgring, despite winning one more race than the Venezuelan over the course of the season.

Arguably his greatest feat was scooping the British title at his first attempt with the RML Nissan squad. Signed in a deal worth a reputed £600,000 – and with a rival bid from Williams Renault – to replace Ford-bound Anthony Reid, Aiello arrived with no knowledge of the British tracks or the Primera. He was wary of driving for an English team again, after a bad experience with Pacific in F3000, but brought ace engineer Ludovic Lacroix with him from Peugeot.

That was essential to shortcutting his learning curve, as he recalls: "I remember the first time at Thruxton, we had a test one week before the race. After five new sets of tyres, I was 1.5s off David [Leslie]. I told my engineer, 'There's no way we can

Q&A

Did you enjoy driving Super Touring cars?

From the first time I drove an ORECA BMW at Le Castellet, I found it very interesting. At a fast corner like Signes, in a formula car it was easily flat-out. But in a touring car, you had to shift down a gear and play with the steering wheel to keep the car on the right line. I really loved this kind of driving.

What was the key to being so quick in one?

My style of driving is to have the car as balanced as possible. I knew this was the best way to preserve my tyres, and with Peugeot I had the chance to build the car around my style. It's the only way to win a title.

How did the different series compare?

The big difference from France was that in Germany and England, the fans come up to you; they are not afraid to speak to you. In England especially, I had a great relationship with the fans. There were some old ladies, they came to every race to see me – great!

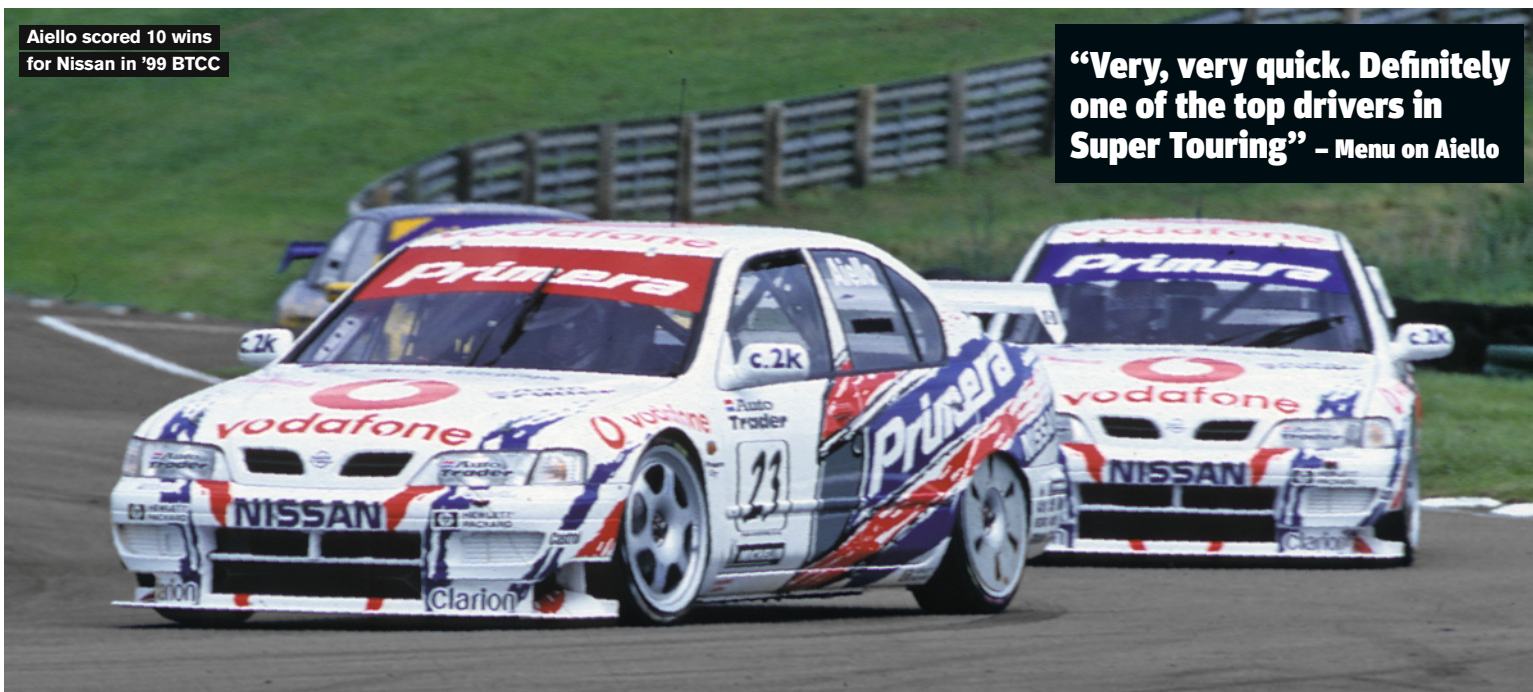
compete, we are too far away!" We then decided to work on the race set-up, and the car was impossible to drive on the fast corners after three laps – it was so loose! I said to Ludo [Lacroix], 'We'd be better off going to the beach than this racetrack next weekend'.

"In reality, we worked a lot, looked at the data, and every day between then and a race weekend I thought about what we could do. When we arrive back at the track, I was four tenths off in qualify. Then I won the two races. It took so much energy!"

He'd already scored his maiden win at Silverstone in round two, the first of 10 victories. His main opposition came from team-mate Leslie, but a complicated intra-team contract scenario clouded the situation, leading to clumsy team-orders nonsense at Donington. Besides that blip, his relationship with Leslie and the team remained strong throughout.

Aiello had the least obvious weaknesses of the touring car elite. It took a lot to rattle him – surely a legacy of his years in a small, two-car Peugeot operation against the massed ranks of Audis, BMWs and Opels in Germany.

Aiello scored 10 wins
for Nissan in '99 BTCC



"Very, very quick. Definitely one of the top drivers in Super Touring" – Menu on Aiello

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Q&A

What was so special about the Super Touring era?

It was the racing. The years in the UK were great. The crowds, the enthusiasm of the punters was really nice. The level of competition of drivers, manufacturers and teams, I've never had that since.

Who would you be most comfortable going side-by-side through the Craners?

David Leslie. I had loads of respect for David as a driver and a human being. I knew I could trust him. I remember doing a full lap of Thruxton side-by-side with him and we always gave each other room.

And the least?

Quite a few! John Cleland... Cleland... and maybe Cleland! I would have thought twice before doing it. He was not a dirty driver, but he certainly wouldn't give me the room that David did!

In his '97 title pomp in Laguna at Knockhill



Renault 19 was tricky, but he still won in it



Second title came with Ford in 2000



1 Alain MENU

Two-time British champion (1997 & 2000)



Alain Menu was just another driver whose single-seater possibilities had dried up when he landed a seat with the Prodrive-run BMW junior team in the 1992 BTCC. Little did he realise that this was a career-defining move that would result in him becoming the only driver to win the BTCC title twice during the Super Touring era.

"I was not really interested in touring cars," admits Menu. "It never crossed my mind that the BTCC and Super Touring would get as big as it did. I was quick straight away but the problem we had was we were on Pirelli tyres and at that time we were not the best, so we struggled."

A podium finish at Snetterton was the high point

before a quad bike accident put him out mid-season.

That might have been it for Menu in the BTCC. "I was very close to not getting anything for '93," he says. "BMW decided they could not keep all the drivers and I was the last to arrive so the first to go. But Renault signed me up. If it wasn't for them, it would have been very difficult to find something else."

The Renault 19 was not a great car, but Menu outshone reigning champion team-mate Tim Harvey, scoring close to double his points and claiming a maiden win in a damp race at Donington Park. It was the first of 36 victories in the BTCC. With Williams getting involved in 1995, it wasn't until '97 that Menu finally won the title, winning half of that season's races.

After returning to Prodrive in '99, he added a second, last-grasp, crown driving the Ford Mondeo in 2000. While it was clearly the best car of that final

season, Menu had to beat Rickard Rydell and Anthony Reid in identical machinery to do it.

Maybe a few were as quick as Menu in a Super Tourer, but there were certainly none faster. There were occasional ragged edges, but a fully-lit Menu hustling a front-wheel-drive repmobile around Oulton Park, where he won nine times, as if it were a high-powered formula car, is a defining image of the era. And the success Menu had certainly makes up for the fact he did not go as far as he should have done in formula racing.

"I came second many times in Formula Ford and the BTCC, but I never won a title until 1997," he says. "I wouldn't necessarily say it was my proudest moment, but it was very sweet. I had some great times in my career, but for me the years 1995-2000 were the best."

"I would go back there now."

Plato's BTCC launchpad

Jason Plato was a relative unknown when he landed a Williams Renault drive. He talks MARCUS SIMMONS through a trying rookie season



PLATO IN SUPER TOURING BTCC

Wins.....	6
Poles.....	7
Fastest laps.....	10
Best champ pos.....	3rd (1997)

Snetterton, August 10, 1997: Plato takes the first of 78 – and counting – British Touring Car championship race victories on a day that team-mate Alain Menu wrapped up his first drivers' championship title



Plato shares the podium with Alain Menu, a man he acknowledges played the game perfectly in '97

Jason Plato had no idea what he'd got himself into. Yes, he'd decided he would do almost anything to land himself his last-chance British Touring Car Championship drive with the Williams Renault team – his tale of doorstepping Frank Williams is well known. And yes, he knew he'd be quick – he'd already proven that by outperforming the ex-Formula 1 opposition he was up against for the deal.

And yes, competing in the BTCC – with eight manufacturers awash in corporate cash – was, especially for a British driver, second only to getting a Formula 1 ride.

Even arriving at the Williams factory to meet the guys didn't really prepare him: "I'd imagined what it would be like to drive for Williams, and when I signed the documents and did the negotiations with Frank that was an amazing part of my life, as was turning up as a driver and being allowed behind closed doors."

Then came the real eye-opener:

Jason Plato

'Patrick Head said: "You're trying too hard, let it come..."'

an intensive test at Jarama. Days and days of thrashing around with Undisputed Renault Number One Alain Menu... "I had an articulated lorry full of tyres. Just for me! All different compounds. Unbelievable. Engineers around me, analysing everything. One guy was only there to analyse the front dampers; others for this and that. I thought I was in heaven. I was like a kid in a sweetie shop, and there was Alain, taking it all in his stride."

There was initiation too. Here was a 29-year-old new boy, the reigning Renault Spider champion, known as a bit of a Jack the Lad, a little bolshy perhaps. The Williams boys had a plan...



Thanks to JP for digging this one out of his archives... It's not every day that you return home to find a wrecked tin-top in your garden. For some reason not all the neighbours were impressed



Simmons (far left) and colleagues download Plato during the inaugural BTCC weekend at Croft in '97

"Every evening, after the testing, something had been done to my hire car," laughs Plato. "They wired the horn to the brake pedal and handbrake – you can imagine what that was like once I got into Madrid on the way back to the hotel. They drilled the headlights out and filled them full of oxyacetylene so they'd explode, they put talcum powder in the air vents. And one morning half of my car was in the swimming pool."

"But it was done with such humour and friendliness, and the more they did the more I loved it. I saw it as my opportunity to integrate myself into the team. It was, 'Come on lads, what are you going to do now?'"

Once the japey was out of the way (for now at least, but read on...), there was the serious business of a BTCC season to contest. Incredibly, Plato earned pole for his first three races, but in hindsight the sensation of this – while it had its upside – perhaps prolonged the wait for his first win.

"There was a lot of green-eyed monster about my getting the

drive," says Plato. "I genuinely beat Alain to those three poles and that was the best thing that happened. It earned me respect in the paddock and, more importantly, within the team. I'd justified the decision of Frank and Patrick Head, which in most people's opinions had been a reckless one."

"But it did give me a slightly bigger spring in my step that perhaps I shouldn't have had. I had a lot of money coming into my bank account, got a Ferrari, was able to pick up birds, I was a superstar. But I wasn't, because it also made Alain turn his wick up and as a result I was slower than my team-mate."

"That irked me and I started to tie myself in knots and overdrive, and I had a couple of accidents I shouldn't have had. Patrick had a chat with me and said, 'You're trying too hard, let it come, you don't have to prove yourself, relax. We like you, you're doing a good job.'"

The win finally came on a hot summer day at Snetterton. Plato led home Menu – whose second place secured him the title – and Honda's

Gabriele Tarquini in tight formation. It was a good drive, and the new boy had shrugged off throttle and clutch problems as well as a slow puncture, but it didn't seem to flow in the manner of a Menu victory.

"If I'm honest, yeah, I was a bit tight in the car," he admits. "But I knew it was a brilliant chance and I knew the psychological dynamic. As long as he finished in the leading places, Alain was going to wrap it up, and I knew he wouldn't try anything risky. There was no need to let that happen, to stop me winning that race. There was a lot of stuff going on behind the scenes."

Here Plato alludes to team strategy. OK, it was natural for Plato to play a supporting role to Menu until the Swiss won the title, but as the end-of-season run-in began there was a real chance of the British rookie wresting second in the points from Audi star Frank Biela. It came to a head in the final round at Silverstone, in the first of the two races, when Menu shouldered race leader Plato aside and, in doing so, let the Nissan of Anthony Reid through into second.

"We'd had a discussion that Alain was going to try to help me," recalls Plato. "But – and this was a mega lesson – there was an awful lot of greyness. At no point did anyone say that at all costs my second place in the championship should be protected, it was just implied."

"I respect Alain enormously for this – he was in it for himself and would a rookie taking second place in the championship take something away from his win? All drivers are selfish bastards, and he did it because he wasn't

told explicitly not to.

"I was fuming, I felt so let down. I had a go at everyone. In the final race my mindset was very different..."

This was a fantastic Plato performance. Running on red mist he held off a charging Menu, the two Renaults miles clear of the field. Win number two, and valuable lessons on the same day. Menu, acknowledges Plato, had also given a masterclass in political savvy all year. "I owe Alain a lot, actually," he admits.

For 1998 the Renaults were not as competitive, but Plato stepped up and this was no master-and-reluctant-servant relationship with Menu. In '99, with Menu off to Ford, Plato conclusively led the team and outpaced Jean-Christophe Boullion, the man he'd been given the nod over in the first place for '97.

Talking of which, those Williams guys weren't going to let Plato finish his 'initiation' year without another prank. "I got home at 11.30 at night from a December test in Spain," he says. "As I walked in I clocked this touring car in the back garden. They'd constructed this shell and tig-welded every bent, damaged body panel they could find from my season! They'd hired a crane to lift it over the roof of the house. It sat there for nine months before I gave it to a friend, [rally driver] Rich Stoodley, to auction for charity. It got a couple of grand."

More importantly, the gag was further proof of the new boy's security at Williams, with the 'miscreants' all invited to the Plato gaff for drinks and a laugh the following day. "I really did feel part of the family," he smiles. And, by his performances, the same was true of his place in the BTCC. ☘

GREAT CAR: RENAULT LAGUNA

No car won more races in the BTCC during the Super Touring era than the Laguna. By EDD STRAW

TRICK BRAKING SYSTEM NEVER RACED

An independent braking system might have proved Renault's trump card in 1998-99. "We would have cleaned up," reckons driver Jason Plato. "We tested it at Albacete. It was a couple of seconds quicker than the standard car, and it was only about 80 per cent refined then."

Senior race engineer Gerry Hughes recalls: "The system consisted of four levers positioned around the steering wheel that controlled mini master cylinders on each brake. The aim was to create greater cornering stability, especially at the front end. We used to run a pretty complex diff on the front axle, and this was usually quite open."

"The system was designed to

direct torque across the front axle to limit wheelspin on the inside wheel. At the rear, we were looking to increase cornering capability by braking the inside rear wheel. In essence, it worked, but it was always outside of the regulations, and we didn't think it was worth the effort of converting it to fit to the rules."



TROUBLESOME ENGINE COMES GOOD

Initially a weak point, particularly in terms of reliability, Sodemo prepared the Laguna's 1998cc in-line four-cylinder double-overhead-camshaft engine.

At heart, this engine was the same as the one that powered Renault's

previous contender, the 19, but for 1994 everything except the conrods was changed.

At first, the engine put out around 280bhp, but by the car's 1997 zenith it was producing 315bhp – and reliably.

HIGH-SPEED HANDLING A STRENGTH

The Laguna was strong in fast corners early on, and by 1997 had matured into an all-round package.

"It was a proper racing car," says Jason Plato. "At the Old Hairpin at Donington, you could turn in on a really nice, neutral balance without

any oversteer on entry. Then you'd open the taps and it would just slightly hang its tail out, with only about a 10-degree yaw while you're on the power, and with the benefit that you're not hurting the rear tyres as the fronts are doing the work."

SUCCESSING THE UNLOVED 19

Renault's first foray into Super Touring was with the 19, a difficult car described as being "absolutely on a knife edge" by Tim Harvey.

The Laguna, introduced in 1994, was a vastly more suitable car; longer (4508mm), wider (1752mm) and more aerodynamically efficient.

WHY WILLIAMS BUILT A SUPER TOURER

Thanks to its ties to Renault in Formula 1, Williams took over the Laguna for 1995 from MTC (Metal Composite Technology).

The deal was struck in late August, but the team only really started work

in November '94. The '95 car was an evolution of MTC's version, originally designed by Renault Sport's Yannick Kerguelen. In '96, an all-new 'Williams' car, overseen by chief engineer John Russell, appeared.

AERODYNAMICS WERE KEY TO SUCCESS

During the Super Touring era, downforce became an important source of performance.

After the Alfa Romeo 155 sprouted a rear wing at the start of the 1994

season, Renault UK commissioned a special-edition Laguna for the road, allowing a rear wing to be fitted to its racing car. Alain Menu's strong finish netted second in the '94 BTCC.



SUSPENSION SET-UP FAR FROM IDEAL

The Laguna had MacPherson struts and coil springs at the front, with a rear torsion bar.

Chief engineer John Russell says: "With a front-wheel-drive car, the traction and steering is at the front, so when you apply power the inside

wheel is not giving you the camber you want. With double wishbones, the car is more passive, and there are potential advantages to be had."

The limitations of the base model also meant a sky-high damper motion ratio of 2.5:1 at the rear.

MODEL'S SHAPE LIMITED SUCCESS

After dominating 1997, the Laguna faded in its final two seasons.

Design/race engineer Dominic Harlow says this was simply the car's inherent limitations catching up with it. "As a road car, the Laguna didn't have the same loads going through it

as a Super Tourer," he says. "And the engine didn't have all the right valve angles or the geometry of a very good Japanese engine of the type."

"Aerodynamically, the perfect shape was a low roofline and long boot, which we didn't have, either."



Midlander Matt Neal was a multiple champion in the BTCC's privateer class. Here he runs ahead of class rivals Nigel Smith and Robb Gravett at Brands Hatch in 1995

The King of the Indies

He's a multiple BTCC champion now, but Matt Neal had to learn the hard way during the 1990s. He looks back with JAMIE O'LEARY

Winning in the BTCC was hard enough during the 1990s even if you had manufacturer machinery, so imagine what it was like if you were a privateer. Matt Neal doesn't have to, he was there. And he became comfortably the era's leading independent.

"The first few years I had in the BTCC, I'd have done double backflips just to get into the top 10," says the now three-time champion and mainstay of the factory Honda squad. "That's how difficult it was for a privateer team against the works boys. These guys who win a race nowadays from a reversed-grid pole and with minimum weight – they haven't got a clue about just how hard it was for us to do what we did."

During what is universally acknowledged as the series' high-point, the decadent era of big-budget Super Touring machinery, the task he faced in

clawing his way from back-of-the-grid obscurity to the top step of the podium was nothing short of superhuman.

That he managed it, and in the most Hollywood of fashions on live



Neal was no stranger to the BTCC podium

TV, is testament to the dogged determination of the lanky midlander and the entire Team Dynamics outfit – now running the aforementioned Honda programme – to never quit, no matter how tough the going got.

Neal was the star of the privateers' category – known then as the TOCA Cup and backed for a number of years by French fuel giant Total – winning it in 1993, '95, '99 and 2000 in BMW, Ford and Nissan machinery. Already a favourite among the fans, he became a cult hero during the latter part of the era by regularly putting his Primera GT where a non-works machine had no right.

"People's champion? Yeah, I guess I was, and I admit, I did play up to it," he says. "Everyone loves to see an underdog doing well and when we were up near the front in 1999 and 2000, the way the fans got behind us was just amazing."

"During the pitlane autograph sessions we'd be getting similar crowds to the works boys. It was a bit different when I came back as a works driver with Vauxhall a couple of years later and got

booed at Brands Hatch!"

Neal, already a star name in Group N saloon racing, made three appearances in the BTCC in 1991 in Pyramid, TechSpeed and Roy Kennedy-run BMWs, and then under the auspices of Dave Lampit "out of the very unit in Pershore we now occupy as Honda Racing" the following season.

The move that was to set up the rest of the decade came with the formation of Team Dynamics – to run ex-Vic Lee Racing kit – by Neal's father Steve at the end of '92.

"I turned down the Vauxhall Cavalier to do that too," Neal remembers. "It was probably the wrong thing to do, given how we struggled to get an overall result for so many years. But I'd been on BMW Junior Team tests and figured that by aligning myself with them, that I'd have a better chance of a works drive somewhere down the line."

The BMW years were successful enough within the context of privateer competition; the '92 crown was narrowly lost to James Kaye while he did take the independents' title the following

season as part of a three-car Dynamics line-up alongside Ray Bellm and Alex Portman.

After a brief sojourn as a Mazda works driver in '94 – a year blighted by a huge accident at Silverstone that caused him to miss a handful of races, and the team's withdrawal mid-season – Neal was back within the family fold.

"We [Dynamics] got told about four weeks before the start of the season that Graff Racing in France were looking to offload one of their Mondeos on the cheap," Neal recalls. "So [long-time Dynamics technical guru] Barry Plowman and I attached a trailer to the back of my car, drove down to France and collected the car. Big-budget stuff!

"And then we won the class first time out at Donington. Fantastic. But that car was good for two reasons; firstly we had a dynamite Cosworth engine and secondly Dunlop – which was down to just Volvo in terms of works teams – helped us out a bit with the tyres and made sure we had rubber that was only one stage below their best. We won the title comfortably, but

Matt Neal

'Trouble was, the ex-F1 guys don't like being beaten by a privateer'

best of all was coming 11th out of 55 cars at the World Cup at Paul Ricard in October."

After a disastrous follow-up season as a two-car operation with 1990 BTCC champ Robb Gravett alongside Neal, Dynamics switched to Nissans midway through 1997 and ran with Primeras of varying

specification and age until the end of the Super Touring era.

This, coupled with the arrival of gifted engineer David Potter and the end of a control-tyre deal for the privateers that kept them out of the overall hunt, launched Neal towards the sharp end.

"By that point both me and the team – and even my sponsors – had outgrown the independents' race and we wanted to go after the big boys," he says. "Trouble was, your Gianni Morbidellis and Derek Warwicks – the ex-F1 guys – don't like being beaten by the pikey privateer, so I ended up not even winning the indie title for a couple of years because I'd go after the big boys and end up getting shoved off.

"I had to sacrifice good results and have the odd accident to show these guys that I couldn't be bullied off the track. But you only had to do it once and they got the message."

And then came Donington Park on April 5, 1999, and a famous maiden victory.

"That was the first time we had the same tyres available to us as the works teams, and look what we managed," he says.

"To be on pole, lead, stall in the pits and then come back from fifth to win during the final third of the race... magic. And of course there's the famous picture of Alan Gow handing me the cheque for £250,000 for being the first privateer to win a BTCC race in Super Touring – that was just under a third of our budget for the year when the works Nissan team were spending £12 million!

"There's been some good success for us since then; winning the last international Super Touring race at Estoril in 2001 against the works Alfas and Hondas, and having the three BTCC championships, but that one race at Donington is still the one I get asked about most often and the one I cherish above all others."

NEAL'S BIGGEST HITS AND MISSES



BEST CAR

Either the 1999 [pictured] or 2000 Nissan Primera. Ricardo Divila was the design genius while Gary Thomas filtered out the bad ideas he came up with. They were the cars that enabled us to run near the front.



WORST CAR

The 1996 Ford Mondeo we had at Dynamics, which just wanted to turn sharp right or left all the time. When I got out of the car at the last race I kissed the ground because I was that pleased I'd never have to get back in it again.



BEST INDIE RIVAL

Tommy Rustad. He had speed in his Renault Laguna, bags of determination and was a really hard racer who wouldn't give any quarter. When you came up behind him you knew you had a tough job on your hands. Firm, but fair.



BIGGEST ARGUMENT

When I got to the stage of racing near the front, I had to show the name drivers that I couldn't be bullied out of places, so there were inevitably some crashes. The biggest row was with Tom Kristensen, who said I was a liability after a shunt.



THE TEAM-MATE WHO NEVER WAS

IMG tried to place David Coulthard – who was out of work after his F3000 season ended – with Mazda alongside me for '94. Mazda said no because they didn't think he'd make a good touring car driver and took David Leslie. DC was lucky!



Neal cut his teeth with BMW M3s. This is Thruxton in '92 – a season in which he narrowly lost the indie title

BTCC SUPER TOURING INDIE WINNERS

Matt Neal	85
Richard Kaye	19
Lee Brookes	16
Robb Gravett; James Kaye	15
Nigel Smith	8
Tommy Rustad	5
Chris Goodwin; Ian Khan	4
Ian Ashley; Ray Bellm; Colin Blair; Ian Flux; Colin Gallie	3
Mark Lemmer; Alex Portman; James Thompson; Sean Walker	
Mark Blair; Paula Cook; Will Hoy	2
Nigel Albon; Ian Cantwell; Charlie Cox; Hamish Irvine	1

Huff meets his hero

Britain's reigning World Touring Car Champion was inspired to race by the late-'90s generation of Super Tourers, so he was delighted to get to drive one at Donington Park. BEN ANDERSON was there to watch him drive Matt Neal's Nissan Primera



Reigning World Touring Car champion Rob Huff was all smiles when he knew he was going to be allowed to thrash one of the Super Touring racers that inspired him to get involved in his youth



Matt Neal's privateer heroics in late-'90s Nissan Primers inspired a generation of fans of the British Touring Car Championship. They certainly made an impression on Rob Huff, who went on to become a BTCC race winner and, last year, a World Touring Car champion.

Today, at Donington Park, Huff will sample Matt Neal's 1998 Team Dynamics Nissan Primera, one of the cars that turned him into a wannabe touring car driver.

"I told Matt about this when I was in Morocco for WTCC earlier this year and he was very excited," says Huff as he lays eyes on the machine that Neal carried to third in the '98 BTCC Independents title race. "It's lovely isn't it?" says Huff, as the car's current owner — club racer Dave Jarman — shows him around his steed. "Right, I'm going to take some photos — sorry!"

Huff is clearly excited by the prospect of what's to come. "It takes me back to the days when I used to stand at the top of Paddock Hill Bend and watch at Brands Hatch," Huff explains. "This era of Super Tourers is the reason I wanted to go touring car racing. Dad used to take me to Snetterton and Brands to watch BTCC in the '90s and I fell in love with the noise. I remember watching live when Matt Neal won overall as an independent at Donington in 1999."

This isn't quite the car that Neal used to do that famous deed (and scoop Alan Gow's £250,000 bounty!), but it's still an accurate representation of the high-bucks, high-stakes, high-tech latter days of Super Touring.

"It's exactly as Matt Neal used it," says Jarman. "It's one of the ex-works '97 cars rebuilt with a new shell for '98. Brian Chatfield did one club race with it before it got shipped off to New Zealand in 2003. I bought it in 2008 after it sat doing nothing for five years. There were various issues with corrosion, though, and it took me 12 months to get it back



One for the album: smartphone pics came first

SUPER TOURING SPECIAL

◀◀ to where it was.”

This is one of three Super Touring Primers Jarman has owned, the others being an ex-Ivan Capelli '95 model and David Leslie's '99 factory BTCC racer. Originally a telephone engineer from Stroud, near Castle Combe, Jarman began racing a historic Datsun 240Z Roadsport car in the late '80s and funded his hobby by preparing race and rally versions for others.

The Datsun link meant he was naturally curious about Nissan Super Tourers. This interest led to him racing them, and also starting a new historic series for the cars with current BTCC engineer Johnny Westbrooke.

“Everything is bespoke on the car,” he explains. “The suspension, the brakes, the engine; even the headlamps are special lightweight components! Nissan spent £8million to win the title in '99, and Ford's budget to win with Prodrive [in 2000] was even bigger.”

Steve Neal's Team Dynamics outfit had this car built for the 1998 season in '97 spec. It was an ex-works car fitted with a new shell from Nissan Motorsports Europe, and a customer engine from International Engine Services that revs to 8000rpm and is capable of pushing out around 300bhp. RML provided some technical assistance and renowned BTCC engineer Dave Potter engineered the dampers on the car, which was also fitted with a '98 aero package.

Even a cursory glance over one of these machines reveals how customised they are – even the wheel hubs are shaped for aerodynamic purposes!

“I've driven other Nissans but there's nothing like it,” says Jarman. “The fact Patrick Watts and John



With a smidgen of oversteer exiting the final chicane, Huff gives the ex-Matt Neal Primera a proper workout

Cleland [who raced Super Touring Cars in period] have bought cars has got to say something for the experience. As far as I'm aware, they are the fastest steel-bodied touring cars ever produced.”

Jarman's pride and joy is wheeled out into the pitlane as Huff puts down his cameraphone and readies himself for a trip back in time – when men were men and touring cars were proper racers.

“It's evil when it's cold, but after

three laps everything comes to life,” Jarman tells Huff as the WTCC ace is strapped in. As Huff familiarises himself with Matt Neal's former surroundings, period Super Touring ace Anthony Reid wanders over for a chat having earlier sampled an ex-John Cleland Vauxhall Cavalier.

“I did 1m14s in the Cavalier!” he tells Rob before taking his place on the pitwall to observe Huff's run.

“Of all the cars I drove in the

Super Touring period this was my favourite,” Reid adds. “I got eight wins [on the road] in the 1998 season with the Primera – it was a fabulous car.”

Reid is keen to see the stopwatch as Huff ventures on track with an assortment of historics, Carrera Cup Porsches and Formula Renault and Monoposto single-seaters for company. “I can't say I'm not feeling a bit of adrenaline!” says Jarman nervously, as he watches

ANTHONY REID: NISSAN WAS 'BEST CAR'

Having raced the Nissan Primera in Japan, Anthony Reid came to the BTCC in 1997 to drive the RML-built version. Over the next two years the car would evolve into one of the finest machines of the era and Reid narrowly missed out on the 1998 crown, after taking 11 poles and seven wins from 26 races.

He chose not to stay in 1999, leaving Laurent Aiello to win the crown in the ultimate iteration, but he has little doubt as to what was the best Super Tourer.

“The 1999 Primera was the best Super Tourer I've ever driven,” he admits. “I didn't drive it in period, but I've driven it more recently at the Goodwood Festival of Speed.

It has a fantastic rear end and I can well understand why it won the title.”

Although Mallock was a key figure in making the car so good, Reid says good foundations had been laid before the project moved to RML.

“I developed that car from the outset in '96, when we were racing for Nissan Motorsport Europe in the German championship,” he says. “At times it was very strong, but it wasn't consistent in 1996. Through developing that year and over the winter, racing in South Africa, Alec Poole, Glyn Hall and I started the evolutionary process of the car that went on to win the championship.”

The development continued with RML, with Reid still working closely



Reid toughs it out with Rickard Rydell's Volvo into Paddock Hill at Brands Hatch during 1998

with the likes of Richard Divila, Derek Gardner and Bob Neville at NME.

“In hindsight one of my regrets was not staying for 1999,” admits Reid. “But I did know there was only one

more year on the contract and Ford offered me two years on very good terms that were difficult to turn down.”

● Kevin Turner



There's sadness as Huff realises his all-too-brief taster around Donington is at an end

his car building speed around Donington's 1.957-mile National Circuit. "I bet he gets out with a smile on his face!"

Reid's grin rapidly evaporates when Huff posts a 1m12.4s lap on his seventh attempt to smash the Scot's Cavalier effort out of the park. Reid then skulks off back to his Chevron GT3 garage muttering something about hard tyres.

"If he was on new tyres Rob would be a second per lap quicker," offers Jarman. "That's no bullshit, that's a fact."

Huff is in ebullient mood when he pulls the Primera back into the pitlane. "That was proper!" he enthuses. "Why can't touring cars be like that now?! It's got so much

Rob Huff

'I think the Craner Curves could be driven flat out, but it's not my car!'

grip – you get on the power and the diff just pulls it through the corners. I think the Craner Curves could be flat, but it's not my car! The engine is really nice and all the induction noise is brilliant – it sounds like it's going to explode!



Huff was only too happy to autograph the bootlid of Dave Jarman's Primera

RAY MALLOCK'S SUPER TOURING VIEW

Ray Mallock has successfully run cars in Super Touring and S2000, so how does he think they compare?

"When we started in the BTCC the cars had the big weakness of having to rely on production-car aero, leading to homologation anomalies like the Alfa Romeo coming in [for 1994]. It allowed everyone to use big spoilers and wings, creating a much more level playing field.

"The cars were quick – mega quick – but even so we had a real edge given our aero experience from sportscar racing. The traditional teams took a while to catch up. I still remember John Cleland's first run in the 1995 Cavalier, which had the full front spoiler and rear wing. He couldn't believe the laptime after his first flyer – he was convinced there must have been a malfunction. The car was just so quick.

"The cars were great, but it was also a fantastically competitive time given the number of different manufacturers and concepts. It was tremendously satisfying to win during that period and have a team capable of winning championships.

"Eventually the budgets did start running away with themselves, and



Mallock has fond memories of Super Touring

it needed a fresh start – and that was S2000. The challenges today are still remarkably similar to the Super Touring era – OK you have less freedom, but it all still comes down to the quality of the engineering and the depth of the budget in terms of getting the most out of your package compared with the opposition.

"Will we ever top Super Touring? Well, we've probably never surpassed it. The cars were excellent and the level of manufacturer involvement was fantastic. It was a golden era, no doubt.

● Sam Tremayne



Ray Mallock's eponymous RML outfit ran Rob Huff to last year's WTCC title with the Chevrolet Cruze

"It's got short gear ratios and you can really stand on the brakes," he continues. "I like the idea of the driver-adjustable rollbar too; it's a bespoke racing car, like a single-seater with a roof. I think we could do a 1m10s lap (the pace the cars did at Donington in period) balls-to-the-wall with new boots.

"It does everything you want it to do – it's an amazing car. I bet Dave spends evenings just sitting in it in the garage with a cup of tea – that's what I would do! He's a very lucky boy."

Jarman gets Huff to sign his autograph on the inside of the boot lid (before even Matt Neal has had the chance!), and the two say their goodbyes before Rob heads over to the Donington cafe for lunch with AUTOSPORT and more reflections on a wonderful experience.

"Everything about that car is

lovely," he gushes. "I could feel the aero in the Craners, and on the good laps I did I could feel the car squatting into the track. We've got to the point where we have more grip than power in touring cars, but these were the other way around. It was incredibly easy to drive compared with what we have now.

"The Primera was doing what it was supposed to do; it was built as a race car, not a road car adapted for the track. Just because it looks like a Primera, doesn't mean it is one! All the electronics, data-logging, pumps and adjustability just shows the level of technology that went into these cars.

"Nothing has changed in 15 years, apart from what they have turned away. I grew up watching these cars and it's lovely to see them out again. I think I was definitely born in the wrong era."

Gone but not forgotten

Will Hoy and David Leslie are no longer with us, and their Super Touring achievements are often underplayed. By MARCUS SIMMONS

The contributions of Will Hoy and David Leslie to the Super Touring era are easily overlooked, and usually underrated. Once the international invasion of the BTCC got under way towards the mid-1990s, these hirsute heroes

– the urbane Hoy with his perpetually mischievous eyes coupled with a 1940s fighter-pilot 'tache; the earnest Leslie with prog-rock beard under a Beatles fringe – were rarely rated among the absolute best. Yet they had longevity almost throughout Super Touring's existence.

It's easy to forget that Hoy beat serious opposition to become the

first champion of the all-two-litre generation, while Leslie played a very important role in the titles won by two other drivers.

The biggest tragedy, of course, is that neither is still with us. Hoy died of a brain tumour in December 2002; Leslie was the victim of a plane crash in March '08.

As men, they couldn't have been more different. Hoy was a chartered

surveyor by his other profession, yet fully part of the BTCC 'clique'. Leslie was something of an outsider – like Alain Menu, he rarely joined his on-track rivals on the golf course, and was in any case too busy shaking down friends' historic cars or running his junior single-seater team, which launched the careers of Allan McNish, David Coulthard and Dario Franchitti.

Will Hoy

Will Hoy's 1991 title was a triumph of planning by Vic Lee Motorsport. VLM had taken Jeff Allam to some notable results in '90 in what Lee refers to as a "halfway-house" version of a 2.5-litre DTM BMW M3, and the squad knew exactly what it wanted for the following year.

One of those things was Hoy. He had won a class title in Japanese Touring Cars with the Autobureaux team's M3, on Yokohama tyres – exactly what Lee was planning to run. Crucially, Hoy was up to speed with the driving style needed to get the best from this combination, while for many of his rivals it was a case of relearning techniques after several years in brutal Ford RS500s.

"Will came with no preconceived ideas," says Lee. "The RS500 had immense power, but was point-and-squirt, and compared to the M3 it was like Formula 3000 and F3. You needed to carry speed through the corners with the M3, and a lot of guys struggled with that concept."

"Will had a unique style that suited that car. Tim [Harvey] and



Having won the BTCC with BMW in 1991, Hoy switched to Toyota for the following year, finishing second in the championship to Tim Harvey

Laurence [Bristow] complained that we did more work on his car, but we didn't have data logging then. In '92, we became the first team to run the full PI system, and Tim took on Steve Soper and beat him because we could overlay data and it changed his mind."

By this stage, Hoy was a Toyota driver. "Andy Rouse had started developing the Carina," says Lee. "We were on a non-disclosure agreement with BMW, and couldn't even tell Will and Denis Norton of Securicor [Hoy's backer] how much work we'd done on the new E36. Everyone thought '92 would be a development year, and Denis didn't want the money to go into that."

How might Hoy's career have progressed if he'd won the title again with BMW and become part of Munich's system? Don't forget, VLM was a privateer in '91. Its Northfleet

workshops built the shells and engines, and could choose the best gearbox and tyres, unlike works-affiliated Prodrive. In '92, it joined Prodrive in the factory ranks, yet carried Harvey to the title.

"I said to Will, 'Do you want to be a winner or a rich man?'" recalls Lee. "He said, 'I want to be both!' I said, 'I can't make you a rich man in '92, but BMW could do afterwards.'"

Even after his driving career ended, Hoy remained part of the BTCC, mentoring and engineering for the Honda team of Andy Priaulx and Alan Morrison in 2002. "It was really good fun working with him, but he always carried his helmet in the boot of his car, just in case!" says Priaulx.

"It was a real benefit to have someone of his experience, and he definitely influenced me. Then, one day at Donington on a test day, his

words started drifting on the radio... It was quite a shock.

"I used to go down to see him in London once a week to plan things, and we became good friends. Even now, when I get the train to do the same trip, I always think of him."



Hoy scored nine overall wins in BTCC career

HOY'S BTCC WINS

1991 Silverstone	BMW M3
1991 Snetterton	BMW M3
1991 Brands Hatch	BMW M3
1992 Snetterton	Toyota Carina
1992 Donington	Toyota Carina
1995 Brands Hatch	Renault Laguna
1995 Snetterton	Renault Laguna
1995 Silverstone	Renault Laguna
1998 Silverstone	Ford Mondeo

O'DOR'S BTCC WIN

1993 Silverstone Nissan Primera



O'dor became synonymous with the Nissan Primera over a BTCC career that spanned just four seasons

The tragedy of Kieth O'dor

The son of a Hungarian refugee who walked across Europe when the Iron Curtain fell and married the big sister of Jason Plato's dad, Kieth O'dor's life was cruelly ended in an accident at the Berlin circuit of Avus in September '95.

Kieth grew up surrounded by touring car competition thanks to father Jan O'dor's successful Janspeed Engineering company, but his own achievements proved his place in the tin-top elite.

The first highlight was a win in the British Grand Prix support race of '93 with the Janspeed-run Nissan works team, after the infamous Will Hoy/

Julian Bailey Toyota crash. The second – perhaps more significant – came in race one of the ill-fated German Super Touring meeting at Avus. O'dor's win in the Primera, run by Scuderia Italia, put the cap on a season in which he had hitherto outperformed team-mates Sascha Maassen and Ivan Capelli.

Then tragedy in race two, as Frank Biela's Audi struck his car when it was stranded in the middle of the track.

"Kieth was a brilliant driver in front-wheel drive," says his '94 BTCC team-mate Eric van de Poele. "I think had history been a bit different he could have been a champion when Nissan had the best car."

With that in mind, what could he have achieved had he survived to get his hands on the late-'90s car?

David Leslie

It's well known that David Leslie was the man who missed out when RML won the works Vauxhall contract for 1994. It was Leslie's results in RML's privateer Ecurie Ecosse Cavalier in '93 that had spurred Vauxhall into thinking of a move from long-time associate Dave Cook (as John Cleland once said, "Our team had a notepad and pen, and RML had computers").

When RML got the deal, Cleland and Jeff Allam were already under contract, leaving Leslie to move to Mazda and then Honda – much to the chagrin of RML boss Ray Mallock.

Their relationship cannot be overemphasised. As drivers and team-mates in sportscars, Mallock and Leslie trusted each other implicitly. When Mallock stood down from driving, he knew that Leslie was almost an extension of his own personality, implementing in the car

what Mallock's engineering brain thought was required for the new front-wheel-drive era.

"It was the work that David did on our car in '93 that enabled us to build such a strong car for John Cleland, and his championship success [in '95] had a direct link to David's work," says Mallock.

The relationship was renewed in '97, when RML split with Vauxhall and began a new tie-up with Nissan. Leslie joined Nissan-favoured Anthony Reid through '97 and '98. Then, when Reid joined Ford for '99, Leslie partnered Laurent Aiello in the works Primera squad.

"I had the opportunity to bring David back," recalls Mallock, "and I knew he could form a key part in getting the most out of the car. By the time Laurent came along in '99 there was very little development needed.

"David was a real gentleman and a team player, and played a key role in establishing RML's touring car



Leslie was known for his ability to develop a car

reputation. It's interesting that in that era, the only car that didn't get the results we'd like was the Vauxhall Vectra, which David had no involvement with."

That reputation was reinforced by Aiello's '99 title, but things were not so serene off track. Leslie and Reid had equal status in their contracts yet, unbeknown to RML, Aiello had been

LESLIE'S BTCC WINS

1993 Thruxton Vauxhall Cavalier
 1996 Silverstone Honda Accord
 1996 Thruxton Honda Accord
 1996 Donington Honda Accord
 1998 Silverstone Nissan Primera
 1998 Donington Nissan Primera
 1999 Donington Nissan Primera
 1999 Snetterton Nissan Primera
 1999 Thruxton Nissan Primera

given 'number-one' status in his. The upset this caused has subsequently resulted in Mallock insisting on RML writing its own contracts with drivers in its time running the factory WTCC Chevrolet squad.

"At one point David was in tears," says Mallock. "He just had to get on with it, yet a number of times he had to sacrifice his own position."



The Scot drove for Honda in the BTCC from 1995-96, coming fourth in his second season with the team

Back with an old friend

Anthony Reid tasted success overseas with the Vauxhall Cavalier in the 1990s and jumped at the chance of a reunion at Donington. KEVIN TURNER was there

Chances are, if you think of Anthony Reid in Super Touring, you picture him in a white Nissan Primera or a yellow-and-blue Ford Mondeo.

Certainly, all nine of his British Touring Car wins in that era came in those two cars, but he was also successful in a third tin-top.

Reid's first experiences of Super Touring, or Class 2 as it was widely known outside the UK, came in the All-Japan Touring Car Championship in a Vauxhall Cavalier. He took four wins and fourth in the 1994 standings and followed that up with three more and another fourth place overall the following year.



Veteran Reid was keen to drive the Cavalier again

Anthony Reid

'It feels exactly the same. I felt familiar with it and pressed on'

"I did a test at Pembrey in 1993 and they seemed to like what I did so I had a contract for 1994 and '95 in Japan," recalls Reid. "It was my introduction to Super Touring."

He thus takes little persuading when an opportunity to drive an example of the front-wheel-drive machine at Donington Park for AUTOSPORT comes up.

REID REUNITED

The car Reid is set to pedal is the RML-built Cavalier raced by Jeff Allam on his way to 10th in the points in the 1994 BTCC. It then went to Australia and ended up competing at Bathurst and Macau before going into hibernation for over a decade.

Bob and Mark Jones bought it for the 2012 season, as Super Touring returned as a historic category (see page 96). Mark, who started in grass-track racing and now races in historics with the Cavalier and a Lotus Cortina, reckons it didn't need a lot of work. "We've not really had to do anything with it, just a bit of TLC, and we've put it back in its original livery," he says.

Although the Cavalier now has the wings the car sprouted in 1995, it is still on its original engine. At the time the four-cylinder unit was quoted as having 290bhp but Bob admits it "doesn't give that now".

Reid reacquaints himself with the sparse cockpit of the Cavalier before heading out on a cold morning at Donington. It doesn't take him long to get up to speed

The Jones's Cavalier is the ex-Jeff Allam machine that raced in the 1994 British Touring Car championship

and the Cavalier soon passes the pits making that familiar scream.

Despite lots of traffic, the Cavalier's lap times come down and down as the session progresses. Reid is clearly enjoying himself out there.

"That was really good fun. Absolutely as I remember," are his first words as he climbs out, before immediately making set-up suggestions to Mark Jones.

"I was really concerned because

the unusual thing with that car was that, to change up, you pushed the gearstick forward," continues Reid. "Normally you pull. I thought, 'oh my god I'm going to blow the engine up', but actually, when I got into it, I only had to think about it a bit because I drove the car like that in period.

"It feels exactly the same and I felt familiar with it and was able to press on."

One thing that has changed



**CAVALIER WINNERS
IN THE BTCC**

John Cleland.....	15
Jeff Allam.....	2
David Leslie.....	1
James Thompson.....	1



since the 1990s is the tyres. Reid is running on a hard trackday Dunlop, as opposed to the myriad number of different compounds major teams ended up running back in the day.

"I had to do a few laps to get heat into the tyres, they felt hard," confirms the 54-year-old. "In the old days you could get heat into the rears in one lap. Sometimes we used to have three compounds and run different ones at each corner!"

CAVALIER CLASS

The Cavalier had a long life, first appearing in GSi form in 1990 and going through RSi iterations that ended with the bewinged machine of 1995 in which John Cleland took the BTCC crown.

Reid is in little doubt about what made the car successful, both in Britain and Japan. "It just feels like a great bit of kit," he says. "Nothing complicated, but everything does what it should do.

"I think that was the benchmark of the period. It did not feel like a front-wheel-drive car. It almost behaved like a rear-wheel-drive car because with fresh tyres you hardly got any understeer; oversteer was the issue, even under power."

Reid also remembers the impact that the splitters and wings, pioneered by Alfa Romeo and its 155s in 1994, had on the cars.

"In 1994 we had no aero kit and

the racing was fantastic with lots of overtaking and slipstreaming," he enthuses.

"But a year later, with the wings on, the car felt even better but the racing was more processional. It was harder to overtake. Even at Fuji, with the very long pit straight, for some reason when you got behind another car I think the wings threw the air up so there wasn't so much of a hole behind." ►►



Ex-Allam Cavalier from 1994 now wears the splitter and wings introduced for '95. Reid reckons they improved the car but created less exciting racing thanks to increased difficulty in overtaking



Reid gave Mark Cross a few set-up pointers after his re-aquaintance run at Donington Park

GOING TO THE EXTREME

Having raced in Japan, Reid headed to Germany with Nissan in 1996 before arriving in the BTCC the following season. He would almost win the title with the RML Primera in 1998 and narrowly missed out again with a Prodrive Ford in 2000.

Reid's memories of the Mondeo, arguably the most sophisticated Super Tourer, demonstrate just how far things went after the Cavalier's heyday.

"Everything became extreme, right down to having water-cooled brake callipers – and remember that the engine on the Ford Mondeo was set so far back and so low they could actually run the

driveshafts through the V in the V6," says Reid. "You almost had a 50-50 weight balance."

"The aerodynamics improved dramatically – that was the difference. You can feel some downforce in the Cavalier but not a great deal, whereas the Mondeo just had a tremendous amount of grip. It really was an aero car."

With more downforce being produced by the front splitter than the rear wing, the Mondeo was nevertheless not an easy car to hussle compared with the more benign Cavalier.

"The Ford was a bit more tricky to drive, especially in quick corners, because you had an aero imbalance," adds Reid, who reckons Prodrive's 1999 car was particularly challenging.

"It didn't have power steering and there was torque steer, all sorts of issues you expect with a completely new car."

With Vauxhall well into its Vectra programme and Nissan ruling the roost with the Primera, Prodrive took the engine build programme in-house for 2000

Anthony Reid

'The Cavalier is just beautifully engineered – nothing trick'



Original Swindon-built two-litre doesn't produce the 290bhp it used to, according to the car's owners



Reid familiarises himself again with the sparse cockpit of the Cavalier, a car he raced in the mid-'90s

and, with Reid partnering Alain Menu and Rickard Rydell, no expense was spared securing the title in the BTCC's final Super Touring season.

"Prodrive did a phenomenal job and built the most advanced Super Touring car I've ever driven, and it had more power than any of the others," reckons Reid. "But I never felt that car talked to me the same way as the Nissan Primera did, understandably because you had three big names with all their own ideas. Alain and Rickard seemed to like the car more the way it was than I did. I have to have a rear end that is very compliant and predictable."

THE MOVE TO BTC REGS

The cost of Super Touring had, by 2000, become unsustainable. New BTC regulations were introduced for 2001 to reduce costs.

Reid would taste success with MG, winning six races in 2001-'04, but the cars were something of a come down. "I could see the writing on the wall," he remembers. "In 2000 it became

like Formula 1 on a smaller scale. The Ford budget for that season was in excess of £10million.

"The BTC cars were like production club-level, so unsophisticated by comparison. You weren't allowed to move the engine so there was much more weight on the front wheels and there was no downforce to speak of. You had less grip and the engine power was a lot less. It was a culture shock!"

You can't help get the feeling that the cars of the mid-1990s, of which the Cavalier remains a fine example, slot sensibly between the less spectacular cars of the 2000s and the exotic money pits of the late Super Touring era.

"There's nothing very trick and fancy about the Cavalier but it's just beautifully built and engineered," says Reid. "If you were running one as a privateer it was a great car, and not too expensive to run."

"That's what Ray Mallock and his team have always been very good at doing. He set the benchmark with the Cavalier." ❧



Reid went on a charge at Fuji, taking second from the back in race one and winning race two

REID: THE BRAVE CAVALIER IN JAPAN

It may not have got much coverage in the UK, but the All-Japan Touring Car Championship was competitive. And big.

One of Reid's best racing memories comes from the 1994 season finale double-header, at Fuji, while driving the Vauxhall.

"It was a big race, Japan's Tourist Trophy," says Reid.

"I won from the back of the grid because we'd had a problem in qualifying. I overtook 30-odd cars by slipstreaming in one of Ray Mallock's Cavaliers. It was a huge slipstreaming battle. I've got the Lord Mayor's trophy on my cabinet."

Reid charged from 31st to second in the first part, before comfortably winning the second encounter from Jo Winkelhock.

Behind raged a tight battle for the title between the Toyota Carinas of Masanori Sekiya and Tom Kristensen and the BMW of Steve Soper in a field that AUTOSPORT's Adam Cooper described as "a marvellous tribute to the strength the JTCC has

attained in a highly competitive first year of Class 2 racing".

Soper charged from the back in both races, but was forced out of the first with fuel-pump failure. Kristensen clashed with Aguri Suzuki in race two and Soper's second charge looked set to bring him the title. But the effort had taken too much from his tyres and he fell back. Despite spinning on a warm-up lap and non-starting race one, Sekiya's third place in the finale was enough for the crown.

But Reid was well down the road. "It was a class field of all the major Japanese manufacturers, BMW and some great drivers: Winkelhock, Soper, Hoshino, Hasemi," he adds.

"We had enough power to slipstream and pass people down the straight – at that time the Cavalier really was a very competitive package."

"Ray Mallock used to make the trip over for the Japanese races – they were very important and it was a big championship."



Prodrive-built Ford Mondeo was the most spectacular Super Tourer. Reid recalls it was "tricky to drive"

Tin-top memories

Looking back on moments of disaster, parc-ferme fury, red mist, regret... and taking off the wrong bloke after the race

DAVID ADDISON ITV BTCC COMMENTATOR

The idea for Nigel Mansell to race in the 1993 TOCA Shoot-Out was had by Donington promoter Robert Fearnall and it added over 50,000 to the gate – it was the only time Mansell raced in Britain that year.

I was commentating from the Spark Plug, adjacent to Starkey's Bridge with a fantastic view of the Craner Curves and Old Hairpin. I remember saying: 'Mansell gets sideways... he's saved it' – but then the car slewed the other way, and Tiff Needell was in the wrong place at the wrong time and tagged him.

Mansell's Mondeo plunged into the barrier, driver's side first, at the bridge with one heck of a loud bang, and then spun around right in front of me. It was a big hit, and I could see him slumped at the wheel, which didn't look great.

It took ages to get Nigel out, and as I turned around I realised the majority of the crowd was pressed against the fence behind me. But not one person jumped the fence.

It was typical Mansell; you knew he'd either win or something like that would happen – he was so spectacular. My one regret from that weekend was that the crash meant he didn't take part in the TVR Tuscan race he was also scheduled to do.



Mansell was going well before his big accident

SUTTON IMAGES



Rydell (leading) and Reid would get rather closer than this

ANTHONY REID BTCC RACE WINNER

My two wins [on the road] at Brands Hatch in 1998 stand out because of the real needlematch with Rickard Rydell.

At the beginning of the second race Rickard got the jump. He backed me up into the pack at Druids by braking in the middle of the corner and I dropped back.

I got my head down and overtook a load of people and, after the pitstops, I caught Rickard up. We had a bit of a tussle into Druids, we touched – the door opened and I was in and off.

At the end there was a fracas in the pit area, live on television in front of Steve Rider!

RINALDO CAPELLO ITALIAN CHAMPION

I have some regrets because I could have moved to England or another country and been a stronger name in touring cars. After I won the Italian championship, the best idea would have been to go somewhere else. I won against Cecotto, Ravaglia, Soper... all these guys. I think I could do it in other countries as well, but I

didn't get the chance.

I got on very well with the team in Italy but I was the only one. It was much easier for me to work with them than to put another driver in that maybe doesn't work so well. But the positive I got in terms of how long I spent with Audi in sportscars is far bigger than any negatives.



Capello (middle) had to stay in Italy

LAT

MATT NEAL BTCC AND ESTC RACE WINNER

Our Nissan was still there, and we got some sponsorship for 2001 and went over to the European Super Touring Championship. We raced against the factory Alfas, Audis and Hondas. That was rough.

The Audi was renowned as being built like a brick shithouse – it was still running four-wheel-drive – and the Alfa was built equally as strong. They were like tanks, and the Hondas and Nissans were fast but fragile. Gabriele Tarquini won more races than anybody, but he didn't win the championship because they used to smash into him and he just used to not finish.

It was when I first met Fabrizio Giovanardi and I had a few

fallings-out with him. He hit me at several races on the trot. We were at Silverstone and they used to reverse the whole grid for the second race. I got through to Vale and was up to third and I was thinking, 'I could win this' and I got a smack up the back.

I rejoined well back and I was on the radio, 'Who did that to me?' They said Giovanardi. I could see him and I thought, 'I'm gonna get you.'

I couldn't catch him, which infuriated me even more, so I got alongside him on the slowing down lap and I was gesticulating at him. He was waving his hands in the air, so I hit him and pushed him in the gravel. And it wasn't him that had hit me so I had to go and apologise!



Neal's Primera before it got into another scrape



Aiello (middle) wanted more time in the BTCC

LAURENT AIELLO MULTIPLE SUPER TOURING CHAMPION

I was involved in the BTCC too late. There was so much to learn in Britain. The only thing I regret is that I only spent one year there.

In 1997 I won the German STW Cup with Peugeot. And being champion, you want to stay and defend your crown. But maybe it would have been a good idea to come to Britain one year earlier. If I had, I would have pushed Peugeot, as a manufacturer team, to come to the BTCC.

The Nissan was already a very

good car, but there was little possibility for me to adapt the car to my style, so I had to adapt a bit. That was difficult at first – and I had to adapt also to all these great circuits when all the other drivers knew them so well.

Every new championship I always said, 'One year for learning, one year for winning.' With the BTCC, I didn't have a year for learning! I had a very good car, but the competition was so, so hard.

CHARLY LAMM SCHNITZER BMW TEAM BOSS

BMW decided to pull out of the DTM in October 1992 and then really ramped up the development of the 318i Super Tourer over the winter. We got our cars in February '93, by which time BMW Motorsport had told us we were going to race in the BTCC, which was the best championship in the world for those cars at that time.

We realised very quickly that with such an intense schedule of 14 events and lots of official tests we needed a base in England, so we rented a place – Unit 20, just

outside Silverstone – and spent March moving everything over.

We spent the year living in a B&B, run by a wonderful woman called Pauline, and only coming home to Germany for a few days every second week when there wasn't a race.

With all that effort, winning first time out at Silverstone with Steve Soper first and Smokin' Jo [Winkelhock] second was a very special achievement, and finishing first and second in the championship was even better.



Schnitzer took a one-two first time out at Silverstone



End of the charge: Soper hits Cleland after fine recovery

IAN TITCHMARSH BTCC TRACK COMMENTATOR

The one that stands out is Steve Soper at the Silverstone finale in 1992. I was commentating and I can remember the way Steve drove after the early incident. He was way, way back and he drove an unbelievable race to come through

to challenge on the penultimate lap.

OK, it all went wrong with the clash, but the drive before that stands out. He wasn't pushing people off when he was recovering – he was braking later than anyone else dared. It was Steve at his best.

FOR THE DRIVERS' VIEWS ON THE INFAMOUS 1992 FINALE, VISIT

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SUPER TOURING SPECIAL

RESULTS AT A GLANCE BY JAMIE O'LEARY

ASIA-PACIFIC TOURING CAR CHAMPIONSHIP

1994 Joachim Winkelhock (D) BMW 318i



Paul Morris grabbed the first of his three Australian Super Touring crowns in 1995

AUSTRALIAN SUPER TOURING CHAMPIONSHIP

1993 Peter Doulman (AUS) BMW M3
 1994 Tony Longhurst (AUS) BMW 318i
 1995 Paul Morris (AUS) BMW 318i
 1996 Brad Jones (AUS) Audi A4 quattro
 1997 Paul Morris (AUS) BMW 320i
 1998 Brad Jones (AUS) Audi A4 quattro
 1999 Paul Morris (AUS) BMW 320i
 2000-01* Paul Morris (AUS) BMW 320i
 2002 Alan Gurr (AUS) BMW 320i

*Series ran into early 2001

BELGIAN PROCAR CHAMPIONSHIP

1994 Thierry Tassin (B) BMW 318is
 1995 Thierry Tassin (B) BMW 318is
 1996 Jean-Francois Hemroulle (B) Audi A4 quattro
 1997 Didier de Radigues (B) BMW 320i

BRITISH TOURING CAR CHAMPIONSHIP*

1991 Will Hoy (GB) BMW M3
 1992 Tim Harvey (GB) BMW 318i
 1993 Joachim Winkelhock (D) BMW 318i
 1994 Gabriele Tarquini (I) Alfa Romeo 155 TS
 1995 John Cleland (GB) Vauxhall Cavalier 16v
 1996 Frank Biela (D) Audi A4 quattro
 1997 Alain Menu (CH) Renault Laguna
 1998 Rickard Rydell (S) Volvo S40
 1999 Laurent Aiello (F) Nissan Primera GT
 2000 Alain Menu (CH) Ford Mondeo

*1990 season featured Super Touring Cars in Class B, won by Frank Sytner (BMW M3).



Hoy won inaugural outright Super Touring title, in 1991 BTCC with VLM-run BMW

CAMPEONATO DE ESPANA DE TURISMO

1994 Adrian Campos (E) Alfa Romeo 155 TS
 1995 Luis Villamil (E) Alfa Romeo 155 TS
 1996 Jordi Gene (E) Audi A4 quattro
 1997 Fabrizio Giovanardi (I) Alfa Romeo 155 TS

CAMPIONATO ITALIANO SUPERTURISMO

1993 Roberto Ravaglia (I) BMW 318i
 1994 Emanuele Pirro (I) Audi 80 quattro
 1995 Emanuele Pirro (I) Audi A4 quattro
 1996 Rinaldo Capello (I) Audi A4 quattro
 1997 Emanuele Naspetti (I) BMW 320i
 1998 Fabrizio Giovanardi (I) Alfa Romeo 156
 1999 Fabrizio Giovanardi (I) Alfa Romeo 156

CENTRAL EUROPEAN SUPERTOURING CHAMPIONSHIP

1996 Vaclav Bervid (CZ) BMW 318is
 1997 Josef Venc (CZ) Audi A4 quattro
 1998 Josef Venc (CZ) Audi A4 quattro

CHAMPIONNAT DE FRANCE DE SUPERTOURISME

1993 Frank Biela (D) Audi 80 quattro
 1994 Laurent Aiello (F) Peugeot 405 Mi16
 1995 Yvan Muller (F) BMW 318i
 1996 Eric Cayrolle (F) BMW 320i
 1997 Eric Cayrolle (F) BMW 320i
 1998 Eric Cayrolle (F) BMW 320i
 1999 William David (F) Peugeot 406

COPA DE LAS NACIONES (SOUTH AMERICA)

1997 Oscar Larrauri (RA) BMW 320i
 1998 Oscar Larrauri (RA) BMW 320i
 1999 Emiliano Spataro (RA)/Caca Bueno (BR)* Peugeot 406
 2000 Oscar Larrauri (RA) Alfa Romeo 156

*Bueno and Spataro were inseparable on points and results

EUROPEAN SUPER TOURING CAR CUP

2000 Fabrizio Giovanardi (I) Alfa Romeo 156
 2001 Fabrizio Giovanardi (I) Alfa Romeo 156

JAPANESE TOURING CAR CHAMPIONSHIP

1994 Masanori Sekiya (J) Toyota Corona E
 1995 Steve Soper (GB) BMW 318i
 1996 Naoki Hattori (J) Honda Accord
 1997 Osamu Nakako (J) Honda Accord
 1998 Masanori Sekiya (J) Toyota Chaser



The Dodge Stratus, designed and built by Reynard, took North American honours with Donohue

NORTH AMERICAN TOURING CAR CHAMPIONSHIP

1996 Randy Pobst (USA) Honda Accord
 1997 David Donohue (USA) Dodge Stratus

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PORTUGUESE TOURING CAR CHAMPIONSHIP

1994 Pedro Leite de Faria (P) Toyota Carina E

SOUTH AFRICAN TOURING CAR CHAMPIONSHIP

1994 Shaun van der Linde (ZA) BMW 318is

1995 Mike Briggs (ZA) Opel Vectra

1996 Terry Moss (ZA) Audi A4 quattro

SOUTH EAST ASIAN TOURING CAR CHALLENGE

1996 Kasikam Suphot (T) Opel Vectra

1997 Charles Kwan (HK) BMW 320i

1998 Charles Kwan (HK) BMW 320i

1999 Charles Kwan (HK) BMW 320i



Christian Abt took the final title of Germany's Super Touring era in the Audi A4

SUPER TOURENWAGEN CUP (GERMANY)

1994 Johnny Cecotto (YV) BMW 318is

1995 Joachim Winkelhock (D) BMW 320i

1996 Emanuele Pirro (I) Audi A4 quattro

1997 Laurent Aiello (F) Peugeot 406

1998 Johnny Cecotto (YV) BMW 320i

1999 Christian Abt (D) Audi A4 quattro

SWEDISH TOURING CAR CHAMPIONSHIP

1996 Jan Nilsson (S) Volvo 850 GLT

1997 Jan Nilsson (S) Volvo 850 GLT

1998 Fredrik Ekblom (S) BMW 320i

1999 Mattias Ekstrom (S) Audi A4 quattro

2000 Tommy Rustad (N) Nissan Primera GT

2001 Roberto Colciago (I) Audi A4 quattro

2002 Roberto Colciago (I) Audi A4 quattro

ONE-OFF RACES

FIA TOURING CAR WORLD CUP

1993 Monza Paul Radisich (NZ) Ford Mondeo Ghia

1994 Donington Park Paul Radisich (NZ) Ford Mondeo Ghia

1995 Paul Ricard Frank Biela (D) Audi A4 quattro

MACAU GUA RACE

1994 Joachim Winkelhock (D) BMW 318is

1995 Kelvin Burt (GB) Toyota Corona EXIVS

1996 Frank Biela (D) Audi A4 quattro

1997 Steve Soper (GB) BMW 320i

1998 Joachim Winkelhock (D) BMW 320i

1999 Michael Bartels (D) Audi A4 quattro

TOURIST TROPHY

1996 Donington Park Alain Menu (CH) Renault Laguna

1997 Donington Park Alain Menu (CH) Renault Laguna

*Paul Radisich was awarded Tourist Trophy in 1994 for World Cup win

BATHURST 1000

1997 David Brabham (AUS)/Geoff Brabham (AUS) BMW 320i

1998 Rickard Rydell (S)/Jim Richards (NZ) Volvo S40

SPA 24 HOURS*

1994 Roberto Ravaglia (I)/Thierry Tassin (B)/Alex Burgstaller (D) BMW 318i

1995 Joachim Winkelhock (D)/Peter Kox (NL) Steve Soper (GB) BMW 320i

1996 Jorg Muller (D)/Thierry Tassin (B)/Alex Burgstaller (D) BMW 320i

1997 Didier de Radigues (B)/Eric Helary (F)/Marc Duez (B) BMW 320i

1998 Eric van de Poele (B)/Alain Cudini (F)/Marc Duez (B) BMW 320i

*Race not held exclusively for Super Touring Cars. Only overall wins by Super Touring Cars are included.

NURBURGRING 24 HOURS*

1995 Roberto Ravaglia (I)/Marc Duez (B)/Alex Burgstaller (D) BMW 320i

*Race not held exclusively for Super Touring Cars. Only overall wins by Super Touring Cars are included.



Radisich's Mondeo leads the field in inaugural World Cup at Monza in 1993

TOP 5 SUPER TOURERS BY NUMBER OF TITLES WON



1 BMW 3 SERIES

The ultimate Super Touring machine powered 33 drivers' titles from 1991-2000, largely thanks to its incredible poise and balance; 'Smokin' Jo' Winkelhock won consecutive titles in the British, Asia-Pacific and German series from 1993-95.



2 AUDI A4

While its predecessor, the 80 quattro, introduced four-wheel drive on a mass scale to Super Touring, it was the A4 that used it to full effect, providing 15 drivers' crowns, including Frank Biela's '96 BTCC title. The two-wheel-drive version was far less successful.



3 ALFA ROMEO 156

Alfa's 156 gave Fabrizio Giovanardi four of his five titles during the era and helped the Italian to triumph over long-time rival Gabriele Tarquini's Honda in the 2000-'01 European series. Less auspiciously, Oscar Larrauri added the other in South America.



4 ALFA ROMEO 155

Before the 156 came the 155, with which Tarquini controversially blitzed the '94 BTCC and, with it, shepherded in Super Touring's big-budget and aero-dependent second generation of machinery. Four drivers' crowns were earned by this car.



5 PEUGEOT 406

Never the benchmark in Britain (where its engine was different and aero package was unsuited) but won three drivers' titles, most significantly via the talents of Laurent Aiello in Germany in 1997. The Honda Accord also won three championships.

When Super Touring united the world

Twenty years ago, the first Touring Car World Cup was held at Monza and was billed as the jewel in the tin-top calendar. But is it fondly remembered two decades later? MARK LIBBETER finds out



Stellar line-up of touring car champions and race winners took part in the inaugural World Cup at Monza in October 1993. Kiwi Paul Radisich (front row, second from left) won both races in BTCC-spec Ford Mondeo

During 1993, the FIA conceived the idea of the inaugural Touring Car Challenge, an end-of-year race created in an attempt to bring together the best touring car teams and drivers from around the world.

Under the leadership of TOCA series director Alan Gow, the BTCC was widely regarded as the most competitive two-litre series in the world. No fewer than eight manufacturers had representation on the grid in '93, six of which had been steered to a least one Super Touring race win during that year.

Elsewhere, the French Supertourisme equivalent was growing in stature, as was the Italian Superturismo. All three boasted factory-backed marques and renowned driving talent, while Australia and Portugal were also looking to the two-litre formula for its future direction. DTM still ruled the roost in Germany, but Audi and

John Cleland

'There was a stunning line-up and it was great to be part of it'

Alfa Romeo had Super Touring representation too.

"Although I don't think the World Cup was particularly crucial to the success of the category, it did perfectly demonstrate the diversity of manufacturers and cars involved," Gow recalls today.

For the purist, the World Cup concept was an enticing prospect. With the Monza race being held in mid-October though, not everyone shared such enthusiasm.

"Many of the manufacturers had doubts about doing the event, particularly as it had not been factored into their budgets," adds Gow. "Any extra event at the end

of the season is going to be problematic with budgets."

Concerns were also raised about just how similar the cars were. "I remember seeing the French-series Peugeot Yannick Dalmas was driving," remembers John Cleland, who raced his BTCC-spec Vauxhall in Italy, "and he was sitting in the middle of it!" Additionally, the Italian-series Peugeots and Alfa Romeos were at the centre of controversy over 'aerodynamic-aid' brake ducts on their cars.

"We knew there were some differences in the interpretation of the regulations, but fortunately they did not fundamentally alter the competitiveness or parity between the cars," reckons Gow. "The cream always rises to the top."

Despite the reservations, 43 drivers (reduced from an initial 49) representing 12 countries and nine manufacturers appeared in Italy ready for action. Over 30 per cent of drivers involved had previous F1 experience, racing alongside a host of tin-top champions and winners.

"Look back now at some of the names and you realise what a stunning line-up it was," remembers double BTCC champion Cleland. "It was great to be a part of that."

Pre-race testing had suggested Alfa Romeo, with recently crowned DTM champion Nicola Larini, Gabriele Tarquini and Alessandro Nannini on the driving strength, would be the team to beat, closely followed by the BMW squad.

But having ended the BTCC season strongly, Paul Radisich arrived in Italy high on confidence. His outright pace, coupled with a Mondeo ideally suited to the Monza track, enabled the New Zealander to plant his car firmly on pole.

"Paul had an advantage in that the Ford was perfectly set up so he could thump the kerbs and not lose traction out of the corners," adds Cleland. "That was a problem for us with the Cavalier, as was the lack of straightline speed."

Despite falling drizzle, excitement was brewing as the cars blasted away at the start of race one. Larini,



German Frank Biela did the double for Audi in the third and final World Cup at Paul Ricard in 1995, but by then the event was on its last legs. A fourth event, scheduled for A1-Ring in '96, would come to nothing

Alan Gow

'The marketing, promotion and TV coverage was well short of what it should have been'

starting third behind Dalmás and Radisich, thrilled the partisan crowd by grabbing the lead at the start. Amazingly, all the cars made it through the first chicane without major incident (aside from a spin from South African Deon Joubert). Seconds later, though, all hell broke loose at the Curva Grande.

Steve Soper's BMW, Andy Rouse's Ford and the Peugeot of Fabrizio Giovanardi tangled, leaving the two Brits' cars buried in the barrier. Further around the first lap, Joachim Winkelhock and Emanuele Pirro collided, sending the German off into the gravel at Ascari. The race was soon stopped.

At the restart, Radisich got away well and battled changeable conditions to win from Alain Cudini's Opel and Larini.

Cleland, meanwhile, had stormed through from 18th on the grid to fourth, coming out on top in an intense battle with Nannini's Alfa. The result put the Scot in a strong position for the second race, but an opening-lap clash with Larini at the



Gow: "the event could have been so much better"

second chicane ended his and British hopes.

"I've slated Nicola about that ever since," Cleland admits. "I tried to pass him on the outside, but he just wiped me out. If a win wasn't on, a podium finish definitely was."

Cleland's race-one showing was the highlight of an otherwise disastrous weekend for the Brits. All eight were involved in one incident or another, including a frightening roll for Bailey when he was hit by the Opel of Ni Amorim at the second chicane in race two. The end result was Britain taking sixth in the Nations Cup, 71 points behind winners Italy.

Nevertheless, Gow and the BTCC still had plenty to be proud of, thanks mainly to Radisich. After overcoming an early challenge from Cudini, plus a late safety car period, he went on to win race two, seal overall victory, place New Zealand third in the Nations Cup (despite being their only representative) and claim the title of 'World Champion'.

"Paul was 'one of us' so everyone



Honorary Brit Paul Radisich repeated his Monza double with victory in Mondeo at Donington in 1994

was pleased he won," says Gow. "It was also great validation that the UK built the best touring cars, while still respecting regulations."

Many regarded the first event a success. In AUTOSPORT, Nick Phillips wrote: "It had been a superb event and almost every driver you spoke to had great tales of unbelievable feats."

Radisich won again when the event moved to Donington Park in 1994, a contest he later described as the race of his life. By the time of the 1995 event at Paul Ricard, however, disillusion had started to set in, especially among the manufacturers footing the bills. Audi star Frank Biela won the two-race event that still boasted an impressive 39 entries, but the decline of the event was imminent.

"I remember standing on the grid and the MD of Renault UK told me he hoped they didn't win as it would cost them a fortune to advertise and promote the fact that the event had even been run!" remembers Gow. "It was tongue in

cheek, but it clearly underlined the sad fact that the World Cup was allowed to wither on the vine."

Sure enough, many manufacturers opted out of the 1996 race, due to be held at the A1-Ring, ultimately leading to its cancellation. So where did the FIA go wrong?

"The simple fact is that the marketing, promotion and TV coverage was well short of what an event of its stature should have been," Gow recalls.

The current economic climate, along with the diverse regulations used in tin-top series today means such a race seems confined to the history books for the time being.

For Gow, that is somewhat of a relief: "It drove me nuts knowing that the events could have, and should have, been so much better. It was an opportunity squandered."

"Without a doubt the success of the BTCC did far more for the success of the Super Touring category than all three of those World Cups combined." ❧

Where did it all go wrong?

There were quality drivers, incredible cars and the fans loved it. But Super Touring was doomed as it entered the 2000s. By GARY WATKINS



The expense of trying to stay ahead of the opposition escalated so much during the late 1990s and early 2000s that it wouldn't be long before the whole Super Touring formula would find itself beached in the gravel

The seeds of Super Touring's own destruction were sown in its own success. The problems came, and came thick and fast, after it evolved into an international category. When the FIA adopted the British two-litre formula ahead of the 1993 season, the rule-making process – or rather the way the regulations were interpreted – was thrown into the governing body's talking shops. A firm grip on the rulebook was lost in the smoke-filled rooms of Paris, and costs escalated.

Super Touring became just too expensive. The budgets in the final year that the British Touring Car Championship ran to its rules went through the roof. Triple Eight boss Ian Harrison admits his team spent £6.5million running three Vauxhall Vectras in the BTCC in 2000, and it is generally reckoned that Prodrive's budget for the same number of cars hit £10m.

The cars had been phenomenally expensive to build. Harrison puts a



BTCC tech boss Riches says mistakes were made

figure of £400,000 on each Vectra in 2000. By way of comparison, an Astra Coupe for the BTC Touring formula that replaced Super Touring in Britain for 2001 cost just £85,000 to produce.

"It had gone berserk by the end," says Ricardo Divila, technical director with Nissan Motorsport Europe in the late '90s. "The bodyshells weren't built on the production line. We'd start off with the platform, build the cage and put the panels on around it. Something like 3200

man-hours were required just to produce the shell."

The cost of competing in Super Touring had been on an upward spiral from the beginning. Its growth around the world, and therefore its prestige, raised the stakes in a category in which more and more manufacturers were competing. Everyone wanted to win and everyone had a say in the way the regulations were interpreted.

"The FIA was under massive pressure from the manufacturers and was being lobbied all the time," explains Harrison. "They'd each get a little point through the Touring Car Commission, and everyone would have to follow suit. You'd have to spend half a million quid to gain half a tenth, and then do it 10 times, because otherwise you'd be half a second off the pace."

Jonathan Ashman, who had taken the presidency of the Touring Car Commission at the end of '91, recalls sitting in meetings wondering what was happening to the formula he had helped create.

"I remember things being allowed in the German

championship [the STW] and those things having to be adopted across the board," he says. "In every meeting, it seemed like the regs were becoming freer and freer. As that happened, the costs went up."

The location of the engine within the engine bay was one area in which the manufacturers pushed the boundaries of the rules. The wording in the British two-litre regulations stated that it must retain its original orientation, but as early as '94, the TWR Volvo squad located its five-cylinder engine virtually flat against the cockpit bulkhead in the interests of improved weight distribution.

Later, the same engineer responsible for that, the late John McLoughlin, would lay the V6 in the factory-backed Schubel team's Ford Mondeo on its side and run the driveshafts through the V of the engine.

"Allowing that kind of thing was a mistake, as was not stopping Vauxhall from turning the cylinder head around through 180 degrees [to improve induction]," says longtime BTCC technical director



Super Touring died out in France, Germany and Italy, but lived on in the European Super Touring Championship for 2000 and '01, which later evolved into the European Touring Car Championship and WTCC

Peter Riches, BTCC tech boss

'We lost control. Things were allowed that shouldn't have been allowed'

Peter Riches. "Before long, we were having people cutting cylinder heads to pieces and rewelding them, and still being able to say it was the original component."

Aerodynamics were another area in which development costs dramatically increased from the early days. Alfa Romeo had moved the goalposts for '94 by bringing out the 155 TS Silverstone special edition, complete with a high rear wing and a trick front splitter. The FIA's reaction was to free up the aero for '95 and allow everyone a wing and a splitter. All the teams rushed for the windtunnel.

All sorts of things were allowed in Super Touring in the late '90s: Nissan used its four-wheel-drive Primera chassis so that it could have double-wishbone suspension all round; Audi was permitted to run an alternator running off the rear axle on its four-wheel-drive A4 quattro; and manufacturers came up with all sorts of devious means to create something approaching a flat underfloor.

Divila reckons the rules gave the engineers "pretty much carte blanche by the end", and Riches

describes Super Touring as an "engineering masturbation exercise" in its final years. "We had lost control," he continues. "Things were allowed that should never have been allowed."

Even the man at the heart of the Super Touring rule-making process in the '90s admits that the FIA was at least partly to blame.

Gabriele Cadringer, the longtime boss of the governing body's manufacturers' commission, concedes that the processes were too democratic. "The problem with the FIA is that there is too much democracy," he says. "Our problem was that we were governed by our own stability rules. Since I have been in America [initially working in Grand-Am], I understand how NASCAR does things to maintain firm control of costs."

Perennial BTCC boss Alan Gow is adamant that a firmer grip would have been kept on development, and therefore costs, had the two-litre formula stayed in Britain. Asked if it needed to be run as an

autocracy, he replies, "Absolutely. Which is exactly what we are doing now. Since we dropped Super Touring at the end of 2000, that is how the BTCC has been run."

Super Touring series were falling like flies as the new millennium turned. The BTCC had just three manufacturers and 11 entries in 2000, and was forced to allow in Super Production cars to bolster grids and then relaunch with new rules for the next season.

The French, German and Italian series had already withered and died by then, although the category continued through 2000 and '01 with the new European Super Touring Championship run by Marcello Lotti, who would relaunch the European Touring Car Championship in '02 with the new Super 2000 rulebook.

Super Touring's life was at an end, but then nothing lasts forever.

"It was always going to evolve into something else," says Gow. "Every set of regulations has a finite life." ❧



Alfa contributed to spiralling development costs with adjustable front splitter and elevated rear wing

BTCC SUPER TOURING WINS (championship races only)

1	Alain Menu	36
2	Rickard Rydell	21
3	John Cleland	17
4	Frank Biela	13
=	Jo Winkelhock	13
6	Gabriele Tarquini	12
=	James Thompson	12
8	Tim Harvey	11
9	Laurent Aiello	10
10	Will Hoy	9
=	David Leslie	9
=	Anthony Reid	9
13	Steve Soper	7
14	Jason Plato	6
=	Paul Radisich	6
16	Andy Rouse	5
17	Yvan Muller	4
18	Tom Kristensen	3
19	Jeff Allam	2
=	John Bintlcliffe	2
=	Kelvin Burt	2
=	Matt Neal	2
23	Julian Bailey	1
=	Peter Kox	1
=	Kieth O'dor	1
=	Robert Ravaglia	1
=	Giampiero Simoni	1
=	Tim Sugden	1
=	Derek Warwick	1



BRITISH GT BRANDS HATCH (GB), AUGUST 10-11, RD 5/7

This time it's Aston glory at Brands

ANDREW HOWARD LEADS THE BRITISH GT TITLE race after scoring his first win of the season at Brands Hatch. Having narrowly lost out in last year's two-hour Brands enduro by the smallest margin in series history, the Beechdean Aston Martin duo of Howard and Jonny Adam avenged that defeat with a relatively comfortable victory.

Astons have traditionally gone well at this circuit, and things were looking promising for Beechdean when Adam qualified his Vantage on the front row, as BMWs and Astons locked out six of the first seven places on the grid. They were looking even more promising when Howard

dived past Steve Tandy's polesitting Triple Eight BMW Z4 at Graham Hill Bend on the opening lap to take the lead.

Howard held a narrow advantage as the pack jostled for position behind, but he wouldn't lead all the way to the mandatory pitstops. Ginetta G55 racer Colin White put in the best drive of his GT career to charge through the order from 16th on the grid. He drove around the outside of Howard's Aston at Westfield to lead shortly before one-third distance (provoking laughter from co-driver Tom Sharp in the pits!), but ran wide at Surtees shortly afterwards, then damaged

a wheel after contact with a GT4 Ginetta during lappery. The pit window was still five minutes away, so White had to stop twice in quick succession. A further unscheduled visit for a pitstop infringement dropped the car out of contention entirely, before a linkage failure put Sharp out just two corners from the finish.

"We softened the car because we knew this track is a bit iffy," said White. "I think the others were set too stiff and were sliding around. I was worried I was getting too old for this, but overtaking all those cars gave me a new spark!"

White wasn't the only driver in sparkling form during the first part of the race. Brands Hatch debutant Gregoire Demoustier charged from the 10th row and followed White's example by grabbing the lead from Howard's Aston on the GP loop. An opportunistic lunge down the inside at Sheene Curve meant the Von Ryan McLaren led as the mandatory stops began.

At this point, erstwhile championship leader David Ashburn's race fell apart: having crashed in the pits searching for his speed-limiter button at Silverstone in May, this time Ashburn parked his Porsche at the wrong end of the pitlane. "Being 66 years old I couldn't remember where my pit was, so went to the last one instead of the first one," he explained. "I don't think they liked me much down there."

Ashburn had just about hung onto a place in the top six before the stops, but by the time he was freed from a Ferrari/Aston pitlane sandwich and drove back around to hand over

Tappy got his elbows out in Von Ryan McLaren (9)





Beechdean Aston
scored its first win
of the 2013 season



Colin White starred
in IDL Ginetta G55

to co-driver Nick Tandy, the car was well down the order. Porsche factory driver Tandy retired shortly afterwards with gearbox failure, making Ashburn's subsequent exclusion for dangerous driving academic.

Having won four of the first six races this year, Ashburn's Trackspeed team endured its worst weekend of the season at Brands. Jon Minshaw and Gregor Fiskien were both turned around by other cars during a fraught beginning (during which several cars hit each other and Mike Simpson's rapid Ginetta G55 had its windscreen smashed by a flying G50 door!), damaging the rear bodywork on the Porsches. Fiskien's co-driver Stephen Jelley, who felt "suicidal" after qualifying 18th on Saturday, was forced to retire the 'Tartan Terror' when bodywork fouled the exhaust and began "melting" a rear tyre, while Phil Keen



Triple Eight BMW
leads from pole as
race gets underway

recovered Minshaw's Demon Tweaks car to fifth before being forced to pit twice (for a puncture and later for flailing bodywork). That meant Trackspeed's best result was a lapped 12th...

There were no such dramas up front for Von Ryan, which turned its McLaren around quickly at the stops to get ex-Formula Renault champion Duncan Tappy back out ahead of the other stoppers. But Adam was closing fast in the Beechdean Aston and made a decisive move at Druids before Tappy had the McLaren fully up to speed. This was the moment that decided the race, because the Ecurie Ecosse BMW of Ollie Bryant wasn't close enough to follow through. Tappy then spent the remaining 41 laps expertly defending position as the Aston escaped to victory. "To be honest I didn't see Jonny," admitted Tappy. "I looked in the mirror and couldn't see anyone and he just jumped down the inside of me at Druids as I was overtaking a GT4 car. He caught me napping at the beginning, but I wasn't going to be caught napping again."

Carrying an extra 75kg of ballast on account of the strength of the Von Ryan driver pairing, Tappy knew he couldn't catch the Aston so focused on blocking the BMWs. Both Bryant and Triple Eight's Dan Brown (who starred in qualifying to take pole by nearly four tenths of a second) finished right behind the widest McLaren they've probably ever seen on a circuit.

"Straight out of the pits the pace was really good in the car," said Bryant, who now lies third in the points in the car he shares with wine merchant Marco Attard. "Duncan came out of the pits and Jonny got straight past him, but I was too far back to do the same. Duncan drove beautifully to defend for that long with so many people having a go at him."

Despite his eye-catching pace (he did two laps good enough for pole, and set fastest lap), Brown was always going to struggle to give Triple Eight its maiden British GT victory, on account of a 15s success penalty for finishing second last time out at Snetterton in the car he shares with Steve Tandy. Brown was back up to third after passing Bryant at Surtees on lap 52 of 79, but couldn't breach Tappy's defences, and gave a podium place back to Bryant by running wide at Graham Hill Bend with seven laps to go. "It was just so difficult with Duncan," rued Brown. "I thought I could get past him but he defended just like he did in go-karts and made it impossible to get

past." Team boss Ian Harrison dismissed any thoughts of a touring car-style nudge to remove the McLaren roadblock. "This is a supercar, not a two-litre taxi," he said.

Jason Minshaw and Benji Hetherington recovered to a strong fifth after a gear-selector issue in free practice hampered qualifying and consigned their Fortec Mercedes to a row-seven start, while the Audi of Mark Patterson and Matt Bell completed a top six covered by 14s after two hours of racing. This result brought some cheer to the United Autosports team after both its McLarens retired. Zak Brown crashed the #23 car heavily at Hawthorns after a rear tyre blowout, before the sister car of Glynn Geddie lost drive.

Reigning champion team Motorbase continued its run of scoring in every round this season as Michael Caine braved exhaust fumes filling his Porsche's cockpit to finish seventh, while AF Corse's John Dhillon/Aaron Scott were best Ferrari pair in eighth, as Gary Eastwood went off at Hawthorn in the FF Corse car, and Matt Griffin retired AF's damaged sister machine.

Offs for both the other Astons (Phil Dryburgh fell as low as 24th in the Kinfaun car qualified on the second row by John Gaw, while Richard Abra lost a probable top-seven result in Barwell's Vantage after clashing with the only GT4 version in the race at Clearways) meant marque honour rested with Beechdean.

"The car was fantastic right through the stint; I just had to avoid making a mistake," said Adam, who doesn't share the lead of the title race with Howard on account of six personal points docked for causing a collision last time out at Snett. "This makes up for the near miss last year."

● Ben Anderson

RESULTS (2 hours: 79 laps) 1 Andrew Howard/Jonny Adam (Aston Martin V12 Vantage); 2 Gregoire Demoustier/Duncan Tappy (McLaren MP4-12C) +9.054s; 3 Marco Attard/Oliver Bryant (BMW Z4); 4 Steve Tandy/Dan Brown (Z4); 5 Jason Minshaw/Benji Hetherington (Mercedes AMG SLS); 6 Mark Patterson/Matt Bell (Audi R8 LMS ultra); 7 Ahmad Al Harthy/Michael Caine (Porsche 997 GT3 R); 8 John Dhillon/Aaron Scott (Ferrari 458 Italia); 9 Phil Dryburgh/John Gaw (V12 Vantage); 10 Lee Mowle/Joe Osborne (Z4). **GT4 winners** Rick Parfitt/Ryan Ratcliffe (Ginetta G50). **Fastest lap** Brown 1m27.206s (100.44mph). **GT3 points** 1 Howard, 95.5; 2 Adam, 89.5; 3 Attard/Bryant, 89; 4 Patterson/Bell, 79.5; 5 Al Harthy/Caine, 70; 6 Tandy/Brown, 68.5. **GT4 points** 1 Parfitt/Ratcliffe, 146; 2 Zoe Wenham/Declan Jones (G50), 118.5; 3 James May/Alex Osborne (G50), 100.

BRITISH FORMULA 3 BRANDS HATCH (GB), AUGUST 10-11, RD 3/4

King threatens Jaafar cakewalk



Jaafar made winning return

WOOD/LAT

AS FAR AS COMEBACKS BY DRIVERS CARRYING Petronas signage are concerned, Jazeman Jaafar's to Formula 3 was somewhat more successful than Michael Schumacher's to F1.

The Malaysian, on his first F3 outing since last November's Macau Grand Prix, sped to a British F3 double at Brands Hatch on a weekend where he was clearly the highest achiever, if not always the fastest on the track.

For Jaafar, Brands was more a case of setting the ball rolling on a 2013 Macau attack than a concerted bid to win the races in Kent. Pole position was his with an impressive effort on his second set of tyres, but over the combined 90-minute duration of the three races it was a case of keeping title-chasing Carlin team-mate Jordan King at bay – for the win in races one and three and for third place in the reversed-gridder.

Both King and title rival Will Buller appeared quicker in the races than Jaafar, who had only a one-day shakedown test at Pembrey to reacclimatise to F3 from his usual Formula Renault 3.5 mount.

"We managed to get out there, but we didn't do much," he said. "We were sorting clutch, pedals, belts, and getting back into doing a few starts. Not as much as I wanted."

A crash in Friday's test at Dingle Dell, and constant interruptions by red flags in the later session, rather hampered Jaafar's cause too, so it was particularly impressive that he leapfrogged King in the late stages of qualifying.

The two race wins came after excellent drives under pressure. In the first, King would get close and then drop back a touch in a bid to get a run and set fastest lap (worth a point in BF3).

In the second, Jaafar was delayed by a backmarker at Clearways with six laps remaining, and for King it was a return to karting days as he literally pushed the leader along Brabham Straight. King then fell away dramatically: "I must have picked up some damage going over a kerb or something because the steering was a bit bent."

Again King chased Jaafar in the reversed-grid encounter, having lost out to the returnee amid the action at Paddock Hill Bend on the opening lap, and it was this race that featured an epic drive by pre-weekend points leader Buller.

With anticipation mounting over the cinema release of *Rush*, Buller appears to be attempting to cram as much drama into his four-round British F3 tournament as the Hunt-Lauda season of 1976. Qualifying went wrong when he had trouble with the brakes, later saying the bias was stuck at 30:70 front to rear rather than vice versa. He then jumped the start of each of the opening two races, earning drive-through penalties. "I'm just finding it hard to get used to this clutch procedure [each team develops its own starting system]," he confessed. "I couldn't hold it on the line."

The Fortec Motorsport man recovered to sixth in race one, but in the reversed-grid race he pulled off some great passing moves and finished off by nailing King into Druids on the final lap.

By this point both Buller and Carlin's Nicholas Latifi had been hit with 35-second time penalties for exceeding track limits, seemingly rendering much of his passing academic. But on Sunday evening, after reviewing on-board video footage, the officials reversed the decision.

While it's always pleasing to see justice done, it's tempting to wonder if King would have made life more difficult for Buller had the spurious penalties not been announced... That could prove crucial in the final reckoning, as King is three points clear of Buller heading to the Nurburgring finale.

King's vault into the series leadership came thanks to yet further pandemonium in the final race for Buller, who was spun around and had his tyre punctured in an optimistic move at Graham Hill Bend on the second lap from the third title contender, Antonio Giovinazzi.

The Double R man had driven strongly to that point. He kept pace with Jaafar and King in race one, and was running third in race two when



Guimaraes took first win

EBREY/LAT

Jann Mardenborough's off-course excursion at Sheene Curve promoted him to second. He then chased after Fortec's Felipe Guimaraes but could not catch the Brazilian, who drove very well to win.

● Marcus Simmons

RESULTS

Race 1 Jazeman Jaafar (Carlin Dallara-Volkswagen F312), 23 laps in 30m48.434s; 2 Jordan King (Carlin DV F312), +0.428s; 3 Antonio Giovinazzi (Double R Racing Dallara-Mercedes Benz F312); 4 Nicholas Latifi (Carlin DVW F312); 5 Jann Mardenborough (Carlin DV F312); 6 Will Buller (Fortec Motorsport DMB F312).

National Class Sun Zheng (CF Racing Dallara-Mugen Honda F311).

Fastest lap Buller, 1m19.263s, 110.51mph. **Race 2** 1 Felipe

Guimaraes (Fortec DMB F312), 23 laps in 30m51.983s; 2 Giovinazzi, +2.609s; 3 Jaafar; 4 Buller; 5 King; 6 Mardenborough.

NC Ed Jones (Team West-Tec Dallara-Toyota F312). **FL** Buller,

1m18.769s, 111.20mph. **Race 3** 1 Jaafar, 23 laps in 30m53.310s;

2 King, +5.477s; 3 Latifi; 4 Guimaraes; 5 Mardenborough; 6 Sean

Gelael (Double R DMB F313). **NC** Jones. **FL** King, 1m19.464s,

110.23mph. **Points** 1 King, 118; 2 Buller, 115; 3 Giovinazzi, 97;

4 Guimaraes, 75; 5 Latifi, 70; 6 Mardenborough & Gelael, 66.



Basey-Fisher (left)
and Giddings (right)
battled at Brands

BRITISH GT SUPPORTS BRANDS HATCH (GB), AUGUST 10-11

Basey-Fisher scores hectic hat-trick

OLI BASEY-FISHER FOUGHT HIS WAY TO A winning treble in the **Ginetta GT5 Challenge** on the Brands Hatch Grand Prix circuit.

Jake Giddings grabbed the lead on the second lap of race one, but Basey-Fisher was a constant shadow until retaking the advantage into Graham Hill Bend on the last tour. Luke Davenport and David Pittard completed the top four, but were excluded for tyre irregularities.

Four abreast into Paddock Hill Bend at the start of race two didn't work and, after Pittard and Davenport touched, Brad Bailey and Clive Richards were pushed into the barriers.

Basey-Fisher retained his lead over Giddings after a couple of safety car laps, but Giddings went by into Surtees with two laps left. Basey-Fisher came back with a strong finish and drove past Giddings at Clearways on the last lap to hold on by less than a tenth of a second, while Davenport was a close third.

Basey-Fisher secured his hat-trick with a lights-to-flag win in race three. Giddings won a battle with Davenport for second on the road, but a track-limits penalty dropped him to 10th and promoted Pittard to the podium.

Oliver White's Van Diemen just held off Scott Malvern's Ray in a terrific **Champion of Brands FF1600** duel. Malvern nosed ahead on a couple of occasions, but White repelled his attacks. Luke Williams battled with Noel Dunne for third until Dunne slowed with his car's nose askew and Josh Fisher took over. Fisher went clear with two laps left, while Richard Tarling was fourth after a tangle with Williams at Druids on the last lap.

Although returnee Jamie Orton won both **Caterham R300 Superlight** races on the track, he was excluded from the second for a technical irregularity in his car's cooling system.

Bradley Ellis led the restarted race one, with Stuart Simpson and Orton challenging. But Ellis received a tap that sent him through the Paddock Hill gravel, leaving Orton to battle Simpson

before holding him off for the win. Terry Langley was excluded from third for dangerous driving, promoting Stuart Leonard.

Ellis soon joined the duelling Orton and Simpson to make a three-way lead battle in race two, but the sting went out of the fight when Ellis and Orton each copped a five-second track-limits penalty. Simpson thus won from Ellis, with Ollie Taylor storming from the back to inherit third in the wake of Orton's exclusion.

Nick Beaumont saw off points leader Aaron Mason in the first **VW Racing Cup** race. Mason led after Philip House lost power, but Beaumont had been a constant threat and finally got ahead into Stirlings. Stewart Lines won a battle for third with Chris Panayiotou, while Martin Depper lost his duel with Henry Gilbert for fifth.

Depper took a lights-to-flag win in race two, just ahead of Mason and Lines.

● Peter Scherer

RESULTS – Ginetta GT5 Challenge (9 laps) 1 Oli Basey-Fisher (G40); 2 Jake Giddings (G40) +0.218s; 3 Brad Bailey (G40); 4 Will Burns (G40); 5 Clive Richards (G40); 6 Stephane Romecki (G40).

Class winner Stuart Pearson (G20). **Fastest lap** Basey-Fisher

1m41.093s (86.65mph). **Race 2 (8 laps)** 1 Basey-Fisher;

2 Giddings +0.097s; 3 Luke Davenport (G40); 4 Burns;

5 Ben Hyland (G40); 6 Romecki. **CW** Pearson. **FL** Basey-Fisher

1m41.566s (86.24mph). **Race 3 (12 laps)** 1 Basey-Fisher;

2 Davenport +6.388s; 3 David Pittard (G40); 4 Bailey;

5 Callum Pointon (G40); 6 Gary Duckman (G40).

CW Pearson. **FL** Basey-Fisher 1m41.042s (86.69mph).

Champion of Brands FF1600 (10 laps) 1 Oliver White (Van

Diemen RF01); 2 Scott Malvern (Ray GR507) +0.120s; 3 Josh

Fisher (Reynard 89FF); 4 Richard Tarling (Van Diemen RF92);

5 Gaius Ghinn (Van Diemen RF00); 6 Ben Norton (Ray GR510).

FL Malvern 1m36.396s (90.87mph) record.

Caterham R300 Superlight (9 laps) 1 Jamie Orton; 2 Stuart Simpson +0.256s; 3 Stuart Leonard; 4 Adam Balon; 5 Flick Haigh;

6 Paul Allen. **FL** Aaron Head 1m39.002s (88.48mph). **Race 2**

(18 laps) 1 Simpson; 2 Bradley Ellis +4.990s; 3 Ollie Taylor;

4 Leonard; 5 Haigh; 6 Allen. **FL** Ellis 1m39.115s (88.38mph).

VW Racing Cup (Both 12 laps) 1 Nick Beaumont (Scirocco R);

2 Aaron Mason (Scirocco R) +1.200s; 3 Stewart Lines (Scirocco R);

4 Chris Panayiotou (Golf GTi); 5 Henry Gilbert (Golf GTi); 6 Martin

Depper (Scirocco R). **FL** Beaumont 1m41.075s (86.66mph) record.

Race 2 1 Depper; 2 Mason +0.092s; 3 Lines; 4 Panayiotou;

5 Gilbert; 6 Beaumont. **FL** Lines 1m41.334s (86.44mph).



White's Van Diemen
leads Malvern, Dunne
and Williams in FF1600

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Busch defeated 2012 winner Keselowski

NASCAR SPRINT CUP WATKINS GLEN (USA), AUGUST 11, RD 22/36

Busch holds on this time

FOR THE SECOND TIME IN AS MANY years, Kyle Busch began the final lap of the Watkins Glen NASCAR Cup race with Brad Keselowski on his tail.

In 2012, they tangled on an oily track and Marcos Ambrose slipped by to win. This time, the shoot-out was a clean one, and despite Keselowski's determined efforts at every passing point, it was Busch's Joe Gibbs Toyota that finished first. A last-corner slide left Keselowski half a second down, and he only just beat a chasing Martin Truex Jr over the line.

Thoughts of 2012 were on Busch's mind as Keselowski bore down on him. The champion had earlier spun back to 22nd in a failed pass on Jamie McMurray, before regaining ground through Penske's strategy and plenty of overtaking manoeuvres.

"All those thoughts ran through my head," Busch said. "I commend Brad for doing a better job this year at bringing home a clean race."

Penske Ford man Keselowski saw the events of 12 months earlier completely differently, however.

"Last year was a racing deal. He went, I filled the hole when he came down," he said. "When somebody runs off track, pulls down in front of you, that's racing. When you just run into the back of someone and drive them headfirst into the wall, that's bullshit racing, and I just don't like it."

The man who capitalised on Busch and Keselowski's 2012 shunt was in no position to take advantage this time. Ambrose was eyeing a third straight Glen victory after taking pole, and he dominated half the race. Even closest rival Busch felt he had no answer to the Australian's pace.

However, Ambrose's Petty Ford team-mate Aric Almirola unintentionally spoilt his race, crashing due to a flat tyre just as the final stops were unfolding.

Ambrose was trying to stretch his

fuel mileage and had not yet pitted. He fell behind all the earlier stoppers when he came in under the ensuing yellow, and was 13th at the restart. He picked up suspension damage and a nudge from Tony Stewart's stand-in Max Papis, who then made Ambrose the catalyst for one of several multi-car pile-ups on the run out of the Esses onto the narrow back straight.

Juan Pablo Montoya lost a shot at a top-three finish with the same stymied strategy as Ambrose, but recovered to fifth behind Carl Edwards. AJ Allmendinger also stuck with the leaders before running dry prior to his final stop and then getting a pit penalty. He salvaged 10th.

Stewart's absence and Jeff Gordon's early crash dropped the former champions out of the Chase pack, with Keselowski and Ryan Newman the beneficiaries. The title-hunting group will be decided in four rounds.

● Connell Sanders Jr

RESULTS

1 Kyle Busch (Toyota Camry), 90 laps in 2h32m04s; **2** Brad Keselowski (Ford Fusion), +0.406s; **3** Martin Truex Jr (Toyota); **4** Carl Edwards (Ford); **5** Juan Pablo Montoya (Chevrolet SS); **6** Clint Bowyer (Toyota); **7** Joey Logano (Ford); **8** Jimmie Johnson (Chevy); **9** Kurt Busch (Chevy); **10** AJ Allmendinger (Toyota).

Points **1** Johnson, 808; **2** Bowyer, 733; **3** Edwards, 728; **4** Kevin Harvick, 707; **5** Kyle Busch, 693; **6** Dale Earnhardt Jr, 670; **7** Matt Kenseth, 659; **8** Keselowski, 634; **9** Greg Biffle, 627; **10** Truex, 625; **11** Kurt Busch, 623; **12** Kasey Kahne, 622.



PRO MAZDA

A double victory on the streets of Trois Rivières made Andretti Autosport driver Matthew Brabham champion (above). Juncos driver Diego Ferreira and Juan Piedrahita (JDC) completed the podium in each of the two races.

NASCAR NATIONWIDE

Brad Keselowski won for the fourth straight time, heading Penske Ford team-mate Sam Hornish Jr at Watkins Glen. Hornish now trails 12th-placed finisher Austin Dillon by only three points in the standings.

SUPER TC2000

A hydraulic problem and a puncture respectively cost Chevrolet driver Agustín Canapino and Renault man Leonel Pernia victory at Junin. Points leader Matías Rossi instead won for the fourth time this year for Toyota with Emiliano Spataro (Renault) second and Jose Maria Lopez (Fiat) third.

ADAC FORMEL MASTERS

Runaway points leader Alessio Picariello won twice at Spielberg for Mücke Motorsport to pull further ahead of Max Gunther in the standings. Dutch Lotus driver Indy Dontje won a third race that was stopped twice due to accidents.

FMASTERS CHINA

Meritus driver Aidan Wright snatched the championship lead with a double win at Inje. Title rival Akash Nandy won the other race for KCMG and added two seconds, only to lose one of them to a 30s penalty for overtaking under yellow flags. Afq Yazid (Meritus) was second in race one.

CARRERA CUP SWEDEN

Reigning STCC and Superstars champion Johan Kristofferson won twice at Ostersund to head the points. His title rival – VW Scirocco champion Ola Nilsson – was second in race two, having spun and recovered to third in the earlier encounter.

GLOBAL RALLYCROSS

Finn Toomas Heikkinen took his OMSE Ford Fiesta (below) to a fifth consecutive final win at Atlanta Motor Speedway. He headed home Tanner Foust's similar Fiesta and Sverre Isachsen in a repeat of the podium order at the recent X Games in Los Angeles. Heikkinen is 20 points clear of Ken Block in the championship.



Papis (14) spun out Ambrose (9)

WICKERHAM/REUTERS

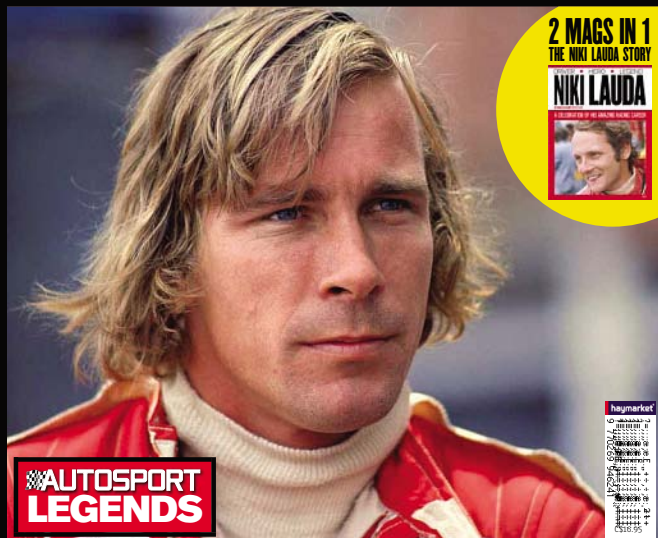
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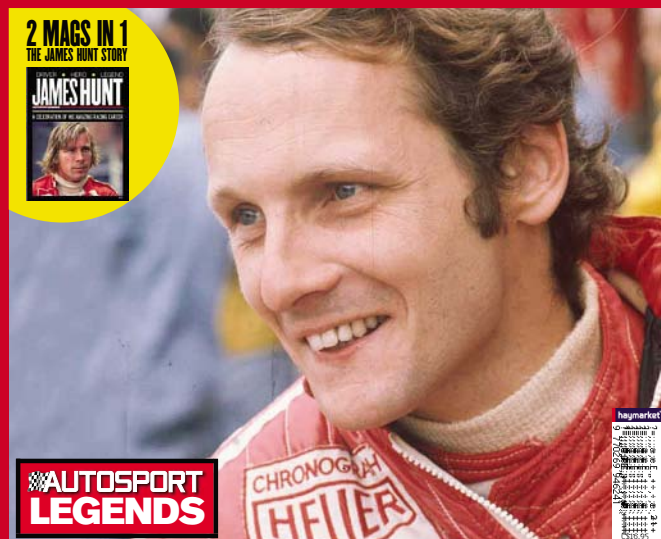
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AMERICAN LE MANS SERIES ROAD AMERICA (USA), AUGUST 11 RD 6/10

Viper strikes for maiden GT victory

IT WAS UNFORTUNATE FOR A LARGE crowd that Road America's encounter began in the wet and ended under caution, but Dominik Farnbacher and Marc Goossens were left thanking their lucky stars when the slow-speed ending allowed them to stretch their fuel load and emerge with a well-earned first GT victory for the latest-generation SRT Viper GTS-R.

Prior to the last of four full-course caution periods, the Viper crew had virtually resigned themselves to requiring a final splash of fuel. It would have been a shame. Team-mates Jonathan Bomarito/Kuno Wittmer had started from the pole for the second successive race and Bomarito led strongly from the start before being overtaken by Farnbacher.

Despite losing time during the switchover to slick tyres, both cars were still in the victory hunt late on. Goossens appeared to need fuel while Wittmer ran like a train, setting the fastest GT lap late on as he closed on several other frontrunners who were running low on gas.

Instead of making its expected stop though, the Viper was brought home to a popular victory as Goossens minimised throttle use as much as possible.

The factory Corvettes of Jan Magnussen/Antonio Garcia and Tommy Milner/Oliver Gavin had to be content with second and third while Dirk Muller could only manage eighth in his BMW Team RLL Z4 and



Goossens and Farnbacher steered muscle car to win

lost the points lead to Milner/Gavin.

Lucas Luhr/Klaus Graf had no serious competition for overall honours in Pickett Racing's HPD, while Britons Katherine Legge and Andy Meyrick thrilled the crowd with a fine performance in the DeltaWing. Both led due to some fine strategic calls by the Dave Price-led team, and finally recorded the car's first finish in a points-scoring race.

Level 5's Scott Tucker/Simon Pagenaud narrowly edged the Extreme Speed Motorsports HPD of Scott Sharp/Guy Cosmo for LMP2 honours, while Duncan Ende/Bruno Junqueira took LMPC spoils.

● Jeremy Shaw

RESULTS

1 Klaus Graf/Lucas Luhr (HPD ARX-03c), 67 laps in 2h46m40.847s; 2 Chris McMurry/Tony Burgess (Lola-Mazda B12/60), +0.306s;

3 Duncan Ende/Bruno Junqueira (ORECA-Chevrolet FLM09); 4 Chris Cumming/Kyle Marcelli (ORECA); 5 Katherine Legge/Andy Meyrick (DeltaWing-Elan LM12); 6 Scott Tucker/Simon Pagenaud (HPD ARX-03b). **GT 1** Dominik Farnbacher/Marc Goossens (SRT Viper GTS-R); 2 Jan Magnussen/Antonio Garcia (Chevrolet Corvette C6.R); 3 Oliver Gavin/Tommy Milner (Corvette). **Points** 1 Graf/Luhr, 122; 2 Nick Heidfeld/Neel Jani 58; 3 McMurry/Burgess, 32. **GT 1** Gavin/Milner, 78; 2= Dirk Muller & Farnbacher/Goossens, 73.

GRAND-AM ROAD AMERICA (USA), AUGUST 10 RD 9/12

Hartley saves the day for Starworks

TWO WEEKS AFTER RYAN DALZIEL AND Alex Popow gave the Starworks team victory first time out after switching to BMW power, their hopes of increasing their championship lead were dashed by an engine failure midway through last Saturday's race at Road America.

Thankfully for the owner of the squad, Peter Baron, team-mates

Brendon Hartley and Scott Mayer were perfectly placed to pick up the pieces and secure their maiden Grand-Am victories.

Local man Mayer drove arguably his most impressive stint since switching to sportscars and handed over the car to New Zealander Hartley without going a lap down.

After holding a safe second place,

Hartley hit the front when Max Angelelli brought his Dallara-Corvette in for a late splash of fuel under caution.

Hartley's win was his first major success since taking victory in a Formula 3 Euro Series race at Brands Hatch in 2009.

"All the tracks in the USA are still new to me, but I'm loving them," he said. "Victory feels very good because it's been a while since the last one."

Wayne Taylor Racing pair Angelelli and Jordan Taylor fell to an unrepresentative seventh as a result, damaging their title hopes.

Dane Cameron was even more unlucky, the Sahlen's Riley-BMW driver romping clear from a surprise pole early on and retaking the lead at two-thirds distance after a sterling middle stint from co-driver Wayne Nonnamaker had kept the duo in the hunt. The pair, like Dalziel/Popow using an old-spec version of the Dinan BMW powerplant, retired with an engine problem shortly afterwards.

Canny strategies brought the Action Express Coyote Corvettes of Christian Fittipaldi/Joao Barbosa and Brian and Burt Frisselle onto the podium, while reigning champions Scott Pruett/Memo Rojas (Ganassi Riley-BMW) were fourth after the Mexican somehow survived a high-speed spin at The Kink.

Paul dalla Lana/Bill Auberlen beat two quick Ferraris to win the GT class in their Turner Motorsports BMW. Joel Miller/Tristan Nunez (Mazda) won in GX.

● Jeremy Shaw

RESULTS

1 Brendon Hartley/Scott Mayer (Riley-BMW MkXXVI), 70 laps in 2h45m46.340s; 2 Christian Fittipaldi/Joao Barbosa (Coyote Corvette DP), +4.290s; 3 Brian Frisselle/Burt Frisselle (Coyote Corvette); 4 Memo Rojas/Scott Pruett (Riley-BMW); 5 John Pew/Oswaldo Negri (Riley-Ford); 6 Gustavo Yacamán/Justin Wilson (Riley-Ford). **Points** 1 Alex Popow/Ryan Dalziel, 246; 2 Jon Fogarty/Alex Gurney, 242; 3 Fittipaldi, 239; 4 Barbosa, 237; 5 Jordan Taylor/Max Angelelli, 234; 6 Rojas/Pruett, 232.



Hartley leads the Action Express podium finishers



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ADAC GT MASTERS SPIELBERG (A), AUGUST 10-11, RD 5/8

Corvette duo takes record victory

DANIEL KEILWITZ AND DIEGO ALESSI

took a landmark double victory at Spielberg last Sunday, the pair's race-two triumph coming by just 0.233 seconds – the narrowest winning margin in series history.

The Callaway Corvette pair were in a class of their own on Saturday, Keilwitz taking a third straight pole position and then adding victory with the fastest lap to boot.

The only brief scare came during the mandatory driver changes. Philipp Frommenwiler, whose co-driver Mario Farnbacher had

run second to Italian Alessi during the opening stint, emerged in front following slick work by the Farnbacher Porsche crew.

But former European GT3 champion Keilwitz wasted no time in grabbing the lead, and Frommenwiler also lost second place to Dominik Schwager's Lambda Ford GT before the end of the race.

Race two was more straightforward for the winners, although a late charge from the HTP Mercedes of recent form men Maxi Gotz/Maxi Buhk resulted in the spectacular

climax that featured the top four cars covered by just 1.4s.

"Today, we expected second, but Daniel gave me the car in the lead, so I just had to drive home," said Alessi.

Schubert BMW pair Dominik Baumann and Claudia Hürtgen, who arrived in Austria at the head of the points table, finished only 19th in race one after Hürtgen was pushed into a spin at the start. Their maladies allowed Gotz/Buhk to take over at the head of the order, with Keilwitz/Alessi a point behind.

● Rene de Boer

RESULTS

Race 1 1 Daniel Keilwitz/Diego Alessi (Corvette Z06.R), 38 laps in 1h00m35.014s; 2 Frank Kechele/Dominik Schwager (Ford GT), +0.855s; 3 Mario Farnbacher/Philipp Frommenwiler (Porsche 911 GT3-R); 4 Martin Ragginger/Robert Renauer (Porsche); 5 Maxi Gotz/Maxi Buhk (Mercedes SLS AMG); 6 Rene Rast/Christopher Mies (Audi R8 LMS ultra). **Race 2** 1 Keilwitz/Alessi, 39 laps in 1h01m28.998s; 2 Gotz/Buhk, +0.233s; 3 Simon Knap/Jeroen den Boer (BMW Z4 GT3); 4 Kechele/Schwager; 5 Ragginger/Renauer; 6 Rast/Mies. **Points** 1 Gotz/Buhk, 102; 2 Keilwitz/Alessi, 101; 3 Renauer, 93; 4 Rast/Mies, 92; 5 Baumann/Hürtgen, 84; 6 Knap/den Boer, 81.

V8 STOCK CARS RIBEIRAO PRETO (BR), AUGUST 11, RD 7/12

Camilo seizes win as Abreu fades

THIAGO CAMILO WON ON THE Ribeirao Preto street track to remain in the title hunt.

Victory looked to be street king Atila Abreu's but, after leading the first half of the race from pole position, Abreu dropped to 10th with fading brakes.

That gave the lead to Max Wilson, who had chosen higher-pressured tyres than his rivals in anticipation of plenty of laps under caution, but whose strategy was undone as the safety car only appeared twice.

He was easy meat for the RCM Motorsport Chevrolet of Camilo, who grabbed the lead with five laps

to go and held it to the flag.

Valdeno Brito completed the podium, while fourth place put Caca Bueno back on top of the points as erstwhile series leader Ricardo Mauricio limited the effects of a heavy practice crash with ninth spot.

● Lito Cavalcanti

RESULTS

1 Thiago Camilo (Chevrolet Sonic), 33 laps in 41m18.294s; 2 Max Wilson (Chevy), +1.422s; 3 Valdeno Brito (Peugeot 408); 4 Caca Bueno (Chevy); 5 Rubens Barrichello (Chevy); 6 Raphael Matos (Chevy). **Points** 1 Bueno, 124; 2 Ricardo Mauricio, 123; 3 Camilo, 112; 4 Daniel Serra, 110; 5 Max Wilson, 84; 6 Brito, 80.



Bjork leads the field at Ostersund

SCANDINAVIAN TOURING CARS OSTERSUND (S), AUGUST 10, RD 5/8

Pole star Bjork tops Volvo 1-2-3-4

THED BJORK TOOK A MAJOR STEP towards the championship with a dominant victory on the airfield circuit at Ostersund last Saturday.

The Polestar Volvo driver, whose last title came in Swedish Touring Cars in 2006, took his fifth win from seven races after blasting away from pole position.

His only serious rival for victory was Richard Goransson, but the West Coast BMW SR dropped back to fifth by the chequered flag, its driver unable to explain his car's loss of pace even a few hours after the race.

That brought the remaining Polestar S60s to the fore with Robert Dahlgren, Linus Ohlsson and Fredrik Ekblom rounding out

the top four on a dominant day for Christian Dahl's squad.

Like Goransson, team-mate Fredrik Larsson's race failed to deliver on its early promise. He retired after being spun by Alexander Graff and collected by Mattias Andersson, having run as high as third during the early stages.

● Tege Tornvall

RESULTS

1 Thed Bjork (Volvo S60), 34 laps in 30m01.754s; 2 Robert Dahlgren (Volvo), +1.148s; 3 Linus Ohlsson (Volvo); 4 Fredrik Ekblom (Volvo); 5 Richard Goransson (BMW SR); 6 Jocke Mangs (Citroen C5). **Points** 1 Bjork, 146; 2 Goransson, 108; 3 Dahlgren, 99; 4 Ekblom, 80; 5 Ohlsson, 78; 6 Fredrik Larsson, 67.



Camilo leads from Bueno

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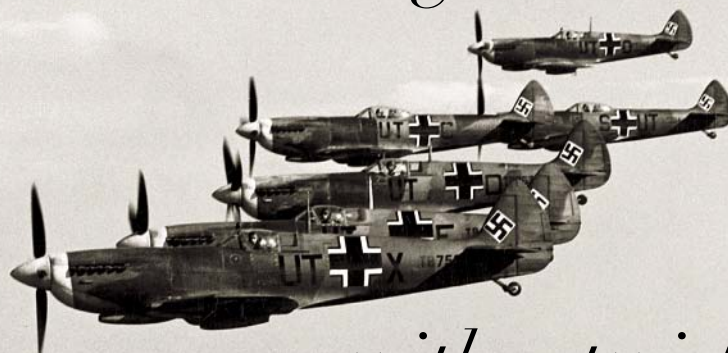
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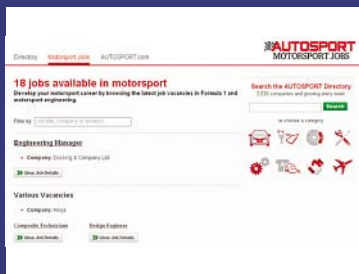
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Drivers escape Caterham crash

Team boss says lessons should be learned despite no serious injuries

LEADING CATERHAM RACING team DPR Motorsport has called for a safety review following an accident at Brands Hatch last weekend that destroyed three R300 Superlight cars.

Frontrunner Ollie Taylor was fired into the barrier on the outside of the main straight when McMillan Motorsport's Terry Langley tried to follow Bradley Ellis past Aaron Head in race one. Langley didn't see Taylor to his left as he moved and the resulting contact sent the latter rear-first into the barrier on the left. Taylor suffered a heavy rear impact as his car rebounded across the circuit.

Fellow DPR driver Ed Hayes, who was collected by another stablemate

Jonathan Mitchell, hit Taylor's car hard in the rear at around 80mph. The pile-up also took out Brad Smith, and caused the race to be stopped so that marshals could clear the track.

Taylor was taken to hospital as a precaution after being knocked unconscious in the impact, but was cleared to race the following day in his repaired car, while Hayes, Mitchell and Smith all walked away unscathed.

DPR team boss Derrick Rowe said he was amazed none of the drivers was seriously injured. He is calling for a safety review to understand exactly how no injuries occurred and whether the lessons from the crash can be applied to other categories.

"All three cars were severely damaged," Rowe told AUTOSPORT. "Hayes' was the worst type of Caterham accident you could imagine. The car was totally destroyed. All the suspension points were torn off and the back corner was twisted from the car. The passenger side moved three feet.

"It's amazing the injuries were so minor, and I've put the question of why to [race director] Bernard Cottrell. There is a safety issue here as to why these guys were able to walk away. It's important people don't just forget about it because drivers weren't hurt."

Rowe reckoned a combination of chassis strength, the resin-bead seats his drivers were using, and the fact all were wearing HANS devices, aided their escapes. He suggested mandating the use of certain equipment – such as HANS devices – across all series.

"The chassis and rollcage prevented intrusion, HANS played a part, and all three had resin-bead seats, which may have cushioned the blow and ensured no shock injuries," Rowe added. "Perhaps those seats and HANS should be mandatory."

Langley was excluded from race one for causing the accident, while Taylor went from the back to fifth in race two, before being promoted to the podium when on-the-road winner Jamie Orton (DPR) and third finisher Aaron Head (Team Parker) were excluded for irregular fitment of water temperature sensors to their cars' cooling systems.

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THE BRITISH GT MEETING AT

Brands Hatch last weekend made for a highly entertaining two days of sport.

British F3 was back on the bill and extra races for Caterham R300s and Champion of Brands FF1600 fleshed out what has been a thin support-race programme at times this season.

The weather held and the event drew a decent crowd to watch a set of frenetic races, many of which featured their fair share of controversy.

I lost count of how many drivers complained of being hit by other cars during the two-hour British GT race, while former champion David Ashburn was punished for dangerously pitting in the wrong place. David Pittard was also fined, and docked 15 points, for causing an accident that wiped out two cars on the first lap of the second Ginetta Challenge race.

But by far the biggest accident befell the first Caterham R300 event, in which Ollie Taylor was knocked out in a pile-up that wrecked several cars. Terry Langley commendably took his punishment for triggering the crash on the chin, and it sounds as though all the drivers involved were lucky to emerge unscathed. If lessons can be learned from this miraculous escape, they should be.

Beyond accidents, there were also an unusually high number of official sanctions: two technical exclusions each in the Ginetta Challenge and Caterhams, 16 track limits penalties, and two false starts were dished out. So officials were certainly working hard.

There was even a suggestion of foul play after the Champion of Brands race (which also featured plenty of contact), where Josh Barnett qualified his Van Diemen on pole, but was forced into the pits on the first lap with a misfire caused by a detached HT lead.

Whether or not someone tampered with his car, it was a shame the lead battle lost one of its main protagonists.



Rockingham

Middlehurst sealed FR BARC title with a round to spare



Formula Renault BARC

Middlehurst eyes European move

NEWLY-CROWNED FORMULA Renault BARC champion Chris Middlehurst has set his sights on racing in continental Europe next year.

The BRDC Rising Star secured the title in the third race last Sunday at Rockingham with his 13th podium of the campaign.

Having claimed the title with two rounds remaining, Middlehurst said he would now be able to spend time firming up his plans for 2014, if he can

raise the necessary funding.

"It depends on my budget," he said. "Formula Renault NEC is one possibility, obviously I'd like to go somewhere like that, but I am also considering other series.

"We'll work hard over the coming months where that's concerned but we do have one or two things in the pipeline which may be a surprise."

Middlehurst, the 2011 national Formula Ford 1600 champion, won six

of this season's first eight races.

The 18-year-old has only ended a race off the podium once, finishing seventh in race two at Croft.

"The car has been great everywhere really this year, the team has been fantastic," added the MGR driver. "It's been down to me to seal the deal.

"I just focused on what I was doing. To win titles you don't necessarily have to win races, just score points and keep on the podium as much as you can."

CHRIS MIDDLEHURST CV

From Ormskirk, Lancashire

Date of Birth December 24 1994

2013 Formula Renault BARC

champion (six wins)

2012 9th in Formula Renault BARC

2011 National FF1600 champion;

Northern FF600 champion;

FF1600 Champion of Oulton

2006-10 karting

British GT

Triple Eight boss Harrison urges review of success penalty system

TRIPLE EIGHT TEAM BOSS

Ian Harrison has called on British GT organisers to review the success penalty system employed in the championship.

Under current rules, crews that finish on the podium must wait in the pits for an extended period during their mandatory stop at the next race.

The polesitting Triple Eight BMW Z4 of Steve Tandy/Dan Brown had to stay an extra 15s during its pitstop at Brands Hatch last weekend as its success penalty for finishing second at Snetterton.

The car ran inside the top four in the first part and eventually finished there in the hands of Brown, who set fastest lap.

Harrison felt the penalty cost the team a shot at victory, and wants success ballast



Triple Eight BMW had to wait in pits

used in qualifying sessions instead.

"The way you get penalised for your previous success makes it impossible," he said. "I'm not saying the BTCC system is better, but weight does work.

"It should be success ballast for qualifying [only]; then you have a chance of going forward in the races."

Caterham R300 Superlight

Former GT champ Ellis makes Caterham debut at Brands

Ex-British GT champion Bradley Ellis made his Caterham racing debut at Brands Hatch last weekend.

The 2007 title winner, who has taken race victories in the FIA GT3 European Championship and is an established frontrunner in the Radical SR3 Challenge, qualified his

Superlight R300 on pole for the first race at the Kent circuit.

He led both races, finishing seventh in the first and claiming second and fastest lap in the finale.

"The car was going spare and I coach Ade Barwick, the owner, and was offered the drive," said Ellis, who would have won the second race following on-the-road winner Jamie Orton's exclusion, but was hit with a five-second penalty himself for a track-limits offence.

"I have been the Team Parker Racing team coach for three or four years, so I suppose I was putting my reputation on the line."



Ellis flew in R300

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British GT

Hughes confident of stronger WRT Audi showing at Zandvoort

WARREN HUGHES IS CONFIDENT

that the WRT Audi squad will be fully competitive for the next British GT round at Zandvoort following a difficult debut at Brands Hatch last weekend.

Audi's de facto works GT squad fielded a solo R8 LMS ultra for Hughes and co-driver Rembert Berg, after their previous team M-Sport withdrew from the series to focus on its Bentley GT commitments (see AUTOSPORT, August 1).

Hughes qualified the car 14th, just 0.040s slower than the similar United Autosports Audi of Matt Bell. Berg was threatening the lower reaches of the top 10 in the early stages of the race when he was hit into the gravel at Stirlings.

The car effectively lost four laps being recovered and driven to the pits with two punctured tyres. Hughes ran in a pack of



Early off ruined
WRT's race

top-order cars during the second half of the race, but finished 14th.

"I'm sure with another day or two of testing before Zandvoort we'll be much stronger," Hughes said. "We always expected it to be a difficult weekend when the team hasn't raced on the circuit or the [Avon] tyre. The team is very capable and I don't have any concerns."

British GT

Smith gets surprise Ginetta call after Sykes pulls out of event

VLN AND BRITCAR RACER ROB

Smith was called up as a last-minute replacement for regular driver Richard Sykes in the works British GT Ginetta G55 at Brands Hatch last weekend, after Sykes withdrew midway through the event.

Sykes went home to Yorkshire after free practice on Saturday, in what Team LNT described as "extenuating circumstances".

Smith was drafted in for the afternoon's qualifying session, where co-driver Mike Simpson put the car 17th on the grid.

Smith said: "It was the call every driver

wants to receive, and given it was that or dinner with the in-laws, it was a no-brainer."

The car would have had to take a 40-second time penalty at its mandatory pitstop for making a driver line-up change mid-event, but the car retired from the race before Smith could drive it.

Simpson got the car up into the top six in the early stages, before he struck a door that had detached from a GT4 Ginetta G50 on the GP loop. The impact smashed the windscreen and radiator and forced Simpson into retirement.



LNT Ginetta raced on
without Richard Sykes

Ginetta Challenge

Single-seater convert Palmer makes Ginetta Challenge bow

BRITISH FORMULA FORD RACE

winner Chrissy Palmer made a one-off appearance in the Ginetta GT5 Challenge last weekend.

Palmer, 22, drove one of Blendini Motorsport's G40s in the three races

at Brands Hatch.

"My own car in the Britcar Production Cup is having the engine rebuilt," he explained. "So I needed a car to race and this was available."

Palmer finished seventh in race one and improved to sixth in race two before a 5s penalty for a track-limits violation dropped him to eighth. He retired from race three.

He was not the only driver to fall foul of post-race penalties at Brands.

Frontrunners Luke Davenport and David Pittard were excluded from third and fourth in the first race for infringements of the series' tyre-allocation rules.



Palmer joined
the G40 grid

HUMBLE PYE

The voice of club racing



Seven Maserati 250Fs
made Nurburgring trip

Cash-strapped Nurburgring still has plenty to offer in historics

Cash-strapped it may be, but the hallowed Nurburgring – soon to intrigue millions via the film *Rush* – is still one of the world's greatest racing stages. Over 41 years, the AvD Oldtimer Grand Prix has built into one of its most popular showpieces. Waking up nearby on a summer's morning, taking in the mountain air and scenery, makes you grateful to be alive before an engine fires.

It's a very different vista to Silverstone's but, in contrast to July's Classic, the mood in the 'Ring's paddocks was mixed last weekend.

There was no shortage of happy people, with strong BMW, Porsche and Opel presence and seven Maserati 250Fs out racing.

But, following marked improvements in recent editions, the return of excessive bureaucratic red tape spoiled the event for many.

I have to say that the rapport I built with the senior race officials (and media officers) was excellent while juggling AUTOSPORT and HGPCA duties.

Some, however, were tripped up by nasty surprises at scrutineering – fabricators did a roaring trade welding door bars into roll cages, although the locals were pre-warned – while others were sent home without racing, or had their goalposts changed.

How the world's press follows the action when the only TV in each bank of screens within the

F1-equipped media centre (with windows, unlike Silverstone's Wing equivalent) focuses on the last 200 metres of each lap, not the drama as it unfolds elsewhere, beggars belief.

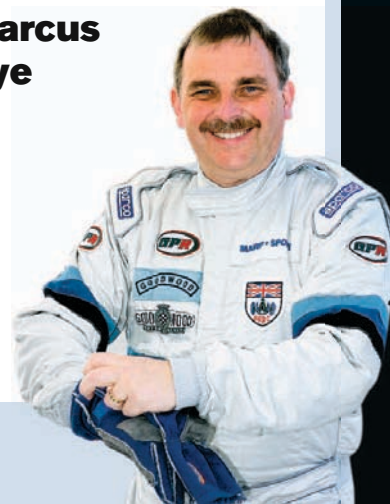
I prefer watching from trackside, but practicalities of programmes sometimes preclude choice.

Gripes aside, there is so much to commend about the Oldtimer GP.

While the sport and demos wow racing enthusiasts (Marc Surer lighting up BMW Classic's F1 Brabham BT52, Jo Winkelhock in the V12 Le Mans winner and other heroes in M1 Procars, CSLs and M3s evoked), surprisingly many folk prefer to lurk outside, capturing the extraordinary range of supercars, presumably for *YouTube* broadcast?

But best of all is the opportunity to see a full-blooded race on the Nordschleife. Friday's Marathon might only have had 69 starters (down from 200-odd at its height) but it was magical to appreciate – my brother and I trudged from Brunnchen, back through the Wippermann Curves to Hohe Acht and the Karussell, then enjoyed a gentle drive round on Sunday. Unlike folks on the banks, alas, we didn't see Derek Bell in Stefan Bellof's lap record-setting Porsche 956.

Marcus Pye



"Friday's Marathon might only have had 69 starters but it was magical to appreciate"

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**BEC attracted
a season-high
17 cars to Brands**

Britcar

Britcar postpones Snetterton Endurance round

THIS WEEKEND'S BRITISH

Endurance Championship round at Snetterton has been postponed due to a lack of confirmed entries.

Series organisers said the decision to delay this Saturday's planned three-hour race was forced by factors outside their control. AUTOSPORT understands they had received payment from just one team by Monday morning (August 12).

A Britcar statement read: "Due to

circumstances beyond our control the MSA British Endurance Championship round at Snetterton on the 17th August is to be postponed until November.

"This does not affect the Britcar Production Cup Championship or the Britcar Production Sportscars Series who's [sic] races will go ahead as planned on Saturday 17th August at Snetterton."

The BEC struggled for grids in its first three rounds, attracting 13 entries for the

opening two at Donington Park and Silverstone, and just 10 for round three at Rockingham, but was boosted by an influx of British GT racers for Brands in July.

Conversely, the GT Cup will enjoy another bumper entry for its next round at Silverstone this weekend. Porsche Carrera Cup GB regular Rory Butcher will be among 38 expected cars, sharing IndiGO Motorsport's Porsche with Scottish Formula Ford champion Ross McEwen.



**Beckett will put CoFB
at heart of SuperSeries**

FF1600

SuperSeries revised for 2014

FORMULA FORD 1600 RACE

organiser James Beckett will revamp his SuperSeries concept to run a slimmed-down calendar of events for 2014.

Beckett expanded the SuperSeries to include races at Rockingham, Mallory Park, Le Mans, the Martin Donnelly Trophy at Kirkistown and October's Castle Combe Carnival, alongside his regular Champion of Brands events, this season. But the Champion of Mallory, Rockingham and Thruxton events were all scrapped due to lack of interest.

Beckett plans to continue running special Trophy races as part of the CoFB, including last weekend's Bert Ray Memorial and the inaugural Jo Siffert Trophy event at the Brands Lotus Festival later this month. He wants to retain one European date, the Combe Carnival, and add one more Trophy race in Britain (excluding the Walter Hayes Trophy).

"There isn't the market for a national series," he said. "I gave competitors more races but nobody came. Formula Ford's strength is in the regions."

MSA

RSF renews MSA Academy deal

THE MOTOR SPORTS ASSOCIATION

has extended its partnership with the Racing Steps Foundation for its Academy.

British motorsport's governing body has benefited from RSF support as an "educational partner" since 2009, and will continue to do so until at least the end of the 2015 season.

The arrangement will continue to incorporate RSF funding into the MSA Academy, which works personally with a selected group of drivers in different disciplines, as well as offering free seminars to hundreds more.

MSA chief executive Nick Bunting said: "We are grateful for RSF's continued support and vision, which initially enabled the MSA Academy to progress and develop in its early years.

"This extended contract will assist the MSA in leading the direction of the sport in this vital area."

Meanwhile, Scottish Motor Sports – the body that represents MSA interests in Scotland – will recruit a £40,000-per-year full-time Development Officer after securing funding from sportscotland.

Historics

Werner races Formula Junior

TRIPLE LE MANS WINNER MARCO

Werner revisited his single-seater roots at the Nurburgring last weekend when he raced Swiss competitor Felix Haas's Cooper T59 in the FIA Lurani Trophy Historic Formula Junior round at the AvD Oldtimer GP event.

The 37-year-old German, winner of the

24 Hours for Audi in 2005, '06 and '07, tested the 1962 FJ car on Thursday, but a gearbox issue on the first lap of qualifying on Friday condemned him to the back of the 40-car grid for both races.

The 1990 German Formula Opel and '91 F3 runner-up finished ninth and 10th respectively in the two races.



**Werner raced
Cooper T59**



F1 Ferraris to NZ Fest

Two turbocharged Ferrari Formula 1 cars will be part of the 2014 Ferrari Festival in New Zealand next January. The 156/85s (above), driven by Michele Alboreto and Stefan Johansson during the 1985 season, will be demonstrated at the Hampton Downs circuit on January 17-19, and again a week later on January 24-26. Organisers hope to confirm more F1 cars in due course.

Panayiotou's VW debut

Former Mini Challenge frontrunner and Clio Cup racer Chris Panayiotou just missed out on a podium finish on his VW Racing Cup debut at Brands Hatch. He drove his KPM-run Golf for the first time in the pre-race test. "It's a real car and I would love to do more," he said after finishing fourth in both races.

Pearson seals G20 title

Stuart Pearson wrapped up the Ginetta G20 Challenge crown with another dominant performance at Brands Hatch last weekend. The 35-year-old, who won the title in 2011, enjoyed another perfect weekend while Brian Murphy secured the runner-up position.

Team USA picks drivers

This year's Team USA Scholarship candidates have been named. Joey Bickers (Pacific F1600), Jake Eidson (US F1600), Sean Rayhall (IMSA Prototype Lites), Skylar Robinson (BRSCC FF1600), Elliott Skeer (USA Mazda MX-5 Cup), Madison Snow (IMSA GT3 Challenge), Adrian Starrantino (F1600) and Aaron Telitz (F1600) are all in contention to win two drives in the Formula Ford Festival at Brands Hatch and the Walter Hayes Trophy at Silverstone.

McCormack/Clarke win

The Ford Escort Mk2 of Marty McCormack and Phil Clarke (below) scored RAC Rally Championship victory on the Neath Valley Stages last Saturday. They defeated the similar car of Nick Elliott and Dave Price by just 0.7s after 44 miles. It was the pair's third win in four rallies.





Werner took the 'Breadvan' to a late victory

OLDTIMER GRAND PRIX NURBURGRING, AUGUST 9-11 AvD

Werner brings home the bread

THE PARTISAN NURBURGRING CROWD erupted with joy as homegrown hero Max Werner snarled his Ferrari 250 GT 'Breadvan' past British pro Alex Buncombe's fearlessly-conducted Jaguar C-type in the final minutes to win Saturday evening's sensational Pre-1961 Sports and GT enduro. It was one among many highlights of the 41st AvD Oldtimer Grand Prix.

Fireworks rent the night air, champagne corks popped and a band played loudly as darkness drew its chilly veil over a magnificent Eifel mountains sunset, and the majority of the 46 entrants drove tired machines into parc ferme after a frenetic but enjoyable 65 minutes.

Buncombe shot JD Classics' Jaguar into an early lead, but journalist racer Gaby Spangenberg (formerly von Oppenheim) drove the howling V12 Ferrari brilliantly to stay in touch, unfazed by a tap from Philip Walker's Lotus 11 as the pack dive-bombed the first corner. Only when the Jag's brakes wilted was Werner able to pounce, his progress through traffic as he closed in on his prey having drawn gasps from onlookers.

Walker and Miles Griffiths proved the Lotus' agility en route to third, which Jurg Tobler (Lola Mk1) might have annexed without a spin.

A cracked exhaust manifold put Josef Rettenmaier's glorious Maserati

Tipo 61 Birdcage out, but Wolfgang Friedrich's Aston Martin DB4GT flew with Jurg Zerha up, passing two Ferrari 250 SWBs to claim fifth. Michael Gans' violet Lotus Elite was the first small GT home, in ninth.

Buncombe got his own back on Sunday morning, winning the sprint leg from Walker after Werner ran out of brakes and called it a day after a hairy run through the last chicane. Alex — this time in JD's E-type — had already topped the podium in Saturday's Masters Gentlemen Drivers enduro, in rather unusual circumstances.

He and Sean McInerney (TVR Griffith), the top qualifiers, had

exited the assembly area and followed a few cars down the pitlane to find it closed. Fuming but refocused, they hared through the field to restore the status quo. Second was a big result for McInerney's team. "The engine was in a million pieces last night [after a head gasket blew]," said crew chief Nigel Reuben. Another condenser failure blunted early leader Marcus Graf von Oeynhausen's E-type, but Yvan Mahe (AC Cobra) grunted in third with Simon Hadfield closing fast in Joaquin Folch's lightweight E.

Best of the three FIA Historic championship features was the Lurani Trophy Formula Junior round,

PRE-1961 SPORTS & GT CARS (26 LAPS)

1 Gaby Spangenberg/Max Werner (Ferrari 250 GT 'Breadvan'); 2 Alex Buncombe (Jaguar C-type) +7.228s; 3 Philip Walker/Miles Griffiths (Lotus 11); 4 Jurg Tobler (Lola Mk1); 5 Wolfgang Friedrichs/Jurg Zerha (Aston Martin DB4GT); 6 Peter Neumark/David Franklin (Ferrari 250 GT SWB). **Fastest lap** Werner 2m06.725s (81.86mph). **RACE 2 (14 LAPS)** 1 Buncombe; 2 Walker +28.984s; 3 Tobler; 4 Friedrichs; 5 Christian Traber (Ferrari 250 GT SWB); Oliver Hartmann (Lotus 17). **FL** Werner 2m08.087s (80.99mph).

MASTERS GENTLEMEN DRIVERS PRE-1966 GT (23 LAPS)

1 Alex Buncombe (Jaguar E-type); 2 Sean McInerney (TVR Griffith) +16.605s; 3 Yvan Mahe (AC Cobra); 4 Joaquin Folch/Simon Hadfield (Jaguar E-type); 5 Graham Wilson/Andy Wolfe (Lotus Elan '26R'); 6 Jamie Boot (Jaguar E-type). **Class winners** Wilson/Wolfe; Billy Bellinger/Keith Ahlers (Morgan +4 SLR); Christian Traber/Kilian König (Ferrari 250 SWB/C); Mark & Simon Ashworth (TVR Grantura). **FL** Buncombe 2m04.133s (83.57mph).

FIA LURANI TROPHY FORMULA JUNIOR (11+9 LAPS)

1 David Methley (Brabham BT6); 2 Michael Hibberd (Lotus 27) +10.530s; 3 Manfred Rossi di Montelera (Lotus 22); 4 Christian Traber (Lotus 22); 5 Bruno Ferrari (Branca); 6 Urs Eberhardt (Lotus 27). **CW** Ivo Goeckmann (Jolus); John Delane (Lotus 18); Andrew Tart (Bond);

Daniele Salodini (Taraschi). **RACE 1 11 Methley;** 2 Hibberd +0.753s; 3 Tommaso Gelmini (Branca); 4 Christian Traber (Lotus 22); 5 Bruno Ferrari (Branca); 6 di Montelera. **FL** Hibberd 2m01.307s (85.52mph). **RACE 2 1 Methley;** 2 Hibberd +9.777s; 3 Rossi; 4 Ferrari; 5 Traber; 6 Don Thallon (MRC 22). **FL** Methley 2m02.111s (85.03mph).

NGPCA PRE-61 GP CARS (15 LAPS) 1 Philip Walker (Lotus 16); 2 Julian Bronson (Scarab) +3.543s; 3 Tony Smith (Ferrari Dino 246); 4 Rod Jolley (Lister-Jaguar Monza); 5 Allan Miles (Maserati 250F); 6 Josef-Otto Rettenmaier (Maserati 250F). **CW** Miles; Michael Gans (ERA R1B); Nick Eden (Cooper-Bristol CB2/52); Scotty Taylor (Cooper T45); Chris Lunn (Cooper T45). **FL** Walker 2m05.266s (82.82mph). **RACE 2 (14 LAPS)** 1 Walker; 2 Bronson +0.968s; 3 Rettenmaier; 4 Smith; 5 Jolley; 6 Miles. **CW** Rettenmaier; Paul Grant (Cooper-Bristol CB3/53); Taylor; Gans; John Davies (T45). **FL** Bronson 2m05.754s (82.50mph).

PRE-1940 CARS (13 LAPS) 1 Gareth Burnett (Alta s/c); 2 Alfredo von Ketteler (Delahaye 135S) +1m35.924s; 3 Josef-Otto Rettenmaier (Maserati 8C 3000); 4 Sue Darbyshire (Morgan Super Aero); 5 Albert Otten (BMW 328); 6 Stephan Rettenmaier (Maserati 4CM). **FL** Burnett 2m21.181s (73.48mph). **RACE 2 (12 LAPS)** 1 J Rettenmaier; 2 von Ketteler +9.527s; 3 Darbyshire; 4 Otten; 5 S Rettenmaier; 6 Nicholas Pellett (Talbot 105). **FL** J Rettenmaier 2m28.906s (69.67mph).

FIA MASTERS HISTORIC GP CARS (16+14 LAPS) 1 Michael Lyons (RAM Williams FW07); 2 Steve Hartley (Arrows A4) +18.399s; 3 Joaquin Folch (Brabham BT49C); 4 Simon Fish (Ensign N180); 5 Katsu Kubota (Lotus 72); 6 Ian Simmonds (Tyrrell 012). **CW** Hartley; Kubota; Simmonds; Alexander Furiani (Surtees TS20). **RACE 1 11 Lyons;** 2 Hartley +14.792s; 3 Folch; 4 Fish; 5 Kubota; 6 Simmonds. **FL** Lyons 1m37.221s (106.71mph). **RACE 2 1 Lyons;** 2 Folch +2.940s; 3 Hartley; 4 Fish; 5 Kubota; 6 Simmonds. **FL** Lyons 1m37.621s (106.83mph).

FIA MASTERS HISTORIC SPORTS CARS (17+16 LAPS)

1 Stefano Rosina (McLaren-DFV M8C); 2 Jason Wright (Lola T70 Mk3B) +1m00.239s; 3 John Sheldon (Chevron B19); 4 Tim Cousins (B19); 5 David Ferrer/Mr John of B (T70 Mk3); 6 Jamie Boot (Chevron B16/c). **CW** Sheldon; Cousins; Billy Bellinger/Keith Ahlers (Cooper-Ford King Cobra); Peter Hallford/Stephen Treherne (Chevrolet Corvette); Othmar von Diemar (Royale RP6). **RACE 1 1 Rosina;** 2 Martin O'Connell (B19) +8.452s; 3 Wright; 4 Cousins; 5 Sheldon; 6 Ferrer. **FL** O'Connell 1m50.727s (93.69mph). **RACE 2 1 Rosina;** 2 Wright +3.424s; 3 Sheldon; 4 Mr John of B; 5 Cousins; 6 Boot. **FL** Rosina 1m53.391s (91.49mph). **BMW RENNEN (16 LAPS)** 1 Christian Traber (M1 Procar); 2 Johnny Cecotto (M3 E30) +1.860s; 3 Hans Wagner (M1 Schnitzer Turbo); 4 Michael Kammermann (M1 Procar); 5 Peter Heinrich (M1 Procar); 6 Marco Wagner (M1 Procar). **FL** Marc Hessel (M1 Procar) 1m53.278s (91.58mph).

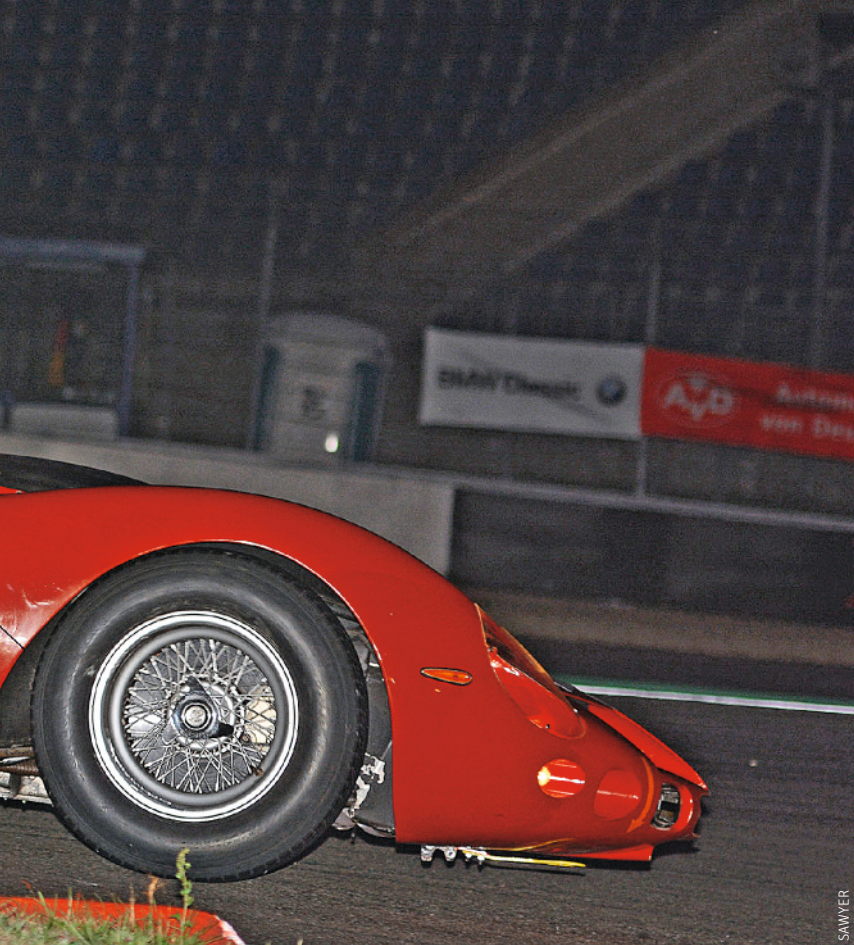
RACE 2 (16 LAPS) 1 H Wagner; 2 Kammermann +0.151s; 3 Traber; 4 Michael Hinderer (M1 Procar); 5 Achim Heinrich (M1 Procar); 6 Marc Surer (320i E21). **FL** H Wagner 1m53.990s (91.01mph).

DTM REVIVAL 1972-1981 (15 LAPS)

1 Wolfgang Kaufmann (Porsche 935 K3); 2 Ralf Hellsig (Porsche 935 K3) +12.222s; 3 Chris Stahl (Porsche 934/5); 4 Eberhard Baunach (Porsche 935 K2); 5 Hans Wagner (BMW M1 Turbo); 6 Peter Heinrich (BMW M1 Procar). **CW** Hellsig; Martin Jorgens (De Tomaso Pantera); Jurg Bachi (Opel Commodore GS2800). **FL** Daniel Schrey (Porsche 935 K3) 1m49.592s (94.66mph). **RACE 2 (16 LAPS)** 1 Kaufmann; 2 Schrey +1.126s; 3 Stahl; 4 Michael Kammermann (BMW M1 Procar); 5 Achim Heinrich (BMW M1 Procar); 6 Peter Mucke (Ford Capri RS3100). **CW** Kammermann; Mucke; Bachi. **FL** Schrey 1m49.678s (94.59mph).

AVD TOURING CAR TROPHY (BOTH 14 LAPS)

1 Graham Wilson (Lotus Elan '26R'); 2 Palle Birkelund Pedersen (Ginetta G4) +4.730s; 3 Roger Adamsson (Lotus Elan); 4 Dominik Roschmann (Alfa Romeo GTA); 5 Reinhold Gropper (Ford Mustang); 6 Thomas Henrysson (Elan). **FL** Wilson 2m08.779s (80.56mph). **RACE 2 1 Wilson;** 2 Birkelund Pedersen +9.604s; 3 Adamsson; 4 Gropper; 5 Stig Blomqvist (Ford Galaxie); 6 Olivier Ellerbrock (Alfa Romeo GTA). **FL** Wilson 2m10.062s (79.76mph).



Lyons again topped F1 pack

in which Dave Methley twice overcame lightning-paced polesitter Michael Hibberd. Methley misread a pit signal while leading well on Saturday, easing off, then finding Hibberd back on his tail to the flag.

On Sunday, he stormed past Hibberd's ex-Peter Arundell Lotus 27 on the outside of the chicane and exploited his Brabham's superior traction in an awesome display of car control. "Sixty last week, but not past it," beamed Dave. Dijon victor Manfredo Rossi (Lotus 22) finished third on aggregate, following fraught tussles with Tommaso Gelmini and Bruno Ferrari in Brancas.

Seven Maserati 250Fs (five factory-built and two from Cameron Millar's workshop) were an exceptional reward for OGP co-founder Count Hubertus Donhoff, whose Pre-1961 Grand Prix car races were populated by HGPCA invitees.

Philip Walker (Lotus 16) and Julian Bronson's Scarab diced mightily for the lead on both days, but there was a huge cheer for Germany's Josef Rettenmaier who carved his ex-Fangio piccolo 250F '2533' from the back to sixth on Saturday and thence to third in race two, the final place gifted when Tony Smith

(Ferrari Dino 246) was penalised for a yellow-flag infringement.

Rettenmaier's big success came when saddling a cycle-winged Maserati 8C 3000 in Nicola Donhoff's Pre-1940 grid's Sunday 'breakfast special'. Saturday's third-placed man shrugged off a misfire to win from Alfredo von Ketteler's Delahaye and Sue Darbyshire's impudent Morgan three-wheeler. Runaway first day victor Gareth Burnett's shrieking supercharged Alta was parked with diff failure on lap one.

Nobody could deny invitee Michael Lyons his third FIA Masters F1 double of 2013, although Steve Hartley managed to get ahead boldly on Saturday. A clash between McLaren 'team-mates' David Ferrer and Mr John of B at the Mercedes chicane led to the safety car being deployed on Sunday. Joaquin Folch ambushed Hartley at the green to snatch second on the remaining one-lap dash. Star of the show, though, was Katsu Kubota, who twice finished a feisty fifth in his Lotus 72.

Martin O'Connell took Saturday's FIA Masters Sportscars fight to Stefano Rosina, the Chevron B19 pilot leading superbly until he lost

Alfa beat big banger rivals around the Nordschleife



HISTORIC MARATHON NURBURGRING AUGUST 9-11 AvD

Fabulous Furiani finishes first as Alfa GTA outlasts allcomers

ALFA ROMEO GTA ACE ALEXANDER

Furiani converted Olivier Ellerbrock's start to an unexpected victory in Friday's Historic Marathon as the Nurburgring Nordschleife and external factors hit pre-event favourites over three and a half hours.

Marcus Graf von Oeynhausen led by 20 seconds at Brunnchen on lap one before a misfire clipped his Jaguar E-type's claws. He pitted, still clear of Wolfgang Kaufmann (Porsche 904) and Jason Wright (Ford GT40), but a fix eluded the Gotcha team. Condenser failure forced the 2012 champions into retirement before trump card Frank Stippler could drive.

The ex-works 904/6 (owned by Dr Afschin Fatemi) assumed the lead, but the GT40, already with an iffy third gear, was black-flagged for exhaust mufflers to be fitted – a shock since the team was assured it wouldn't need them after qualifying!

Stippler hurled a Monzeglio

Corse Alfa GTAm through the pack to second before its throttle linkage broke, while Fatemi's Porsche led until it dropped a cylinder on the final lap and was overhauled by Furiani and Reinhold Gropper/Horst Walther's Mustang, which was always among the leaders.

The Allen Tice/Chris Conoley Marcos 1800GT carried impressive momentum, but hopes of repeating last year's third (or better) were scotched when it lost power late on and faded to 12th. Harry Wyndham/Andrew Hill (Jaguar E) thus became the top Brits, fourth, despite being restricted to 5200rpm at the end.

RESULTS (23 LAPS) 1 Olivier Ellerbrock/Alexander Furiani (Alfa Romeo GTA); 2 Reinhold Gropper/Horst Walther (Ford Mustang) +31.939s; 3 Georg Kaufmann/Afschin Fatemi (Porsche 904 GT5); 4 Harry Wyndham/Andrew Hill (Jaguar E-type); Armin Zumtobel/Oliver Louisoder (Porsche 911); 6 Michael & Peter Hinderer (AC Cobra); 7 Christian von Wedel/Franz zu Ortenburg/Rhea Sautter (Austin Healey 3000); 8 Helmut Rothenberger/Gaetan Woltrin (Mustang GT350); 9 Brian Lambert/Joel Ward (MGB); 10 Gaby Spangenberg/Nicola Donhoff/Markus Oestreich (911). **FL** Kaufmann 8m21.544s (92.73mph).



Kaufmann was a double winner in Porsche 935

momentum in traffic, and the Italian's DFV-powered McLaren M8C screamed past. Rosina doubled up on Sunday when Jason Wright – his Lola T70's gearbox rebuilt by the Wolfe Manufacturing team between races – kept him honest. Veteran John Sheldon and former 750 Formula Darvi racer Tim Cousins were third and fourth on aggregate in B19s of different specs.

The mastery of factory BMW racers Marc Hessel (M1 Procar), Johnny Cecotto (M3 E30) and Marc Surer (in his '77 Junior Team 320i)

entertained legions of fans in photogenic Munich marque-fests, but the races were ultimately about privateers. Christian Traber and Hans Wagner took narrow victories in snarling M1s.

GT ace Wolfgang Kaufmann sizzled to DTM Revival honours both days in the fantastic Kremer-run Jagermeister Porsche 935 K3. Saturday retiree Daniel Schrey made a race of it on Sunday in a similar turbocar, Ralf Helsing having led day one's chase in his ex-Bob Akin/Bobby Rahal version.

● Marcus Pye

Tan woe hands Middlehurst title

UNTIL ENGINE PROBLEMS PUT

Weiron Tan out of the final race at Rockingham, the Fortec driver had been on course for six consecutive Formula Renault BARC wins. But the Malaysian's retirement enabled Chris Middlehurst to take the title.

Tan dominated a largely incident-free opening race. Although MGR-run Middlehurst maintained his grid position and came home second, he had no answer to Tan's pace.

Running third in the early stages was Sam MacLeod, but he retired on lap five with engine trouble. This meant Hongwei Cao, Jake Cook and Matias Galetto finished third, fourth and fifth after all three gained several places with excellent starts.

It was a repeat performance in race two for Tan as he took another lights-to-flag victory, although he did spin on the green-flag lap.

Middlehurst made a good move on Wei Fung Thong into Deene to take third on the opening tour, but could do nothing about MacLeod and had

to settle for the final podium place.

MacLeod was delighted to make up for the first-race disappointment and gave Fortec a one-two.

After two rather unexciting races, things came alive in the finale.

Tan once again had the early lead, but behind him Middlehurst lost second to the fast-starting Cao.

Then there was a major incident at Yentwood, with Galetto landing on top of Cook following contact with Henrique Baptista, which brought out the safety car.

Also on the sidelines was MacLeod, whose weekend ended with yet more mechanical misery as a drivetrain issue put him out of the running.

Tan made an excellent restart and caught Cao napping. With Tan looking good for another win, it seemed that Middlehurst would be unable to take the title this weekend.

But then reliability trouble also hit Tan's Fortec car as an engine problem forced him to pull off on lap eight of



Tan leads as title winner Middlehurst lurks behind MacLeod

12, bringing out the safety car again.

He said: "It was disappointing as I could've had a double hat-trick. But I have proved we are competitive."

Tan's retirement was enough to give Middlehurst the title, and he did not attempt to pass Cao for the lead, enthusing afterwards: "What a great way to end the year!"

The race came to a premature end after red flags were brought out for a four-car collision at Yentwood.

● Stephen Lickorish

RESULTS (16 LAPS) 1 Weiron Tan; 2 Chris

Middlehurst +7.918s; 3 Hongwei Cao; 4 Jake Cook; 5 Matias Galetto; 6 Jorge Cevallos.

Fastest Lap Tan 1m18.945s (88.46mph).

RACE 2 (16 LAPS) 1 Tan; 2 Sam MacLeod

+5.330s; 3 Middlehurst; 4 Cao; 5 Wei Fung Thong; 6 Cook. **FL** Tan 1m19.332s (88.03mph).

RACE 3 (12 LAPS) 1 Cao; 2 Middlehurst +0.597s;

3 Cevallos; 4 Joe Ghanem; 5 Matteo Ferrer; 6 Pietro Fittipaldi. **FL** Ferrer 1m19.814s (87.50mph).

POINTS 1 Middlehurst, 392;

2 Tan, 297; 3 Cevallos, 265; 4 Cook, 262;

5 Cao, 249; 6 Ghanem, 166.

Champkin take Clubmans crown with podium finish

CHRIS MIDDLEHURST WASN'T THE only driver to seal a championship at Rockingham, as third place in race one was enough for Alex Champkin to take the Clubmans title.

Poleman Marcus Bicknell spun his Mallock Mk35 on the opening lap at Gracelands, giving Onno Zuidema's Mk20 the lead.

Zuidema seemed on course for victory until he came to a smoky stop mid-race, meaning Chris Pickering's Mk27 took over.

But he struggled with worn-out tyres and gearbox troubles and dropped to fourth.

Therefore it was Bicknell who completed a remarkable recovery to grab the victory, with 'Brigadier Borat' second, ahead of Champkin.

Bicknell started race two seventh

but by the penultimate lap he was hounding poleman Zuidema for the lead. The pair switched places several times until Bicknell gifted Zuidema when he went straight on at Deene.

● Stephen Lickorish

RESULTS (BOTH 12 LAPS) 1 Marcus Bicknell

(Mallock Mk35 EB Honda S2000); 2 'Brigadier Borat' (Mallock Mk27) +8.037s; 3 Alex Champkin (Vision V84); 4 Chris Pickering (Mallock Mk27 EBX); 5 Steve Everson (Mallock Mk28 EB MG Rover K 1800); 6 Peter Richings (Mallock Mk30PR).

Class winners 'Borat'; Alan Cook (Mallock Mk20B/21); Brian Hunter (Mallock Mk16).

FL Bicknell 1m23.650s (83.49mph).

RACE 2 1 Onno Zuidema (Mallock Mk20);

2 Champkin +7.993s; 3 Bicknell; 4 Phil Weaver (Mallock Mk28/30); 5 Richings; 6 'Borat'.

CW Bicknell; Cook; Hunter. **FL** Bicknell 1m22.803s (84.34mph).



Zuidema won race two after a thrilling scrap with Bicknell



Burkinshaw happily picked up the pieces in his Integra

Burkinshaw wins as issues blight Butler's challenge

IT WAS A WEEKEND TO FORGET

for Civic driver Robert Butler as mechanical problems cost him the win in both races.

Butler had the early advantage in race one from pole, while second-placed starter Robert Burkinshaw dropped several positions going wide at Deene.

Burkinshaw quickly recovered though, and closed on Butler after taking second on lap three.

Then on lap seven Butler suddenly slowed with a blocked silencer, before eventually resuming and finishing sixth.

Burkinshaw therefore took a comfortable win in his Integra, from Peter Dixon's Civic.

Burkinshaw initially led the second race, but by lap three Butler

was ahead. Then more gremlins struck and Burkinshaw was free to take his seventh win of the season from Simon Cribbley.

Ian Redgrave won the two-car Production Touring Car class.

● Stephen Lickorish

RESULTS (BOTH 13 LAPS) 1 Robert

Burkinshaw (Integra Type R); 2 Peter Dixon (Civic 1.6VT) +22.265s; 3 Robert Williams (Civic Type R); 4 Simon Cribbley (Integra); 5 Phil Wright (Accord Type R); 6 Robert Butler (Civic).

CW Williams; Cribbley; Ian Redgrave (Vauxhall Astra VXR); Andy Johnson (Peugeot 206). **FL** Burkinshaw 1m32.823s (75.23mph).

RACE 2 1 Burkinshaw; 2 Cribbley +48.087s;

3 Redgrave; 4 Tim Blowers (Integra Type R); 5 Wright; 6 Stuart King (Integra Type R).

CW Cribbley; Redgrave; Blowers; Johnson.

FL Butler 1m32.388s (75.59mph).



Graham broke
Kirkcaldy's run
at Knockhill

SCOTTISH BMW COMPACT & MAZDA MX5 CUP KNOCKHILL, AUGUST 11 SMRC

One win for Kirkcaldy as Graham halts run

SINCE THE ARRIVAL OF THE BMW Compact Cup cars at the end of last season there has been a buzz around the Scottish series in the paddock and across social media.

Such is the entry that the Compact field was once again split from the Saloon and Sportscars entry, and the 14 cars were joined by the smaller MX5 Cup entry in their own standalone races.

The Cup has thus far been dominated by former Scottish Formula Ford Zetec champion Alan Kirkcaldy, who had taken every class win this season before last weekend.

Despite this perfect scorecard, Kirkcaldy has remained open to competition and even suggested that he has "had it too easy".

Bryce Greenwood travelled from south of the border to take up the

challenge and sought to disrupt Kirkcaldy's winning streak. Indeed, he held provisional pole for much of qualifying before the Scot could reassert himself on his final lap of the session by one tenth.

Kirkcaldy started race one successfully but was hounded doggedly by Greenwood. Despite this pressure, Kirkcaldy drove his own race and only needed to use defensive lines on the penultimate lap.

Greenwood's car squirmed and slid as he gave everything to seize victory on the last lap, but this cost him time and he finished a second down.

A short rain shower changed the parameters significantly in race two. Greg Graham, who took pole position in the class in April's wet meeting, rose to the occasion and looked more confident in the fast-drying

conditions, threatening for the lead.

He made his move on the penultimate lap at Duffus Dip and immediately pulled a couple of car lengths clear.

Graham's wet-weather confidence combined with brake-bias difficulties for Kirkcaldy meant the unbeaten run was ended, and has given a sign that the series is in great shape as it moves into its final two rounds.

● Jonathan Crawford

RESULTS (10 LAPS) 1 Alan Kirkcaldy (BMW Compact); 2 Bryce Greenwood (Compact) +1.079s; 3 Billy Campbell (Compact); 4 Paul Curtis (Mazda MX5); 5 Greg Graham (Compact); 6 Staven Dailly (Compact). FL Campbell 1m05.056s (70.35mph). RACE 2 1 Graham; 2 Kirkcaldy +1.344s; 3 Curtis; 4 Mark Souter (Compact); 5 Findlay Adams (Compact); 6 Dailly. FL Graham 1m09.711s (65.65mph).



Haggerty is now
youngest winner in
Scottish FFord

SCOTTISH FORMULA FORD KNOCKHILL, AUGUST 11 SMRC

Haggerty is a young star

History was made in the Scottish Formula Ford Championship as 16-year-old Ciaran Haggerty took his first win in car racing.

While the championship has always helped develop young racing talent in Scotland, it has never had a race winner as young as Haggerty, who came into the series with a clutch of karting accolades and 'Racing for Scotland' backing.

His win was sealed with a move on veteran Stuart Thorburn, which put him at the front for two short-lived safety car periods mid-race.

At both restarts Haggerty got the jump and this took him clear of the battle for second between Thorburn and Jordan Gronkowski.

This was eventually settled in Gronkowski's favour with a stunningly brave move around

the outside at Duffus Dip at the start of lap nine.

Contrastingly, the fortunes of the top two took a dive at the start of race two as Gronkowski went for the outside line again at Duffus.

This time Haggerty was on the inside line and contact was made. While Haggerty limped to the pits for repairs, Gronkowski was out.

Thorburn took the spoils with a relatively unchallenged run that helped him claw back valuable points on championship leader Michael

Gray, who finished fourth and second but still heads the standings.

● Jonathan Crawford

RESULTS (BOTH 12 LAPS) 1 Ciaran Haggerty (Ray GRS09); 2 Jordan Gronkowski (Van Diemen RF92) +0.264s; 3 Stuart Thorburn (Van Diemen RF92); 4 Michael Gray (Vector TF93); 5 Paul Kopec (Ray GRS08); 6 Matthew Chisholm (Van Diemen RF92). FL Gronkowski 55.751s (82.091mph). RACE 2 1 Stuart Thorburn; 2 Gray +0.689s; 3 Kopec; 4 Chisholm; 5 Neil Broome (Van Diemen RF92); 6 Ivor Mairs (Mondiale). FL Haggerty 56.102s (81.578mph).



Clio Cup Series

Luke Herbert (above left) won both races at Rockingham, but didn't have things all his own way. He led all of race one but made a slow start to race two and had to fight back from third. Peter Felix spun in race one challenging Andy Jordan for second.

Kumho BMW

Garrie Whittaker and Colin Wells finished one-two in the first race at Rockingham, while Richard Bacon very narrowly won the second from Wells and 27th-placed starter Darren Fielding, as Whittaker retired with mechanical trouble.

Saloons & Sportscars

Ryan Magennis dominated the first race in his GTR kit car but could not find a way past the fast-starting David Headen in the second at Knockhill. He made two attempts to pass the former champion's Caterham at Clark but spun on the second. A red flag ended his recovery charge early.

Classic Sports & Saloons

Harry Simpson took an unexpected win with his Ginetta G4 in race one at Knockhill after the two Morgans of Andrew Smith and Russell Paterson fought among themselves. Smith returned to win race two ahead of a strong 20-car entry that turned out to honour fellow racer Willie Robertson, who died in July.

Scottish Minis

Joe Tanner moved further ahead in the standings with two wins that were well deserved after withstanding pressure from a train of pursuing cars at Knockhill. David Sleigh benefited from the top-seven reversed grid to return to winning ways in the final race.

Scottish Fiestas

Aiden Moffat took both wins as his upturn in form in his new Fiesta ST continued at Knockhill (below). The teenager was put under significant pressure by points leader George Orr, who got the jump at the start of the second race, but Moffat kept his patience and eventually stole past.



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Worthington's
GT roars away
at the start



BENTLEY DRIVERS CLUB SILVERSTONE, AUGUST 10

Worthington wins in mighty GT

SIMON WORTHINGTON DROVE HIS multi-coloured GT to a dominant victory in the Bentley Scratch encounter after poleman Michael Haig's T Special ground to a halt on the opening lap.

Sue Shoosmith (MkVI Special) made second her own, but there was a tremendous scrap behind her for the final podium position between Ewen Getley, Clive Morley, James Morley and Robert Gate. Getley held on to third, with Gate nicking fourth at the death.

The Morgan Challenge victory went to Matthew Wurr in his immaculate Plus 8 as he claimed a lights-to-flag victory from pole position. Reigning champion Richard Plant looked set to be the runner-up, but the pursuing Philip Goddard got the better of him with two laps to go.

In the contest for the MG T Register/Morgan/AC laurels William Plant claimed a comfortable victory at the wheel of his Morgan Plus 4. Behind him, Greg Dixon-Smith was kept honest by the pursuing Tony Hirst, both of them also in Plus 4s. Graham Coles completed the leading

quartet and also upheld MG honours in his MGA.

Brian Arculus added to his Historic Intermarque victories this season at Brands Hatch and Donington Park in his Lotus Elite, but did not have it all his own way.

Spike Milligan, starting from fifth in his HWM Jaguar sports-racer, made a mighty start and led at the end of lap one. However, Arculus usurped him on the next tour and, after completion of mandatory stops, led Milligan home ahead of Andy

Shepherd (AC Ace), who entertained as he recovered from a first-lap off.

Nicholas Topliss romped to the Vintage & Pre-War Scratch spoils in his glorious sounding ERA R4A, although he lost 10s from his 53s winning margin over second-placed Tim Greenhill (Wolseley Hornet Special) after a green-flag-lap error.

The Allcomers Scratch race featured a large eclectic grid, and it was Chris Randall's flame-spitting Lotus Europa that led from start to finish. To his rear Wurr overcame

David Rushton in their personal Plus 8 duel after a gripping race-long scrap.

Trevor Clarke's Westfield headed the pack for the opening three laps of the Sunbeam Challenge/Invitation Scratch contest before the Tiger of David Smallridge swept ahead at Brooklands and stayed so to the end.

Stuart Worthington's GT was by far the quickest car in qualifying for the Bentley Handicap, but his 4m10s start delay meant he could only finish in 15th, 36s adrift of the victorious Peter Butler (3/4½).

The Lotus Elan +2 of Malcolm Mitton circulated out front throughout the Allcomers Handicap for faster cars. However, the closing Trevor Clarke put in an excellent final lap to finish a mere 0.006s behind the winner.

In the Allcomers Handicap for slower cars, Ian Fyfe's Alvis 12/70 was the early leader, but he dropped down the order with two laps remaining as the stagger unwound. David Gibson's Morgan reached the chequered flag first, comfortably clear of the pursuing Richard Frankel.

● Graham Read



Jonathan Moorhouse (MGB)
battles with James Tiller's
Allard in Allcomers Handicap

BENTLEY SCRATCH (13 LAPS) 1 Simon Worthington (GT); 2 Sue Shoosmith (MkVI Special) +59.330s; 3 Ewen Getley (3/4½); 4 Robert Gate (MkVI Special); 5 Clive Morley (3/4½); 6 James Morley (3/4½). **Fastest lap** Worthington 1m10.006s (84.28mph).

MORGAN CHALLENGE (19 LAPS) 1 Matthew Wurr (Plus 8); 2 Philip Goddard (Plus 8) +3.771s; 3 Richard Plant (Plus 8); 4 Paul Conway (Plus 8); 5 Jeremy Knight (Plus 8); 6 Andy Green (Plus 8). **Class winners** Green; Simon Orebi Gann (Roadster LWT); Philip Tisdall (Plus 8); Henry Williams (4/4 Sport); David Phillips (+4 SS). **FL** Wurr 1m04.553s (91.40mph).

MG T REGISTER/MORGAN/AC (12 LAPS) 1 William Plant (Morgan Plus 4); 2 Greg Dixon-Smith (Plus 4 Supersports) +13.786s; 3 Tony Hirst (Morgan Plus 4 Baby Doll); 4 Graham

Coles (MG MGA Coupe); 5 Henry Williams (Morgan 4/4 Sport); 6 Phil Thomas (Morgan Plus 4 Supersports). **FL** Plant 1m11.311s (82.74mph).

FISCAR HISTORIC INTER-MARQUE (24 LAPS) 1 Brian Arculus (Lotus Elite); 2 Spike Milligan (HWM Jaguar Sports Racing) +5.594s; 3 Andy Shepherd (AC Ace); 4 Chris Guest/Chris Adams (RGS Atalanta Aston Martin); 5 Mike Freeman (Lotus Elite); 6 John Hilbery (Lotus Elite). **CW** Milligan; Shepherd; Andrew Dixey (Austin Healey 100M); Jim Campbell (Aston Martin DB2/4); Simon Gurney (MG MGA Coupe); Richard Gane (Jowett Jupiter). **FL** Arculus 1m13.343s (80.44mph).

VINTAGE & PRE WAR SCRATCH (13 LAPS) 1 Nicholas Topliss (ERA R4A); 2 Tim Greenhill (Wolseley Hornet Special) +43.186s; 3 Stuart Morley (Bentley 3/4½); 4 Paul

Lawrence (Austin Seven); 5 Peter Morley (Bentley 3/4½); 6 Trevor Swete (Invicta S Type). **FL** Topliss 1m12.654s (81.21mph).

ALLCOMERS SCRATCH (15 LAPS)

1 Chris Randall (Lotus Europa); 2 Wurr +11.654s; 3 David Rushton (Morgan Plus 8); 4 Philip Barak (Mallock MK20B); 5 Ed Mercer (Morgan Plus 8); 6 Tim Harrison (Morgan 4/4). **FL** Randall 1m01.405s (96.08mph).

SUNBEAM CHALLENGE + INVITATION SCRATCH (14 LAPS)

1 David Smallridge (Sunbeam Tiger); 2 Trevor Clarke (Westfield Ford Zetec) +7.146s; 3 Dave Coyne (Jaguar E-type); 4 Andrew Sharp (Aston Martin V8); 5 Tristan Bradfield (Sunbeam Tiger); 6 Paul Clayton (Sunbeam Tiger). **FL** Smallridge 1m05.780s (89.69mph).

BENTLEY HANDICAP (8 LAPS) 1 Peter Butler (3/4½);

2 Paul Carter (4/4) +4.913s; 3 Andrew Frankel (TT); 4 Bill Cleyndert (3/4½); 5 Vivian Bush (3 Litre); 6 Robert Gate (MkVI Special). **FL** Worthington 1m12.122s (81.81mph).

ALLCOMERS HANDICAP FOR FASTER CARS (8 LAPS)

1 Malcolm Mitton (Lotus Elan +2); 2 Clarke +0.006s; 3 Graeme Smith (Caterham 7 Classic); 4 Oliver Llewellyn (Ginetta G20); 5 Neil Sandwith (Caterham 7); 6 Jim Mackie (Austin Healey Sprite). **FL** Randall 1m01.671s (95.67mph).

ALLCOMERS HANDICAP FOR SLOWER CARS (8 LAPS)

1 David Gibson (Morgan Plus 4); 2 Richard Frankel (Alfa Romeo SS) +9.454s; 3 Andrew Frankel (Alfa Romeo Giulietta); 4 Mark Butterworth (Allard K3); 5 Dominic Spicer (Triumph TR4); 6 Henry Williams (Morgan 4/4 Sport). **FL** Jon Lee (Austin Rover Mini) 1m10.492s (83.70mph).

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CLIO CUP SERIES (BOTH 13 LAPS) 1 Luke Herbert; 2 Andy Jordan +1.520s; 3 Peter Felix; 4 Brett Lidsey; 5 James Weston; 6 Darren Wilson. **Class winners** Weston; Tommy Ostgaard; Jake Honour.
Fastest lap Herbert 1m31.764s (76.10mph).
RACE 2 (13 LAPS) 1 Herbert; 2 Jordan +4.143s; 3 Felix; 4 Lidsey; 5 Weston; 6 Wilson. **CW** Weston; Ostgaard; Sam Randon. **FL** Herbert 1m31.891s (76.00mph).
KUMHO BMW (14 LAPS) 1 Garrie Whittaker (E36 M3); 2 Colin Wells (M3 CSL) +13.474s; 3 Richard Bacon (E46 M3); 4 Karl Skitt (318 Compact); 5 Stephan Lanfermeijer (E36 M3); 6 James Card (E46 M3). **CW** Matthew Fielding (E36 M3); Rob Alman (328i); Andrew Donaldson (318is); James Cannon (Compact). **FL** Whittaker 1m28.958s (78.50mph). **RACE 2 (13 LAPS)** 1 Bacon; 2 Wells +0.336s; 3 Darren Fielding (E36 M3 EVO); 4 Card; 5 Roger Lavender (E36 M3); 6 Mike Hibbert (E36 M3). **CW** Lavender; Alman; Donaldson; Cannon. **FL** Wells 1m30.603s (77.08mph).
PORSCHE GT3 CUP CHALLENGE GB (BOTH 18 LAPS) 1 Justin Sherwood; 2 Steve Liqueurish +2.464s; 3 Peter Kyle-Henney; 4 Kelvin Fletcher; 5 Guy Riall; no other starters. **FL** Kyle-Henney 1m23.855s (83.28mph).
RACE 2 (18 LAPS) 1 Sherwood; 2 Liqueurish +1.656s; 3 Fletcher; 4 Kyle-Henney; 5 Riall; no other starters. **FL** Sherwood 1m23.230s (83.91mph).

KNOCKHILL

SMRC, AUGUST 11



SCOTTISH SALOONS & SPORTSCARS (12 LAPS) 1 Ryan Magennis (GTR002); 2 David Headen (Caterham CSR) +24.499s; 3 George Orr (Mitsubishi Evo); 4 Robert Drummond (Ford Escort Cosworth); 5 Andrew Morrison (SEAT Cupra); 6 Paul Brydon (BMW M3). **CW** Orr; Mark Dawson (VW Corrado); Paul Bell (Vauxhall Nova); Andrew Christie (MK Indy). **FL** Headen 53.290s (85.88mph).
RACE 2 (8 LAPS) 1 Headen; 2 Magennis +6.337s; 3 Brydon; 4 Drummond; 5 Orr; 6 Morrison. **CW** Drummond; Bell; Dawson; Christie. **FL** Magennis 53.915s (84.89mph).
SCOTTISH CLASSIC SPORTS & SALOONS (8 LAPS) 1 Harry Simpson (Ginetta G4); 2 Andrew Smith (Morgan +8) +2.187s; 3 Russell Paterson (Morgan +8); 4 Raymond Boyd (Porsche 911); 5 Robert Marshall (Ford Escort); 6 Matthew Gordon (TVR 3000M). **CW** Smith; Marshall; Boyd; George Leitch (Ford Fiesta). **FL** Simpson 58.478s (78.26mph). **RACE 2 (12 LAPS)** 1 Smith; 2 Paterson +2.163s; 3 Simpson; 4 Boyd; 5 Marshall; 6 Gordon. **CW** Simpson; Boyd; Marshall; Leitch. **FL** Simpson 58.242s (78.58mph).
SCOTTISH MINI COOPER CUP (ALL 9 LAPS) 1 Joe Tanner; 2 David Sleight +0.953s; 3 Shane Stoney; 4 Kenneth Thirlwall; 5 Malcolm McNab; 6 Ian Munro. **FL** Sleight 1m03.578s (71.99mph). **RACE 2 (9 LAPS)** 1 Tanner; 2 Thirlwall +0.864s; 3 Stoney; 4 Michael Doyle; 5 McNab; 6 Sleight. **FL** Sleight 1m03.663s (71.89mph). **RACE 3 (9 LAPS)** 1 Sleight; 2 Doyle +0.580s; 3 Thirlwall; 4 Stoney; 5 McNab; 6 Tanner.

David Sleight got back to winning in Knockhill Minis



FL Thirlwall 1m03.353s (72.24mph).
SCOTTISH FIESTAS (BOTH 12 LAPS) 1 Aiden Moffat (ST); 2 George Orr (ST) +1.898s; 3 Alan Freeland (ST); 4 Scott Robertson (ST); 5 Dave Colville (ST); 6 Peter Cruickshank (ST). **CW** Wayne Macaulay (XR2). **FL** Orr 1m03.140s (72.49mph). **RACE 2 (12 LAPS)** 1 Moffat; 2 Robertson +2.592s; 3 Freeland; 4 Orr; 5 Colville; 6 Cruickshank. **CW** Macaulay. **FL** Robertson 1m02.727s (72.96mph).
NSSCC (16 LAPS) 1 Andrew Morrison (SEAT Cupra); 2 Mike Cutt (BMW M3) +2.307s; 3 Myles Collins (Peugeot 205 GTi); 4 Bill Addison (Caterham Superlight R400); 5 Martin Addison (Peugeot 106 Rallye); 6 Andrew Wilson (BMW M3). **CW** Collins; B Addison; Neil Claxton (Suzuki SC100); Brian Morris (Datsun 240Z).

FL B Addison 56.499s (81.01mph). **RACE 2 (17 LAPS)** 1 B Addison; 2 Morrison +17.457s; 3 Cutt; 4 Collins; 5 David Botterill (Porsche 944); 6 Wilson. **CW** Morrison; Collins; Botterill; Stuart Carr (Caterham CSR); Morris. **FL** B Addison 56.447s (81.08mph).
SCOTTISH LEGENDS (8 LAPS) 1 John Patterson; 2 David Newall +0.200s; 3 Daniel McKay; 4 Paul O'Brien; 5 David Hunter; 6 Warren Allan. **FL** Newall 1m00.981s (75.05mph). **HEAT 2 (8 LAPS)** 1 O'Brien; 2 Newall +0.076s; 3 Ross Mickel; 4 Robbie Burgoyne; 5 David Allan; 6 Patterson. **FL** O'Brien 1m00.282s (75.92mph). **FINAL (10 LAPS)** 1 Duncan Vincent; 2 Allan +6.006s; 3 Patterson; 4 Mickel; 5 Newall; 6 Hunter. **FL** Newall 1m00.725s (75.37mph).

Matias Galetto gets airborne in FR BARC race at Rockingham



Andrew Morrison's SEAT won first NSSCC race at Knockhill



Scott Malvern gets his Ray GR507 out of shape at Brands





TIN-TOP STARS HEAD BACK INTO BATTLE

The Super Touring Trophy captured the imagination at last year's Silverstone Classic, and in 2013 three ex-BTCC rivals joined in the fun. By SCOTT MITCHELL and KEVIN TURNER

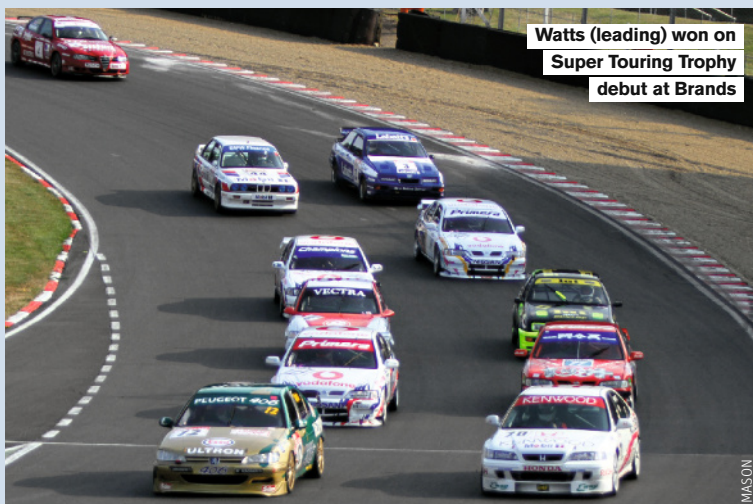
Between them, John Cleland and Tim Harvey scored 33 British Touring Car wins and three titles. Along with Patrick Watts, they really forged their reputations during the Super Touring era, so the trio couldn't resist when a four-event historic series for the cars arrived this season.

Watts got really serious by buying two ex-works Peugeot 406s, while 1989 and 1995 BTCC champion

Cleland got hold of the Vauxhall Vectra he raced in 1997.

Harvey has yet to take the plunge, but a chance to test his old Ford Sierra RS500, now owned by Paul Smith, led to a race outing in the Silverstone Classic last month.

Needless to say, all three made their presences felt, providing some fitting tin-top drama, and AUTOSPORT caught up with them to see what things were like second time around.



JOHN CLELAND
Vauxhall Vectra (1997)
Brands Hatch Superprix
Grid: 5th Race 1: R Race 2: 3rd

The last time I drove a car on slicks in anger was in 2005 at Bathurst. It came back to me how hard the cars were. We could never get any ventilation in them; I'm 15 years older and a lot less fit now, but it was great. I had great fun and it brought back memories.

In the first race I had a component in the suspension break and the consequence of that was I started at the back in the second event. We made some bits for it overnight and made

some changes. They weren't quite right, but it was better.

I hit as many kerbs as I could early on in race two to see what I could break and it all worked very well. We guessed at the set-up because we never raced with Triple Eight on the Grand Prix track – we used the Indy circuit.

My sons Niki and Jamie worked really well on it. I think they came away thinking it'd be good to set up a team to run other people! They had to take the engine and gearbox out after we tested at Knockhill so they know more about it than some of the Triple Eight guys did.

I remember some of the things that car did and it still does them – they're

not nice! I did begin to wonder why I bought it. I didn't win anything in it at the time, but it's chassis number one and the engineering in the car showed me why Super Touring got so expensive.

I had great fun battling with Dave Jarman's Nissan Primera, but it was more about getting the car out in one piece and improving it for next time out at the Oulton Park Gold Cup.



Watts, Cleland and Harvey
pose with their old cars
at Silverstone



PATRICK WATTS

Peugeot 406 (1998)

Brands Hatch Superprix

Qualified: 1st Race 1: R Race 2: 1st

Silverstone Classic

Grid: 1st Race 1: R Race 2: NS

I was attached to that car because it was the last touring car I drove professionally, I had success in Australia and it was the first car my daughter remembers me driving. It's a lovely bit of kit – those cars are the ultimate touring car. It's probably an era that will never be repeated.

It's fantastic to drive against other similar cars and also it has the sentimental value. I had a go a couple of years ago in the Ginetta G50 Cup and it

took me a few laps to get used to braking so late and turning into the corners, because it was so different to what I was used to. You don't forget all this stuff, it just takes a while to realise.

Having said that, that was two years ago and I jump into the Peugeot and think, 'How am I going to comprehend the cornering speed?' but actually it was very easy. A two-year layoff from the Ginetta was like it was yesterday, but the 12 years from not driving a slicked vehicle to the Ginetta was a big jump! So that was the jump that John had and I sympathise with him. I don't believe I'm any slower around a race circuit than I was 14 years ago, but I might not take the risks – it makes a difference

owning it and paying for it!

I dinged it at Silverstone but that was down to cold tyres. We only had one warm-up lap, I thought the tyres would have heat in them but the rear came round at Copse and kept going.

On Sunday at Brands everything went to plan and was really enjoyable. I'm not pretending winning was the same as in period but it was fun.



Watts took pole
but crashed at
Silverstone



P102 WATTS RACE OF MY LIFE

TIM HARVEY

Ford Sierra RS500 Cosworth

(1989-90)

Silverstone Classic

Grid: 3rd Race 1: 3rd Race 2: NS

I loved the Cosworth and those Group A cars. If you could offer me any of my cars over the 30 years that would be the one I would want to own. The car is very, very special to me. It's very evocative because everything is as it was. It's like remembering smells as a child, or things in your gran's house – it was like being moved back 23 years.

I knew I'd be a bit quicker on the straights; Patrick knew it as well. He said, 'Look, just remember you can't win

this on the first lap.' I very quickly replied to him, 'Just remember, you've got cold rear tyres!' Of course when it started I went straight past him, held him up for a few corners and he went straight off at Copse on lap two with exactly that problem. Even afterwards he said, 'I can't believe I fell for it,' so the old mind games are still going strong!

But I absolutely loved driving the car, I was driving it quite hard but that's how they are meant to be driven. It's just unfortunate we had an overheating problem; I think the poor old girl was only fit for gentle demonstration runs.

I've since put Paul in touch with Dave Mountain of Mountune and I may get in the car on the Monday at Oulton Park

after Knockhill BTCC. I'm sure the new engine will be a lot quicker than it was and we've got a bit of work to do with the handling too.

My goal would be to genuinely challenge the Super Touring cars on pace and race with them. I think they should be able to do that. I'd like to have a go in a proper Super Touring car as well.



Harvey led at Classic
in his old RS500



RELIVING THE

A year ago, a field of 40 touring cars from the BTCC's finest era graced the Silverstone Classic.

Now they have their own series – and organisers think it'll grow from here. By [SCOTT MITCHELL](#)

The Super Touring Car Trophy owes its existence to the perseverance of two men eager to find a suitable home for the British Touring Car Championship's greatest cars.

Dave Jarman and Jonny Westbrook spent the best part of four years working towards a bespoke series in which classic, iconic touring cars could race in an environment befitting their pedigree. They share a serious passion for the machinery – Westbrook owns a mid-1990s Vauxhall Cavalier and Jarman the '97 Primera driven to third in the following season's Independents' title race by Matt Neal.

The series has its roots in the 2009 Silverstone Classic-supporting David Leslie Memorial Trophy, where Jarman was recruited at the last minute to try to boost low numbers. Independently, Westbrook was spurred into action after witnessing a Ford Sierra RS500 Cosworth being driven at a Pembrey club event.

"I was there with Keith Butcher's Primera," recalls Westbrook, "and I was like, 'This is crazy, why are we here? There's got to be something more, something better'."

"This was the heyday of touring car racing in the UK. I'm talking all the way back to the early '80s here, not specifically Super Tourers, and there



RS500s blast to the front at start of Silverstone race

Club racers get
to battle it out
in Super Touring
and Group A cars



DREAM

was just nothing for the cars to do.”

The Memorial Trophy, which featured 12 registered Super Tourers, motivated the pair further in finding a long-term home for those cars, and others. They also decided to make a concentrated effort to make room for the increasingly rare Group A and Group 2 cars.

In 2011, with Jarman convinced there was something there worth chasing, the pair worked together on accruing the necessary finances and entries for a return to the Classic.

The following year, two 40-car grids were lining up at the event under the Super Touring Car Trophy moniker. Such was their success that Jarman and Westbrook worked on creating a calendar of events for an inaugural, four-event series this year in conjunction with successful organiser, the Historic Sports Car Club.

Only eight cars – four of them Super Tourers – were classified at the opening races at Thruxton in March, but there were 13 cars at the Brands Hatch Superprix in mid-July, and entries from BTCC veterans John Cleland and Patrick Watts among the eight in the Super Touring class. Come this year's Classic, the entries exceeded 30, and 28 cars made the races.

Though down on last year's 'one-off' meeting, in the eyes of Jarman the small decline in the grid was not to the detriment of what they were working towards. “Compared with last year, momentum is picking up,” he says. “I'd have liked to have had 40 like last year, but we only lost some of the older cars.”

There is some leniency in deciding which cars are allowed – such as Peter Hallford's Ford Mustang – but the prerequisite is that the car is an

original, “proper” car. Custom builds are a non-starter and, while that is something of a restriction on the grids, it's an important condition of entry as far as the organising pair is concerned. “We always wish for more cars, but the quality is there,” adds Jarman. “We've got cars that've been built from spares, but we're not going down the FIA restoration route. These cars have got an identity.”

“None of them are catered for anywhere else,” adds Westbrook. “Neither would work as a standalone, but together they work brilliantly. It really is for just factory touring cars. That's what we look for – original stuff with history.”



“We're looking for
original cars with
history that aren't
catered for elsewhere”

Jonny Westbrook

Launching the Trophy presented extra problems to the usual issues when trying to establish a new championship. Super Touring cars were designed, built and run on multi-million-pound factory budgets in their day, and are both difficult to find and expensive to maintain. Plus the majority of drivers the organisers are appealing to are often found competing on far smaller budgets at club level.

Westbrook believes this combination of factors means the series has had a difficult birth but, once those involved get to grips with the cars they are running, these early problems will subside. “Starting a new series is almost impossible these days, but we're really starting to get a bit of recognition now,” he says. “It's just a bit difficult for people to understand this is a proper racing car.”

“There's been quite a high rate of attrition. Give it a year and we'll have a lot more cars finishing races. Unfortunately we're going through a period where we're firing up all these trick cars and expecting them to all work perfectly, and they don't.”

Jarman agrees: “A lot of us are club people running the cars. We don't carry the spares they had in the day, so there are a few cars which go out over the weekend.”

The final round of this year's Trophy takes place at Oulton Park's Gold Cup meeting on August 24-26, where both Jarman and Westbrook are optimistic of attracting a 20-car field. “It's looking good,” adds Westbrook, “but it's all about getting the cars on the grid, getting people who are willing to commit, and getting a stable group of people who will do every race.”

“You can't expect any start-up to be mega from the word go, but we're here for the long run. I think we've got nothing to prove in the first year – nothing at all.”

A new home for retro racers

The headliners in the Super Touring Car Trophy are naturally the cars from the era in which the series gets its name.

There are three classes for Super Tourers: two for pre-'96 cars (depending on whether they run sequential or H-pattern gearboxes) and another for '96-2000 models.

But the Trophy is not confined to that part of history. There is a separate class for Ford Sierra RS500s, and two each for over/under-two-litre Group A and Group 2 models.

The regulations state that the core components of the car – such as



Capri is one of the older racers

bodywork, engine, transmission and electrics – must comply with their original FIA period specification.

Aero modifications are allowed provided the kit fitted is in period, such as 1996-spec aero on a '95 model, though such changes would elevate a Class B or C car to Class A.

An Invitational class exists for cars which do not meet the regulations, but remain “historically significant”.

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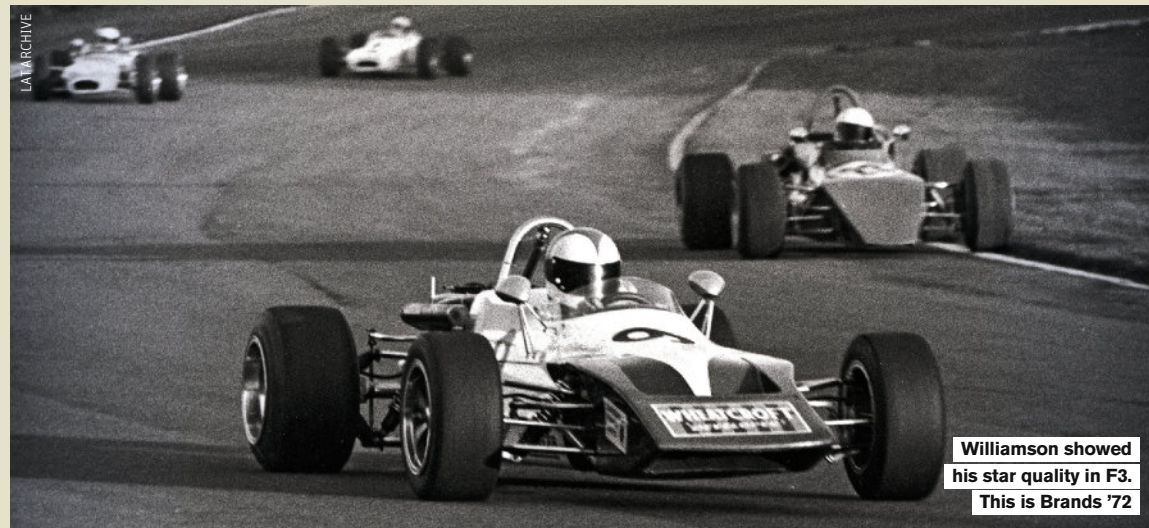
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THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

What you think of the motorsport news of the past week



An amazing talent tragically lost

I enjoyed last week's issue on the 1973 Formula 1 season. It was a year I will never forget as being one of triumph and tragedies.

Having been a big Roger Williamson fan since I first saw him in one of his giant-killing drives in his Ford Anglia, I followed his progress into F3 with interest and during those two brilliant seasons of 1971 and '72, for me getting my copy of AUTOSPORT was all about reading of his successes.

I was at Silverstone for the British Grand Prix in 1973 to see him make his F1 debut.

And I can never forget the Dutch GP two weeks later, the darkest and most shameful day in F1's history. It seems incredible it was 40 years ago. Even now, every time I see the footage or images I still find myself willing the other cars to stop and help David Purley.

We can never rewind time — how I wish we could — but we should never forget the amazing talent of Roger Williamson.

Paul Wiggins, Maldon, Essex

Thank you so much for asking

David Tremayne to write about Roger Williamson.

Absolutely the right man for the job. I read his book *The Lost Generation* about Roger, Tom Pryce and Tony Brise over Christmas a few years ago and the emotion completely got to me on what should be a far happier day.

I also vividly remember the TV images of that awful day at Zandvoort.

Thankfully it can probably never happen again, but it is important to remember how we have reached the safety levels of today and to acknowledge it's not just 1994 that caused the light to be switched on.

What a year 1973 was for so many conflicting reasons!

Brian Hopper
Oxted, Surrey

With reference to David

Jordan's letter (August 8), I think that when it comes to BTCC driving standards, there is another issue that caused these incidents.

The so-called boost equalisation in BTCC is farcical. What happens? You get a car that doesn't handle in the twisty bits holding up all the cars that do, and then it just drives away from them down the straights, as was seen at Snetterton.

If a team has engineered the best handling car and also a strong engine, why should they keep on being penalised?

I don't see anyone trying to pull Red Bull or Mercedes back with their performance in F1!

Mark Young
By email

CORRECTIONS

Rob Weaver, the post chief marshal at the scene of the 1973 Mike Hailwood/Clay Regazzoni fire at Kyalami pictured in last week's issue (p23), has asked us to clarify that the gentlemen we erroneously identified as marshals were in fact spectators who had jumped the fence. Apologies to the real marshals, who not only had a fire to deal with but a pair of barefooted track invaders as well.

We incorrectly claimed that Dominic Malone shared his BMW M3 with Mark Astall in last week's report of the CSCC Future/Modern Classics races at Pembrey (p92). He in fact took a fourth and then his maiden win driving solo. We also said Richard Woods pulled out a commanding lead in the second Tin Tops race when he only won by 0.608s.

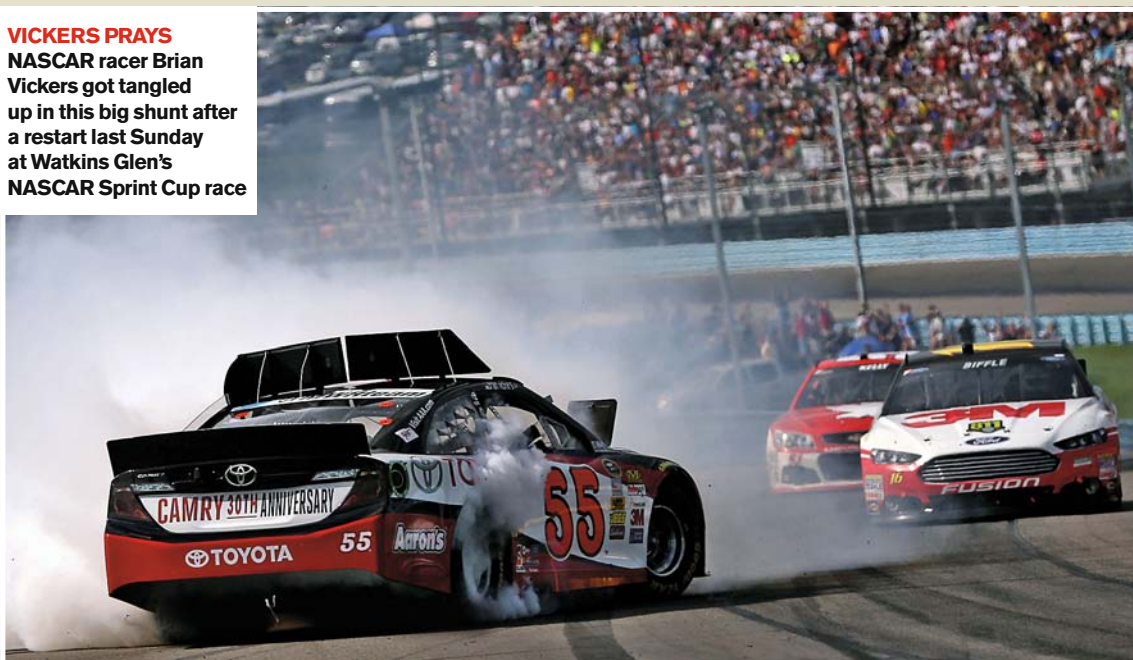
In pictures

Images from around the globe, from leafy Wisconsin to leafy NY to leafy Kent

THE WAY IT'S GOING TO BE
American Le Mans Series and Grand-Am raced on the same bill at Road America last weekend. So it was a great chance to preview 2014's unification



VICKERS PRAYS
NASCAR racer Brian Vickers got tangled up in this big shunt after a restart last Sunday at Watkins Glen's NASCAR Sprint Cup race



BLUES FOR JAZ
Jazeman Jaafar didn't have a great start to his F3 comeback at Brands when he crashed at Dingle Dell in testing. But the Malaysian bounced back to take two race wins



SUPERCAR HEAVEN IN KENT
A fantastic field of 32 cars took the start of the British GT round at Brands Hatch. Many of them would incur damage over the next two hours...



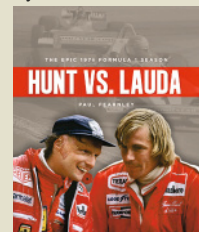
In the shops

Desirable new releases

HUNT VS LAUDA 1976 BOOK

£27.50 – bullpublishing.com

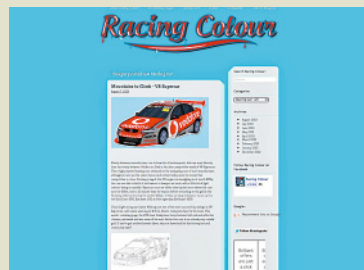
David Bull and his team, American purveyors of high-quality, coffee-table tomes, have lovingly collated some of the best images from the James Hunt/Niki Lauda epic of 1976 and woven them around the emotive and atmospheric prose from the pen of AUTOSPORT contributor Paul Fearnley. Much of the drama of that amazing season has been recounted many times, but this account, told with Fearnley's trademark deep passion for and knowledge of the subject, brings an entirely fresh perspective and style to the story.



RACING COLOUR WEBSITE

£Free – racingcolour.co.uk

Brainchild of London-based graphic designer and race fan Tom Campbell, this addictive site will have young enthusiasts snapping up paper, printer cartridges and felt-tips. You'll find single-seaters, sports-racers, rally cars and tin-tops – with pre-coloured guides – with new pages added regularly for downloading. You can even upload your own efforts to the gallery.



PORSCHE 907L 1:43 MODEL

£52.99 – autosport.com/shop

Porsche's first win in the Daytona 24 Hours sportscar classic came in 1968 with the long-tail-spec 907L. Diecast guru Spark has produced a 1:43-scale replica of the #54 car driven to victory by Vic Elford (a few weeks after winning the Monte Carlo Rally) and Jochen Neerpasch, although Jo Siffert and Hans Herrmann also had stints in the winning car after their sister machine had expired. For collectors, this model represents an important part of Porsche history.



WHAT'S ON

ON TRACK IN THE UK



Formula 4 returns to Silverstone for its next round



Legends feature at Donington

Legends, Pickups, Saxmax plus the many classes of the Caterham Graduates support British Truck Racing on Donington's National Circuit.

OULTON PARK

BARC

August 17

oultonpark.co.uk

A packed 10-race programme from the BARC's North West centre, including Classic FF1600 (in a Festival-style knockout format with two heats, a repechage and a final), plus Classic FF2000, CNC Sports Saloons, Pre-'90 Formula Ford, the RAFMSA and a special Sports Saloons 100km (hour-long) race.

SHELSLEY WALSH

Hillclimb

August 17-18

britishhillclimb.co.uk

SILVERSTONE

MSVR

August 17-18

silverstone.co.uk

MotorSport Vision Racing brings a package of its strongest grids for a second date on the Silverstone GP circuit. The wide-open BRDC F4 championship (10 different winners in 15 races so far!) headlines the bill with three races, supported by F3 Cup, Monoposto, the Radical SR3 Challenge, Radical Clubman's Cup and GT Cup, plus Project 8 Racing Saloons, which join in on Sunday.

PEMBREY

VSCC

August 17-18

vsc.co.uk

A pre-war sportscar relay race takes place on Saturday afternoon (following the day's sprint action), before an eight-race programme on Sunday, including Vintage Racing Cars (Pre-'31), Hawthorn Memorial (Pre-'61) and Spanish (Pre-'52) Trophies, Hawthorn International Trophy (1950s sportscars), Bill Phillips Trophy (pre-war sportscars), Hawthorn Brighton Trophy

(pre-war specials), pre-war scratch and handicap races. And there are two races for the Welsh Sports and Saloons series.

SNETTERTON

Britcar/BRSCC

August 17

snetterton.co.uk

The latest round of the British Endurance Championship has been cancelled due to a lack of entries, but Britcar is still planning to run a 90-minute race for its combined Production Cup and Sportscars series on the Snetterton 300 Circuit.

THRUXTON

BARC

August 17-18

thruptonracing.co.uk

A marque-focused two-day meeting in Hampshire, with races for MGs, Mazda MX5s, Alfa Romeos, Ferraris and Jaguars, plus 250cc Superkarts, which are always amazingly quick around Thruxton's ultra-fast sweeps.

DONINGTON PARK

BARC

August 17-18

donington-park.co.uk

ON TRACK AROUND THE WORLD

DTM

Rd 7/10

Nurburgring, Germany

August 18

dtm.com

FORMULA 3 EUROPEAN CHAMPIONSHIP

Rd 7/10

Nurburgring, Germany

August 17-18

fiaf3europe.com

AUTO GP

Rd 6/8

Nurburgring, Germany

August 17-18

autogp.org

FIA GT SERIES

Rd 4/6

Slovakia Ring, Slovakia

August 17-18

fiagtseries.com

NASCAR SPRINT CUP

Rd 23/36

Michigan, USA

August 18

nascar.com

GRAND-AM

Rd 10/12

Kansas Speedway, USA

August 17

grand-am.com

SUPER GT

Rd 5/8

Suzuka, Japan

August 18, supergt.net



DTM is back in action with a race at the Nurburgring

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY AUGUST 15

0300-0415 **ITV**

BTCC: Snetterton Highlights

1035-1240 **Motors TV**

NASCAR Nationwide:

Watkins Glen Highlights

1145-1215 **ESPN**

NASCAR Now

1700-1800 **Sky Sports 3**

Racemax

2100-2200 **ITV4**

Silverstone Classic Highlights

FRIDAY AUGUST 16

0330-0430 **Sky Sports 4**

Racemax

1000-1030 **ESPN**

NASCAR Now

SATURDAY AUGUST 17

0400-0425 **Channel 5**

Motorsport Mundial

0605-0630 **Channel 4**

British GT:

Brands Hatch Highlights

0630-0700 **Channel 4**

The Grid

0835-0935 **ITV4**

Motorsport UK

1005-1105 **Motors TV LIVE**

FIA European F3: Nurburgring Race 1

1450-1550 **Motors TV LIVE**

FIA European F3:

Nurburgring Race 2

1900-2305 **Motors TV LIVE**

NASCAR Nationwide: Michigan

2305-0115 **Motors TV**

ALMS: Road America Highlights

SUNDAY AUGUST 18

0500-0600 **ESPN**

Grand-Am: Road America Highlights



Nurburgring will host Auto GP

0735-0800 **Eurosport**

Auto GP: Nurburgring Race 1

0800-0850 **Eurosport LIVE**

Auto GP: Nurburgring Race 2

0905-1010 **ITV4**

Silverstone Classic Highlights

1005-1100 **Motors TV LIVE**

FIA European F3:

Nurburgring Race 3

1215-1415 **ESPN LIVE**

DTM Nurburgring

1600-1835 **Motors TV**

Grand-Am: Kansas

1730-2200 **Premier Sports LIVE**

NASCAR Sprint Cup: Michigan

1830-2000 **BBC2 LIVE**

MotoGP: Indianapolis

2000-2135 **Motors TV**

FIA GT Series: Slovakia Ring

Championship Race

MONDAY AUGUST 19

0330-0415 **ITV**

Motorsport UK

0600-0730, 1330-1500 **ESPN**

DTM: Nurburgring Highlights

0730-0830, 1800-1900 **ESPN**

NASCAR Sprint Cup:

Michigan Highlights

0900-1005 **Motors TV**

European Rallycross: Belgium

2100-2305 **Motors TV**

NASCAR Nationwide: Michigan

ONLINE

HOT ON THE WEB THIS WEEK

YouTube FIRST BTCC ROUND OF A NEW TWO-LITRE ERA



SEARCH FOR: BTCC 1991 Round 1 Pt 1 (10:53)

The late, lamented Screensport's coverage (see *Revved Up*) of the opening round of what would become the BTCC's Super Touring era at Silverstone, in two parts. There's tons of brilliant footage on YouTube from various championships, especially the German STW Cup.

AUTOSPORT+

Exclusive content coming up in our premium website this week

Super Touring special continues online

As part of our week celebrating 1990s tin-tops, there will be extra content on AUTOSPORT.com, including an updated Top 25 with extra voters and an interview with the poll winner Alain Menu. Plus, Edd Straw looks into the popularity of Kimi Raikkonen.

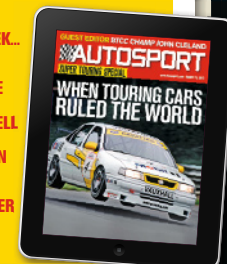
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AUTOSPORT

Revved up over what's on the box



TANNEY/LAT

Ex-British F3 ace Calvin Fish was Speed mainstay

THIS COLUMN OUGHT TO BE READ with a minute's silence at the start.

The mourning marks the passing of the Speed TV channel, which has joined Screensport, Men & Motors and Live TV in telly heaven (or quite possibly hell in the latter's case). This won't mean much for UK readers, but for our American cousins Speedvision/Speed TV/Speed provided a dedicated motorsport portal for almost two decades (that's like 70 years in telly time).

But 'tis no more. Instead what remains of its motor racing portfolio will fight for a space on the schedule with Major League Baseball, College football (the

American variety where they seldom kick it), Ultimate Fighting and soccer (that funny sport where they kick a ball with their feet) on the new Fox Sports 1 station.

When Speedvision hit the airwaves in 1996, it was a real enthusiasts' channel, with documentaries about classic cars and racing teams alongside a wide variety of racing from across the spectrum.

The takeover by Fox in 2001 led to a dramatic increase in the amount of NASCAR coverage, but it remained the place where discerning US race fans could catch all the F1 races as well as top sportscar events such as the 24-hour

enduros at Le Mans and Daytona, plus its superb *Windtunnel* call-in show.

The loss of the F1 rights to NBC sounded its death knell, but while race fans could be genuinely concerned that they would get the thin end of the wedge in the fight with those other sports, the recent announcement that Fox Sports will carry the new Formula E series next year, alongside MotoGP and the United Sports Car Racing series, bodes well.

In the meantime, RIP Speed. On the occasions I've been Stateside, you were usually the only thing I watched.

Revved Up

Patrick Watts

“I had a half-spin, pulling out of it by smoking the front tyres”

■ Australian Super Touring ■ Lakeside ■ April 18, 1999 ■ Peugeot 406 ■ Victory over works teams



I KNOW WHAT I'LL CHOOSE straightaway: the first round of the Australian Super Touring Car Championship at Lakeside in 1999.

I was driving Paul Grimm's Starion Team Peugeot 406 and there was a big space for us behind the pits between the massive transporters of the other teams. Paul turned up in a pick-up truck with the ex-Tim Harvey '98 406 trailing behind! In the back of the Ute were a few plastic chairs, a table and a cool box. Later on his friend turned up in a van full of pit equipment, a few wheels and spares, so things were looking better!

After a few familiarisation laps in testing we went into qualifying and, although it was starting to rain, I kept the slicks on as it was quite warm.

After a few laps I got 'P1' on the pit board and it was raining harder so was surprised that next time I was back to P3! I was aquaplaning in a few places, especially the sixth-gear sweeps behind the pits. With only a few minutes to the end of qualifying I started a lap that I thought would be unbeatable. The sweeps were a series of long, opposite-lock slides!

I could not believe that anyone

could have been near my time for that lap, let alone beaten it, but I was still behind Jim Richards in the works Volvo that Rickard Rydell had used to win the '98 BTCC title. Turned out everyone except me was on full wets!

So I lined up on the front row for race one alongside Jim's Volvo, with Paul Morris in the works BMW behind. I knew he'd be quicker off the line than the front-wheel-drive cars.

After a year away from racing all the nerves and tension were about to be released. As I started the warm-up

lap the engine dropped onto three cylinders — an injector pipe had blown off. I'd flown halfway around the world to spectate!

For race two, the grid was the same, with Paul's BMW behind me again. I blocked him at the start and he hit me up the back, which slowed him and catapulted me past Jim who was alongside. I led into Turn 1 from Paul and Jim and thereafter the Bee-Em sat on my bumper for lap after lap.

Then it started to rain. The track stayed grippy until we were down to

10 seconds off dry times. Paul was still on my bumper, but I had a half-spin, pulling out of it by smoking the front tyres. Which side would Paul pass? Relieved, I noticed in my mirror that he too had overestimated the grip on that corner, and was busy sorting out a slide!

We remained bumper-to-bumper for the rest of the race as the track dried and the grip returned and I held on to win by a few tenths.

It was a great day for Paul Grimm's Starion Team whose small resources but brilliant race engineering had taken us from spectators in the first race to beating the works Volvos, Audis and BMWs. For me, although two weeks later we had two second places at Oran Park, the Lakeside win was my professional swansong. I was hurt by being used as a scapegoat by Peugeot UK and I just wanted to prove to myself that I was as good as I knew I was. The Australian press named me 'Paddy the Pom'; wrote lots of flattering stuff and left me content to move on from the sometimes insular world of professional racing. *Patrick Watts was talking to Henry Hope-Frost*

PROFILE



PATRICK WATTS WON TITLES

in a host of one-make tin-top series before settling in British Touring Cars in 1992 as reigning Production Saloon champion. He joined Peugeot's BTCC effort in '94, staying for four seasons, before finishing his professional career with outings in Australia. More recently, he has enjoyed success in historic racing and rallying and, now 56, still compete in historic.

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