

GUEST EDITOR DAMON HILL



AUTOSPORT

1994 SPECIAL ISSUE

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**“After Ayrton died,
the sport changed”
Damon Hill**



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POLE POSITION

Beyond Imola: stories from a year in turmoil

WHEN WE PUT TOGETHER OUR MAY 1 ISSUE THIS YEAR, to commemorate the dark weekend at Imola 20 years ago and honour the memories of Ayrton Senna and Roland Ratzenberger, we had so many other ideas that we vowed to create this special issue – telling the rest of the story of F1 1994.

Surely the most tumultuous F1 season in recent grand prix history, perhaps its denouement between Michael Schumacher and Damon Hill in Adelaide was actually a fitting climax, adding yet another layer of controversy into that turbulent mix.

My thanks to Damon for agreeing to be guest editor – his insights on pages 14 and 20 cast a new light on what transpired that season. It's such a shame that we can't do likewise with Michael at the moment, and we continue to send him our best wishes for a full recovery. His former colleagues put the Benetton case on page 16.

But it's not just about Hill v Schumacher; there's a whole raft of stories we retell – from Nigel Mansell's amazing comeback, Martin Brundle's travails at McLaren, Johnny Herbert's Monza near-miss with Lotus to Max Mosley's safety crusade. And who knew that the Benetton and the Pacific shared a common ancestor in Reynard?



Charles Bradley

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FROM THE ARCHIVE



FIND US ON



Cover images:
Rondeau/Getty & LAT

PIT & PADDOCK

6 **THIS WEEK IN F1**

9 **BEN ANDERSON: INSIDE LINE**

10 **THIS WEEK IN MOTORSPORT**

1994 RETROSPECTIVE SPECIAL

13 **A TUMULTUOUS SEASON, 20 YEARS ON**

Two decades after the trauma and tribulations faced by Formula 1 during the infamous 1994 season, we revisit the year, with help from guest editor Damon Hill. Read about the rise of Michael Schumacher, the return of Nigel Mansell, the post-Senna safety crusade, the demise of Lotus and plenty more

RACE CENTRE

46 **BTCC SNETTERTON**

Plato takes a double as Turkington racks up points

50 **TOCA SUPPORTS SNETTERTON**

Porsches, Renault Clios, Ginettas, Formula Ford

52 **INDYCAR MID-OHIO**

Dixon goes from zero to hero for first win of 2014

56 **WRC FINLAND**

Another VW one-two, with Latvala trumping Ogier

61 **INDY LIGHTS; BRAZILIAN V8 STOCK CARS; FORMULA RENAULT NEC**

62 **DTM RED BULL RING**

Wittmann increases points lead with third BMW win

64 **EUROPEAN F3 RED BULL RING**

Blomqvist, Fuoco and Giovinazzi share the spoils

66 **WTCC RIO HONDO**

Local hero Jose Maria Lopez wins twice for Citroen

68 **NASCAR SPRINT CUP; V8 SUPERCARS**

CLUB AUTOSPORT

77 **GINETTA TO BUILD LMP3 RACER**

British firm snaps up Juno to join entry-level sportscars

78 **TRIPLE EIGHT TO RUN THIRD BMW**

British GT squad adds Hughes and Firth to Z4 line-up

82 **NATIONAL REPORTS**

Croft HSCC; Castle Combe MSVR; Brands Hatch BRSCC; Anglesey CSCC; Craigantlet hillclimb; Donington BRSCC/MGCC; Silverstone BDC

COMPETITION

90 **WIN! A RIDE IN A JIM CLARK CORTINA**

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SUBSCRIPTION OFFER

92 **FREE GRID AUTOSPORT GAME**

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THE BACK STRAIGHT

94 **THIS WEEK**

Readers' letters; best pictures; product reviews

96 **WHAT'S ON**

The best track and TV action in the coming week

98 **RALLY OF MY LIFE: DAVID RICHARDS**

THE BIG PICTURE

Last year we ran a big picture of Kris Meeke surveying the wreckage of his Citroen and, he thought, his WRC career. This year he flew to a stunning third place, so only fair then!

➔ P56 RALLY FINLAND REPORT





This week in F1

RAIKKONEN

I'M STILL FAST ENOUGH

Kimi Raikkonen still believes he is fast enough to fight at the front in Formula 1, despite struggling with Ferrari this season.

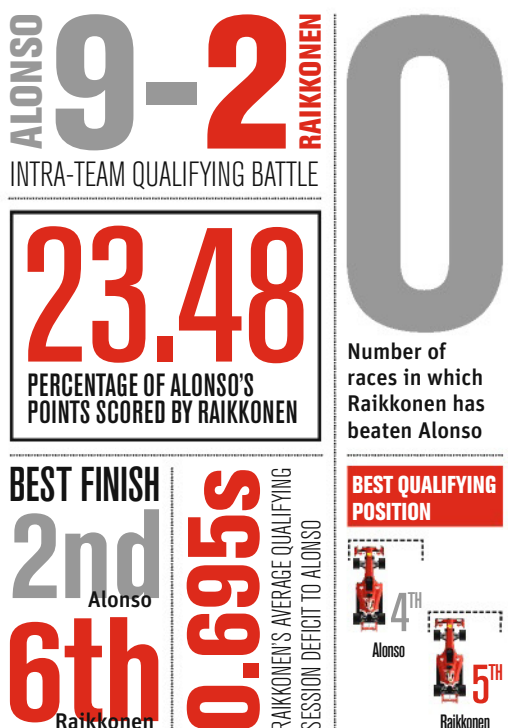
"It's been a difficult year but that's life," said Raikkonen, who is 12th in the points. "It's not fun when you have hard times but

it's happened before and that's how it goes.

"We try to make things better all the time, make fewer mistakes, and get the car where I want it to be to be fast again.

"I know I haven't suddenly lost a few seconds of laptime over the winter."

RAIKKONEN V ALONSO IN 2014



GROSJEAN HOPES LOTUS CAN 'DO A BRAWN'

Romain Grosjean believes Lotus can mimic 2009 world champion outfit Brawn GP and revive its flagging fortunes next season.

Lotus has slumped from frontrunner to also-ran this year, but Grosjean said

the story of Brawn GP should give Lotus hope it can get back to the front in F1.

"If you look at Jenson [Button] in 2008, he was very much struggling with Honda, then it changed to Brawn – same team, different name, and he was world

champion," Grosjean said.

"Brawn had the double diffuser – a very clever invention. I don't know if there are going to be any next year, but I'm 99.99 per cent confident the [Lotus] team is going to be better next year."



| HONDA VERSUS BRAWN | | |
|--------------------|----------|--------------|
| HONDA (2008) | | BRAWN (2009) |
| 0 | WINS | 8 |
| 1 | PODIUMS | 15 |
| 0 | POLES | 5 |
| 14 | POINTS | 172 |
| 9th | POSITION | 1st |



Ferrari sacks engine chief

Long-serving Ferrari engine chief Luca Marmorini has left the team following its disappointing start to the season.

Mattia Binotto will become the chief operating officer of its engine department, working closely with technical director James Allison. Lorenzo Sassi, who has worked in Ferrari's engine department since 2006, will be chief engine designer.



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

He has been sensational. The rookie of the season so far



COATES/LAT

Red Bull boss Christian Horner praises Daniil Kvyat



JAKOBEBREY

Historic F1 to Singapore GP

A line-up of 20 iconic Formula 1 cars will race on the 2014 Singapore Grand Prix support bill. The FIA Masters Historic F1 Championship and the North American Masters HGP series will merge to create a specially selected grid of cars from the 1970s and 80s, running three-litre engines and sporting their original liveries. The Singapore event will be the second time this season that classic F1 cars have joined a GP bill. The Masters HGP field also supported June's Canadian GP in Montreal.

DID YOU KNOW?

The Singapore Grand Prix did not begin with the Marina Bay race of 2008. The event originally ran as a libre race on the Thomson Road street circuit from 1966-'73.



REMEMBER WHEN



Stirling Moss won the non-championship 1958 Melbourne Grand Prix, the last GP to be held in the city until it was included on the F1 calendar in 1996. Albert Park also hosted the Australian GP in '53 and '56.

ETHERINGTON/LAT

MELBOURNE SECURES F1 DEAL EXTENSION

Melbourne has secured a new deal to keep the Australian Grand Prix in the city until at least 2020. A statement from the organisers said the 2016-20

contract extension had been agreed with Bernie Ecclestone's Formula One Management in London last week after year-long negotiations.

Melbourne is also set to retain its season-opener slot for 2015.

Organisers anticipate a March 15 race date.

F1 game revealed

Computer games developer Codemasters has released the first images from its forthcoming new F1 title. F1 2014 will be released on Xbox, PlayStation 3 and PC on October 17.



Ex-Caterham staff will fight on

The sacked Caterham F1 staff taking legal action against their former employer have refused to back down over their claims that they were unfairly dismissed.

Around 40 ex-Caterham staff are pursuing a claim against the F1 team, after they lost their jobs following the

recent takeover of the Leaffield squad by Middle Eastern and Swiss investors.

The team hit back with a counter-suit last week, claiming the group of ex-staff is misrepresenting the facts and arguing they were actually employed by a supplier, rather than the F1 team itself.



COATES/LAT

The team also requested the group retract its previous press statements, but the ex-staff have decided to stand by their original claims.

F1 WARNED TO STOP CONTROLLING DRIVERS

Formula 1 teams must stop trying to control their drivers so much if the sport is going to make them heroes again, reckons Red Bull boss Christian Horner.

F1 continues to search for answers over a decline in fan interest, and has brought in ex-Renault and Benetton team boss Flavio Briatore to be part

of a new popularity working group.

One theory gaining traction is that drivers have been made too corporate and too boring.

"We need to allow the drivers to express themselves more without them being hit by criticism," said Horner, who faced his fair share of controversy in recent years when former team-mates

Sebastian Vettel and Mark Webber hit out at each other.

"We need to allow their personalities to come out. They have opinions, they have personalities and we should encourage them."



Why do we need Flavio? Bernie is the man in charge. We should think together with Bernie, as he is the master of what we can improve



TEE/LAT

Mercedes non-executive chairman Niki Lauda



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Ben Anderson

The Inside Line

Our F1 assistant editor says grand prix racing needs to think carefully about how and why people engage with sport in the first place

There's been a lot of worried talk in the Formula 1 paddock this season. Audiences are falling and the sport is failing to generate new ones.

Setting aside accusations that F1's promoter doesn't promote the sport as well as it could, and the fact that its media strategy pretty much stops at the end of a TV camera lens, just how do you make the sport relevant to a new generation? Facebook, Twitter, Instagram and YouTube could all provide a platform for engagement, but they are merely media and can't really get to the heart of how and why people engage with sport in the first place.

Sport is about people and F1 would do well to remember that. When I started watching Formula 1 in the mid-90s it was all about the drivers' championship. The constructors' championship, which admittedly was introduced only eight years after the F1 world championship began, seemed simply a (worthy) add-on to reward the hard work going on in the background.

I feel the emphasis has shifted in the modern era. The teams have become too rich, powerful and self-important, drawing attention to themselves at the expense of their real stars. Too often now we hear drivers talk about getting a result for the team, or that a particularly disappointing defeat to a team-mate is nevertheless a good thing because it means "good points for the constructors' championship".

I don't want to see and hear that. I want all the drivers to duke it out with each other to prove they are the best. Drivers have their own unique race numbers now, but this



players doing their stuff, regardless of their 'machinery'.

The racing in F1 is arguably better at the moment than it's ever been, but the emphasis is wrong. F1 needs to focus more on its stars – the drivers – and help the public to connect with them. Admittedly F1 suffers the inherent problem of those drivers' skills being largely invisible to the naked eye – certainly on TV – but the more of that skill you can convey in a way the public can appreciate, the more popular your sport will surely be.

Motorbike racing has an inherent advantage here, because spectators can easily see the riders working their machines, but perhaps F1 cars could be designed in a way that makes it easier to distinguish between the relative skills of drivers.

“The drivers should be at the heart of the matter, not the teams, their sponsors or their suppliers”

has done little to prevent the slow erosion of individual identity in favour of a fuzzy corporate collective. That we can barely see these numbers only adds to this unease.

People watch sport for the human drama: the best players going up against each other in any given discipline.

F1 obsesses about its technology, particularly so now it has entered a new hybrid-engine era, but I doubt better explanations of this machinery will bring audiences flocking to grandstands – or even to their own sofas.

Of course, hardcore fans – like those who attend races, read *AUTOSPORT*, work in the industry, or compete themselves – will lap this up, but F1's problem is not appealing to hardcore followers, it's in trying to appeal to general sports fans.


I love sport, and watch a lot of football and tennis, but I don't really care whether one player is using a Babolat racket while the other swings an Adidas. Nor do I care whether Cristiano Ronaldo wears the latest Nike boots or rival technology from Puma. I just want to see the best

Maybe they need to be even harder to drive...

Perhaps F1 is simply regressing to its natural level as a niche sport, having grown large on the heady fumes of tobacco advertising and big-money TV deals. Other sports are becoming more visible, and F1 has more competition for attention than ever before. So it needs to work harder.

F1 seems too elitist and too inward looking to me. If it wants to build its audience it needs to engage – with ordinary people, not just the monied guests of the Paddock Club. The drivers – not the teams, or their sponsors, or their suppliers, or their corporate responsibilities – should be at the heart of the matter.

I spoke to one driver manager recently who said everyone working in the F1 paddock was there because they were 'hooked' on motorsport. This usually happens through some form of participation, so F1 needs to think seriously about ways in which it can become more inclusive.

At the end of the day it's all about people. The more you connect with, the bigger your audience will be. 

This week in motorsport

NEW INDY LIGHTS BREAKS COVER

The new Dallara IL-15 Indy Lights car ran in public for the first time on Monday this week when 2012 Lights champion Tristan Vautier put it through its paces at Mid-Ohio.

The Frenchman, who raced in IndyCar last year, completed a total

of 85 laps with a best time of 1m13.4s, which was half a second faster than Jack Harvey's pole time in the current Lights car at the same track on Saturday.

"The car is a lot of fun to drive," said Vautier. "Everything about it is

better than the old car. It has very similar characteristics to an IndyCar in the way it responds on track – better braking, better acceleration, better everything."

Conor Daly shook the car down in a private test at Putnam Park last week.



IMS PHOTOGRAPHY

Verstappen in 'F1' quandary

Formula 3 star Max Verstappen has offers from the junior programmes of the Mercedes and Red Bull Formula 1 teams for 2015.

The management of Verstappen,

who is second in the F3 European Championship, has had contact with Mercedes sports boss Toto Wolff since before the season started. Now dialogue has also started with Red Bull junior-driver boss Helmut Marko.

Verstappen's father Jos said: "A lot of things are going on, that's for sure. What we want is to have time to think

properly and make the right decision."

Verstappen Sr hinted that he would prefer his son to move on from the F3/GP3 level to GP2 or Formula Renault 3.5 – or even straight to F1. "It's good to throw him into the deep and let him climb out," he said. "He learns so fast."

The Verstappens recently attended the German Grand Prix (right).

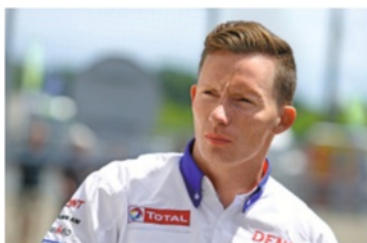


HONE/LAT

Conway gets Toyota WEC call-up

Toyota test and reserve driver Mike Conway will make his LMP1 debut with the Japanese manufacturer at the Austin World Endurance Championship round next month.

The IndyCar race winner will drive the



#7 Toyota TSO40 HYBRID in the US event on September 20 in place of Kazuki Nakajima, who is missing the race because he has Super Formula outings in Japan either side of the Austin weekend.

Conway, who won the LMP2 class in the WEC fixture at the US track last year, said: "I'm really pleased to be given the chance to race a TSO40 HYBRID. I'm ready for this challenge and looking forward to showing what I can do."

Conway, who will drive alongside Alex Wurz and Stephane Sarrazin, tested the TSO40 at Motorland Aragon in March and is scheduled to drive again this month at an unspecified venue.



Klingmann's 'Ring record

BMW works driver Jens Klingmann has become the first man to lap the Nurburgring Nordschleife in less than eight minutes in a GT3 car. The German recorded a 7m59.045s in last Saturday's VLN round in a Schubert-run Z4 GT3. "What a lap – I am proud to be the first to break this magical barrier," he said. The car finished the race in second place.

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

Barcelona to stage WRX

The Spanish Grand Prix host venue is to join the World Rallycross calendar in 2015.

Barcelona's Circuit de Catalunya will feature a new layout including part of the normal track plus off-circuit elements. The event will take place in September.

Meanwhile, three-time European Rallycross champion Sverre Isachsen will make his world championship debut at Trois Rivières this weekend. The Norwegian will drive the Subaru Impreza he campaigns in the US-based Global series. Fellow Nordic GRX ace, Finn Joni Wiman, is also in the field in his Ford Fiesta.

MIKE SMITH 1955-2014

MIKE SMITH, WHO HAS DIED from complications following heart surgery at the age of 59, was a British Touring Car Championship race winner whose talents behind the wheel were overlooked as a result of his TV fame.

Smith raced tin-tops for much of the 1980s off the back of that fame, but he was a more-than-competent driver who loved the sport and funded the establishment of the Trakstar team that won the 1990 BTCC title with Robb Gravett. It was with Gravett, in a two-driver mini-enduro at Brands Hatch in '90, that he notched up his lone BTCC success, but two years earlier he had been a frontrunner aboard a BMW M3 (below).

Arguably his greatest success was winning the Willhire 24 Hours at Snetterton in 1986 at the wheel of a Ford Escort RS Turbo together with Lionel Abbott.

He is survived by his wife, fellow TV presenter Sarah Greene.



HPD EXPECTS SIX COUPES

Honda Performance Development expects to have six of its new ARX-04b LMP2 coupes racing in customer hands next season.

HPD boss Steve Erikson said: "Our target was to have six cars for next season, and I have every confidence that we'll have all six out there. If I was guessing today, I'd say there will be four in the United SportsCar Championship and two in the World Endurance Championship."

Extreme Speed Motorsports, which is running an open-top ARX-03b

(below) in this year's USC, has already announced that it is swapping to the coupe next season.

Erikson said the ARX-04b was on target for its first test in November.



Loeb should get told off by the clerk of the course. He went for a lunge. I thought, 'Oh crap, if I turn in he's going to hit me.' One push is OK – I've been racing touring cars for 13 years – but what was really bad was the second. That ended my race.

I'm cross about Loeb. He went too far



Tom Chilton gets annoyed with rally legend Sebastien Loeb after a WTCC clash in Argentina.

P66 FULL REPORT FROM RIO HONDO

BIFFLE STAYS ON AT ROUSH

NASCAR Sprint Cup veteran Greg Biffle will continue for three more seasons with the Roush Fenway Racing Ford team.

The 44-year-old is in his 12th year of Cup with the team. The runner-up in 2005, he is also part of the scramble for the last places in

this year's Chase for the Championship.

"I've won over 55 races driving there and 19 Cup wins, and I just felt like we can get this thing turned around, so I made the decision to stay and be the anchor," he said in reference to Carl Edwards leaving the team ahead of next season.



BIFFLE ON THE BUBBLE FOR THE CHASE

| DRIVER | POINTS | KEY | IN | OUT |
|--------------------|--------|-----|-----|-----|
| Matt Kenseth | | | | 668 |
| Ryan Newman | | | 642 | |
| Clint Bowyer | | | 617 | |
| Kyle Larson | 595 | | | |
| Greg Biffle | 590 | | | |
| DROP ZONE ↓ | | | | |
| Kasey Kahne | 589 | | | |
| Austin Dillon | 588 | | | |
| Paul Menard | 562 | | | |

Biffle is on the cusp with five races remaining before the Chase. At present there are five places for non-winners – fewer if someone else picks up a first win of 2014 before the cut-off...

In brief



HILL BACK ON BOARD

Jake Hill (above) was set to return to the seat of a BTCC car at the official Dunlop tyre test at Snetterton this week, in the AmD Ford Focus normally driven by Dave Newsham. Most of the BTCC squads will run at the test, which is being used to assess the German-made tyres likely to be used in 2015.

MAHY'S SPA SURGERY

British amateur driver Marcus Mahy remains in intensive care in hospital in Liege following his recent accident in the Spa 24 Hours at the wheel of a Kessel Racing Ferrari 458 Italia. The 53-year-old underwent surgery on his neck at the beginning of last week.

PIQUET AT THE GLEN

Nelson Piquet Jr is joining the NASCAR Sprint Cup grid for this weekend's road-course round at Watkins Glen. It is the Cup debut for the Brazilian, who will race a Randy Humphrey Racing Ford.

MALAYSIA'S E DELAY

Formula E's Malaysian date at Putrajaya has been postponed five weeks to November 22. The delay is because prime minister Najib Razak – who has played a major role in the race – has other commitments on the original date.

PORSCHE GETS BREAK

The GTLM-class Porsche 911 RSR (below) has been granted an air-restrictor break ahead of this weekend's round of the United SportsCar Championship at Road America. The 991-shape car can now run 30.6mm diameter restrictors, an increase of 1mm.



Motor Racing International



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Le Mans Tours 2014



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Based in Como

Singapore - 21 September

SINGAPORE GRAND PRIX
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5 Nights in Singapore

Suzuka - 5 October

JAPANESE GRAND PRIX
5 Nights in Nagoya
Scheduled Flights

Austin - 2 November

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AUTOSPORT

A year in turmoil

SCHUMACHER'S
FIRST TITLE AS
F1 REFLECTS ON
WHAT IT LOST



7 August 1994

AUTOSPORT

A watershed year of tragedy & controversy

The loss of one of the greatest racing drivers in history, my Williams team-mate Ayrton Senna, rightly dominates memories of the 1994 season.

On May 1 this year, the world marked the 20th anniversary of that terrible San Marino Grand Prix, showing how keenly his loss is still felt today.

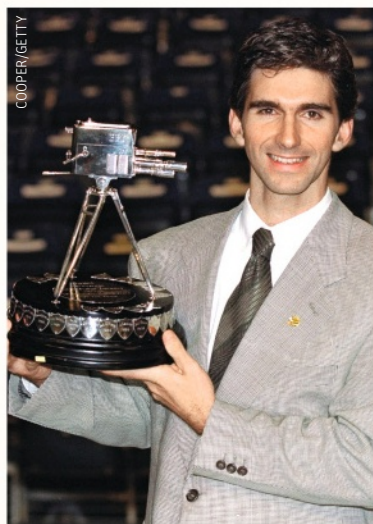
It was a watershed year for the sport in so many ways, one of tragedy and controversy that marked the dawn of the modern era. It was certainly the beginning of the Michael Schumacher years. This is why AUTOSPORT has chosen to revisit it again and tell some of the other stories that made that season so important.

It was a year of so many changes. The season before, we had active suspension, traction control and ABS, but the so-called driver aids were gone for 1994. That changed the cars. Then we had the safety measures after Imola and the track modifications as F1 adjusted to the run of accidents during the first part of the year.

FIA President Max Mosley, who is interviewed in this issue on page 42, became a bigger player in the sport as a driving force behind some of those changes. And look how important a part he went on to play in shaping F1 in the years that followed. The political landscape in F1 completely changed and you can still see the consequences of that in the paddock today.

In the years before, it was still clearly the previous era. The giants of the 1980s and early 1990s, Nigel Mansell, Alain Prost and of course Senna, were still around, but as we moved through 1994 that changed. New big names were needed. With the void left by Ayrton, Michael had to move up to fill the vacuum. We all did. But at the start of 1994, on the marketing side Michael wasn't really a star name — and I certainly wasn't.

At that time, we weren't to know that Michael would turn out to be the greatest racing driver of all time, with 91 wins and seven titles.



COOPER/GETTY



Above: Hill collides with Schumacher in Adelaide, the German taking the title. Right: respectful rivalry

That certainly explains why he was so hard to beat.

And after years of domination from McLaren, Ferrari and Williams, Benetton became the fourth member of that group to win a championship. That completely changed the balance of power, and made Benetton's team principal Flavio Briatore a big character in the sport. He certainly injected a lot of controversy, and some would say fun, as he was a different kind of team boss.

Tobacco sponsorship remained a big influence. The cigarette companies weren't exactly looking for the clean-cut characters that you see in F1 today. A brand like Marlboro seemed very happy with the James Hunt-type personalities, whereas now it's less comfortable for drivers to be tearaways, which is perhaps a problem for the sport. But as the sport started to become bigger and more professional, that did begin to change from 1994.

From 1994, you can draw a line in the sand and say that before it there was a different kind of F1. It was a sport with a different philosophy and culture. The explosion in media interest ensured that television became a much bigger player. Ayrton's death happened live on television and was a flashpoint in the sport's exposure globally. All of the controversy of that season did get F1 noticed, be it for the right or the wrong reasons.

It was also a season that produced a remarkable world championship fight between Michael and me, which went right down to the last race, the Australian GP in Adelaide. For me, that season was both the best of times and the worst of times, perhaps because those two things play their part in creating each other.

While sometimes people say that I deserved the championship, I always felt I was substituting for the guy who should have, and probably would have, been the eventual winner, Ayrton. After Imola, I desperately wanted to do it for the team and for Ayrton. Increasingly, I wanted it for myself too. We didn't quite get it that time, but it was close!

As I was in the centre of the media storm, I was unable to assess the level of interest it had attracted. But it must have been right up there with the most exposed seasons of all time. It was certainly a shock to be awarded the BBC's Sport's Personality of the Year award (pictured left) when I'd been the loser! But the sport was being talked about and that had a profound effect on its future, shaping what it has become 20 years on.

And yet, there are still some untold stories. We hope you'll be able to enjoy them in this issue.

Damon Hill OBE, guest editor

Damon Hill

Guest editor

1996 Formula 1 World Champion & '94 runner-up



Schumacher ended his race in the tyrewall after almost rolling



Hill was still in the race, but not for long due to broken suspension



Disappointment is written all over his face as he talks to the press



The rise of Schumacher and Benetton

AFTER YEARS OF WILLIAMS DOMINATION, BENETTON AND MICHAEL SCHUMACHER BROKE THROUGH IN 1994, BUT IT WAS A SUCCESS TAKEN AMID CONTROVERSY. ADAM COOPER LOOKS BACK

ALL PICS: LAT

The foundations for Benetton's remarkable 1994 season were laid three years earlier. The team was in competitive limbo when Tom Walkinshaw came on board

to manage the engineering side, alongside commercial boss Flavio Briatore. The Scot brought in his Jaguar sportscar technical director Ross Brawn, and subsequently headhunted Michael Schumacher after the German's debut for Jordan at Spa.

Through 1992-'93 Schumacher and Benetton began to develop into a serious force, although Williams remained dominant. The 1994 rules then presented a reset for everyone, as they brought the end of driver aids such as traction control. In addition, refuelling was back after an absence of a decade, while as the works Ford team Benetton also had a new V8 engine. All of these elements came together in the B194, designed by Rory Byrne.

"I think when we first ran the '94 car it was just one of those times where you just knew straight away," says Schumacher's race engineer Pat Symonds. "Michael got out of the car after his first proper run in it and said, 'We can win races with this'."

"It was a car that was just stunningly quick, it was really easy to drive, it was really easy to set up. The only problem was that it didn't have a hope in hell of ever finishing a race! The Zetec-R kept breaking cranks, so all the way through testing we were just chomping through engines like there was no tomorrow."

An updated unit finally allowed the B194 to run some decent mileage at Silverstone, but there was still a lot of work to be done. "We went off to Brazil and it was probably one of the hardest weekends I've ever known," adds Symonds. "From Thursday through to Sunday we barely slept, we just worked day and night. We were still very nervous about engine life."

The car ran reliably in the opening



Refuelling returned to Formula 1 in 1994 and Symonds believes Benetton's pitstop strategy was one of the squad's key advantages over its main rivals

race, and Schumacher won comfortably, leaving the Williams of Ayrton Senna behind. He triumphed again in the second race at Aida, where Senna crashed on the first lap.

"In the first races we caught Williams by the balls," says former Benetton sporting director Joan Villadelprat. "They had 100bhp more than us. Every single pitstop was quicker, we were up at the front, and I think we made Ayrton and Williams desperate, and we made everybody crazy! We started the year very well prepared, and Rory did a fantastic car. It was the first time for refuelling, and I think I prepared the guys for the pitstops better than anybody else."

Schumacher and Benetton proved

the masters of this new game of racing between fuel stops. "I think it was something that as a team, we were pretty good at," says Symonds. "As with most things at Enstone of that era we were good lateral thinkers, we grasped the importance of things, often long before some of the more traditional teams. We wrote strategy software, and I wouldn't be surprised if other teams didn't have anything like what we had, and in fact many of them didn't have anything at all."

"We had basic models compared to the high powered maths we use these days, but at least we understood how to go racing in a refuelling situation. We practised and practised and I think we regularly had the best pitstops. The final part of the equation was that we had a driver who was capable of driving three sprint races during a grand prix, and he was bloody good at that."

Everything changed at Imola. After the restart Schumacher went on to log his third victory of the year, and he also won the next race at Monaco. Meanwhile the sport was in turmoil. Max Mosley seized the initiative and announced a series of technical regulation changes, led by a chopped diffuser, to be implemented within a matter of weeks. Given that Benetton had the best package, Briatore and Walkinshaw were not happy. They made their opposition known by letter, much to Mosley's annoyance.

In Spain Schumacher found himself

SCHUMACHER'S 1994 IN NUMBERS

| | |
|----------------------------------|------|
| Races..... | 14 |
| Wins..... | 8 |
| Poles..... | 6 |
| Average qualifying position..... | 1.79 |
| Fastest laps..... | 8 |
| Disqualifications..... | 2 |
| Points..... | 92 |

stuck in fifth gear, and he pulled off a minor miracle by not only bringing his car home, but also hanging on to second place.

"He obviously slowed down for a little bit," says Symonds. "But after a couple of laps we were thinking, 'What the hell is going on here?' We were in the early days of real time telemetry then, the data was showing us he was always in fifth gear, but the lap times didn't suggest it. Afterwards he said he had a think about it and referred back to his Mercedes [Group C sportscar] days. Michael had learned a lot about using long gears, and he just adapted so quickly to that situation."

Schumacher continued to set the ►



After Ayrton Senna's death, Schumacher became the benchmark, and would remain so into the 2000s

pace, triumphing in Canada and France. From seven starts he had six wins and one second place, and he led Damon Hill by 66 points to 29. However, the tide was about to turn against Benetton – and in the view of the team, it was not by coincidence.

“We could almost win the title in the middle of the year, and obviously for television and everything else, that’s not very good,” says Villadelprat. “Also Max had decided to change the diffuser after Barcelona and it was a big thing. And Tom and Flavio were the two leaders of the revolution to try and screw up Max...”

At Silverstone Schumacher qualified second to Hill. On the formation lap he jumped ahead of the Williams, before falling back in line. Later the stewards decided to give him a stop-and-go penalty, but the team contested the decision. Schumacher was then black-flagged, and the team initially told him to ignore it, before finally telling him to come in and take the stop-and-go.

“We had the communication of that penalty late,” says Villadelprat. “The rules specified that you had a time when the communication had to come from the FIA – it was a piece of paper in those days – so I argued and said this is already out of the time. Then there was a lot of shit, in the end we called him in, did everything that

we were supposed to be doing, and we carried on and finished second.”

After the race the team was fined \$25,000, and Schumacher kept his second place. However, behind the scenes, wheels were in motion, thanks to a report from FIA observer Roberto Causo. Sixteen days later the FIA not only disqualified Schumacher from Silverstone but also banned him from two upcoming races and fined the

PAT SYMONDS
“I don’t think Michael would have gone along with anything like launch control”

team \$500,000. Benetton lodged an appeal, which allowed Michael to contest his home race in Hockenheim.

Meanwhile controversy continued to rain down on the team. All year there had been dark suggestions that Benetton was still using banned driver aids, and before his death Senna had made his feelings clear. A lightning start by Schumacher at Magny-Cours also set tongues wagging.

At Imola the FIA had seized the black boxes of the top three finishers, and its report on Benetton revealed seemingly damning evidence of a hidden reference to launch control under the ominously named ‘Option 13’. In the end no action was taken – officially it was deemed that there was no proof it had been used at Imola, the race in question – but Schumacher’s success was now marred by a cloud of suspicion that remains to this day.

“If someone wanted to be really devious, they could have hidden it from me, but they couldn’t have hidden it from him,” says Symonds. “Michael would have had to be involved, and I don’t think he would have been. He did some things that were unsporting, let’s say, but he always did them on the spur of the moment. His instantaneous decision-making was sometimes not very good.”

“But I don’t think he ever had any preconceived ideas of doing anything wrong. That’s why I don’t think he would have gone along with anything like launch control, and absolutely he would have had to have known about it.”

Schumacher retired at Hockenheim, but the big story was a huge pit fire suffered by team-mate Jos Verstappen. Yet more controversy was stirred when an FIA investigation revealed that a filter was missing from the



The legality of the B194 came under scrutiny

refuelling rig. Villadelprat says it was his decision, but insists he was given verbal permission by the FIA.

Schumacher bounced back to win in both Hungary and Belgium, but there was more trouble after the latter race. Germany had been the scene of the rushed introduction of the ‘plank’, designed to prevent teams gaining performance by running their cars too low. At Spa Schumacher’s was deemed to be worn, and he was excluded.

“That incident at Spa was just so bizarre,” says Symonds. “The rules were very clear. If the plank was found to be below the minimum thickness, then it had to be taken off and weighed, and the weight of it had to be no less than 90 per cent of its weight new. So when they checked the plank it was under in one area, which was not a problem; they should have taken it off and weighed it, and they wouldn’t do it. They totally ignored that and said it was illegal. So we



Symonds, Schumacher and Briatore (l-to-r): three of the key architects behind the rise of Benetton in the early 1990s – along with Walkinshaw, Brawn and Byrne

thought that the process was wrong.

"It had been wet from P1 all the way through to the race, so we weren't 100 per cent certain that we'd got our rideheights correct. But also he'd had quite a big off during the race, where the car had clattered across the kerbs. Because the wear was quite localised we thought that's probably what did it. We didn't know, we couldn't tell, even these days we probably wouldn't be able to tell. So we appealed the decision. It just seemed that we could do nothing right that year."

Indeed more bad news was coming: the team lost its appeal against the Silverstone penalty, so Schumacher subsequently had to miss Monza and Estoril, where Verstappen and JJ Lehto proved to be bit-part players. At the same time the team escaped penalty for the fuel filter offence, despite being found guilty. In an unusual conclusion the FIA noted that Benetton had agreed to make "substantial management changes". For the following season Walkinshaw would move across to sister team Ligier.

Schumacher returned from his two-race absence to win at Jerez. Then in the penultimate race at Suzuka – a two-part aggregate affair thanks to rain – he was beaten by Hill.

"It was one of the few times when he actually hadn't really understood what we were doing," Symonds admits. "Timing systems weren't that sophisticated, so you had to hand calculate your position. I was just pushing him on, saying, 'You're behind schedule'. He didn't really comprehend it, and afterwards he said, 'I just didn't realise...' It was maybe the only time I can think of that he wasn't completely on top of a race."

The result left Schumacher going into the Adelaide finale just one point clear of Hill, having lost 16 points to disqualifications, and missed two races.

"He was pretty damn motivated to win the world championship, and now he had the chance to do it," continues Symonds. "I don't know how all that affected him, but it was probably the same as me. It was probably this mix of absolute determination to prove them wrong and the absolute horror of being accused of things that were not correct."

The championship was decided on lap 36 when Schumacher and Hill made contact after Michael had gone off and clipped the wall. Both men were out, but the German still had that one point advantage.

"There wasn't a moment of enjoyment in it, there really wasn't," says Symonds. "I remember after the accident I just went ballistic, I'm the calmest person in the pitlane, and that was too much for me. I honestly didn't believe that we'd won the championship. I thought, 'Here we go



Silverstone start antics (above) got Schumacher and Benetton into big trouble, but the drivers' crown still went the German's way after clash in Adelaide finale (left)

again, another bloody enquiry."

"I didn't believe that he did it on purpose. I know the steering was broken, I could see the data, and I didn't think that he had control of the car. I guess after '97 with Villeneuve, and then Monaco 2006, I wondered about '94. As I said earlier, there were times when Michael's judgement was not very good."

Controversy raged of course, but Schumacher was world champion, and nobody could take it away from him.

"We produced an absolutely wonderful car," says Symonds. "The changes that were made to the technical regulations after Imola, things like cutting the diffuser down, putting vents in the airboxes, putting the plank on, each one of them made

our absolutely wonderful car average, or even below average, because I think by the end of the season the Williams was a better car."

"We did four races less than anyone else, two of which were podiums. Honestly at the end of '94 I got within hours of just resigning and leaving motorsport. I was so fed up with the accusations. I knew that I had personally done nothing wrong. I felt that there were forces at work, and I really didn't want to be part of this any more. It was my first exposure to some of the Machiavellian politics that occur in F1 from time to time, and it was a bit much for me."

"Equally, it made the 1995 victory just so much better. It's still the most important thing I've done in my life,

winning the two championships in '95. To my mind it justified that we were a good team, we were competitive, and the accusations levelled at us in '94 were just not justified."

That team would gradually break up. Brawn and Byrne joined Schumacher at Ferrari, and Symonds and most others have subsequently moved on, including Schumacher's mechanics Jonathan Wheatley and Kenny Handkammer, now key players at Red Bull as team manager and chief mechanic respectively. Among the '94 alumni still at Enstone are current Lotus team manager Paul Seaby, and trackside operations director Alan Permane. For all of them it was a year not to be forgotten.

"We'll never know what was behind it all," says Symonds. "But there is no doubt that proper practices were ignored, because people felt that the ends justified the means. I'm absolutely certain of that. What the end was, to this day I'm not quite sure."

Villadelprat adds: "It was really hard year, because there was a lot of things that happened to us. But I can guarantee you that as far as I know, the car was absolutely perfectly legal."

"I think we caught everybody by surprise. We broke the establishment a little bit. And when you do that, you always have a price to pay, and I think we paid that price through the year." ■

RETRO 1994

“The moment that Ayrton died, the sport changed and my life changed”

DAMON HILL PLAYED A KEY ROLE IN WILLIAMS RECOVERING FROM THE LOSS OF ONE OF THE GREATEST DRIVERS IN GRAND PRIX HISTORY. **EDD STRAW** TALKS TO THE MAN WHO MISSED OUT ON A SENSATIONAL WORLD CHAMPIONSHIP BY JUST A SOLITARY POINT



RONDEAU/GETTY

Damon Hill started 1994 with no serious aspirations of winning the world championship. He was Ayrton Senna's support act, a safe pair of hands capable of banking solid points and taking the odd win while the Williams team's star driver charged to a fourth drivers' title. Then, on that infamous afternoon at Imola on May 1, everything changed.

One of the hot topics in the aftermath of that race was who Williams would sign as its new spearhead. Few saw Hill as the man to galvanise the grief-stricken team. Yet six months later, he missed out on the world championship by just one point after a controversial collision with Michael Schumacher in Adelaide. How did that happen?

"The moment that Ayrton died, the sport changed and my life changed as well," says Hill. "There is no question, my career was not on that trajectory beforehand. But I got hurled into the void left by Ayrton."

"I don't think there was a realistic expectation that I could fill the vacancy. How do you replace Senna? But given the seriousness of the season, I became more focused and intense about what I was doing."

"Remember, you are talking about a guy who was 33 years old. In today's terms, I was completely past it by that point! It was a really odd, unexpected situation for me even to be in F1. There was no strategy or career plan other than just to do the best I could in whatever I got my hands on. And I was lucky enough to get my hands on a good car and a good team."

Hill's start to the season was unspectacular. A distant second place in the Brazilian GP and sixth at Imola after losing time when he clipped the back of Schumacher's Benetton at the restart and damaged his front wing, combined with two retirements, meant he had just seven points after four races. Then came the Spanish Grand Prix. There, Schumacher got stuck in fifth gear while leading and dropped to second, allowing Hill to take a vital victory.

"That was probably one of my most important races," says Hill. "It showed that I could be the lead driver. Ultimately, you have got to be able to win races and we got a win in quite early, only a couple of races after Imola. For morale, it was so important. And it also boosted my self-esteem and made me believe in myself as being able to carry the load."

He needed that self-belief. The question of who would become Hill's regular team-mate had been resolved



DAMON HILL
"I took Mansell's return badly, as a sign of lack of confidence, but it helped sharpen me"



Hill took the title fight with Schumacher down to the wire in Australia (above), despite starting the season very much as the Williams number two to three-time champion Ayrton Senna (left)

in favour of test driver David Coulthard. But for the seventh race of the season at Magny-Cours, all eyes were on Williams returnee Nigel Mansell, who took over the second car. In the closing stages of qualifying, he appeared to have pole sewn up, only for Hill to snatch it away by 0.077s on his final run. Point proved.

"I took that badly and a sign of lack of confidence," says Hill of Mansell's return. "But whatever I might have felt, every driver believes that they have got whatever is necessary to win, so I took it as a bit of a slight that Frank [Williams] felt the need to get 'Big Nige' back to boost the attack. But, actually, it was good for me because I had another great name as a team-mate, as a whetstone to sharpen myself on."

And he was getting ever-sharper, over and above the gains being made with the Williams-Renault FW16. Thanks to Schumacher's start, Hill finished second in the French GP and slipped to a massive 37 points off the

championship lead. But this is when the fightback really started.

At Silverstone, after snatching pole from Schumacher by just three-thousandths of a second, Hill was baffled to watch his rival blast past him on the formation lap. Doubly so when Schumacher did the same thing on the second formation lap after the start was aborted thanks to Coulthard stalling.

"It was very odd, very suspicious," says Hill. "Michael's calling card was that he would do things that other people hadn't really done before in the sport. Everyone understood the formation lap procedure, so it was curious that he did it again at the restart. You could forget the first one, maybe there was a reason, like his car was overheating, but the fact he did it twice got people thinking about what the hell it was about."

"I don't think it was an out-psychoing thing, so the question is whether it had anything to do with the car's technical parameters. He

certainly drew a lot of attention to himself. He ignored the penalty, so this was the beginning of the bad boy reputation that Benetton and Michael created for themselves."

At this point, there were serious doubts being raised about the legality of the Benetton. While investigations led to no serious penalties being levied, there were constant rumours about launch control and traction control. Hill is cautious when asked about the specification of the B194.

"There was a lot of smoke, so maybe there was a fire there," he said. "But I do not know. Some things were proved, other things weren't proved but as time goes by stuff leaks out that points to them having used something which might have made their car qualify for disqualification."

Schumacher was excluded from second place at Silverstone, then (after winning in Hungary) was stripped of victory at Spa for excessive wear to the plank attached to the underfloor. With Schumacher ►

also banned for two races – Italy and Portugal – for initially ignoring that black flag at Silverstone, here was the opportunity Hill needed. He admits he was “a bit lucky” to have that chance but he capitalised brilliantly.

Promoted to victory at Spa, he then won both of the two races Schumacher missed, slashing a 31-point lead to just one with three races remaining. In the European GP at Jerez, it seemed Hill and Williams were a busted flush, finishing 25 seconds behind Schumacher. But what wasn't apparent until later in the week after the race was that there was a problem.

“We got thrashed at Jerez, but there was a problem with the

fuel-filler,” says Hill. “I couldn't understand why we were beaten by such a large margin and it turned out my car had been refuelled with too much fuel, which I only found out a week later. I was a bit annoyed by that error. But I was still in with a shout and I definitely peaked in the last two races when the chips were down.”

The Japanese GP was Hill's choice for the ‘Race of my Life’ feature in AUTOSPORT. And it was the right choice. Hill prevailed after holding off Schumacher in the closing stages. This was no ordinary race, with a lengthy red flag interruption for heavy rain meaning that it was decided on aggregate times. Schumacher didn't need to catch and pass, just get ahead on the stopwatch. He couldn't.

“Every person knows when they have reached a peak in their performance,” says Hill. “There are times when the situation draws that out of you. Suzuka was probably that race for me because I had to dig really deep. And it rolled on to Adelaide, which was, in some ways, Suzuka part two.”

The situation was perfectly poised. Schumacher led by one point heading into the race, with Mansell, who returned after his Magny-Cours cameo for the final three races, taking pole position ahead of the title

DAMON HILL
“There are times when the situation draws out your peak; Suzuka was that race for me”



HEWITT/GETTY



LAT

Q&A: FRANK WILLIAMS



LAT

What are your memories of Damon as a Williams driver?

Damon was always, and still is, a quietly-spoken individual and not one to have long gossip conversations. Patrick Head, whose opinions I value to this day enormously, was pretty impressed by Damon as a character.

How important was it for Damon to step up and lead the team after Ayrton Senna?

The guys at the lower end of the sport dream of winning the world championship. And Damon certainly thought that he could, driven by his father's achievements. I never had Damon up there with the best in terms of pure car control, and maybe I was wrong. And I was certainly wrong even to begin to think that he couldn't put a championship together. He turned out to be a truly remarkable individual. He had

to carry Williams on the track after Ayrton, a blow that was an uppercut to the team, and he helped the team to recover its confidence. And thanks to him, we did win another championship, the constructors', which I was very surprised by.

It seems that Damon grew a lot in the second half of the year?

It was astonishing. He took a big

step forward as a driver and I don't know where it came from. He just got quicker and quicker. I was very impressed by that. But his father was a very strong, determined character and there was clearly a lot of Graham Hill in him.

How important was it to have an influence like that?

He was always calm. He got cross a couple of times, but he never lost his cool.



Spanish GP win (left) helped kickstart title challenge. Home victory came at Silverstone (top), but the chase in Australia (far left) came to nothing after the controversial clash with Schumacher's Benetton-Ford



Frank Williams celebrates his birthday with Damon Hill and Ayrton Senna, 1994

protagonists. A slow start allowed Schumacher and Hill to pass him when the green lights came on, setting the scene for a tense duel.

Hill tracked Schumacher and looked faster. Then Schumacher cracked on lap 36, sliding wide and hitting the wall. Hill had not seen Schumacher go off, but did see the Benetton rejoining. Hill went to the inside. Schumacher turned in on the Williams and as Hill tried to back out, the Benetton's right-rear wheel rode up over Hill's left front, flicking Schumacher briefly onto two wheels and then into the barrier.

"When you look back at it now on YouTube, it seems painfully slow and not very dramatic," he says of the resulting collision. "It's quite clear, and generally accepted, that Michael wasn't going any further in the race. But I wasn't to know that. I saw him coming back onto the track but I hadn't seen him hit the wall. I thought he was weaving a lot but his right-rear was practically hanging off, it turned out! Perhaps I was naive going for the pass. We hadn't factored in the possibility that he might do whatever he needed to stop me passing him."

So was it deliberate?

"I'd like to think I wouldn't have done the same thing," says Hill. "But you never know, you know what racing drivers are like..."

Hill was still moving, but with a clear kink in the left-front upper wishbone. He made it back to the pits, shaking his head as he watched the team powerless to fix the wishbone.

"I could see it hanging off," he adds. "I did meet someone the other day who thought that I was a bit spineless for not carrying on with three wheels though! Patrick tried to straighten it, but I knew it was all over."

But for all the disappointment, both Hill and the Williams team had cause to be proud of the way they responded, coming so close to taking an unlikely drivers' title and sealing the constructors' championship.

It was a fitting tribute to the memory of Ayrton Senna. ■

RACE BY RACE: HILL IN 1994

| RACE | QUALIFYING | RESULT | POINTS GAP TO SCHUMACHER |
|---|------------|--------|--------------------------|
| Brazil | 4th | 2nd | 4 |
| Finishes a lapped second to Schumacher after Senna spins out in the closing stages. | | | |
| Pacific | 3rd | DNF | 14 |
| Recovers from early spin while trying to pass Hakkinen, but retires from second with a gearbox problem. | | | |
| San Marino | 4th | 6th | 23 |
| Clips Schumacher's Benetton and suffers wing damage at restart, recovering to salvage a point. | | | |
| Monaco | 4th | DNF | 33 |
| Eliminated after a first-corner clash with Hakkinen. | | | |
| Spain | 2nd | 1st | 29 |
| After Schumacher gets stuck in fifth gear, takes the lead and a vital victory. | | | |
| Canada | 4th | 2nd | 33 |
| Finishes a distant second to Schumacher. | | | |
| France | 1st | 2nd | 37 |
| Hill pips Mansell to pole, but Schumacher jumps both at the start and goes on to win. | | | |
| Britain | 1st | 1st | 27 |
| Beats Schumacher to pole by 0.003s and takes victory, with Schumacher excluded for ignoring a black flag. | | | |
| Germany | 3rd | 8th | 27 |
| Hill damages his front wing trying to pass Katayama for third early on, losing time and failing to score. | | | |
| Hungary | 2nd | 2nd | 31 |
| Finishes a distant second to Schumacher's dominant Benetton. | | | |
| Belgium | 3rd | 1st | 21 |
| After finishing behind Schumacher, promoted to first when the Benetton is excluded for excessive plank wear. | | | |
| Italy | 3rd | 1st | 11 |
| With Schumacher serving the first race of a two-race ban, Hill wins after leader Alesi suffers a gearbox problem. | | | |
| Portugal | 2nd | 1st | 1 |
| After polesitter Berger retires, Hill passes Coulthard to win in Schumacher's absence. | | | |
| Europe | 2nd | 2nd | 5 |
| Schumacher takes a comfortable victory over Hill, who is overfuelled for much of the race. | | | |
| Japan | 2nd | 1st | 1 |
| Hill claims a remarkable win in a sodden race, holding off Schumacher on aggregate late on. | | | |
| Australia | 3rd | DNF | 1 |
| The infamous collision between Hill and Schumacher on lap 36 secures the German the championship. | | | |



Hill came out of Senna's shadow after Imola tragedy

Williams-Renault FW16

THE 1994 WILLIAMS IS INFAMOUS AS THE CAR IN WHICH AYTTON SENNA WAS KILLED. BUT IT IS TOO OFTEN FORGOTTEN THAT IT ALSO BEAT BENETTON TO THE CONSTRUCTORS' CHAMPIONSHIP. EDD STRAW EXAMINES A TROUBLESOME, BUT ALSO SUCCESSFUL, CAR



TECH FOCUS

THE BAN ON DRIVER AIDS

The outlawing of active suspension, traction control and ABS ahead of the 1994 season created a problem for Williams. The FW15C, raced in 1993, had been designed around active



Williams had to readapt to passive suspension

ride, which was critical to stabilising the mechanical platform of the car to make the aerodynamics work in a consistent window. "Having had active suspension for two years, when we then lost it we had more trouble re-adapting to passive suspension than other people who hadn't been on it for very long," says the car's chief designer Adrian Newey. "The 1994 car was not a good car at all at the start of the year. It was very difficult to drive. We developed the aerodynamics using active suspension and we developed them [to work] in a very small window."

AERODYNAMIC SUSPENSION

This car set the trend for shrouding suspension parts for aerodynamic benefit. At its launch, the



David Coulthard did much of FW16's early testing

rear suspension featured the upper wishbone leg and the driveshaft packaged in the same shroud. The rear suspension as a whole was mounted low.

EARLY PROBLEMS

At the start of 1994, the FW16 was not easy car to drive. At its first test, Ayrton Senna felt that,

despite its pace, the set-up was not right.

"We've had a few problems," said Newey after the Pacific Grand Prix. "Mainly, it is a grip problem in the slow corners. In medium- and high-speed ones, it is pretty good."

The early problems led to a raft of aerodynamic changes in the first half of the season, the first coming for the ill-fated San Marino GP at Imola. The front wing was a significant area of development.

"The problem is that the front wing is too sensitive to the rideheight," said Patrick Head in 1994. "If you were in a corner and went over a bump, the car could pick up a lot more front downforce than rear. So if you were balanced at that point, with the car neutral, you'd lose the rear very quickly."



Q&A: DAMON HILL



How difficult was it to re-adapt to the passive technology of the Williams FW16?

Going a step back was difficult. I did do some work in the passive car so had driven it, but most of my work was in the active car. To have your main toy taken away at the moment at which you have started using it well was disappointing for Williams and also a learning curve for me.

Was the loss of active a big setback for Williams?

In a way, Williams was trying to re-acquaint itself with what it had 'unlearned' by going back to passive. It was a retrograde step in terms of technology and going to a less-sophisticated suspension technology seemed contradictory to what we are talking about today in F1 with the benefits of high technology. It did set Williams back.

Was the car tricky to drive to start with?

Yes, it was. The set-up wasn't optimised and we worked through the season to make it work better. It was never a beautiful car to drive and it wasn't designed to have its diffuser cut off as a result of the safety changes made mid-season.

A STEP FORWARD IN FRANCE

At the French Grand Prix, Williams claimed its first pole position since the death of Senna with Damon Hill and Nigel Mansell locking out the front row. The introduction of shorter sidepods, which mitigated the stalling problems, was key to this.



Mansell made Williams comeback for French GP

"It wasn't until we got to Magny-Cours with the short sidepod that the car was right," says Newey.

B FOR BETTER IN GERMANY

At the German Grand Prix, the Williams FW16B made its debut. While largely triggered by the series of regulation changes in the wake of the death of Senna, there were also developments that played a big part in the car's increasing competitiveness in the second half of the year. It was superior to the rival Benetton B194 in the closing stages of the season. This car included shorter sidepods, myriad small aerodynamic tweaks and a modified diffuser, both to meet the FIA rules mandating that it did not extend beyond the rear-wheel centreline and to make better use of the central portion of the diffuser.



FW16 was powered by 3.5-litre V10 Renault RS6

RENAULT ENGINE

The 3.5-litre Renault RS6 powerplant remained the engine of choice in '94. The 67-degree V10 unit put out around 830bhp at its most potent, while the relatively advanced electronic management systems made it more efficient than rival V10s.

STATISTICS

| | |
|----------------------------|----|
| Races..... | 16 |
| Wins..... | 7 |
| Poles..... | 6 |
| Fastest laps..... | 8 |
| World championships..... | 1 |
| (1994 constructors' title) | |



The tainting of a new dawn

BANS ON ELECTRONIC DRIVER AIDS USHERED IN A NEW ERA OF F1, BUT ONE BLIGHTED BY SERIOUS ACCIDENTS. BEN ANDERSON ASKS WHETHER ATTEMPTS TO RETURN TO SIMPLER TIMES MADE IT MORE DANGEROUS

“**T**he cars are immediately less stable without the electronic suspension. As a consequence they are harder to drive and we’ll have more cars spinning and going off the track. More cars spinning is more excitement for the viewers, and for us, if nothing happens to the drivers. Otherwise it’s not very comfortable...”

These are the words of Ayrton Senna in the build-up to the 1994 season. Formula 1 underwent a seismic shift in regulations over the winter of 1993, as the sport reacted to fears of a technological arms race, and concerns the driver’s role in the competitive equation was diminishing.

This led to bans on driver aids for 1994 (four-wheel steering, anti-lock brakes, traction control, automatic differentials, semi-automatic

gearboxes, active suspension, etc) and thus the birth of a new breed of F1 car – one that Senna (no fan of technology he felt masked the skill of the driver) seemed to find a trickier beast to tame.

The terrible tragedy of Imola, and the accidents that claimed the lives of Roland Ratzenberger and triple world champion Senna on that dark weekend, are well documented, but there were plenty of other serious accidents in the early part of the season.

The new year was not yet one month old when JJ Lehto crashed at Stowe doing 140mph in damp conditions during his first test for Benetton. He broke his neck and missed the first two races as a result. Shortly after the season-opening Brazilian Grand Prix, Jean Alesi suffered a 125mph crash testing a new front wing for Ferrari at Mugello. “For the first time in my driving career I lost confidence – I was really scared,” said Alesi,

who was knocked unconscious in the impact and missed the next two grands prix.

Post-Imola (where Jordan’s Rubens Barrichello miraculously escaped with a broken nose after flying into the barriers during Friday practice), there were monster accidents for Sauber driver Karl Wendlinger (who was left in a coma after crashing heavily at Monaco), Pedro Lamy (who broke both legs after vaulting a Silverstone spectator fence testing a rear wing on his Lotus that failed at nearly 200mph), and Andrea Montermini (who broke his right foot and left heel and suffered mild concussion after crashing at the final corner during practice for the Spanish GP).

So was Senna right? Did the type of F1 produced by the dramatic change in regulations make the cars more difficult to drive, and lead to more accidents as drivers adapted and teams tried to claw back lost performance?

Martin Brundle, who switched from Ligier to McLaren for ’94, thinks so. “Some of the cars still had aero optimised for all the goodies and suddenly all the goodies weren’t there, so you ended up with – in F1 terms – a slightly agricultural fix while you were getting the rest of it together,” Brundle says.

“You certainly had less control of the car. I didn’t have all the gizmos, but my Ligier was quite good in ’93 because Williams was desperate for Benetton not to get the Renault engine, so they started sending us bits. Going round Magny-Cours I remember doing a 1m13.6 on a crispy morning, virtually flat-out everywhere – it was unbelievable.

“I came from a Ligier to a McLaren so I didn’t really see the step. Then of course we cut the arse off the cars after Senna’s death and Ratzenberger’s death. They handled better than I thought they would, actually. It tells you a lot of bits on the car weren’t doing the job they



Montermini (right) suffered serious lower limb injuries at Barcelona. Taking off driver aids caused some lairy moments, including Coulthard's at Silverstone (below left)

PAT SYMONDS
“When we went active in '93, it was the first time we started producing peaky aerodynamics”

should have been doing. We go and hack the undertray off the thing and it's still reasonably good...”

Current Mercedes F1 technical boss Paddy Lowe was the new face in charge of McLaren's vehicle technology department during the 1994 season, joining the Woking outfit from Williams in the summer of '93. Having been at the heart of developing the most advanced driver aids in the category during his time at Grove, Lowe should know better than most the possible effects of removing them. He suggests the effect of the loss of active suspension on aerodynamics

probably played a part in the difficulties of the early part of the '94 season.

“Aerodynamic experimentation in those days was not sophisticated enough to understand the rideheight sensitivity of aero,” Lowe explains. “In the windtunnel now we run rideheight sweeps, steer sweeps, roll sweeps, and yaw sweeps, plus a load more. Back then, if a typical model was running different front and rear rideheights in a straight line, you were at the leading edge of sophistication.”

“That would mean the impact of introducing a much wider range of rideheights on circuit [through not having active suspension] would be greater than people were perhaps able to deal with. I'm making this up really to fit what we observed. Certainly Ayrton really struggled with the Williams in the early season, and some of his complaints would fit that theory.”

Then-Benetton head of research



WANT/GETTY

and development Pat Symonds, who doubled up as Michael Schumacher's race engineer, thinks this is one particular area his team excelled in. “When we went active in '93, it was the first time we started producing peaky aerodynamics, because you could do with an active car,” Symonds says. “And we were clever enough to not just carry that through to '94.”

“We went back to having a car that we could run soft, with good ride, and we didn't have aerodynamics that were super-critical on rideheights. Of course they were critical, and always will be, but much

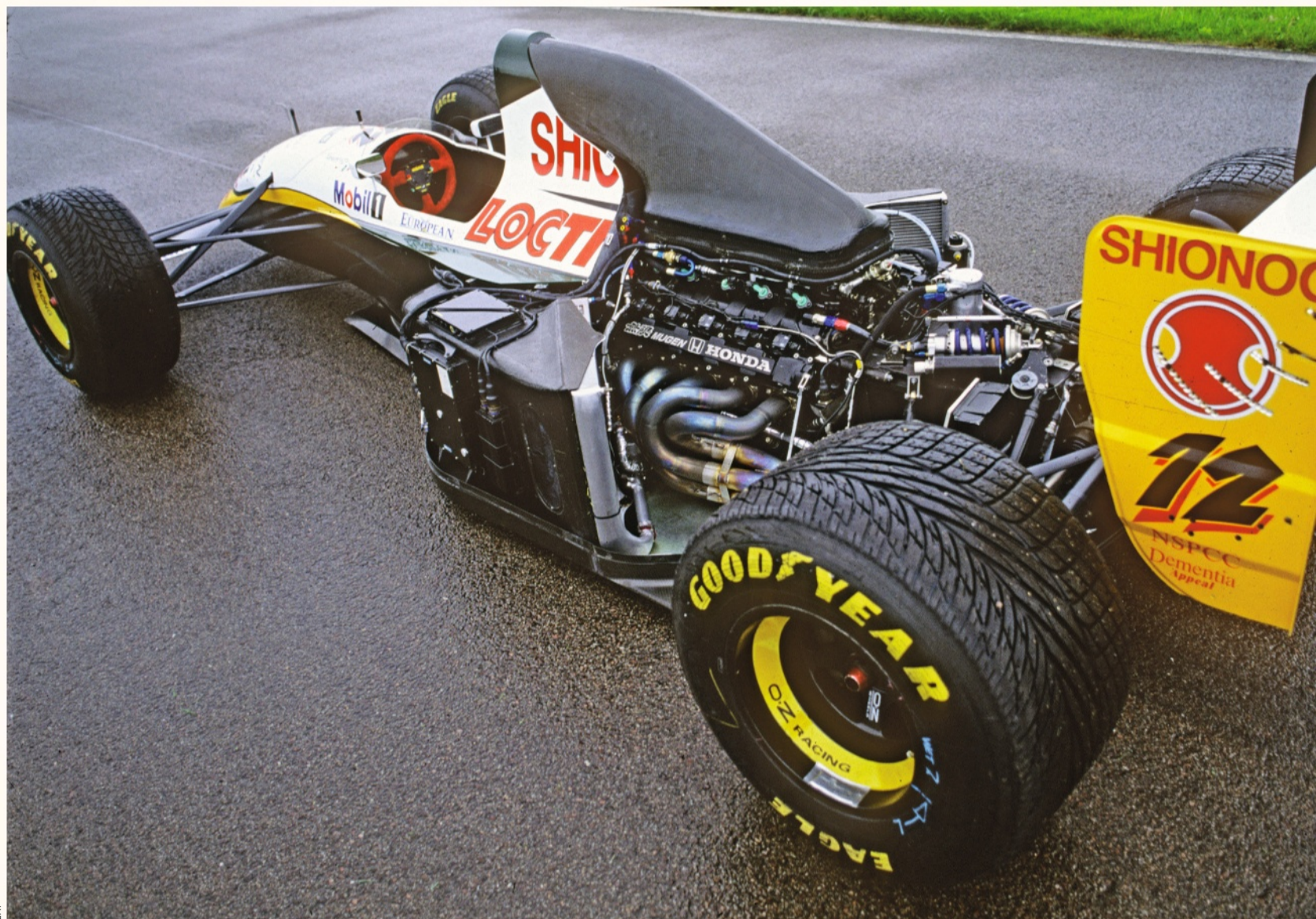
less so than, say, the Williams.”

Lowe reckons the removal of traction control also had a significant effect on the behaviour of F1 cars in early 1994. “We first ran traction control on the Williams at the end of '91, in a test at Paul Ricard,” Lowe recalls. “We sent Damon Hill out for the first run and he came back and said, ‘This is crap, the engine keeps cutting and holding me back’, and we said, ‘Well, yeah, but you're a second per lap quicker...’

“The driver's perception was this wasn't doing you any favours, but actually it was allowing him to push harder and catching the car. I think ▶



LAT



LAT

◀ traction control brought qualities to the car the driver didn't really appreciate. Everybody had been running traction control for at least a year, if not two [by '94], so going to a car that suddenly doesn't have it is going to be quite a handful."

Given his history with Williams, Hill probably experienced the brunt of F1's attempt to return towards its low-tech roots. The 1996 world champion says the rule changes did make the cars more challenging, but reckons the theory that losing active suspension and traction control contributed to the spate of accidents is "a bit simplistic".

"You don't know how many people would have had big accidents in any case," he argues. "One thing that changed was the width of the tyres for 1993. The rears were narrowed [from 18 to 15 inches] and I don't think that was terribly good. That carried through to 1994, so maybe with active suspension the effect of that change was masked a little in 1993.

"That meant there was less development on those tyres on passive suspension. When I first tested for Williams at Imola we had the much bigger rear tyre. It was very stable, lots of traction and great to drive. But when we went to the narrower rear tyre the car was a lot less comfortable.

"The changes maybe had some unforeseen and surprising side effects, but there are always accidents in the early stages of the season when the cars are new."

Johnny Herbert experienced the transition from one set of rules to the next with the ailing Lotus team. The three-time GP winner agrees with Lowe's assessment that the spate of serious crashes at the start of the season were probably related to a lack of aerodynamic understanding.

"It was more difficult to drive because all those tools had been taken away," Herbert says. "It was a short-lived thing, so the cars went back to being more like they were

“Pedro’s wing came off because they cut the diffuser off to the axle line after Senna’s death”

JOHNNY HERBERT

in '91. You had to adapt because the cars changed quite dramatically in those days, as the rules were quite open. The aerodynamics got massively more each year and of course the cornering speeds went up, so you had to adjust to that aspect.

"Active cars weren't the ultimate perfect car – they still bit you. So you would always be able to overdrive the grip level you had.

Rubens, he got the rotation of the entry going in, the back ran out of aero, the tyres ran out of grip, and then he did that steer angle and shot off right. I don't think active suspension would have helped him.

"Pedro's wing came off because they cut the diffuser off to the axle line after Senna's death and the bolts holding the wing on were under more stress. So instead of the floor doing the majority of the work, it was the wing. The bolt sheared, the wing collapsed, he went off and shot himself over the barrier."

Like Hill, Herbert reckons it's easy to overplay the impact of the rules on the number of accidents at the start of '94, especially when you consider how few teams had well-developed driver aids.

"Not everybody had active suspension, remember," says Herbert. "Williams had it, McLaren had it, we had it, but we weren't competitive; Ferrari had a form of the system. You're talking about four teams maybe; I don't know who else had it.



In post-Imola F1 Lotus's diffuser fix (left) led to catastrophic rear-wing failure for Pedro Lamy during testing; Herbert labelled Alesi (below right) as "on the edge" – he too suffered a huge testing crash that season

"I think a raw F1 car is going to be harder to control, just purely because it's going to be the driver reacting to it. Some pick it up better than others. Jean would be on the edge the whole damn time; Ayrton would be, but there would be a little calculation and he'd be dancing on the edge a bit more; Alain [Prost] would be a little bit back from that maximum. I thought Mika [Hakkinen] and I, when we were together at Lotus in '92, were always right on the edge, and if you're on the edge it will bite you sometimes.

"I didn't notice a big shift really. It was harsher, it was a bit more physically hard, but fundamentally it was still Formula 1. It was a better Formula 1 in a way, because the raw driver control factor could play in much, much more."

So if it wasn't the ban on driver aids that caused the early part of the 1994 season to become blighted by accidents, what was to blame?

Herbert: "I think it was just the nature of the beast to be honest." ■

THE IRONY OF SENNA'S WILLIAMS SWITCH

The big driving force behind Ayrton Senna's move from McLaren to Williams for 1994 was the Brazilian driver's fear of technology being developed in Grove leaving the rest of the field behind. For a driver many believed the best in the world, consistently failing to qualify within a second of his arch-rival Alain Prost during '93 was too much to stomach.

But having finally manoeuvred himself into the right team, Senna found most of its previous advantages eroded by rule changes agreed at Hockenheim the previous summer.

"The Hockenheim agreement was a single sheet with about 15 items, and it had the initials of every team principal just scrawled down the sides," recalls then-McLaren vehicle technology chief Paddy Lowe. "That was Bernie's version of 'peace in our time', which supposedly banned all things people were scared of. A whole host of cars had been reported illegal at the Canadian Grand Prix for traction control and active suspension, and that was all going through the courts, so part of the deal was that everybody could carry on racing what they had because, particularly for a team like Williams, it would have been a nightmare to go back to passive [suspension] in the middle of '93.

"Hockenheim was about reining in all this Williams technology that nobody was going to be able to compete with. That big fear drove Ayrton into this panic that he needed to swap teams, because there was just no way he could be competitive in a McLaren or anything else – he had to be in a Williams.

"But within one or two years the complexity of the cars had surpassed where they were in '93, because we just found other directions to go in. Today, even though many of the things in the Hockenheim agreement remain outlawed, the cars are at a whole new level of complexity compared to '93.

"There's an interesting message there: you can't hold back the world."

"When you go into this sort of electronic war you can find yourself completely stuck. No matter who you put in the car, the electronics will do the work and not the driver, and I don't think that is really what you want in a truly world championship of drivers"
Ayrton Senna



Senna's move to Williams was driven by his desire not to be left behind by technological advances

POLE COMPARISON: 1993 TO '94

Due to calendar changes and track alterations after Imola, only eight circuits provide a direct pace comparison between 1993 and '94. The table shows the difference between the pole times of the two rules sets varied wildly. Much of the deficit of the '94 cars at the post-Imola circuits is probably partly due to the aero restrictions introduced to slow the cars down after the deaths of Senna and Ratzenberger.

| Circuit | 1993 pole | Time | Difference | 1994 pole |
|-------------|------------------|-----------|------------|-----------------------|
| Interlagos | Prost (Williams) | 1m15.866s | +0.096s | Senna (Williams) |
| Imola | Prost | 1m22.070s | -0.522s | Senna |
| Monaco | Prost | 1m20.557s | -1.997s | Schumacher (Benetton) |
| Magny-Cours | Hill (Williams) | 1m14.382s | +1.900s | Hill (Williams) |
| Hungaroring | Prost | 1m14.631s | +3.627s | Schumacher |
| Monza | Prost | 1m21.179s | +2.665s | Alesi (Ferrari) |
| Suzuka | Prost | 1m37.154s | +0.055s | Schumacher |
| Adelaide | Senna (McLaren) | 1m13.371s | +2.808s | Mansell (Williams) |





Mansell back at Williams: not just a cameo

THE 1992 WORLD CHAMPION WAS HAVING A TOUGH TIME IN THE STATES AND F1 NEEDED A LIFT. THE SOLUTION WAS SIMPLE: PUT NIGEL MANSELL BACK IN A WILLIAMS-RENAULT. HE REMINISCES WITH ADAM COOPER

Nigel Mansell's return to Williams in the middle of 1994 as a 'guest driver' was as remarkable as it was unexpected, given the circumstances that surrounded his departure at the end of his '92 world championship-winning season.

As ever, drama and excitement accompanied Mansell's comeback, and that is of course why Bernie Ecclestone engineered the second coming of one of F1's biggest box-office draws in the first place. And like much else that happened in '94, it was a direct result of Imola.

Mansell was enduring a difficult second Indycar season with Newman-Haas and was about to head into the month of May at Indianapolis when his longtime rival Ayrton Senna was killed.

"It was catastrophic," he recalls. "I almost retired on the spot. Ayrton and I were very close, we'd raced a lot of hard races together, we had a lot accidents and incidents together. He was a proper racer. He was extraordinarily talented, and put it out there, like I did."

"Winning the championship was the most brilliant feeling in the world, and Ayrton said some incredible things to me in Hungary on the podium. Some were very unflattering to him, but were very poignant to the moment of winning the championship – he said, 'Now you know why I am the way I am!'"

"I honestly thought Ayrton was bulletproof. So when he had the tragic accident at Imola, and it's important that everyone remembers Roland Ratzenberger lost his life too, I don't think there's a racecar driver on the planet who didn't feel vulnerable. I felt very, very vulnerable. I was incredibly upset."

After Imola there was no world

champion on the F1 grid, and Michael Schumacher was absolutely dominating for Benetton. Understandably concerned about the potential impact on viewing figures, Ecclestone tried to find a way to bring Mansell back to Williams. The sport was in turmoil, and it would represent some welcome positive news.

Given the way things had unfolded at the end of 1992, the prospect of ever seeing Mansell in a Williams had seemed unlikely. But with the support of Renault, Bernie agreed with Indycar team boss Carl Haas that a gap in the US schedule would allow Mansell to compete in the French GP on July 3. After the Laguna Seca finale he could then return for the last three GPs at Jerez,

“NIGEL MANSELL
Ayrton and I were very close. He was a proper racer, extraordinarily talented, who put it out there like I did”

Suzuka and Adelaide. Senna's regular full-time replacement, rookie David Coulthard, would step aside.

From the Williams side, part of the motivation of bringing Mansell back was to get more input on what even Senna had found to be a very difficult car, but he would also serve to inspire not just Damon Hill but the rest of the team as well.

The assumption at the time was that Mansell was a motivating force behind this wheeler-dealing, and of course he was to be very well ►

Mansell's Williams return was the sort of boost Formula 1 needed after the tragedies of Imola. As ever with 'Our Nige', drama and excitement would soon follow...

LAT



Mansell made his return to Formula 1 machinery in a test at Brands Hatch, before making his 1994 debut at Magny-Cours in France

◀ paid for his four appearances. However, he insists that he had no part in it – and was simply told one day by Haas that he would be heading back to Europe. At the time his family was settled in America, and he had made a long-term commitment to Indycars.

“I’d just signed contracts for another three years or so, I’d signed through to 1997. He said, ‘I’m sorry, if you want to drive again, you’ll have to speak to someone else. I’ve just sold all your contracts.’

“It was all done, I had no knowledge of anything, and really even now I’m not able to say what happened. I was a total passenger. You go transatlantic, you have all your family settled in schools, and then a tragic accident happens and it can change your life forever. And it did change our lives forever.”

It was all smiles when he tested the FW16 on the Brands Hatch Indy circuit – the day was open to the public and attracted a healthy crowd – before he made his much trumpeted return at Magny-Cours. Mansell says that underneath, the emotions were swirling.

“I was actually shouting to Damon in my helmet, saying, ‘Don’t be suckered, don’t do it!’”



Last-minute words of advice on the grid for Hill before his world-title showdown against Schumacher

“It was horrible, it was absolutely ghastly,” he adds. “Other than reviving a great relationship with [race engineer] David Brown and the Williams team, I can’t tell you how horrible the feelings were getting into that car, driving a car after someone’s just been killed in it.

“There’s no pleasure or excitement in it at all. It took probably every ounce of my mental strength to try to concentrate on the job. I just had to blank out everything. If I let my emotions come in, I couldn’t have done it.”

In the end he qualified second to Hill in France, and then after Schumacher passed them both at the start he ran third before his gearbox failed.

“I got engaged and focused,” he continues. “When you get in the car you have to get everything together,

because if not, you’ll end up killing yourself. These things are not toys. First race back getting on the front row was not bad, and almost on pole position. Damon said, ‘That’s the first time I drove my balls off to get the pole,’ and I think David Brown went on record saying, ‘Nigel does that all the time...’

“It focused Damon, because getting back in the car after two years, I shouldn’t have been anywhere near it. Damon was a very, very good driver. He sometimes didn’t come across as strongly as he should. What I was able to help Damon with was to give him confidence, so what he felt, I could draw it out of him. ‘Do you feel this?’ ‘Yes I do.’ All of a sudden it was confirmation, and you’re going forward. I think Ayrton struggled with it because it was a different

philosophy of going racing than what McLaren had. Later on I sampled a little bit of McLaren...”

After France, Mansell returned to the USA to complete his disappointing Indycar season. He was back on Williams duty for the European GP in Jerez on October 16, where he spun out of fourth place after an eventful race.

“It was a very tough end to the year, I was flying backwards and forwards across the Atlantic pretty much every week to fulfil my obligations, and arriving spaced out to drive an F1 car. Obviously we had some great racing, and it was fun.”

Mansell really caught the eye in the rain at Suzuka, where after a red flag he drove a superb race to beat Jean Alesi to third on the road – only to find that on an aggregate he had dropped back to fourth: “If I could have seen just a little bit more, and I had a really good car, I probably could have done a lot better, but I wasn’t prepared to risk it at that time. It was really dangerous. It was one of my favourite circuits, although I never won there.”

Hill had triumphed in some style in Suzuka, setting up a dramatic final round showdown with Schumacher in Adelaide. Mansell had not read the script, and he beat them both to pole position.

“I was told all sorts of things by the powers-that-be. ‘You will not be part of this race, don’t get a good start, watch the race, do not interfere...’ So I deliberately didn’t get a very good start and I just sat there and watched. It was interesting

and frustrating to see it unfolding right in front of me. I was actually shouting to Damon in my helmet, saying, 'Don't be suckered, don't do it!' He had a really good car, and I knew how much quicker my car was, just sitting there behind. Then of course the inevitable happened. The best thing to say is, 'No comment.'"

With Hill and Schumacher both out Mansell found himself in the lead with 36 of 81 laps run, but he had a fight on his hands with Gerhard Berger.

"It's quite funny," adds Mansell. "People think I must have been happy, but I wasn't happy at all, I was upset. I was pissed off and upset, and I wasn't paying attention to driving the car, because I went off on the next corner and damaged the underneath of the car. I was just incensed, I wanted Damon to be world champion, I wanted Williams to win the championship as well, and it took me a few laps to gather my thoughts.

"Australia had a lot of memories for me anyway, with losing the world championship there [in 1986]. I had to re-engage myself actually, because I had Gerhard chasing me like crazy.

"I had a nice battle with him, and I started to put some laps together and concentrate. I decided it was best for me to win the race now, so I got my act together and went on to win it."

It was a dream way to end his season. At the time Mansell firmly believed that he would be staying on for 1995, alongside Hill, which was a big part of his motivation for returning in the first place.

"If you're only going to win one race a year, what are the two races ideally you'd like to win? Your home grand prix, and the next one is probably Monaco for the glamour

“I had a nice battle with Gerhard, he was chasing me like crazy. I decided I had to win it”

and glitz, but for me the best one to win to go into the winter is the last race. To have the winter of training and focusing and knowing you've got the opportunity to do the job properly, it's very motivating.

"I thought things were fantastic, but it just goes to show your own perception doesn't mean anything. I got a phone call up at Gleneagles just before the New Year, and shall we just say there was some confusion."

Mansell learned to his surprise that Williams had committed to keeping Coulthard. He eventually ended up joining McLaren instead.

"I don't know whether the truth will ever come out. I had contracts to drive for Williams in '95, so people have got to guess why I didn't drive for Williams, because I still don't know. What can I say? What opportunities I had, winning 28 races with them, I'm so grateful for. It's just truly amazing. I know full well that if they hadn't sold the Honda engines to McLaren in '88, if they had allowed me to stay in 1993-94, and obviously honoured the contract in '95, we could have won so much more, and maybe more world championships.

"But I'll put it into context for you – my wife says instead of Ayrton being in the car in '94, it could have been me. I live for today, not tomorrow any more. I'm very phlegmatic, so I'd like to go on record as saying I'm so grateful to the whole Williams organisation and their sponsors, especially the mechanics and engineers, Frank, Patrick and the late Ginny Williams, for giving me the opportunity to have the success I had." ■



Mansell shares a joke with fellow Oz GP podium finishers Gerhard Berger (left) and Martin Brundle



Victory in Adelaide was to be the last of Mansell's 31 grands prix wins – and his last start for Williams before ill-fated McLaren move in '95

THE ARCHITECTS OF MANSELL'S F1 RETURN

Bernie Ecclestone was the prime mover in getting Nigel Mansell back to Williams in 1994, and to make it happen he had to do a deal with his then employer, Indycar team boss Carl Haas.

"We paid money to get him back," says Ecclestone. "We'd like to have him back now if we could! We need now, and we needed then, people like him. He's a character, so he's good to have. We got some help from Renault. It was good for us that he came back, and it was good for Renault as well."

He denies that it was a panic measure in the light of Michael Schumacher's domination: "I don't panic about anything. If there's something wrong I try to put it right, but I don't panic."

Frank Williams insists he was not forced into taking Mansell, and was pleased to have him on board.

"We were big boys, and Patrick [Head] was around as well," says Williams. "Bernie just gave us a nod and wink. We were very happy with Damon, and in the next couple of years he won the championship. But DC wasn't quite there yet.

"Nigel was a very quick driver, and Patrick always had a very good engineering relationship with him, so it was a no-brainer in the end. It was needs must, on both sides I would say. He gave the team a lot more self-confidence, and they learned more as they were going along."



MANSELL'S 1994 RACES

| Race | Grid | Result |
|-------------|------|----------------|
| Magny-Cours | 2nd | DNF (gearbox) |
| Jerez | 3rd | DNF (spun off) |
| Suzuka | 4th | 4th |
| Adelaide | 1st | 1st |





How Brundle's McLaren dream

REPLACING SENNA AT McLAREN WAS MARTIN BRUNDLE'S BIG F1 CHANCE, BUT HIS GREAT HOPES

For any driver, having the chance to race for a giant in Formula 1 like McLaren is an opportunity that cannot be passed up. It was why heading in to 1994, Martin Brundle was willing to hold out on committing to racing with anyone else because there was the chance he could get the prize race seat at McLaren vacated by the Williams-bound Ayrton Senna.

There could surely be little doubt that for a team that had won every year since 1980, driving for McLaren was a near-guaranteed passport to grand prix success.

"I took a massive gamble on it," says Brundle. "I think I did the deal with

Ron [Dennis, team principal] by fax because we couldn't agree numbers, and details and all that. We were arguing over nothing really.

"I think I tossed a coin with him when I managed David Coulthard for more money than I got paid for that year – so I don't know what we were arguing over really! I waited all winter for that drive, and I was pretty nervous really. I signed on the Tuesday of the [season-opening] Brazilian Grand Prix."

While getting his name on a McLaren contract – albeit only with a race-by-race deal – was exactly what he wanted, it had been fairly clear for some time that the season was going to be character building.

"The team originally wanted Alain

[Prost] in the car," recalls Brundle. "We both went to test at Estoril, and I don't think Alain was interested after he drove the car.

"Then I got in it, which turned out to be a bit of a bad omen really. I had stood and waited for Alain all morning. I got in it, and as I was on my out lap coming to start my very first flying lap, it threw a conrod so hard that it came through the sump and damaged the racetrack! I didn't even start my first run.

"But having said that, I was very happy to be in a McLaren."

Brundle's start to the campaign did not really get much better at Interlagos when his race ended in near-tragedy. While returning slowly to the pits after a car failure, he got involved in



Engine failure – this one in Peugeot's home GP

a sizeable accident involving Eddie Irvine and Jos Verstappen as they tried to lap Eric Bernard.

"Verstappen's car hit my head, which knocked me out, although luckily his wheel hit part of the rollover bar as well. I collapsed halfway back to the pits from Turn 3, and I crawled back to the marshal on Turn 4 there. He couldn't hear me because of the cars going round, because they used to make quite a lot of noise back then.

"But I began to feel better, debriefed and flew home. It was only a week later my family took me into hospital because they realised I was concussed. That was a bit scary."

Results did come eventually – even though it would be a campaign mired by engine problems. When the package performed well, like at



Interlagos: Dazed Brundle is still slumped in his car (left), with Irvine and Verstappen having long since walked away from their wrecked cars, as Senna passes by



Brundle starred at Monaco, (far left) finishing second to former team-mate Michael Schumacher's Benetton. Brundle only actually finished five races all season (above left), but was classified in two more – here he assists the marshals at Silverstone. Peugeot engine (left) was overweight and unreliable



turned sour

FADED, HE TELLS JONATHAN NOBLE

Monaco, where Brundle took a season-best second place, there was not much wrong. But too often, potential was hurt by just how fragile the engines were.

"I got two podiums, one in Monaco and the other in Australia, but I think there were another five times I should have been on the podium. Mika [Hakkinen] got six podiums in the car, so we got eight in total. I think it showed you the might of McLaren that, despite it being such a difficult year, we were still there or thereabouts.

"The chassis was pretty good – it wasn't that bad. But the engine was too heavy, and it didn't have the driveability. When it was working it was an eight out of 10 engine."

But when it wasn't working, the results could be devastating. There is no more an iconic image to sum up Brundle's frustrating campaign that his Peugeot engine detonated on the grid at Silverstone.

"The worst was the British Grand Prix," he says. "I qualified well and was really looking forward to that race. But just off the grid the engine let go, and it nearly barbecued [Mark] Blundell behind me.

"I think I did 383 metres. I had been so looking forward to that race that I went and found a little machine cubby-hole shop in the back of the McLaren truck, locked myself in that, and cried my eyes out."

It wasn't just on track that Brundle was facing challenges though. Only

McLAREN'S RESULTS IN 1994

| RACE | DRIVER | QUAL | RESULT |
|---------------|-----------------|------|-------------------|
| Brazil | Mika Hakkinen | 8 | Engine |
| | Martin Brundle | 18 | Collision |
| Pacific | Mika Hakkinen | 4 | Gearbox |
| | Martin Brundle | 6 | Overheating |
| San Marino | Mika Hakkinen | 8 | 3 |
| | Martin Brundle | 13 | 8 |
| Monaco | Mika Hakkinen | 2 | Collision |
| | Martin Brundle | 8 | 2 |
| Spain | Mika Hakkinen | 3 | Engine |
| | Martin Brundle | 8 | 11 (Transmission) |
| Canada | Mika Hakkinen | 7 | Engine |
| | Martin Brundle | 12 | Electrical |
| France | Mika Hakkinen | 9 | Engine |
| | Martin Brundle | 12 | Engine |
| Great Britain | Mika Hakkinen | 5 | 3 |
| | Martin Brundle | 9 | Engine |
| Germany | Mika Hakkinen | 8 | Collision |
| | Martin Brundle | 13 | Engine |
| Hungary | Philippe Alliot | 14 | Water leak |
| | Martin Brundle | 6 | 4 (Electrical) |
| Belgium | Mika Hakkinen | 8 | 2 |
| | Martin Brundle | 13 | Spun off |
| Italy | Mika Hakkinen | 7 | 3 |
| | Martin Brundle | 15 | 5 |
| Portugal | Mika Hakkinen | 4 | 3 |
| | Martin Brundle | 7 | 6 |
| Europe | Mika Hakkinen | 9 | 3 |
| | Martin Brundle | 15 | Engine |
| Japan | Mika Hakkinen | 8 | 7 |
| | Martin Brundle | 9 | Spun off |
| Australia | Mika Hakkinen | 4 | 12 (Spun off) |
| | Martin Brundle | 9 | 3 |

having a race-by-race deal meant there was added burden each and every weekend to prove that he deserved keeping on. There were also political pressures being put on McLaren by Peugeot Sport director Jean-Pierre Jabouille to take his 'chosen one' – Philippe Alliot.

"Jabouille was always banging on about Alliot," says Brundle. "I remember we were testing at Paul Ricard once, and we used to have a chicane down the back straight because Signes was deemed too fast after all the shunts. Alliot was one second a lap slower than me. All of a sudden new tyres went on, bang, he was quicker than me, and Jabouille was like, 'See, I told you – get Brundle out of the car'.

"That was until one of the McLaren engineers noticed that there was no steering trace movement for the chicane. Someone had gone out and moved the cones, and he went straight through the chicane, which was why there was no steering angle..."

Alliot did get a race in the end – filling in for the banned Mika Hakkinen at the Hungarian Grand Prix. But when Brundle qualified sixth, and Alliot was left down in 14th, those calling out for the Frenchman to replace Brundle were suddenly silenced.

Despite the podiums, despite seeing off Alliot, and despite keeping his mouth shut in a campaign of frustrations, Brundle failed to keep his seat for 1995 as the team – then trying all it could to keep hold of Marlboro – pushed for Nigel Mansell. Judging by how difficult 1995 turned out to be, it was something of an escape for Brundle.

But even so, does he not have regrets that the sole shot he had at a benchmark team like McLaren had to come during a low point of its history?

"It's a shame, but it is sort of indicative of my career really," he replies. "If that had been a fantastic car and engine combination, then Alain Prost would have driven it. That's the problem I have..." ■

MARTIN BRUNDLE
"Jabouille was always banging on about Alliot. He was like, 'Get Brundle out of the car'"



Peugeot pushed for Alliot to replace Brundle; he subbed for Hakkinen in Hungary and failed to shine

“I couldn’t feel my hands on the steering wheel at all”

JJ LEHTO STARTED 1994 WITH A SEAT ALONGSIDE CHAMPION-TO-BE MICHAEL SCHUMACHER AT THE EVER-IMPROVING BENETTON SQUAD. BUT THE SEASON ULTIMATELY ENDED HIS F1 CAREER. BY GARY WATKINS



It looked, on the face of it, like a pretty decent comeback. JJ Lehto, just over three months on from breaking his neck in pre-season testing, had qualified his Benetton fifth, eight tenths from team-mate and man of the moment Michael Schumacher in second. The reality was entirely different. The Finn could barely feel his legs and had no feeling whatsoever in his hands when he returned to the cockpit at the San Marino Grand Prix in May.

“I couldn’t feel my hands on the steering wheel at all,” says Lehto. “I had to keep looking to make sure they were in the right position.”

Lehto wasn’t at all ready to take up the seat that represented his big Formula 1 break after an

apprenticeship with Onyx, Scuderia Italia and Sauber. The testing accident, at Silverstone’s Stowe Corner at the wheel of a Benetton B193 fitted with 1994 development parts, was a big one and resulted in a major operation to fuse two vertebrae in his neck three days later.

Talk of him being fit for the Brazilian season opener turned out to be wildly optimistic. He took part in a pre-season test at Imola in March and managed only 11 laps in a Benetton-Ford B194 before having to call it a day. Yet six weeks later he’d taken over from stand-in Jos Verstappen and was on the F1 grid at Imola.

“I was so physically weak: I didn’t have any strength in my neck muscles,” he says. “It takes a long time to build up good muscles and I’d only had two days back in the car.”



Two days of testing at Pembrey and Silverstone’s South Circuit weren’t the kind of preparation he required. What he really needed was time: “I should have had six months’ rest and then got physically fit and got all my muscles right, but you know, in F1, you don’t have time. Flavio Briatore [Benetton’s

boss] is a businessman. Benetton needed two strong cars scoring points, so I didn’t have any choice.”

Lehto’s qualifying performance at Imola turned out to be a false dawn. He didn’t make it off the grid after stalling and being clouted by Pedro Lamy’s Lotus at the start of the tragic

Lehto struggled with his injuries throughout the season and reckons his outings for Benetton at Monza (left) and Estoril were a “complete waste of time”. Wendlinger’s crash at Monaco (above right) left him in a coma



race. Two weeks later in Monaco, he qualified only 17th, a full four seconds behind his pole-winning team-mate.

"Imola was okay because it wasn't very bumpy, but Monaco was impossible," he explains. "Lacking of feeling was an issue but the pain was the other problem. It was so painful to drive."

That explains why Lehto was back on form at Barcelona, where he qualified fourth and was running third before a late engine failure, and then spectacularly off the pace again in Montreal. He ended up 20th on the grid, although he did score his only point for Benetton with a distant sixth.

Lehto was dropped after the Canadian Grand Prix in what was described as a joint decision between team and driver. "That's bullshit," reckons Lehto. "There was all this talk

that once I was okay, I would do a lot of testing so I could really get in shape and get everything in order. But I never got the call."

Lehto would never test a Benetton again, though, of course, he would race one. He got his chance when Schumacher was banned for the Italian and Portuguese GPs. He describes those races, in which he qualified behind Verstappen each time, "as a complete waste of time".

The final chapter of Lehto's F1 comeback is intertwined with that of another driver fighting back from major injury. Karl Wendlinger had spent 19 days in a coma following his accident at Monaco in May, but Peter Sauber had repeatedly stated that a car would be made available for his protégé — remember Wendlinger had come out of the Mercedes Group C

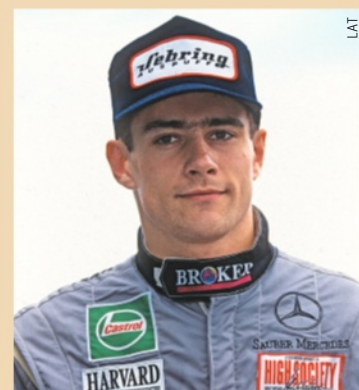
FRAGMENTED SEASONS: LEHTO AND WENDLINGER IN 1994

LEHTO

| RACE | QUALIFYING | RESULT |
|------------|------------|-----------|
| San Marino | 5 | Collision |
| Monaco | 17 | 7 |
| Spain | 4 | Engine |
| Canada | 20 | 6 |
| Italy | 20 | 9 |
| Portugal | 14 | Spun off |
| Japan | 15 | Engine |
| Australia | 17 | 10 |

WENDLINGER

| RACE | QUALIFYING | RESULT |
|------------|------------|-----------|
| Brazil | 7 | 6 |
| Pacific | 19 | Collision |
| San Marino | 10 | 4 |



Wendlinger scored twice before accident

junior programme — as soon as he was ready.

That chance came at Paul Ricard in October. On the back of that test, it was decided that Wendlinger would contest the final two races in Japan and Australia. But the plan had to be altered after a second test at Barcelona.

"I'd only done a few dry laps at Ricard, but my performance had looked quite good," recalls Wendlinger, who would go on to have an ultimately unsuccessful stop-start comeback

Lehto knew all too well that his F1 career was over: "If I didn't realise then, there would have been something wrong with me."

There is a postscript to Lehto's stop-start comeback that set him on course for the career for which he will ultimately be remembered. Lehto had tested for Ligier, now owned by Briatore, at Ricard in the middle of the season, which turned out to be his only outing in an F1 car between Montreal and Monza. McLaren was in the throes of switching from Peugeot to Mercedes engines and team boss Ron Dennis wanted a comparison between the Ilmor-developed Merc and the benchmark powerplant in F1 at the time, the Renault V10 used by Ligier as well as Williams.

"Ron asked me to write a report about the differences between the engines," he explains. "I don't know if that's the reason, because obviously Keke [Rosberg, Lehto's manager] knew him well, but when Ron came up with his Ueno Clinic thing for the Le Mans 24 Hours, he called me."

Ueno Clinic was the Japanese sponsor McLaren had found for the 1995 Le Mans 24 Hours. None of the teams that had bought its new F1 GTR wanted to take its money, so McLaren controversially put together a team for Le Mans. Lehto, who had already raced twice at Le Mans, had a lot to do with McLaren's surprise victory in the French endurance classic that year and set himself on course for a successful sportscar career that would win him factory drives with BMW and Cadillac, as well as yield another Le Mans triumph with the Champion Audi team.

Lehto, who started a two-season stint in the DTM in '95, was clearly back to his best at Le Mans that year. It was, he says, "the first time I felt 100 per cent again after the accident". And it was more than a year after his F1 comeback. ■

“If I hadn't realised my F1 career was over, there would have been something wrong with me”

with Sauber in 1995. "Barcelona was a bit more bumpy and it gave me a lot of pain in my head. It was impossible for me to drive and I had to tell the team that I couldn't continue."

That resulted in Lehto being recalled to his old team. Andrea de Cesaris, who had filled in for Wendlinger, wasn't contactable — folklore says he was off windsurfing somewhere — and Lehto got the call.

The Finn was also at sea when he received the news.

"I was on the ferry from Finland to German with my wife and new-born daughter," he recalls. "We were going to pick up the car and drive back to Monaco. I ended up flying straight to Japan from Germany."

"It was another chance to stay in F1, so I had to do it. But it didn't work out; it was a disaster really."

Separated at birth: Benetton and Pacific

THE MOST SUCCESSFUL AND THE WORST CARS OF THE 1994 F1 SEASON STARTED LIFE AS ONE AND THE SAME. EDD STRAW EXPLAINS THE COMMON ANCESTRY OF THE BENETTON-FORD B194 AND PACIFIC-ILMOR PR01

The Benetton B194 won eight races and took Michael Schumacher to the drivers' championship in 1994. The Pacific PR01 only qualified on seven occasions and never reached a chequered flag. These two cars could not have been more different in terms of achievement, but their origins were identical. It would be stretching a point to say they were the same car, but the Benetton and the Pacific certainly shared a common, and very recent, ancestor.

The family resemblance is clear. The Pacific is a low-resolution version of the far more refined Benetton, and the high nose and boxy sidepods reveal a common philosophy for the two cars that often bookended the timesheets.

While Benetton joined the ranks of the F1 powerhouses in 1994, after six years of being third or fourth in the championship, British squad Pacific Grand Prix was a true minnow. It had run Christian Fittipaldi to the International Formula 3000 title in 1991 after successful stints in F3, and stepped into F1 in '94 – along with Simtek – as one of two new teams.

Pacific was a good old-fashioned British startup with big ambitions but

a shoestring budget. What it needed was a car. So it acquired the design for Adrian Reynard's stillborn machine, which was worked on in 1991 for a mooted debut the following year. The car had been designed by a small, high-quality team headed by Rory Byrne and Pat Symonds. Both were directors of the Reynard project, which floundered in its plans to join the grid in '92 with Yamaha propulsion, so owned the intellectual property and took the concepts to Benetton when they rejoined the squad.

"The Pacific certainly had some heritage in the Reynard, although with Benetton we had moved on quite a bit," explains Symonds, now chief technical officer at Williams. "The real result of the Reynard project was the Benetton B192, but Adrian also sold the design to a few people.

"Pacific took the car exactly as it was with no real knowledge of it. You could give me the drawings to reproduce a Mercedes now, but I couldn't make it run as well as they do. It's not just about design, it's about understanding. They had the drawings of basically quite a good car, but they didn't understand it and, by the time they got going with it, it was very out of date. We had moved on, taking that core and developing it into something a lot more effective."

The development Benetton put into the car was prodigious. The B194 was the third step in that process, meaning that it was far in advance of what was now the Pacific.

"When we all came back to Benetton from Reynard, John Barnard had produced the B191, which we continued to race until we got the 192 ready," says Symonds. "What actually happened was the Reynard thing had



High noses of the Benetton and Pacific hinted at common ancestry (above), but the results were rather less similar. Small team struggled with PR01, which Paul Belmondo and Bertrand Gachot (in car) did not enjoy driving (left)

folded up and myself, Rory and a few others had gone to TWR at Kidlington to work on the next Benetton.

"Gordon Kimball [father of IndyCar racer Charlie] was technical director at Benetton, so they didn't want to make things too obvious. The 191 was a very different car to the 192, so definitely the Reynard went into that."

Byrne, Symonds and the rest were eventually fully reintegrated at Benetton, with the design work and, crucially, the vehicle-dynamics knowhow established at Reynard playing a key role in the team's success. Effectively, what Pacific acquired was a car that had been in stasis for three years.

While Pacific did have some very capable people on its small staff, its budget was tiny. To gather the understanding needed to develop the car would have required the resources for a serious windtunnel programme, something that it simply did not have. An undercooked, three-year-old design brought out of mothballs and powered by an Ilmor engine that was to a dated specification – last used by Sauber before the previous season's Italian GP – was not a shortcut to success, even though the fundamental concepts underlying the car were on the money.

The clearest example of this is the high nose. The concept of getting the



Pacific and Benetton trucks in the paddock tended to be closer to each other than their cars on track



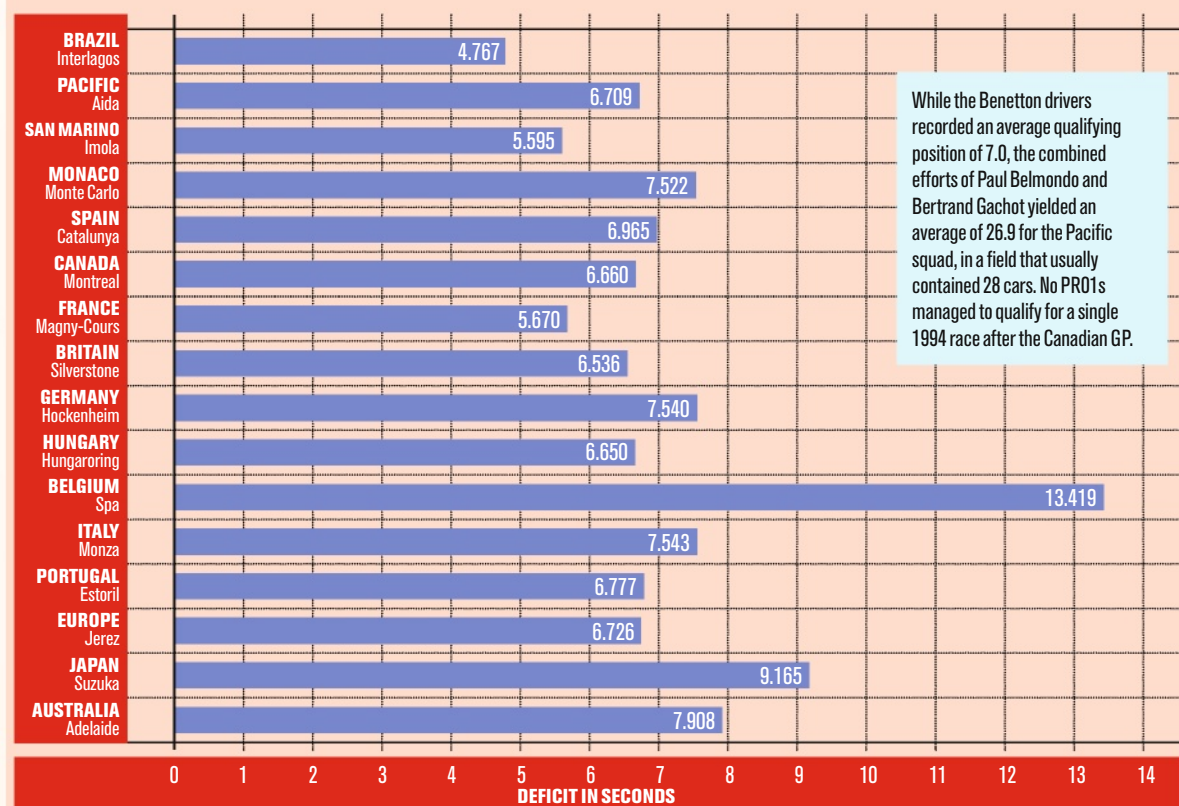
front of the nose as high as possible to maximise the airflow under the car, which can then be used to generate downforce, remains key to this day. So much so that it's largely responsible for the unsightly noses of the current generation of cars. But in 1994, while Williams and McLaren had conventional noses, and Ferrari had a halfway house, it was only Benetton and Pacific that went all the way.

"I think we were the first ones really to take it to the limit, the first to go high," says Symonds. "There were a few people who thought the driving position is totally wrong, so the drivers will never be able to drive it. But we said, 'Bloody hell, I think they can because there's a lot of downforce there.' So on the 1994 car, the top of the cockpit and the nose was pretty much horizontal."

The following year, Pacific designed a very tidy all-new car, one that failed to score a point but still punched above its weight given that the team had the smallest budget on the grid. There was certainly no great love for the car that it had plugged away with during 1994.

As Bertrand Gachot put it after failing to qualify for the season finale in Australia: "Today is a great day, because I will never have to drive the PR01 again." ■

PACIFIC IN 1994: DEFICIT TO POLE



While the Benetton drivers recorded an average qualifying position of 7.0, the combined efforts of Paul Belmondo and Bertrand Gachot yielded an average of 26.9 for the Pacific squad, in a field that usually contained 28 cars. No PR01s managed to qualify for a single 1994 race after the Canadian GP.



ALL PICS: LAT

The end of Team Lotus

JOHNNY HERBERT HAD BEEN SOLD ON BY THE TIME TEAM LOTUS STARTED THE FINAL GRAND PRIX IN ITS ILLUSTRIOUS HISTORY AT ADELAIDE IN 1994. AS EDD STRAW HEARS, THINGS MIGHT HAVE BEEN DIFFERENT HAD HERBERT GOT PAST THE FIRST CORNER AT MONZA AFTER QUALIFYING FOURTH

On September 11 1994, Lotus driver Johnny Herbert started the Italian Grand Prix fourth on the grid. As he charged down to the first chicane, he was set to emerge from it third, behind only the Ferraris of Jean Alesi and Gerhard Berger. Then, Eddie Irvine's Jordan punted him into a spin. The day after the race, Team Lotus applied to go into administration with debts around the £10 million mark.

What was the team like by the time you were going into the '94 season? There was massive positivity from [team bosses] Peter Collins, Peter Wright and everybody, even myself, that this was going to be a better season and that we had done the right stuff over the winter.

The year before, Lotus had finished

sixth in the championship, so what was expected in 1994?

Aero had been the biggest Achilles' Heel. From 1992, the Lotus 107, with all its changes, went through into 1994 [the Lotus 109, which made its debut in the fifth round in Spain, was based on the 107]. The gains we made compared to the rest were so small. The car could be around the top six at the start in 1992, but dropped off as the years went by. In 1994, everything seemed to be OK, but I wasn't aware of all the financial issues.

When 1994 kicked off, again we stalled performance-wise. A few things changed, but the parts never really did anything. But at Monza, everything seemed to come alive with the car. We had this new-specification Mugen-Honda engine, which wasn't such a big deal.

But the engine, which was around 16kg lighter, more powerful and

with a lower centre of gravity, has always been given credit for the Monza performance...

Well, it was better, but it wasn't a step change. Look at where Alex Zanardi, who didn't have the new engine, qualified at Monza [13th]. That was the highest the car had qualified all year other than the fourth. The car just really seemed to suit Monza.

So if it wasn't the engine, what made the difference?

The engine was better, but the car was as well. John Miles, who raced for Lotus in F1 [in 1969 and 1970] was our damper man and started adjusting them early on. Every time, we did a couple of clicks on the rebound, it went quicker by a couple of tenths. Then you click it again, and it would go another couple of tenths! The car stuck to the road and went over the kerbs well, so everything started to come together.

What did you think was possible heading into the race?

Doing the morning warm-up, I was doing a one-stop strategy, whereas the Ferraris and Damon Hill were doing a two, and the pace was good. Then, unbeknown to me, I was told we'd changed to two stops. The thinking was that if we changed to a two-stop, we would be able to keep pace with the others. But I thought I

“JOHNNY HERBERT
I'm ahead of
Damon, I'm
third behind the
Ferraris and then I
get wiped out. It was
soul destroying”



First-corner exit at Monza (far left) was the last chance for Herbert to score one big result that might have saved the team. But by the next race at Estoril (below), normal service was resumed and he started 20th



didn't want to do the same thing as I'm going to get stuck behind them. I think I could have done the one-stop successfully.

So when you were hit from behind by Eddie Irvine at the first corner and spun, did it feel like a normal incident or was there a feeling of 'not this race of all races'?

It's like kick in the old gonads! You have such a long time of struggling, then suddenly a result is there for the taking. I'm ahead of Damon, I'm third behind the Ferraris, and then I get wiped out. It was just soul destroying.

What are your thoughts on the crash?

I had a good start, but Eddie had an absolute cracker of a start. As a driver, even though you may have made a cracking start, you still have to be able to anticipate and read your braking point for the first corner. It was just unfortunate. Well, it wasn't

unfortunate, I blame him of course!

But was it an understandable mistake at the time?

It's understandable and not understandable, that's why I talk about anticipation. At the time, Eddie's attitude was 'I don't care' and that was his mentality. But that was that, you can't change it. I could have gone and smacked him in the face or something, but it would have changed nothing. Shouting and screaming doesn't change the moment.

Conservatively, was a podium finish possible had you not been spun?

Who knows? But the possibility lost meant that this was the first time I noticed the problems properly. Both Peters were totally distraught because this was their opportunity to save the team by getting the result, to pay off everybody.



How big a difference would it have made?

Let's just say we would have won, it would have been absolutely fantastic. Then, we went to Portugal and qualified 20th and 25th, having an absolutely nightmare. The car was awful to drive. After, we had a four-day test, and we went round, and round, and round, we were going absolutely nowhere. We were a little bit slower than what we had done in qualifying anyway, and it was quite depressing. I suggested, just as a test, that we put the Monza wings on it to see what happens. I think I went about two-and-a-half seconds faster than I had in qualifying, it completely changed the car.

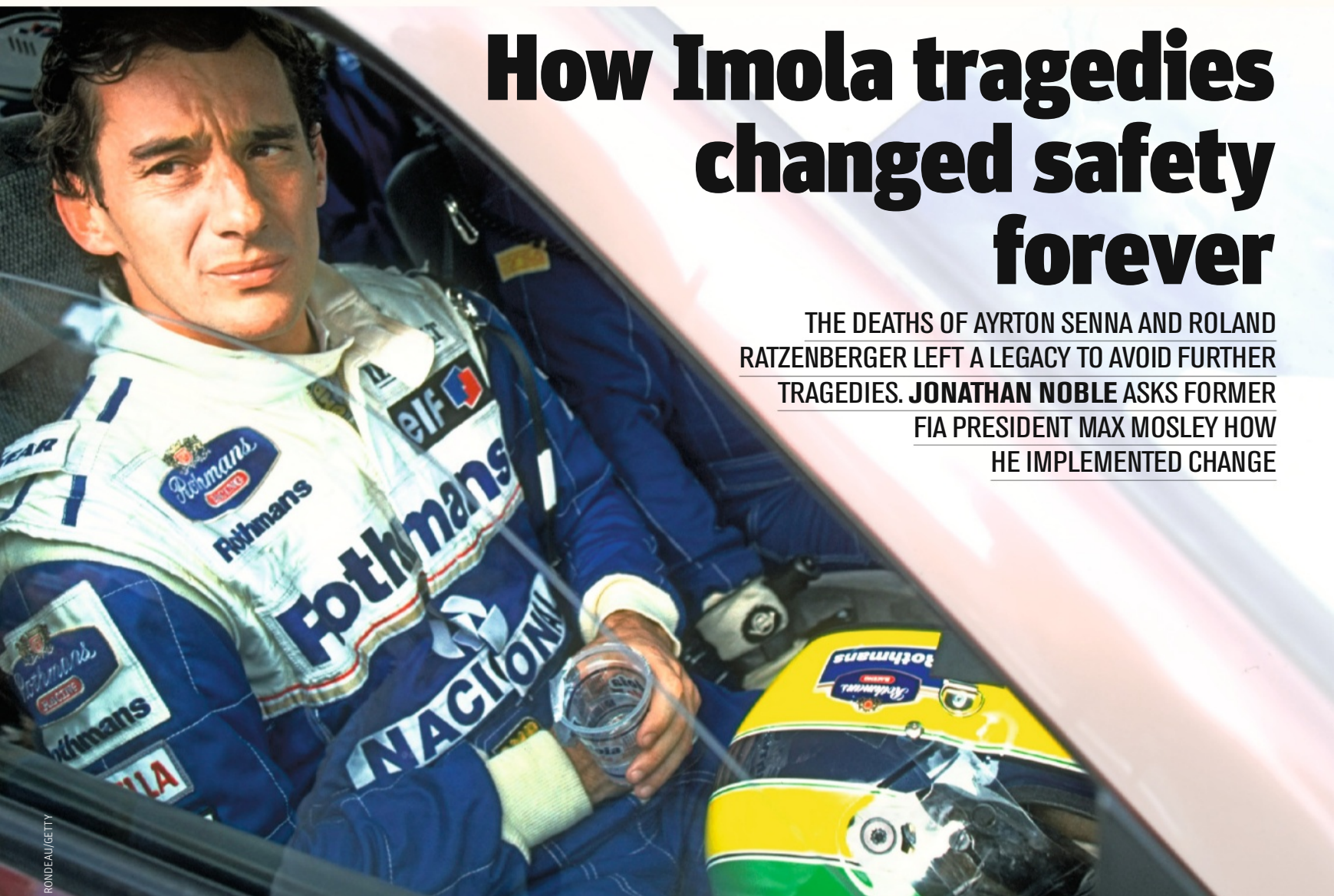
It was like a rocket ship down the straight but it went round the corners at the same speed as it did with the big wings on it. That shows the problem, the car didn't develop and the aero package really held us back. But had we got the result at

Monza to help the financial situation and the learning from Estoril, maybe the season would have ended better. But I didn't race the car again.

POSTSCRIPT

Herbert was one of the team's main assets and his long-term contract was sold on, meaning he drove for Ligier at the European GP and then moved to Benetton for the final two races. Lotus soldiered on to the final race of the year and in late October was taken over by David Hunt, the brother of 1976 world champion James.

Hunt battled hard to raise the funds to run Zanardi and Mika Salo in a Cosworth-powered Lotus 112 in 1995, but this proved impossible. The name remained in F1 through an alliance with the Pacific squad, which was officially dubbed Pacific Team Lotus, but that was it as far as the Lotus name was concerned in F1, at least for two decades. ■



How Imola tragedies changed safety forever

THE DEATHS OF AYTTON SENNA AND ROLAND RATZENBERGER LEFT A LEGACY TO AVOID FURTHER TRAGEDIES. JONATHAN NOBLE ASKS FORMER FIA PRESIDENT MAX MOSLEY HOW HE IMPLEMENTED CHANGE

The 1994 Formula 1 season will forever be associated with the deaths of Ayrton Senna and Roland Ratzenberger at Imola. But for Max Mosley, who as FIA president

at the time was the most powerful man in motor racing, it was not that dark San Marino Grand Prix weekend when F1 faced its true crisis point.

That moment would come a fortnight later, when Karl Wendlinger was left in a coma following a heavy crash in practice at Monaco. The pressure ramped up massively on F1 to get a grip on what appeared to be a sport that was spiralling out of control.

"It was a major crisis," says Mosley, reflecting on the situation now. "First of all, people weren't used to it. But secondly things had moved on, and there was less tolerance for people getting killed than there was for example in the 1970s when it happened all the time.

"It was bad enough for Imola, but when Wendlinger very nearly got killed in Monaco a fortnight later then it got really bad. You've got sponsors saying they'd pull out, you've got car companies saying they'd pull out. I remember giving a press conference in Monaco to try to calm the whole thing down.

"But I had to be very careful, because I was convinced that Imola was just a statistical cluster. But you couldn't say that. They'd all say you were irresponsible."

It would have been hard to predict at the time, but it was Mosley and the FIA's response to the events of the spring of 1994 that would set a path of dramatically improved safety in the sport that is still evident today. And there is a certain irony in the fact that it was only through the terrible events of Imola and Monaco that the sport opened up to the need for change.

Mosley seized the moment and acted – partly because he had to, but also because there was a chance to

do something he had long been thinking about.

"I sat down in that quiet moment and thought you could turn this to your advantage," he says. "And because there was panic, this was an opportunity to move and so come up with some proper things."

The response was not just the raft of changes pushed through for 1994 – including reduced pitlane speed limits and tweaks to the wings and underfloor to reduce downforce. The biggest improvement that Mosley enacted was setting up the FIA Expert Advisory Safety Committee working group, headed by then-F1 doctor Sid Watkins.

"There'd never been a systematic attempt to deal with safety scientifically," explains Mosley. "I knew Sid could do that because, apart from being a brain surgeon, he was also very clever. He absolutely understood the scientific method, whereas most people in motor racing beyond the engineers didn't – and I'll give you an example.

MAX MOSLEY
“Apart from being a brain surgeon, Sid Watkins understood scientific methods”





Senna's death led to Mosley starting a safety campaign, but following Wendlinger's Monaco accident (below left) a series of short-term measures, including these temporary chicanes (below right), were also quickly imposed



"Back in 1980, there was a big argument about reducing cornering speeds. Colin Chapman said in one of these meetings what we need to do is to reduce the tyres, reduce the contact patch. And Paul Frere, who was this great authority said, 'No, no. If you reduce the contact patch, little narrower tyres, if somebody loses control, the car takes longer to stop.'"

"That is a complete fallacy, and yet all the drivers believe it. They all think, the bigger the tyres, the more grip the tyres have, and the safer you are. But you can show on a sheet of paper that it is not so. Whatever the tyres are, if you're on the limit, and you spin, you will go for a distance that's a function of the radius of the corner. It's completely provable. So it all started to be systematic."

"New crash helmets, HANS, plus the bits and pieces around the cockpits – they have all helped. I think we've seen certainly a number of drivers who would have either been seriously injured or killed had the committee not done that work."

How many is very difficult to say but for sure, of course it's on going.

"Sometimes it was difficult though – like when we brought in the HANS system. One well-known driver said he wouldn't wear it. I remember telling him, 'Well, you don't have to, but if you want to race, you have to wear it'. Of course, they all got used to it."

While the development of motor racing safety played its part in saving lives on the track, it's on the roads where this push for a scientific approach has paid dividends.

Mosley adds: "When Sid's committee started, I said to him, maybe what we should do is have a look at what the governments are doing because 50,000 a year are being killed on roads – and a high proportion of them were car passengers. It was logical to think that there must be quite a lot of research going on about how better to protect people in the cars, but when we got somebody to have a look we found nothing had changed since



1974 – and that was 20 years before.

"There were proposals from one part of the commission in Brussels, to bring some things in. But these were being blocked by the industry part of the commission that was under the influence of the car industry. So we started a big thing in Brussels, and got all that changed."

"It's reckoned that since 2000, there have been 100,000 fewer killed than would have been if there had been none of the measures. And about 40 per cent of that is a combination of the laws that were brought in the EU after we overcame the industry lobby, plus the influence of Euro NCAP, so that's really significant. Of course none of that would have happened without Senna's accident."

And that's perhaps the greatest legacy of those dark days of 1994: that 10s of thousands of people – whether they are F1 drivers or your average man, woman and child in the street – are here today because of the safety response that followed. ■

KEY SAFETY CHANGES SINCE 1994 TRAGEDIES

Since 1994, the FIA Expert Advisory Safety Committee led by Sid Watkins introduced many improvements. Here are the key areas...



TYRE BARRIERS – from 1994, these had to conform to strict safety stipulations including the use of rubber belts (above).

HELMETS – minimum safety standards were introduced in 1994, and further improvements continue to this day with a Kevlar visor guard introduced recently.

CRASH TESTS – these have consistently got stricter since 1995, with a new focus on lateral impacts.



HANS – first made mandatory in 2003 (above), the device has saved many drivers from more serious injury or even death.

ACCIDENT DATA RECORDERS – first introduced in 1997, these have helped improve understanding of impacts.

WHEEL TETHERS – first used in 1999, they have constantly improved to reduce chances of wheels flying off in accidents.

COCKPIT IMPROVEMENTS – cockpit width and bodywork width has been improved to help driver safety, plus seats now have to be removable with the driver to help in event of a serious accident.

HEAD PROTECTION – mandatory side-impact head protection, and use of FIA-approved headrests (below), have minimised the chances of drivers sustaining head injuries.



RESULTS AT A GLANCE BY KEVIN TURNER AND CHLOE EMMERSON



Senna's Williams took pole in Brazil but spun out

1. BRAZIL INTERLAGOS

- 1..... **Michael Schumacher**
(Benetton-Ford B194)
- 2..... **Damon Hill**
(Williams-Renault FW16)
- 3..... **Jean Alesi**
(Ferrari 412T1)

Pole Ayrton Senna (Williams-Renault FW16)
Fastest lap Schumacher

2. PACIFIC AIDA

- 1..... **Michael Schumacher**
(Benetton-Ford B194)
- 2..... **Gerhard Berger**
(Ferrari 412T1)
- 3..... **Rubens Barrichello**
(Jordan-Hart 194)

Pole Ayrton Senna (Williams-Renault FW16)
FL Schumacher

3. SAN MARINO IMOLA

- 1..... **Michael Schumacher**
(Benetton-Ford B194)
- 2..... **Nicola Larini**
(Ferrari 412T1)
- 3..... **Mika Hakkinen**
(McLaren-Peugeot MP4/9)

Pole Ayrton Senna (Williams-Renault FW16)
FL Damon Hill (Williams-Renault FW16)

4. MONACO MONTE CARLO

- 1..... **Michael Schumacher**
(Benetton-Ford B194)
- 2..... **Martin Brundle**
(McLaren-Peugeot MP4/9)
- 3..... **Gerhard Berger**
(Ferrari 412T1)

Pole Schumacher **FL** Schumacher

5. SPAIN CATALUNYA

- 1..... **Damon Hill**
(Williams-Renault FW16)
- 2..... **Michael Schumacher**
(Benetton-Ford B194)
- 3..... **Mark Blundell**
(Tyrrell-Yamaha 022)

Pole Schumacher
FL Schumacher

6. CANADA MONTREAL

- 1..... **Michael Schumacher**
(Benetton-Ford B194)
- 2..... **Damon Hill**
(Williams-Renault FW16)
- 3..... **Jean Alesi**
(Ferrari 412T1)

Pole Schumacher
FL Schumacher

7. FRANCE MAGNY-COURS

- 1..... **Michael Schumacher**
(Benetton-Ford B194)
- 2..... **Damon Hill**
(Williams-Renault FW16)
- 3..... **Gerhard Berger**
(Ferrari 412T1)

Pole Damon Hill (Williams-Renault FW16)
FL Hill



Schumacher's strong start helped him win in France

8. BRITAIN SILVERSTONE

- 1..... **Damon Hill**
(Williams-Renault FW16)
- 2..... **Jean Alesi**
(Ferrari 412T1)
- 3..... **Mika Hakkinen**
(McLaren-Peugeot MP4/9)

Pole Hill **FL** Hill

9. GERMANY HOCKENHEIM

- 3..... **Gerhard Berger**
(Ferrari 412T1)
- 2..... **Olivier Panis**
(Ligier-Renault JS39B)
- 3..... **Eric Bernard**
(Ligier-Renault JS39B)

Pole Berger
FL David Coulthard (Williams-Renault FW16B)



Berger took Ferrari's first victory in four years

10. HUNGARY HUNGARORING

- 1..... **Michael Schumacher**
(Benetton-Ford B194)
- 2..... **Damon Hill**
(Williams-Renault FW16B)
- 3..... **Jos Verstappen**
(Benetton-Ford B194)

Pole Schumacher
FL Schumacher

11. BELGIUM SPA

- 1..... **Damon Hill**
(Williams-Renault FW16B)
- 2..... **Mika Hakkinen**
(McLaren-Peugeot MP4/9)
- 3..... **Jos Verstappen**
(Benetton-Ford B194)

Pole Rubens Barrichello (Jordan-Hart 194)
FL Hill

12. ITALY MONZA

- 1..... **Damon Hill**
(Williams-Renault FW16B)
- 2..... **Gerhard Berger**
(Ferrari 412T1)
- 3..... **Mika Hakkinen**
(McLaren-Peugeot MP4/9)

Pole Jean Alesi (Ferrari 412T1) **FL** Hill

13. PORTUGAL ESTORIL

- 1..... **Damon Hill**
(Williams-Renault FW16B)
- 2..... **David Coulthard**
(Williams-Renault FW16B)
- 3..... **Mika Hakkinen**
(McLaren-Peugeot MP4/9)

Pole Gerhard Berger (Ferrari 412T1)
FL Coulthard

14. EUROPE JEREZ

- 1..... **Michael Schumacher**
(Benetton-Ford B194)
- 2..... **Damon Hill**
(Williams-Renault FW16B)
- 3..... **Mika Hakkinen**
(McLaren-Peugeot MP4/9)

Pole Schumacher
FL Schumacher

15. JAPAN SUZUKA

- 1..... **Damon Hill**
(Williams-Renault FW16B)
- 2..... **Michael Schumacher**
(Benetton-Ford B194)
- 3..... **Jean Alesi**
(Ferrari 412T1)

Pole Schumacher
FL Hill

16. AUSTRALIA ADELAIDE

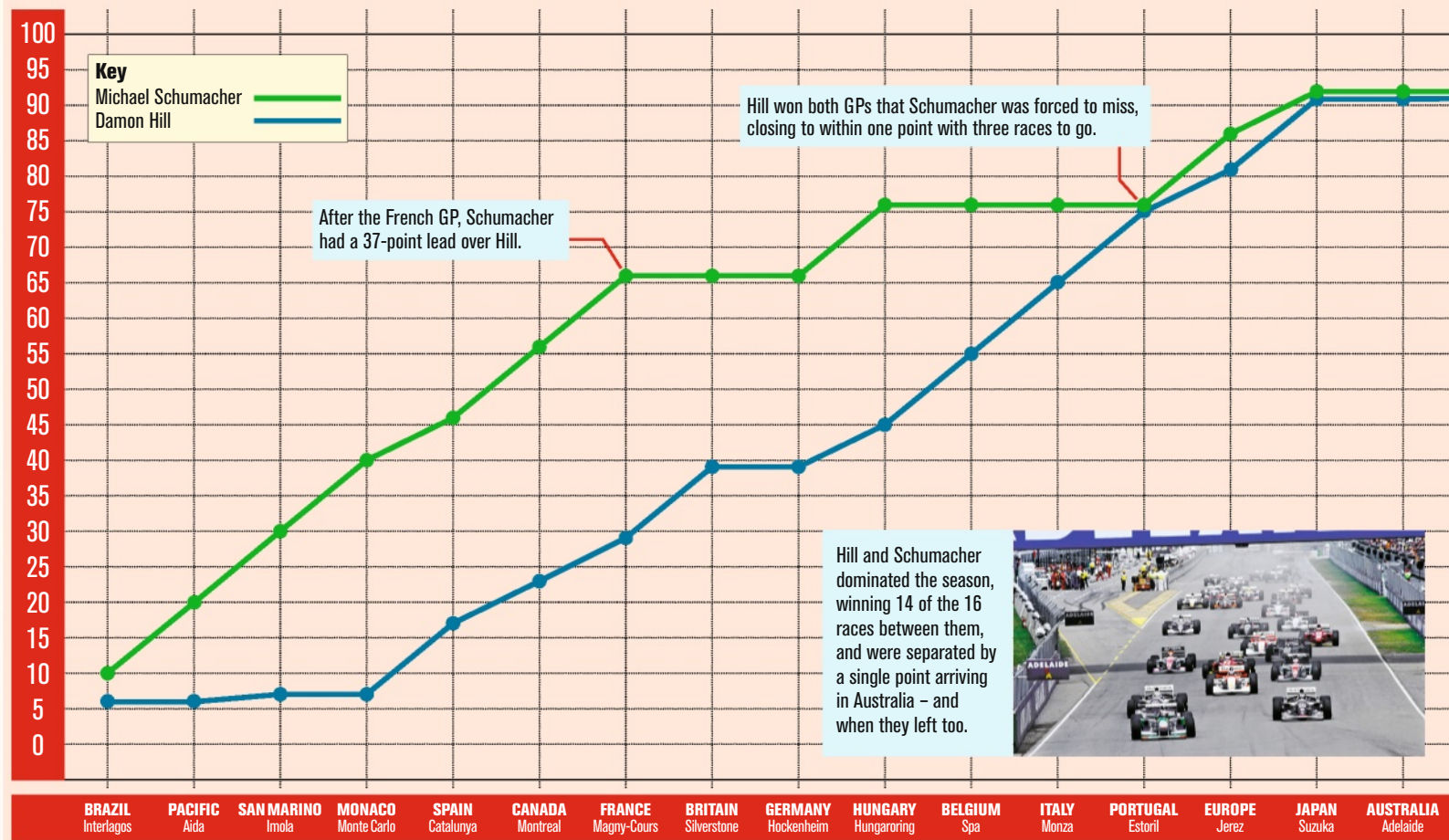
- 1..... **Nigel Mansell**
(Williams-Renault FW16B)
- 2..... **Gerhard Berger**
(Ferrari 412T1)
- 3..... **Martin Brundle**
(McLaren-Peugeot MP4/9)

Pole Mansell
FL Schumacher (Benetton-Ford B194)

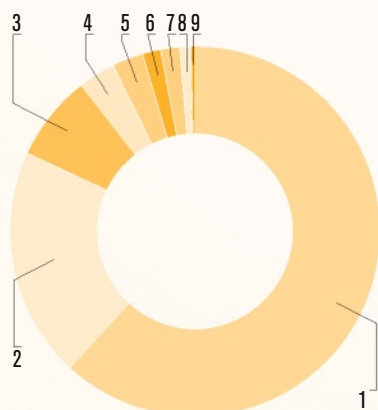


Schumacher celebrates after taking his first F1 title

WORLD CHAMPIONSHIP POINTS



LAPS LED



| Driver | Laps led |
|----------------------|----------|
| 1 Michael Schumacher | 646 |
| 2 Damon Hill | 211 |
| 3 Gerhard Berger | 78 |
| 4 Nigel Mansell | 36 |
| 5 Ayrton Senna | 26 |
| 6 Jean Alesi | 18 |
| 7 David Coulthard | 16 |
| 8 Mika Hakkinen | 12 |
| 9 Rubens Barrichello | 3 |

DRIVERS' CHAMPIONSHIP

| Pos | Driver | Car | Pts |
|-----|-----------------------|-----------------|-----|
| 1 | Michael Schumacher | Benetton | 92 |
| 2 | Damon Hill | Williams | 91 |
| 3 | Gerhard Berger | Ferrari | 41 |
| 4 | Mika Hakkinen | McLaren | 26 |
| 5 | Jean Alesi | Ferrari | 24 |
| 6 | Rubens Barrichello | Jordan | 19 |
| 7 | Martin Brundle | McLaren | 16 |
| 8 | David Coulthard | Williams | 14 |
| 9 | Nigel Mansell | Williams | 13 |
| 10 | Jos Verstappen | Benetton | 10 |
| 11 | Olivier Panis | Ligier | 9 |
| 12 | Mark Blundell | Tyrrell | 8 |
| 13 | Heinz-Harald Frentzen | Sauber | 7 |
| 14 | Nicola Larini | Ferrari | 6 |
| 15 | Christian Fittipaldi | Footwork | 6 |
| 16 | Eddie Irvine | Jordan | 6 |
| 17 | Ukyo Katayama | Tyrrell | 5 |
| 18 | Eric Bernard | Ligier/Lotus | 4 |
| 19 | Karl Wendlinger | Sauber | 4 |
| = | Andrea de Cesaris | Jordan/Sauber | 4 |
| 21 | Pierluigi Martini | Minardi | 4 |
| 22 | Gianni Morbidelli | Footwork | 3 |
| 23 | Erik Comas | Larrousse | 2 |
| 24 | Michele Alboreto | Minardi | 1 |
| = | JJ Lehto | Benetton/Sauber | 1 |

WINS DRIVERS

| Driver | Wins |
|--------------------|------|
| Michael Schumacher | 8 |
| Damon Hill | 6 |
| Gerhard Berger | 1 |
| Nigel Mansell | 1 |

POLES DRIVERS

| Driver | Poles |
|--------------------|-------|
| Michael Schumacher | 6 |
| Ayrton Senna | 3 |
| Damon Hill | 2 |
| Gerhard Berger | 2 |
| Rubens Barrichello | 1 |
| Jean Alesi | 1 |
| Nigel Mansell | 1 |

CONSTRUCTORS' CHAMPIONSHIP

| Pos | Constructor | Pts |
|-----|------------------|-----|
| 1 | Williams-Renault | 118 |
| 2 | Benetton-Ford | 103 |
| 3 | Ferrari | 71 |
| 4 | McLaren-Peugeot | 42 |
| 5 | Jordan-Hart | 28 |
| 6 | Ligier-Renault | 13 |
| 7 | Tyrrell-Yamaha | 13 |
| 8 | Sauber-Mercedes | 12 |
| 9 | Footwork-Ford | 9 |
| 10 | Minardi-Ford | 5 |
| 11 | Larrousse-Ford | 2 |

WINS TEAMS

| Teams | Wins |
|----------|------|
| Benetton | 8 |
| Williams | 7 |
| Ferrari | 1 |

POLES POLES

| Teams | Wins |
|----------|------|
| Benetton | 6 |
| Williams | 6 |
| Ferrari | 3 |
| Jordan | 1 |

WINNING MARGINS

Closest finish 0.603s, Portugal
Biggest winning margin 1 lap, Brazil

QUALIFYING MARGINS

Smallest pole margin 0.003s, GB
Biggest pole margin 0.928s, Monaco

AVERAGE
POLE MARGIN
0.306s



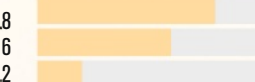
Schumacher topped the wins, poles and fastest laps lists in '94

FASTEST LAPS DRIVERS

| | |
|--------------------|---|
| Michael Schumacher | 8 |
| Damon Hill | 6 |
| David Coulthard | 2 |

FASTEST LAPS TEAMS

| | |
|----------|---|
| Benetton | 8 |
| Williams | 8 |



| Teams | Wins |
|----------|------|
| Benetton | 6 |
| Williams | 6 |
| Ferrari | 3 |
| Jordan | 1 |

BTCC Snetterton (GB)

August 3

Round 6/10



RESULTS

RACE 1: 12 LAPS, 35.627 MILES

| | | |
|----|---|------------|
| 1 | JASON PLATO (GB) MG (Triple Eight) MG6 | 23m50.060s |
| 2 | COLIN TURKINGTON (GB) WSR BMW 125i M Sport | +1.924s |
| 3 | MATT NEAL (GB) Honda (Dynamics) Honda Civic Tourer | +14.185s |
| 4 | ADAM MORGAN (GB) Ciceley Mercedes A-class | +15.194s |
| 5 | ALAIN MENU (CH) BMR Volkswagen Passat CC | +17.686s |
| 6 | ARON SMITH (IRL) BMR Volkswagen Passat CC | +18.954s |
| 7 | GORDON SHEDDEN (GB) Honda (Dynamics) Honda Civic Tourer | +19.590s |
| 8 | MAT JACKSON (GB) Motorbase Ford Focus ST | +21.042s |
| 9 | ROB COLLARD (GB) WSR BMW 125i M Sport | +21.337s |
| 10 | JACK GOFF (GB) BMR Volkswagen Passat CC (S) | +23.038s |
| 11 | ROB AUSTIN (GB) Rob Austin Racing Audi A4 (S) | +27.651s |
| 12 | WARREN SCOTT (GB) BMR Volkswagen Passat CC (S) | +29.344s |
| 13 | FABRIZIO GIOVANARDI (I) Motorbase Ford Focus ST (S) | +29.670s |
| 14 | GLYNN GEDDIE (GB) UA Toyota Avensis | +40.359s |
| 15 | ROBB HOLLAND (USA) Rotek Audi S3 Saloon | +40.899s |

Winner's average speed: 89.68mph. Fastest lap: Plato, 1m58.120s, 90.48mph.
Pole: Plato, 1m56.495s, 91.74mph. (S) = soft tyres used in this race.

RACE 2: 15 LAPS, 44.534 MILES

| | | |
|----|---|------------|
| 1 | PLATO MG | 33m00.807s |
| 2 | TURKINGTON BMW | +1.608s |
| 3 | SHEDDEN Honda | +6.506s |
| 4 | NEAL Honda | +8.072s |
| 5 | MORGAN Mercedes | +9.353s |
| 6 | M JACKSON Ford | +11.109s |
| 7 | GIOVANARDI Ford | +11.977s |
| 8 | SMITH VW | +14.334s |
| 9 | SAM TORDOFF (GB) MG (Triple Eight) MG6 | +18.072s |
| 10 | MARC HYNES (GB) MG (Triple Eight) MG6 (S) | +20.556s |
| 11 | JACK GOFF (GB) | +20.831s |
| 12 | MARTIN DEPPER (GB) Eurotech Honda Civic (S) | +22.120s |
| 13 | ROB AUSTIN (GB) | +26.130s |
| 14 | NICK FOSTER (GB) WSR BMW 125i M Sport (S) | +26.343s |
| 15 | ANDREW JORDAN (GB) Eurotech Honda Civic (S) | +26.680s |

Winner's average speed: 80.93mph. Fastest lap: Turkington, 1m58.316s, 90.33mph.
Pole: Plato.

RACE 3: 12 LAPS, 35.627 MILES

| | | |
|----|-------------------------------------|------------|
| 1 | SMITH VW (S) | 24m05.815s |
| 2 | M JACKSON Ford (S) | +0.444s |
| 3 | TURKINGTON BMW (S) | +1.160s |
| 4 | PLATO MG (S) | +2.227s |
| 5 | SHEDDEN Honda (S) | +2.598s |
| 6 | COLLARD BMW (S) | +3.014s |
| 7 | TORDOFF MG (S) | +3.586s |
| 8 | MORGAN Mercedes (S) | +4.428s |
| 9 | HYNES MG | +5.197s |
| 10 | GOFF VW | +5.315s |
| 11 | NEAL Honda (S) | +8.464s |
| 12 | GEDDIE Toyota (S) | +15.289s |
| 13 | GIOVANARDI Ford | +15.488s |
| 14 | MENU VW (S) | +16.293s |
| 15 | DAVE NEWSHAM (GB) AmD Ford Focus ST | +17.587s |

Winner's average speed: 88.70mph. FL: Neal, 1m58.218s, 90.40mph. Pole: Smith

CHAMPIONSHIP

| | | | | | |
|---|------------|-----|----|-----------|-----|
| 1 | TURKINGTON | 279 | 6 | M JACKSON | 173 |
| 2 | SHEDDEN | 256 | 7 | NEAL | 161 |
| 3 | PLATO | 236 | 8 | TORDOFF | 138 |
| 4 | JORDAN | 201 | 9 | SMITH | 125 |
| 5 | COLLARD | 187 | 10 | MORGAN | 97 |

Disastrous weekend
for Jordan's hopes



POINTS SYSTEM

EXPLAINED
In each race:
20-17-15-13-11-10-
9-8-7-6-5-4-3-2-1
to top 15 finishers.
Additional point for
being fastest in
qualifying, and for
leading a lap.

FOR IN-DEPTH RESULTS
forix.autosport.com

FORIX



Plato strikes back

The MG man scored a double, but Colin Turkington was always close behind. By KEVIN TURNER

BEFORE SNETTERTON, JASON PLATO SAID HE HAD "to be absolutely bang-on" in the second half of the season to keep his championship hopes alive. He certainly was last weekend, taking a dominant pole and two wins, but – perversely – this may also have been the meeting at which Colin Turkington gave the best indicator yet that he is title favourite.

The Triple Eight MG6 has always been good around the Snetterton 300 circuit and from the moment Plato topped second free practice by over a second, he looked like the man to beat.

"We've made no real changes," he admitted. "A little bit of a rethink about how we set the car up, but nothing dramatic. We're good on the brakes, and there are some big stops here, and through medium-speed corners. Sector two is where all my big gain is."

Come qualifying, Plato's first run was good enough for pole position. He duly converted that into a win in races one and two, but his

closest challenger each time was Turkington.

The fight for second on the grid had been tight, with the WSR BMW driver pulling out another special effort to split the MGs of Plato and 2013 polesitter Sam Tordoff. And this at the track where the rear-wheel-drive BMW, pacesetter at Oulton Park and Croft, was supposed to be at its weakest.

"I'm really pleased," admitted Turkington after qualifying second despite 45kg of success ballast. "That was a bit more than we were expecting."

WSR boss Dick Bennetts was also taken aback by the pace Turkington was able to find from the 125i M Sport. "I thought the weight would hurt us more here so for Col to pull out that lap was blinding," he said. "I never expected to be on the front row."

Turkington couldn't quite match Plato in the first contest, as the two former champions drove off into a race of their own, but race two was closer. Now Plato had 45kg rather than 18kg and Turkington 36kg instead of 45kg. Set-up changes

Shedden (52) was happier
when success ballast was
removed from Honda



ALL PICS: EBREVILAT



**Plato and Turkington
duelled hard and
fair at Snetterton**



**Menu made first-corner
exit in race two as tree
photobombs marshal**

also improved the BMW in the second sector and when Turkington beat Plato off the line it set up a fine race.

After several laps of cat and mouse, Plato eventually dived by neatly into Montreal on lap nine of 15. But Turkington stayed close, putting pressure on the MG until falling back in the closing minutes.

"It was a great race," enthused Plato. "Colin is a class act and doesn't make mistakes. I could see we were thinking about the same things and I really had to think about my strategy."

Plato then fought off a challenge from Gordon Shedden's Honda to take fourth in the reversed-grid finale and left Snetterton having moved up to third in the table. "I needed a big weekend and we got one. I've hit a purple patch and I'm in my groove," said Plato, who was nevertheless keen to point out that, without his own performance as the dominant front-wheel-drive contender, Turkington would again have scored an easy double.

"I've had one of the best weekends of my life

and I've only pulled a few points on him."

Plato had indeed reduced the gap to Turkington from 49 to 43, but the BMW man's overall lead actually grew from seven to 23. It was something of an irony that he should gain more ground on a weekend in which he didn't score a win than he did with his Croft double, thanks to a retirement in race three at the northern venue.

"We all know the importance of scoring three times," said the 2009 champion. "Even at Croft I left disappointed for not getting the points in the bag. Two wins are great, but I'd rather have three decent scores."

"At the start of race one Jason made a good start and I didn't have the legs to get round him. I didn't fancy my chances of going around the outside of him at Riches!"

"This was a really important day for me. It was the most difficult place for us last year so to get three podiums shows how far we've come."

Despite his desire to score points, Turkington is still prepared to get stuck in when it comes to



**Plato's wins kept
title hopes alive as
Turkington thrived**

wheel-to-wheel combat if required, as his charge from seventh to the final step on the podium in the third race showed. "It's important to keep looking forward," he added. "If you start defending you can go backwards in this championship."

There was also the clash with Matt Neal's Honda Civic Tourer at Montreal, when Turkington hit the Honda under braking. Neal wasn't impressed, but Honda data showed he had braked six metres earlier and Turkington was adamant there had been no intent: "He caught me by surprise at how early he stopped the car. I swerved to avoid him and tagged the rear of his car."

Turkington received an eight-place grid penalty for race one at Knockhill and three points on his licence, but kept the place.

Before then, Neal had been doing a fine job at assisting team-mate Shedden in his title bid. He tried to tow the other Civic Tourer in qualifying, though the extra 36kg Shedden had to carry contributed to the 2012 champion only going 11th fastest, while Neal qualified fourth.

"Matt's just trying to help me out," said Shedden after qualifying. "The pace just isn't in the car with the ballast and no boost. It's over the tipping point."

"The car feels good. I don't have any complaints about the handling."

Honda's race pace was better and Neal was third in race one, as Shedden came through to seventh. When the now-lighter Shedden cruised up behind third-placed Neal in race two, it didn't take too long for the estates to swap position. Shedden then had a fine dice with Plato in the finale, coming home fifth and maintaining second in the points table.

It was noticeable that the Hondas lacked straightline speed, particularly compared with the TOCA-engined cars, like the MGs and BMR Volkswagen Passats, but Shedden was happier once the weight came out.

"The Civic Tourer was fantastic without ballast as I could really drive the car rather than have to wait for results to come to me," he said. "It was a tough day at the office but we knew it'd be tricky after qualifying 11th. I've tried everything and I've made up places in every race."

"Points make prizes and they could be absolutely critical come the end of the season at Brands."

Neal agreed that the new-for-2014 Civic is handling well. "My car was absolutely fantastic in race one, but it's still a real power circuit round here and the TOCA engine is strong."

If the works Honda drivers felt the Snetterton weekend had been tough, their suffering was nothing compared with reigning champion Andrew Jordan (see page 49). The Eurotech Honda Civic driver's weekend never recovered from his free-practice crash and he realistically now ►

Smith (right) and Jackson fought epic race-three battle



► only has a slim chance of retaining his crown.

Of those already outside the championship fight, the most impressive performers were the Ciceley Mercedes of Adam Morgan and BMR's VWs.

Morgan qualified eighth in a session in which just over half a second covered third to 10th fastest. He took a superb fourth in race one, helped by a double-pass on VW duo Alain Menu and Aron Smith at Montreal, and was fifth second time out, after being outmanoeuvred by Shedden. He was hit by Neal at Agostini while disputing fourth in the finale and was bundled back further in the tightly packed lead group, but it was still a strong showing for the A-class.

Thanks to Smith, the Passat came away with a second reversed-grid victory of the season. The VWs – of which there were four for the first time (see story, right) – were there or thereabouts all weekend, helped by their slippery shape. Smith held a train of cars back to win race three from pole, but it had all so nearly gone wrong with team-mate Menu earlier in the day.

Menu was overtaken by Neal at Murrays for third in race one and his run down the start/finish straight was compromised. Smith drew alongside

and then seemed to move over on his team-mate. Disaster was narrowly averted, but it did set up Morgan's move past both.

Smith held his hands up to the error. "That was my mistake," he conceded. "I got the run and probably gained four car lengths [on Alain]. I thought I was clear, but he was in Matt's slipstream and picked up some pace. Afterwards I apologised."

Menu accepted the apology, though was less sanguine about the clash with Morgan in race two, in which he appeared to give the Mercedes little room into Riches. The resultant crash into the barriers at least gave Menu the chance to increase his tally for the Jack Sears Trophy, which this year will be awarded for most places gained on starting position. He duly went from the last row to 14th in race three.

When it comes to the big prize, however, it now looks like a three-horse race. Plato is hanging on, while Shedden has stayed in contention despite only having won twice so far in 2014. They will be hoping Turkington can't make too much progress from his Knockhill grid penalty.

"I don't know how we're going to catch Colin," said Shedden. ☞

Morgan (75) was in thick of the action all weekend in Merc



Giovanardi's last-lap error proved costly



ALL PICS: EBREV/LAT

DRIVER BY DRIVER



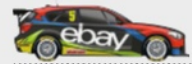
1 ANDREW JORDAN

Qualifying: DNQ Race: 16/15/NS
Disastrous weekend, due to crash in FP1. Managed to score a single point by 0.043s in R2. A title outsider now.



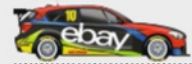
30 MARTIN DEPPER

Qualifying: 22 Race: 17/12/R
Progress continued, though mistake in R3 – that also took out Foster – summed up Eurotech's meeting.



5 COLIN TURKINGTON

Qualifying: 2 Race: 2/2/3
Surely now sensing his title chance. Minimising the impact of his Knockhill penalty could be key.



10 ROB COLLARD

Qualifying: 19 Race: 9/18/6
Good pace, but traffic and error hurt him in qualifying, then had a little too much drama in the races.



9 ALAIN MENU

Qualifying: 5 Race: 5/R/14
"I drove really well, I'm happy," was his view on R1 effort with oversteery Passat. Crashed with Morgan in R2.



40 ARON SMITH

Qualifying: 7 Race: 6/8/1
Didn't follow Menu's set-up in qualifying and was beaten by him, but took R3 chance well to win.



80 TOM INGRAM

Qualifying: 6 Race: R/R/17
Usual story: great qualifying, unlucky in races. Wheel falling off in R1 meant he missed start of R2.



11 SIMON BELCHER

Qualifying: 28 Race: 25/21/23
Upset Collard in both practice and qualifying. Struggled to get near points, but managed three finishes.

IN THE PADDOCK

KEVIN TURNER
FEATURES EDITOR

@KRT917



PRIOR TO SNETTERTON, THERE WAS a lot of debate about the strength of rear-wheel-drive cars under the NGTC rules. Is there an inherent advantage to RWD and do the BMWs need pegging back?

The question seemed rather unfair at Oulton Park and Croft, two circuits at which RWD has always been strong. Much better to wait until Snetterton, where FWD tends to have an advantage.

Well, Colin Turkington's relative improvement compared with 2013 was again 0.4s in qualifying, enough to slot him in to second. Jason Plato was at great pains to point out that if he'd been on holiday, or suffered an Andrew Jordan-style crash, the BMW would have been out on its own again.

How much of that is down to the rules, the job WSR has done, and Turkington's driving is open to question, but the point is it is now clear who has the best package.

Series boss Alan Gow is unlikely to be upset if Turkington wins the title but what about 2015? If everyone feels RWD is the way to go that could cause problems for a series (and car market) – that is mainly FWD.

It's a tricky one for TOCA, which is why I wouldn't be surprised if there were some tech-reg 'tweaks' over the winter...

Jordan's title hopes take a hit

REIGNING BRITISH TOURING CAR champion Andrew Jordan will change his approach to the 2014 title campaign after a disastrous Snetterton round.

Jordan crashed at Riches in free practice and suffered concussion. The BTCC's medical team forced him to miss qualifying, but he was cleared to race on Sunday.

"It was a big mistake," said Jordan. "The shunt wasn't that big but it rattled my head round a bit. I am annoyed at myself about it. I've made a big dent in our championship."

Jordan started from the pitlane in race one and came through to 16th, just missing out on a point. He quickly reached 10th in race two, but

a clash involving Rob Collard and Jack Goff at Brundle meant he could only finish 15th. He was then so exhausted that father Mike Jordan and Dr Paul Trafford of the BTCC's medical team agreed he should not contest race three.

Jordan has now fallen to fourth in the standings, 78 points behind leader Colin Turkington, but Mike told AUTOSPORT they are not yet ready to concede the crown.

"You never say never," said Jordan Sr. "That's made the championship a big ask, but it probably puts Andrew into the position he likes best: maximum attack."

"We don't have to be conservative, we can go for wins."



This practice crash sent Jordan's race weekend into tailspin



Goff's Passat leads BMW, MG and Audi

BMR commits to four Passats

TEAM BMR BELIEVES IT CAN MOVE forward now that it has switched to running four Volkswagen Passats.

The squad fielded two Passats – for Alain Menu and Aron Smith – in the first half of the season, alongside Vauxhall Insignias for Jack Goff and team boss Warren Scott.

Now Goff and Scott have switched to Passats, using Insignia parts on new chassis. Menu, Smith and Goff all qualified in the top 10 at Snetterton, while Scott improved on his previous efforts to qualify 17th. Goff then took two 10ths and an 11th, while Scott scored a new personal best of 12th in race one.

"They are different," said Scott. "Jack and I have had to change our set-up approach so we're a bit behind. We feel it's better and we're getting info from Alain and Aron. We're very happy."

Smith welcomed the move. "The car is very well sorted," he said. "This gives us some more branches of set-up to try."



④ MATT NEAL

Qualifying: 4 Race: 3/4/11

A strong event, helping team-mate Shedden wherever he could. Not happy about R3 Turkington clash.



⑤2 GORDON SHEDDEN

Qualifying: 11 Race: 7/3/5

Things looked bleak after qualifying, but kept points ticking over with charging drives in all three races.



⑨9 JASON PLATO

Qualifying: 1 Race: 1/1/4

Reckoned there might have been a bit more in the car in qualifying, but otherwise exactly what he needed.



⑧8 SAM TORDOFF

Qualifying: 3 Race: NC/9/7

Couldn't match Plato, but it was a bizarre R1 brake problem that put him back. Recovered well.



⑧8B MARC HYNES

Qualifying: 12 Race: 18/10/9

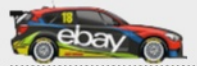
Still the odd scrape, but team boss Ian Harrison reckoned ex-F3 champ "now looks like a touring car driver".



⑦5 ADAM MORGAN

Qualifying: 8 Race: 4/5/8

Sometimes shuffled back a bit in wheel-to-wheel combat, but a good showing from the solo Merc.



⑱ NICK FOSTER

Qualifying: 16 Race: NC/14/R

Hit by Newsham at Riches in R1 and collected by Depper there in R3. In between, moved forward.



⑥ MAT JACKSON

Qualifying: 9 Race: 8/6/2

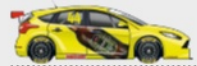
Celebrated 250 BTCC races in R2. Close to winning R3, but couldn't find a way by former team-mate Smith.



⑦ FABRIZIO GIOVANARDI

Qualifying: 24 Race: 13/7/13

Had to start from back due to previous misdemeanours, but raced forward well. Shame about offs at end of R3.



④4 JACK CLARKE

Qualifying: 21 Race: 19/25/22

Still working to move into the BTCC midfield, though the odd moment helped keep him out of points.



⑰ DAVE NEWSHAM

Qualifying: 14 Race: 26/16/15

Needs to switch the magnets off. Foster hit at start of R1 didn't help, though incidents ahead contributed.



④3 LEA WOOD

Qualifying: 18 Race: 21/19/19

Innocent victim of Newsham/Foster moment in R1, then spun on own in R2, but happy with progress.



③1 JACK GOFF

Qualifying: 10 Race: 10/11/10

Never far off on his debut with the Passat. Perhaps shouldn't have gone three-wide in R2. More to come.



③9 WARREN SCOTT

Qualifying: 17 Race: 12/R/R

Move from Insignia to Passat seemed to give him a real boost. Arguably his best weekend yet, despite two DNFs.



⑩1 ROB AUSTIN

Qualifying: 13 Race: 11/13/18

R1 fight with Geddie got a bit silly, but it was a quieter weekend for Austin as he picked up some points.



⑤4 HUNTER ABBOTT

Qualifying: 26 Race: 20/24/20

Had tough time of it after rideheight issue on Saturday. Also had clash with Holland in R2.



②0 JAMES COLE

Qualifying: 25 Race: 22/20/25

Largely anonymous weekend on which he was well off his team-mate. Soon to get a new Toyota chassis.



②1 GLYNN GEDDIE

Qualifying: 15 Race: 14/R/12

A strong performance that could have yielded even more points. Looks to be making good progress.



②8 CHRIS STOCKTON

Qualifying: 29 Race: NC/23/R

His battle to get the Cruze to run cleanly continues. Sadly, he mainly failed, but did finish R2.



⑱6 AIDEN MOFFAT

Qualifying: 20 Race: 23/17/16

Looked more competitive at Snetterton; a points finish suddenly doesn't seem so far away.



④8 OLLIE JACKSON

Qualifying: 30 Race: 24/22/24

Struggling to maintain a smile as woes with Proton engine continue. Still waiting for a chance to get in the mix.



⑩2 DAN WELCH

Qualifying: 27 Race: R/R/21

Nearly 30 upgrades to the engine over the summer break weren't enough to get Proton into the fight for points.



⑥7 ROBB HOLLAND

Qualifying: 23 Race: 15/R/R

"Lots of really good progress" after testing during break, and help from Alex MacDowall. Fought well in R1.

P50
ALL THE
ACTION FROM
THE BTCC
SUPPORTS

Sutton bagged a
brace at Snetterton



EBREY/LAT

BRITISH FORMULA FORD SNETTERTON (GB), AUGUST 2-3 RD 6/10

Sutton stars, Marshall breaks his duck

ASHLEY SUTTON IS BEGINNING TO TAKE THE British Formula Ford spotlight away from the championship challengers, with his latest star showing including a performance reminiscent of 2013 series dominator Dan Cammish.

The 20-year-old MBM Motorsport (nee Jamun Racing) ace has flourished since starting the season with Meridian and skipping Donington Park's races. It took until Croft for him to bag a first win, but he was second twice in the north-east and claimed another podium in the Snetterton opener before bagging a crushing double on Sunday.

While all but out of the title fight, Sutton — who won an 11-lap second race by 11 seconds — has top-scored twice in a row and revelled in his double.

"I couldn't have come back any better," he enthused. "The team and I have got on so well.

"Race two was a great race; I said to myself I just needed to pull a gap and once I did that I just maintained it. But I didn't worry so much about a big gap in race three."

Sutton started the trio of races with a topsy-

turvy opening encounter, won emphatically by Max Marshall. The JTR man took full advantage of a first-lap collision between poleman Jayde Kruger and Sutton on the run towards Palmer to move into a lead he went on to grow almost every lap.

It was a popular victory, aided in the closing stages as Kruger — who had held second for the majority of the race — suffered an intermittent gearbox issue and dropped to sixth.

That promoted championship leader Harrison Scott to second, ahead of Sutton who had twice attempted to pass the Falcon driver and twice ended up off the track. He narrowly held on to complete the rostrum ahead of Ricky Collard.

As Sutton went on to dominate race two, Collard proved his nearest challenger, and the rookie put in his best performance of the season to pull away from budding title contenders Scott and Kruger as they engaged in a relentless scrap for third.

Scott triumphed in that thrash with a superb defensive display, but Kruger clawed the gap between the two back to 14 points with second

in the finale. The South African could not get on terms with Sutton early on, but claimed fastest lap as his consolation. Team-mate Marshall completed his strong weekend on the podium, but behind, Scott could only manage a very distant fourth.

"I'm happy to gain the advantage, it's really good points-wise, but we can't get away from the fact that we weren't quick enough," he confessed.

● Scott Mitchell

RESULTS (All 11 laps)

Race 1 1 Max Marshall (Mygale M12-SJ) 20m40.855s (94.74mph); 2 Harrison Scott (M13) +4.358s; 3 Ashley Sutton (M12); 4 Ricky Collard (M12); 5 James Abbott (M13); 6 Jayde Kruger (M12). **Fastest lap** Sutton 1m50.929s (96.36mph).

Race 2 1 Sutton 20m25.694s (95.92mph); 2 Collard +11.630s; 3 Scott; 4 Kruger; 5 Marshall; 6 Abbott. **FL** Sutton 1m50.319s (96.88mph). **Race 3 1 Sutton 20m37.390s (95.01mph);** 2 Kruger +2.878s; 3 Marshall; 4 Scott; 5 Michael O'Brien (M12); 6 Juan Rosso (M13). **FL** Kruger 1m51.275s (95.96mph).

Points 1 Scott, 435; 2 Kruger, 421; 3 Marshall, 364; 4, Rosso, 361; 5 Abbott, 343; 6 Sutton, 328.

GINETTA JUNIOR SNETTERTON (GB), AUGUST 2-3 RD 6/10

HHC to the fore as team-mates win

LANDO NORRIS WOULD HAVE HAD A PAINFUL SENSE of déjà vu when he made a slow getaway from pole position in the second Ginetta Juniors race.

But having lost the lead to James Kellett at the start of the first and then run out of time to repass him thanks to the race finishing under the safety car — deployed after a heavy shunt for Jack Rawles — he was in no mood for a repeat.

After defending well on the run to the first corner to hold second, he spent the rest of the lap reeling in Kellett. On lap three, Norris attacked into the Montreal Hairpin and dived inside his HHC Motorsport team-mate.

Dan Zelos, who had been forced to take to the grass off the line, followed him through to relegate Kellett to third. Kellett quickly responded, repassing Zelos up the inside

into the Agostini left-hander two corners later and setting about pressuring Norris.

Kellett was particularly quick out of the final chicane as the top three ran line astern for the remaining two-and-a-half laps.

While Norris couldn't break away, the 14-year-old karting graduate defended immaculately. He duly took his second victory in car racing, crossing the line at the head of a four-car train covered by just half a second, which Jack Mitchell had become part of on the last lap.

While it was a disappointing weekend by Mitchell's lofty standards, a fourth and a fifth limited the damage to his championship lead, with Kellett still 79 points behind. Rookie Norris has vaulted to third.

● Edd Straw



Norris topped
Junior thriller

RESULTS (Both 6 laps)

Race 1 1 James Kellett 16m25.845s (63.69mph); 2 Lando Norris +0.558s; 3 Dan Zelos; 4 Ryan Hadfield; 5 Jack Mitchell; 6 Alex Sedgwick. **FL** Kellett 2m21.299s (75.64mph). **Race 2 1 Norris 14m16.285s (74.89mph);** 2 Kellett, +0.170s; 3 Zelos; 4 Mitchell; 5 Jamie Caroline; 6 Jack Rawles. **FL** Mitchell, 2m20.631s (76.00mph). **Points 1 Mitchell, 338; 2 Kellett, 259; 3 Norris, 238; 4 Hadfield, 228; 5 Zelos, 223; 6 Ben Pearson, 198.**

CLIO CUP UK SNETTERTON (GB), AUGUST 2-3 RD 6/9

Cook has the recipe for Clio success

HAVING SET FASTEST TIME IN FRIDAY TESTING AND edged out championship leader Josh Cook to claim pole for both races, Mike Bushell looked well-placed as the Clio Cup field reassembled after its summer break.

But it was Cook who regained the initiative in a dramatic opener, surging past Bushell to lead into the first corner. Ant Whorton-Eales followed suit to claim second, while a charging Jordan Stilp closed on all three of them. Stilp battled past Bushell for third on lap two, with his rival forced out wide and tumbling down the order as a result.

He then chased after second-placed Whorton-Eales, overtaking him at Oggies before bearing down on Cook's lead. On the back of a great exit from the Agostini hairpin, Stilp surged ahead despite a quick trip across the grass at Hamilton.

Undeterred, Cook fought back on the following tour as the pair duelled through Montreal. With Stilp running wide at Palmer and dropping to fifth, Cook took advantage to secure a race-winning lead. Whorton-Eales briefly followed Cook through to snatch second place, only to fall away after wide moments at Murrays and Riches.

That allowed the recovering Bushell to take the runner-up spot, capping a determined drive back up the order by setting fastest lap on the final tour. Meanwhile, Stilp crossed the line fourth behind James Colburn, only to be penalised five places post-race for his earlier altercations.

Poleman Bushell plummeted to the back at the start of race two after stalling on the grid, as the unfortunate Craig Milner was forced wide and



Three-way scrap in the opener was won by Cook

into the barriers. Milner's car was moved and leader Cook quickly extended his advantage.

He never looked like being challenged and duly wrapped up his fifth win of the season. Paul Rivett chased Whorton-Eales for second, determined to make up for the disappointment of his early retirement from race one with accident damage, and finally found a way past into Agostini. ● Oliver Timson

RESULTS (Both 10 laps)

Race 1 1 Josh Cook 21m48.234s (81.69mph); 2 Mike Bushell +1.855s; 3 James Colburn; 4 Charles Ladell; 5 Devon Modell; 6 Ant Whorton-Eales. **Fastest lap** Bushell 2m08.740s (83.02mph).

Race 2 1 Cook 21m38.643s (82.30mph); 2 Paul Rivett +4.239s; 3 Whorton-Eales; 4 Pattison; 5 Colburn; 6 Bushell. **FL** Bushell 2m08.154s (83.40mph).

Points 1 Cook, 301; 2 Colburn, 267; 3 Bushell, 253; 4 Whorton-Eales, 235; 5 Stilp, 232; 6 Morgan, 215.



Webster kept champion Meadows in his shadow

Porsche Carrera Cup GB SNETTERTON (GB), AUGUST 2-3 RD 6/10

Four in a row for form-man Webster

JOSH WEBSTER CONTINUED HIS PORSCHE CARRERA Cup GB ascendancy with an imperious double. Both times he blasted clear of the chasing Michael Meadows on the opening lap to make good his escape, and then responded whenever Meadows attempted to close the considerable margin.

"I didn't expect this," said Webster after racking up win number five and moving 16 points clear of his Redline Racing team-mate. "I need to enjoy it because he's going to one of his best tracks next [Knockhill], which I've never been to before."

Meadows, second twice, conceded Webster had the edge in Norfolk and said he was struggling to get back on top of the car after contesting the Red Bull Ring European Le Mans Series round in a GTE-spec Porsche 911 and the Spa 24 Hours in an Aston Martin Vantage GT3 since Croft.

Australian GT ace Richard Muscat was third

twice on his guest outing, ensuring a Redline rostrum lockout. The first podium was secured with an audacious pass on Victor Jimenez at Montreal, while the second came after a mysterious engine issue delayed him on the formation lap.

Having made the start, he shadowed Meadows before dropping away late on with "burned" tyres.

● Scott Mitchell

RESULTS

Race 1 (14 laps) 1 Josh Webster 26m34.012s (93.87mph); 2 Michael Meadows +5.645s; 3 Richard Muscat; 4 Victor Jimenez; 5 Paul Rees; 6 Pepe Massot. **FL** Webster 1m53.115s (94.49mph).

Race 2 (13 laps) 1 Webster 24m50.616s (93.21mph); 2 Meadows +3.833s; 3 Muscat; 4 Jimenez; 5 Massot; 6 Rees. **FL** Meadows 1m54.028s (93.93mph).

Points 1 Webster, 210; 2 Meadows, 194; 3 Rees, 151; 4 Jimenez, 145; 5 Peter Kyle-Henney, 80; 6 Steven Liquorish, 80.

GINETTA GT4 SUPERCUP SNETTERTON (GB), AUGUST 2-3 RD 6/10

Robertson denied hat-trick after spin

CHAMPIONSHIP LEADER CHARLIE ROBERTSON CAME close to a hat-trick at Snetterton, but dramatically spun away his chances in the final bout.

He was peerless in races one and two, dominating his rivals. In the first, Tom Oliphant swept round the outside of David Pittard to claim second, followed by former champion Carl Breeze, who deprived Pittard of the final podium place into Riches a lap from home.

While Robertson escaped in the sequel, Breeze edged out Oliphant for second while a determined Pittard headed a four-car scrap for fourth.

Robertson looked well-placed to complete a perfect weekend in the finale as he hounded leader Oliphant almost throughout. But an ambitious late overtaking effort into Brundle proved his undoing, pitching him into a spin and handing Oliphant a hard-earned win.

● Oliver Timson

RESULTS

Race 1 (7 laps) 1 Charlie Robertson 13m45.067s (90.67mph); 2 Tom Oliphant +6.453s; 3 Carl Breeze; 4 David Pittard; 5 Will Burns; 6 Jamie Orton. **FL** Robertson 1m56.720s (91.57mph).

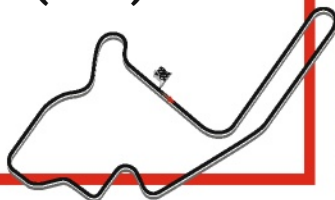
Race 2 (12 laps) 1 Robertson 23m27.559s (91.12mph); 2 Breeze +4.695s; 3 Oliphant; 4 Pittard; 5 Burns; 6 Orton. **FL** Robertson 1m56.468s (91.76mph). **Race 3 (12 laps)** 1 Oliphant 23m43.917s (90.07mph); 2 Burns +2.105s; 3 Andrew Watson; 4 Breeze; 5 Orton; 6 Davenport. **FL** Watson 1m57.169s (91.21mph).

Points 1 Robertson, 440; 2 Breeze, 394; 3 Watson, 378; 4 Pittard, 370; 5 Oliphant, 368; 6 Luke Davenport, 294.

IndyCar Mid-Ohio (USA)

August 3

Round 12/15



RESULTS

90 LAPS, 203.22 MILES

| | | |
|----|---|-----------------|
| 1 | SCOTT DIXON (NZ) | 1h52m45.2043s |
| | Chip Ganassi Racing Dallara-Chevrolet; Grid: 22nd-no time | |
| 2 | SEBASTIEN BOURDAIS (F) | +5.3846s |
| | KVSH Racing Dallara-Chevrolet; Grid: 1st-1m24.1610s | |
| 3 | JAMES HINCHCLIFFE (CDN) | +7.3335s |
| | Andretti Autosport Dallara-Honda; Grid: 17th-1m41.5197s | |
| 4 | CARLOS MUNOZ (CO) | +9.3551s |
| | Andretti - HVM Dallara-Honda; Grid: 4th-1m25.3111s | |
| 5 | GRAHAM RAHAL (USA) | +11.8508s |
| | Rahal Letterman Lanigan Racing Dallara-Honda; Grid: 7th-1m33.3244s | |
| 6 | WILL POWER (AUS) | +15.9769s |
| | Team Penske Dallara-Chevrolet; Grid: 6th-1m26.1692s | |
| 7 | CHARLIE KIMBALL (USA) | +16.8533s |
| | Chip Ganassi Racing Dallara-Chevrolet; Grid: 20th-1m40.8624s | |
| 8 | RYAN BRISCOE (AUS) | +17.5020s |
| | Chip Ganassi Racing Dallara-Chevrolet; Grid: 19th-no time | |
| 9 | SIMON PAGENAUD (F) | +18.6160s |
| | Schmidt Peterson Hamilton Motorsports Dallara-Honda; Grid: 9th-1m33.5587s | |
| 10 | RYAN HUNTER-REAY (USA) | +20.0766s |
| | Andretti Autosport Dallara-Honda; Grid: 5th-1m25.4459s | |
| 11 | JUAN PABLO MONTOYA (CO) | +21.7366s |
| | Team Penske Dallara-Chevrolet; Grid: 11th-1m34.7103s | |
| 12 | JOSEF NEWGARDEN (USA) | +22.0987s |
| | Sarah Fisher Hartman Racing Dallara-Honda; Grid: 2nd-1m24.6787s | |
| 13 | MIKE CONWAY (GB) | +23.8352s |
| | Ed Carpenter Racing Dallara-Chevrolet; Grid: 12th-1m34.8194s | |
| 14 | MIKHAIL ALESHIN (RUS) | +29.8060s |
| | Schmidt Peterson Motorsports Dallara-Honda; Grid: 13th-1m39.4755s | |
| 15 | JUSTIN WILSON (GB) | +44.6415s |
| | Dale Coyne Racing Dallara-Honda; Grid: 8th-1m33.3948s | |
| 16 | JACK HAWKSWORTH (GB) | +58.7211s |
| | Bryan Herta Autosport Dallara-Honda; Grid: 18th-1m40.0797s | |
| 17 | CARLOS HUERTAS (CO) | +1m02.5847s |
| | Dale Coyne Racing Dallara-Honda; Grid: 10th-1m33.6635s | |
| 18 | TAKUMA SATO (J) | -1 lap |
| | AJ Foyt Racing Dallara-Honda; Grid: 21st-no time | |
| 19 | HELIO CASTRONEVES (BR) | -4 laps |
| | Team Penske Dallara-Chevrolet; Grid: 15th-1m39.8694s* | |
| 20 | SEBASTIAN SAAVEDRA (CO) | 24 laps-engine |
| | KVAFS Racing Dallara-Chevrolet; Grid: 14th-1m39.0743s | |
| 21 | TONY KANAAN (BR) | 0 laps-accident |
| | Chip Ganassi Racing Dallara-Chevrolet; Grid: 3rd-1m25.0290s | |
| 22 | MARCO ANDRETTI (USA) | 0 laps-accident |
| | Andretti Autosport Dallara-Honda; Grid: 16th-1m39.8368s | |

Winner's average speed: 108.140mph. Fastest lap: Castroneves, 1m06.8399s, 121.616mph. All drivers in Dallara DW12. * - Castroneves started from the pitlane, four laps down.

CHAMPIONSHIP

| | | | | | |
|---|-------------|-----|----|----------|-----|
| 1 | POWER | 548 | 6 | DIXON | 440 |
| 2 | CASTRONEVES | 544 | 7 | MUNOZ | 416 |
| 3 | HUNTER-REAY | 485 | 8 | BOURDAIS | 400 |
| 4 | PAGENAUD | 484 | 9 | KANAAN | 389 |
| 5 | MONTOYA | 447 | 10 | ANDRETTI | 383 |

POINTS SYSTEM EXPLAINED:

50-40-35-32-30-28-26-24-22-20-19-18-17-16-15-14-13-12-11-10-9-8-7-6 for the top 24, with 5 for all other starters. 2 points for leading the most laps, 1 point for leading at least one lap, 1 point for pole position.



Hinchcliffe also starred from lowly grid spot

Dixon bursts from last to first

After a disastrous qualifying session relegated the Kiwi to the back, a nothing-to-lose fuel gamble paid off. By MARK GLENDENNING



THE SHADOWS WERE LENGTHENING IN THE Mid-Ohio paddock when a long-time Honda figure crossed paths with Scott Dixon. "Well, that was pretty magnificent," he said to the New Zealander. "Congratulations." Accustomed as we are to seeing Dixon win at Mid-Ohio – this was his fifth victory in the Buckeye State in eight years – the Honda guy was right. Sunday's performance was a masterclass in team strategy and fuel mileage, and there's probably no other driver who could have pulled it off.

If you tuned in to the race towards the end, you'd have seen Dixon streaking away from his pursuers at a rate of up to 0.4s per lap to cross the line 5.3s clear of Sebastien Bourdais. The bit that you'd have missed is that his final stint had been two laps longer than those of the drivers behind him, which meant less wiggle-room for fuel. Just how close it really was only became apparent when he pulled the car over immediately after crossing the line.

"It's like the guy makes fuel in his car," said James Hinchcliffe later. "It's ridiculous."

That he was lapping at that sort of speed with so little margin for error was remarkable enough, but it paled against the fact that all of this was achieved on a day when Dixon started from last on the grid. The set-back was the legacy of a spin in Saturday's wet qualifying session that caused a red flag and led to Dixon being docked his two fastest laps; a sanction that was also placed upon Juan Pablo Montoya, Ryan Briscoe and Takuma Sato.

On the eve of the race, and on the back of a frustrating championship defence, Dixon did not relish the prospect of starting from the back at a

Bourdais and Newgarden battled hard for many laps



circuit where overtaking is notoriously difficult, and where there had not been a single caution flag for the past two years.

"We'll have to come up with a great strategy tomorrow to dig us out of this hole," he said on Saturday. But as it transpired, Ganassi did not have to wait long for a chance to regain some control over its destiny, although Dixon's opportunity came at the expense of team-mate Tony Kanaan, who was turned around on the first lap and hit by Marco Andretti, who had no chance to avoid Kanaan's stricken car.

Neither driver was injured, but Dixon and a handful of other opportunists took advantage of the resultant caution period to stop as soon as the pits opened on lap two. Dixon stopped again just

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**Kanaan causes
chaos at first corner;
winner Dixon is last**



**Hunter-Reay's spin
was perfectly timed
for Dixon's strategy**

eight laps later, and followed that with an additional three longer stints on the softer red tyres. By his fourth and final stint he was almost, but not quite, in sequence with the drivers on a more conventional strategy.

It took a bit of luck to make it work: Dixon took the lead for the first time when he was able to stay out at a time when most of the other drivers pitted under a caution mid-way through the race, and had Ryan Hunter-Reay not spun and triggered the yellows just at that moment, Dixon's afternoon could have worked out very differently. He was also helped when Sebastien Bourdais switched to the harder tyres for his third stint, which backed up the rest of the field just enough to give Dixon some breathing space.

Nevertheless, Bourdais, who had started on pole and been the lead driver on a standard strategy for much of the afternoon, certainly didn't feel robbed.

"We really didn't have anything for Dixie, so there's nothing to be frustrated about," said Bourdais, who finished second. "It is what it is. The fastest car won the race. That's pretty much all that matters in the end. They got it. Our car was good; it was a little bit short of being capable of winning the race."

Dixon, for his part, was relieved more than anything else. Ganassi had committed to four-stopping him right from the beginning, hoping that his ability to maintain speed while saving fuel would help to get the car over the line.

"I thought to try to come from last on the grid

**Dixon celebrates on
car that had to be
towed to Victory Lane**



here to even a top 10 was going to be extremely tough to do," he admitted. "The technique I use to save fuel is actually really good for Mid-Ohio. From Turn 4 all the way through to Turn 9, you're just getting on the throttle. I didn't use the brakes pretty much from 4 all the way through to 9."

"But relief is the biggest thing. It's a lot later in the season than we're used to as a team [for a first win]. Sometimes you can understand if one of us hasn't won at this point, but all four of us..."

It was a significant result for more reasons than just the breaking of Ganassi's drought. It was also the team's first win with Chevrolet engines after years with rivals Honda, which explains the mock ruefulness of the Honda employee quoted earlier.

Hinchcliffe's third place from 17th on the grid was made possible by the fact that he somehow managed to weave right through the middle of the opening-lap melee without hitting anything, making up a raft of positions in the process. A fast car later in the race completed the job, and Bourdais admitted later that he might not have been able to keep the Canadian at bay for much longer.

"We were near the front on the blacks in that first stint, which was a great position to be in," he said. "Once we put on the reds, we were really good."

Were it not for a stroke of misfortune, Josef Newgarden could have been on the podium instead. The SFHR driver had qualified on the front row and spent more than half of the race up at the front terrorising Bourdais. His afternoon took a dive when he lost time to a slow pitstop, which was then compounded by a drive-through penalty for running over his air hose.

"We didn't get it right, but man, we had a great strategy," he said. "It's a shame it didn't work out but everyone knew we were strong today, and we had a shot at winning the thing. That's all you can ask for."

A couple of the championship contenders were less content with their weekend. Helio Castroneves came into the weekend with the points advantage, but his afternoon was hamstrung before the race even began when his car developed a throttle problem on the parade lap. The team was able to fix it, but not before he had given away five laps to the rest of the field.

It was also a case of what might have been for Hunter-Reay, who was running among the lead pack during the opening stints. His efforts to leapfrog Bourdais in the pits resulted in a drive-through for pitlane speeding, which was followed immediately by the spin and caution that helped to secure the win for Dixon.

Through all of that, Will Power was able to drive a relatively low-profile race to sixth, and emerge from the weekend as the new points leader. What was a wide-open championship a month ago is turning into a Penske civil war, and the stakes at Milwaukee next week have just got that little bit higher. ▶

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IN THE PADDOCK

Will Pagnaud get a break with a big team?



MARK GLENENNING
INDYCAR
CONTRIBUTOR

@m_glennenning



I'M A SIMON PAGNAUD FAN. I LIKE him as a driver and as a guy, and I'm pleased for him that he's finally in a position where his destiny is in his own hands. But he faces some tricky decisions in the coming weeks.

The Frenchman's results since he moved to IndyCar full-time in 2012 have been borderline ridiculous: as a rookie, he finished

fifth in the championship with what was then a single-car team. He is out of contract at the end of the season, and unsurprisingly, there has been interest from elsewhere. At 30 he's still potentially got 10 years to be a force in IndyCar, but he's also mindful that this is the time to start making his mark. The question is, how?

The Schmidt Peterson Motorsports team has done a phenomenal job over the past three years, and there are plenty of reasons he might want to stay. Money's not one of them though, both in terms of him being paid what he's worth, and of the team being at risk of hitting a glass ceiling.

Alternatives? Penske is set to continue with its current three, and no changes are expected at Ganassi in 2015 either. Andretti is a moving target in all sorts of ways. Then there's also the idea of playing the long game. Some of those Penske or Ganassi seats that are spoken for in 2015 will be free the following year, so one more season with SPM with a view to a new environment in 2016 could be the ticket.

Pagnaud is good at talking without giving a lot away, but it's clear that he's not underestimating the position he's in. An awful lot of people in the paddock are paying keen attention to his next move.

Montoya eyes doing double

JUAN PABLO MONTOYA SAYS

that he would consider attempting the Indy 500/Charlotte 600 double in 2015, but only if he had sufficient opportunity to prepare for the NASCAR leg of the feat.

The Colombian has contested two NASCAR Sprint Cup races for Penske this year since returning to single-seaters as part of the team's IndyCar line-up, and he told AUTOSPORT that he'd be up for the challenge of trying to become the fourth person to complete both Indy and Charlotte on the same day.

"I wouldn't mind," he said. "Physically I don't think it would be that hard, to be honest with you. If you want to do it



Montoya harbours double-duty hopes

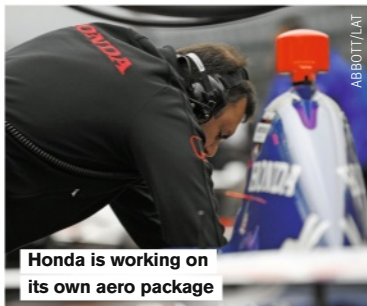
properly, it would be a lot of fun.

"Their [Penske's Sprint Cup] cars on a mile-and-a-half track run really, really good. If you could have a test day on a mile-and-a-half to get the car close to what I want, it would be a fun experience. There are a lot

of possibilities if you think about it."

Kurt Busch finished sixth on his Indy 500 debut with Andretti Autosport during his attempt at the double in May, however he failed to finish at Charlotte after his car suffered an engine failure.

Honda: 2015 aero kits will surprise the sport



Honda is working on its own aero package

HONDA BELIEVES THAT FANS WILL be surprised at how much freedom the manufacturers have been allowed with their aero kits when they are pressed into action next year.

Both Honda and Chevrolet will offer bespoke aero kits next year, a change that will create a greater visual difference between the cars as well as deliver an increase in performance.

The kits are not expected to be revealed to the public until January but Steve Erikson,

COO and Vice-President of HPD, said that the difference will be striking.

"I think when you see what the aero kits look like, you're going to be surprised how open the rules are," he said. "IndyCar has defined some boxes and you have to work within the boxes, but beyond that it's pretty open.

"The distinction between a Chevy car and a Honda car is going to be achieved because the rules are so open that you're going to see quite a bit of variation."

LOWER IS HIGHER

Only one driver in IndyCar/CART history has ever started from a lower position on a road course than Scott Dixon did at Mid-Ohio and won the race. The record-holder is Max Papis, who won from 25th on the grid at Laguna Seca in 2001.

MUNOZ IS UPBEAT

Carlos Munoz was delighted with his fourth-place finish after taking to the grass on the opening lap to avoid the Tony Kanaan/Marco Andretti accident. "I lost a lot of positions, but the car was really fast and I'm happy with fourth," said the Andretti rookie.

CONWAY HOBBOLED

Mike Conway was another casualty of the opening-lap fracas, the Brit sustaining a damaged front wing that hobbled his performance for the rest of the afternoon. Conway is scheduled to make his final IndyCar appearance this year at Sonoma, with Ed Carpenter set to drive the eponymous ECR car at Milwaukee and Fontana.

SEB SAD OVER FAILURE

Sebastian Saavedra was forced to retire early in the Mid-Ohio race after his car developed a terminal mechanical problem. "The team put in a huge effort this weekend, and it's unbelievable that this happened," said the Colombian.

MARCO TOO MODEST

Marco Andretti believes that his modest qualifying performance was a factor in the accident that eliminated him and Tony Kanaan from Sunday's race. "I didn't know [Tony] was backwards," explained Andretti. "That's what happens when you qualify back there. I need to improve on that."

SATO'S SUNDAY STRIFE

Takuma Sato endured a difficult afternoon that began with damage in the opening-lap accident, and ended with him going a lap down after running out of fuel mid-race and needing a tow back to the pits (pictured below). "It was a really tough race," he said. "We just have to keep our motivation and keep going."



Rally Finland

World Rally Championship
Jyväskylä (FIN), July 31-August 3

Round 8/13

RESULTS

26 STAGES, 224.288 MILES

| | | |
|----|---|------------|
| 1 | JARI-MATTI LATVALA (FIN)/MIKKO ANTILA (FIN) | 4h02m37.8s |
| 2 | SEBASTIEN OGIER (F)/JULIEN INGRASSIA (F) | +1m23.1s |
| 3 | KRIS MEEKE (GB)/PAUL NAGLE (IRL) | +1m32.8s |
| 4 | ANDREAS MIKKELSEN (N)/OLA FLOENE (N) | +2m39.3s |
| 5 | MIKKO HIRVONEN (FIN)/JARMO LEHTINEN (FIN) | +4m41.8s |
| 6 | JUHO HANNINEN (FIN)/TOMI TUOMINEN (FIN) | +6m05.3s |
| 7 | ELFYN EVANS (GB)/DANIEL BARRITT (GB) | +7m15.8s |
| 8 | HAYDEN PADDON (NZ)/JOHN KENNARD (NZ) | +12m19.0s |
| 9 | HENNING SOLBERG (N)/ILKA MINOR-PETRASKO (A) | +15m22.1s |
| 10 | KARL KRUUDA (EST)/MARTIN JARVEOJA (EST) | +16m49.3s |

DRIVERS' CHAMPIONSHIP

| | | | | | |
|---|-----------|-----|----|----------|----|
| 1 | OGIER | 187 | 6 | MEEKE | 54 |
| 2 | LATVALA | 143 | 7 | NEUVILLE | 46 |
| 3 | MIKKELSEN | 95 | 8 | EVANS | 42 |
| 4 | OSTBERG | 66 | 9 | PROKOP | 31 |
| 5 | HIRVONEN | 62 | 10 | SOLBERG | 26 |

MANUFACTURERS' CHAMPIONSHIP

| | | | | | |
|---|---------------|-----|---|------------------------|----|
| 1 | VW MOTORSPORT | 305 | 4 | VW MOTORSPORT 2 | 94 |
| 2 | CITROEN TOTAL | 130 | 5 | HYUNDAI WRT | 88 |
| 3 | M-SPORT | 106 | 6 | JIPOCAR CZECH NATIONAL | 34 |

STAGE TIMES

SS1 LANKAMAA 1 (14.56 miles)

Fastest: Latvala 11m17.3s

Leader: Latvala

SS2 JUHNIKYLÄ 1 (4.36 miles)

Fastest: Latvala 5m02.5s

Leader: Latvala

SS3 LANKAMAA 2 (14.56 miles)

Fastest: Ogier 11m11.2s

Leader: Latvala

SS4 HARJU 1 (1.41 miles)

Fastest: Ogier 1m46.1s

Leader: Latvala

SS5 PIHLAJAKOSKI 1 (9.01 miles)

Fastest: Latvala 6m45.9s

Leader: Latvala

SS6 PAIJALA 1 (14.52 miles)

Fastest: Latvala 10m52.3s

Leader: Latvala

SS7 KAKARISTO 1 (12.74 miles)

Fastest: Meeke 10m37.0s

Leader: Latvala

SS8 PAINAA 1 (4.78 miles)

Fastest: Ogier 3m51.3s

Leader: Latvala

SS9 PIHLAJAKOSKI 2 (9.01 miles)

Fastest: Ogier 6m39.8s

Leader: Latvala

SS10 PAIJALA 2 (14.52 miles)

Fastest: Latvala 10m38.3s

Leader: Latvala

SS11 KAKARISTO 2 (12.74 miles)

Fastest: Latvala 10m22.1s

Leader: Latvala

SS12 PAINAA 2 (4.78 miles)

Fastest: Latvala 3m48.5s

Leader: Latvala

SS13 HARJU 2 (1.41 miles)

Fastest: Ogier 1m46.3s

Leader: Latvala

SS14 MOKKIPERI 1 (8.60 miles)

Fastest: Latvala 6m44.8s

Leader: Latvala

SS15 JUKOJARVI 1 (13.62 miles)

Fastest: Latvala 10m15.3s

Leader: Latvala

SS16 SURKEE 1 (9.28 miles)

Fastest: Latvala 7m58.9s

Leader: Latvala

SS17 HIMOS 1 (2.76 miles)

Fastest: Ogier 2m37.8s

Leader: Latvala

SS18 LEUSTU 1 (6.22 miles)

Fastest: Latvala 5m15.9s

Leader: Latvala

SS19 MOKKIPERI 2 (8.60 miles)

Fastest: Latvala 6m40.7s

Leader: Latvala

SS20 JUKOJARVI 2 (13.62 miles)

Fastest: Ogier 10m09.4s

Leader: Latvala

SS21 SURKEE 2 (9.28 miles)

Fastest: Ogier 7m53.4s

Leader: Latvala

SS22 HIMOS 2 (2.76 miles)

Fastest: Ogier 2m35.4s

Leader: Latvala

SS23 LEUSTU 2 (6.22 miles)

Fastest: Ogier 5m11.3s

Leader: Latvala

SS24 RUUHIKAKI 1 (4.21 miles)

Fastest: Latvala 3m16.7s

Leader: Latvala

SS25 MYHINPAA (14.30 miles)

Fastest: Latvala 10m15.5s

Leader: Latvala

SS26 RUUHIKAKI 2 (4.21 miles)

Fastest: Ogier 3m16.0s

Leader: Latvala

Rally route Based as ever in Jyväskylä, the capital city of central Finland. This year included new stages on Friday and a shortened version of Ouninpohja. The hugely popular Harju test through the middle of town was also back on the bill for the first time since 1998.

No brake from tradition for home-hero Latvala

A lead-sapping brake problem wasn't enough to deter Jari-Matti

Latvala, the Finn taking a second home win. By DAVID EVANS

JARI-MATTI LATVALA LED LAST WEEK'S RALLY FINLAND from start to finish. Simple. Not quite. Yes he led. Then he lost. But this time his head didn't go the same way as the front-right brake caliper on his Volkswagen. In a breathtaking show of strength, grit, determination and inner steel – known in these parts as *sisu* – Latvala wrote his own chapter in a book of heroes he knows by heart. His win matched anything an Alen, Mikkola or Toivonen achieved on the 1000 Lakes. Last week, Latvala gave Finland back to the Finns.

LEG ONE (126.52 miles)

Rain then sunshine – ambient temperature range on stages 22-27C

If Thursday afternoon needed a soundtrack it had to be: *Sunshine after the rain*. And, boy, did it rain. But not for long. Certainly not long enough for Sebastien Ogier.

First on the road, the Polo man was keenly aware his position was strengthened with every drop that hit Finland; a month or so of baking weather

had left the roads scattered with loose stones.

Arriving at the end of the opener through Lankamaa, Ogier was third behind Latvala and Citroën's Kris Meeke.

"The rain helped," he said, "but at the same time when you are first in these conditions, you are always the first to discover the really bad place..."

Caution hadn't quite been the watchword, but it hadn't been far away.

The leader had taken caution and apparently cast it into the wind. Rocketing through the second stage, Latvala eased his way 5.3s clear of Ogier, who edged Meeke for third. Back to Lankamaa for a second, early-evening run and there was nothing to split the pair of Polos.

Clobbering a straw bale in the final Thursday stage – the 1.4-mile dash around Jyväskylä city centre – cost the leader eight tenths. He wouldn't be losing sleep over it.

"The braking was on the limit," said Latvala, "and when I turned into the corner I had forgotten about



A superb third podium of 2014 was Meeke's reward

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Latvala flew to his second home win...



... and was still high at the post-rally celebrations

the bale. I couldn't change the line, so I hit it."

The damage was entirely cosmetic, peeling the off-side front wing back.

"It's a good start..." furthered the 2010 winner.

Ogier wasn't too despondent, 4.5s back, but was very quick to point out that he couldn't let the gap grow any bigger tomorrow.

"I didn't push hard enough today," he said. "If I want to fight for victory, I must push harder."

Meeke was 4.7s behind Ogier after an exceptional start.

"I'm not taking any pressure," he said. "I just want to feel comfortable and drive free with a smile on my face. That's what I'm doing right now."

The Northern Irishman's efforts were put into perspective by the 17.2s advantage he had over fourth-placed local hero Mikko Hirvonen.

The sunshine did come after the rain, but there was still enough damp around to help Ogier on Friday morning — particularly on the two new stages to the south-west of Jyväskylä. Running in the same postal district as Ouninpohja, the new roads were, predictably, absolute belters: big, wide, fast and made for the Finns. Latvala was quickest on both, collecting the Polo's 250th fastest time on the second.

Ouninpohja wasn't featured in all its glory this time around. Called Kakaristo, it started from close to the famous hairpin right and then took the crews straight into the narrow section. It was here that the last of the damp disappeared. Ogier started sweeping.

Arriving in this section, Meeke saw the loose and decided to make some hay under the Scandinavian sun.

The DS3 WRC was fastest. "You know me," he



Ogier had no answer for his VW team-mate

grinned, "when there's a sniff of something, I'll take it. I saw the gravel and thought: 'We'll just give it a wee bit more...' It worked."

And it pulled him right back onto Ogier's tail after the Frenchman had escaped earlier on Friday morning. Coming back to service at lunchtime, the gap was exactly what it was when they left.

Ahead of Ogier, Latvala's only problem had been a fifth-stage long left five that tightened unexpectedly. The Polo's right-rear wheel dropped into a ditch. Fortunately, as the heart skipped a beat, the right foot remained absolutely planted.

"Full throttle!" laughed Latvala when asked how he escaped the ditch.

The world champion was complimentary of his team-mate's morning. With the gap standing at 8.4s, it was closing on the magical/disastrous 10. An advantage in double figures means everything in this part of the world.

"When you start to get over 10, it's not easy to catch — the target is definitely to try to stay below 10," said Ogier.

On the other side of the table at lunch, the focus was firmly on lifting the lead further.

"I can go a bit faster," said Latvala.

And he did just that on the second run through Pajjala. Four up on Ogier, the lead jumped to 11.8s. Latvala was in the zone. The urgency in his voice conveyed both the effort and the result.

"We really pushed," he said. "I am working hard to keep the car in the lines, not sliding so much. That was a really, really good stage for us."

Ogier pointed to the loose, saying it hadn't cost him much. But it had cost him. And now Meeke was getting bigger in the Polo's mirrors. Another stunning effort from Dungannon's finest left him 2.8s off second. One more stage and KM was past the world champion; departing Kakaristo 2, last year's winner trailed the Citroen by 1.8s.

Meeke's smile that had been a mile-wide since the start, just got wider after SS11.

"That's a little bit crazy!" he said. "I'm really starting to understand the car now. It's been an amazing day: to start seven or eight seconds behind the world champion and end it ahead of him."

Ogier's frustration was beginning to tell. "What can I do?" was pretty much all he offered.

Having enjoyed a season of head-coaching himself, Latvala ventured tentatively into a psycho-analysis.

"In some places, for sure, he's losing out," said Latvala, head tilted to one side, underlining the deep thought he'd given the matter. "But also, it can be a mental thing..."

It was testament to Latvala's strength — not to mention the comfort of a 21.3s advantage over Ogier — that he set about mind games with the undoubted master.

Ogier did, at least, end the day on a positive, with fastest time on the street stage.

The fight for fourth was just as tight, with Andreas Mikkelsen, Mads Ostberg and Mikko Hirvonen separated by just 3.1s. All three had endured a difficult start to the event, Hirvonen most of all with a spin. But finding their feet with the set-up (and, in Ostberg's case, changing a dodgy left-rear damper) helped lower their times as they engaged in a titanic fight for first reserve on the podium.

Hyundai's event started well with Juho Hänninen running fourth before a roll dropped him to ninth. Thierry Neuville retired with rollcage damage, while Hayden Paddon ended the day seventh, with Fiesta men Elfyn Evans and Craig Breen sitting in eighth and 10th. ▶

POSITIONS AFTER DAY ONE

| | |
|---------------------|------------|
| 1 Latvala/Anttila | 1h34m42.4s |
| 2 Meeke/Nagle | +19.7s |
| 3 Ogier/Ingrassia | +21.3s |
| 4 Mikkelsen/Floene | +1m04.2s |
| 5 Ostberg/Andersson | +1m05.4s |
| 6 Hirvonen/Lehtinen | +1m07.3s |

ALL PICS: MCKLEIN/DE

Hanninen's was the best of the Hyundais in sixth



LEG TWO (81.00 miles)

Sunny – ambient temperature range on stages 21-28C

► Saturday was the archetypal day of two halves. Ten stages and five wins apiece for Latvala and Ogier. The leader enjoyed the perfect morning, riding the crest of a wave of confidence. Coming out of the second run through Mokkaipera, the mood couldn't have been better. J-ML was flying.

Not far into the Jukojärvi stage, a hole lay in wait, ready to bring the leader back down to earth with an almighty bang. Flat in top gear, the Polo was inching its way north of 110mph, aimed at a crest, ready for the long, flat left that followed.

Bang. The car's right-front compressed to create a shock wave that would have registered on the Richter scale. The brake caliper broke instantly, leaving him with retardation on just three wheels.

Hirvonen, Meeke and Ogier had all hit the same hole. But it was Latvala who came off worst. He dropped 11s. A third of his lead had gone in the 10 miles of the stage that remained.

Latvala threw three words our way before rushing away to get his hands dirty. "Massive, massive hole."

Ogier's Polo was sporting damage to the wire mesh that sits as a last line of defence to the radiator. "It was close to the end of the rally for me," said Ogier. "But my radiator kept its water and I could push."

And push he did. Ogier's half of the day started right here. He chopped into the lead, reeling in his hapless and one-wheel-brake-less team-mate. Latvala was too focused on keeping his rally alive, but if he'd looked he'd have seen his lead tumbling through the remaining three stages: 12.8s, 9.9s and finally 3.4s was the difference.

Ogier was genuine and magnanimous when he got back to service on Saturday night.

"I cannot celebrate this," he said. "Jari was very unlucky. I'm happy that I made some changes to the car at mid-day service and I felt more comfortable this afternoon. But, you know, he did a very good job to bring the car back in the lead."

Evans brought Fiesta home in solid seventh



On the floor after Jukojärvi and Surkee, Latvala picked himself up and fought on magnificently.

"I'm not going to lose this rally," he said. "I'm not. I worked too hard for it. It was so difficult to drive this afternoon, every time we braked hard the rear was coming around. But we're here, we're in the lead and we're staying there."

Meeke lost second to Ogier on the second stage of the day but his own SS20 scare aside, he was a confident third. Mikkelsen powered his way clear in the fight for fourth, a scrap simplified when Ostberg was ruled out by rollcage damage after hitting a rock in Leustu and Hirvonen's continued inability to find the fighting feeling. Paddon drove brilliantly to hold off Hanninen for sixth.

POSITIONS AFTER DAY TWO

| | |
|---------------------|------------|
| 1 Latvala/Anttila | 2h40m33.6s |
| 2 Ogier/Ingrassia | +3.4s |
| 3 Meeke/Nagle | +32.4s |
| 4 Mikkelsen/Floene | +1m20.8s |
| 5 Hirvonen/Lehtinen | +2m14.4s |
| 6 Paddon/Kennard | +3m36.6s |

LEG THREE (22.74 miles)

Overcast – ambient temperature range on stages 18-24 Celsius

And so it began. The biggest battle of the season so far. Ogier felt his start to Ruuhimäki was a little steady. He wasn't wrong, just over a mile in and he'd lost a second already.

"It's hard to make time in there," he said at the finish, where Latvala had lifted another six tenths, "it's just flat-out all the way."

At 14 miles, Myhinpää was always going to be the big one. And what a stage... this one is classic Finland, reckoned by many to be among the event's toughest. For Latvala, it was one of the most beautiful. But not today. With the brakes sorted, his latest problem, quite literally, in his head: his intercom was only working in one ear.

Five seconds down and 20 miles to go, Ogier knew it was now or never. He charged. And charged hard. And he was fastest at every split. But it was never enough. Latvala never let him out of sight. Crossing the line, the leader would carry a 3.7s advantage to the Powerstage.

"It was not such a relaxing drive," admitted Latvala thinly, "not being able to hear in both ears is not so good."

Ogier went a tenth quicker through the final stage, but it didn't matter. Finland was celebrating. Three years of pain were eased in a moment. Latvala had done it.

Meeke's event ended on a high as well with a Powerstage point for him. The only change in the top 10 came at the bottom end, with Breen forced out after injuring his back in SS26.

At the celebrations, Latvala's family cried. He came close. What did he think?

"Brilliant," he said quietly. "Just brilliant."

Three words said it all. 🏆

IN THE SERVICE PARK

DAVID EVANS
RALLIES EDITOR

@daviddevansrally



IT'S BEEN A WHILE SINCE I'VE HAD SO MANY calls coming from numbers preceded by +81. For a while last week, hotlines were being established between Japan and Jyväskylä as a story involving Toyota, Toyota and Tommi came to the boil.

Depending on who you listened to in the service park, the Mäkinen-built GT86 represented somewhere between a cut-and-shut Toyobaru and the end of the world for Toyota Motorsport in Cologne.

Whatever. The big news is that the biggest of big cheeses from Toyota came to Finland. And loved it. Akio Toyota didn't stop smiling. And he takes his new four-wheel-drive GT86 home with him as a timely reminder of his time in rallytown. More than ever, a WRC return for Toyota seems inevitable.

That story warmed up the WRC perfectly for what was one of the best-ever rounds of the championship.

Jari-Matti Latvala's drive through his home round of the championship was the stuff of proper legend.

All too often we've seen him crumble at the first unexpected hiccup. Last week he watched from behind a brakeless right-front wheel as the half-minute lead he'd built for the previous two days disappeared. Then, he took a deep breath, settled himself and charged through the Finnish forests to send his world champion VW team-mate home to think again.

Two places back, Citroën-mounted Kris Meeke delivered a drive just as merit-worthy.

Jyväskylä's never a bad place to spend August's first weekend. This one was even more special.

Mäkinen (!) and
Toyota ran GT86



REMEMBER WHEN

AUGUST 10, 2003



Kris Meeke's podium was the first for a Brit in Finland since Richard Burns took P3 in 2003.



Meeke impressed all, including winner Latvala

Latvala tips Meeke for Rally Finland 2015 victory

RALLY FINLAND WINNER JARI-MATTI

Latvala has tipped Kris Meeke as a challenger for the victory next year.

Meeke, who thought his rally career was over when he crashed out of Finland 12 months ago, finished third on the same event last week. The Citroën driver's efforts drew praise from the man two steps higher than him on the podium.

"When I saw Kris's times in the first couple, I was like, 'Wow! He is driving fast!'" said Latvala. "This is the best drive Kris has ever done. He was fast and consistent all

the way through the event. It's possible for him to fight to win here next year."

Meeke was delighted with his third place, but added that he was already looking to deliver on what Latvala said.

"The good thing about this podium is that we've earned it with pace," said Meeke. "We've been among the Volkswagens from the start and that makes this result different to the podiums in Monte and Argentina. But now I'm itching to win this rally. This is great, but we're not quite there yet. I also want to

thank Abu Dhabi Racing and Sheikh Khalid Al Qassimi – he wasn't on the event, but his input is invaluable."

Meeke admitted Latvala was untouchable last week.

Latvala built a 30-second lead, only to see it dwindle to three seconds after a brake problem ahead of the final day. But he still won.

"It was an incredible rally, a brilliant performance," said Latvala. "French drivers won in Finland for the last three years – this win was for the Finnish people."

FIA meeting to decide formats

NEXT MONTH'S WORLD MOTOR

Sport Council will be one of the most pivotal in the WRC's recent history, with major future decisions set to be made.

Focus centres on final-day formats of rallies next year, with a shoot-out still believed to be in the pipeline. On top of that, technical regulations for 2015 will be revealed – with World Rally Cars expected to feature increased power.

WRC Promoter's Oliver Ciesla confirmed the plan was to present the shoot-out plan to WMSC in Beijing on September 11. The plan is believed to include groups of three instead of two cars – meaning the top three will fight for a WRC win on the final stage.



Next month's meeting will be crucial



Toyota ran GT86 clone in Finland

Toyota's WRC return takes twist

TOYOTA'S MOVE TOWARDS A return to the WRC became closer yet more confused when a second GT86 was revealed in less than a week.

Cologne-based Toyota Motorsport showed its GT86 R3 car for the first time on Wednesday last week, while a four-wheel-drive version of the car broke cover two days later in Finland – with Toyota Motor Corporation CEO/president Akio Toyoda at the wheel.

The four-wheel-drive version was built for Toyota by Tommi Makinen Racing. Toyoda and Makinen met when the four-time world champion gave the Japanese driver some coaching in Finland last winter.

The Rally Finland service park was rife with rumour that the TMR car will form the basis of Toyota's 2017 return to the WRC, not the Yaris WRC that TMG is developing. A TMG spokesperson declined to comment on the relationship with TMC in Japan, which was also at the centre of speculation last week.

Makinen said: "It would be nice to do some kind of co-operation with a company like Toyota. We can hope, but we need to see what happens."

Toyoda remains interested in a WRC return, saying: "I have to show everybody that Toyota needs rallying to make better cars."

WILSON UNIMPRESSED

M-Sport team principal Malcolm Wilson was critical of Mikko Hirvonen's fifth place on his home WRC round last week. The former Rally Finland-winning Finn struggled to get close to the frontrunners and ended the event almost three minutes behind. "I'm really disappointed," said Wilson. "I thought he was a strong podium contender."

J-MI'S QUATTRO FEVER

Rally Finland winner Jari-Matti Latvala will be back behind the wheel this weekend, when he takes his Audi Quattro to the Lahti Historic Rally. Kris Meeke will also be driving tomorrow (Friday), when he starts his Rally Germany test.

VW CLOSES ON TITLE #2

Volkswagen's fifth one-two finish now means the team can clinch back-to-back manufacturers' awards on the next event in Germany. With its drivers in the top three places, it can also make the race for the drivers' title an all-Volkswagen affair for the rest of the season.

BREEN FORCED OUT

Craig Breen was forced out of Rally Finland after injuring his back over a jump on the final day. The Irishman had been running inside the top 10 despite coming close to clattering a moose with his Fiesta RS WRC on Friday's Pihlajakoski test. He was admitted to hospital for observation but released on Monday morning.

KRUUDA: WRC2 CRUISE

Karl Kruuda took his second WRC2 win of the season in Finland. The Estonian's Fiesta S2000 moved to the front when the Drive DMACK Fiestas of Ott Tänak and Jari Ketomaa suffered punctures.

SUNINEN TOPS WRC3

Twenty-year old Finn Teemu Suninen won the WRC3 category after rival Martin Koci's engine refused to start going into final service on Saturday night. Suninen was selected for his Rally Finland outing in a prize-drive competition run by the event organisers.

DMACK PARN STAR

Sander Parn moved 37 points clear in the Drive DMACK Fiesta Trophy with victory on last week's Rally Finland. Welshman Tom Cave led at the end of day two, but suffered suspension trouble on Saturday and finished seventh. He remains second in the standings, however.



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Harvey took his first two Indy Lights wins

INDY LIGHTS MID-OHIO (USA), AUGUST 2-3 RD 8/10

Double win puts Harvey into title frame

JACK HARVEY PROPELLED HIMSELF into championship contention with a dominant weekend at Mid-Ohio.

The 2012 British Formula 3 champion earned his maiden series win in Saturday's race and backed it up with a second victory on Sunday. And, just to drive the point home, he claimed pole position and fastest lap in both races as well.

Both wins came by emphatic margins: 17.3s over championship leader Gabby Chaves on Saturday; 12.1s over Zach Veach 24 hours later.

But they were actually very different races. In the first outing Harvey was never really challenged, claiming later that his Schmidt Peterson Motorsports car was so good that he was "just a passenger".

On Sunday though, Veach made him work for it. Harvey's car wasn't working as well as the Andretti Autosport driver's in the opening phase of the race, and he was forced to defend at least one solid challenge from the American before putting the hammer down and pulling away later.

"We struggled for the first 10 laps and Zach was pushing me really hard," said Harvey. "I knew we would come good, and when we did I was able to open a gap."

The result moves Harvey ahead of Veach into second in the standings, 18 points behind Chaves.

Harvey's Schmidt team-mate Luiz Razia finished behind Chaves to complete the race-one podium, but his chances of a repeat on Sunday ended on the first lap when he tangled with Matthew Brabham while

running second. Brabham's car was too badly damaged to continue, while Razia rejoined one lap down.

● Mark Glendenning

RESULTS

Race 1 1 Jack Harvey, 30 laps in 39m00.8307s; 2 Gabby Chaves, +17.3403s; 3 Luiz Razia; 4 Zach Veach; 5 Matthew Brabham; 6 Axcil Jefferies.

Race 2 1 Harvey, 40 laps in 53m46.6382s; 2 Veach, +12.1802s; 3 Chaves; 4 Jefferies; 5 Juan Piedrahita; 6 Juan Pablo Garcia. **Points** 1 Chaves, 431; 2 Harvey, 413; 3 Veach, 407; 4 Brabham, 325; 5 Razia, 312; 6 Garcia, 292.

V8 STOCK CARS GOIANIA (BR), AUGUST 3 RD 5/12

Barrichello breaks duck

RUBENS BARRICHELLO ENJOYED A perfect maiden V8 Stock Car win: he started on pole, led every lap and took home one million reais (£265,000) for his success.

Barrichello and his Full Time Sports Chevy led fellow front-row man Atila Abreu from the off, while Thiago Camilo slumped from third on the grid to seventh, behind Barrichello's team-mate Allam Khodair, Valdeno Brito, Julio Campos and Galid Osman.

Camilo took 12 laps to reach second place and then, pressing hard, the RC Competicoes Chevy driver set the fastest lap of the race – 0.624s faster than Barrichello's.

But Barrichello had one more push-to-pass 100bhp boost than



Perfect day for Rubens

Camilo, and he used it to cross the line with a 0.186s margin.

Up-and-coming racer Osman held the upper hand in the battle for third to make it two RC drivers on the podium. Fourth was enough to promote Abreu to the series lead.

● Lito Cavalcanti

RESULTS

1 Rubens Barrichello (Chevrolet Sonic), 36 laps in 52m22.650s; 2 Thiago Camilo (Chevy), +0.186s; 3 Galid Osman (Chevy); 4 Atila Abreu (Chevy); 5 Julio Campos (Peugeot 407); 6 Antonio Pizzonia (Peugeot). **Points** 1 Abreu, 76; 2 Camilo, 72; 3 Campos, 71; 4 Barrichello, 69; 5 Sergio Jimenez, 68; 6 Caca Bueno, 64.

FORMULA RENAULT NEC ASSEN (NL), AUGUST 2-3 RD 5/7

Morris motors to victory

SEB MORRIS TOOK HIS SECOND WIN of the year, but there was heartbreak for his fellow Briton and Fortec team-mate Ben Barnicoat.

As he did the previous weekend at Spa, Barnicoat took the overnight series lead after finishing second to ART Junior's Lotus protege Callan O'Keeffe in the opener.

The South African led a close-but-processional lead group, with Gustav Malja and Morris third and fourth. Pre-weekend points leader Steijn

Schothorst got turned around on lap one, breaking his suspension.

Barnicoat beat poleman Morris away in the second race, but after two laps he was out with engine failure.

American Ryan Tvetter charged from eighth on the grid to second, beating his Josef Kaufmann Racing team-mate Louis Deletraz, who fended off Ukyo Sasahara. Added to his ninth in race one, that was enough for Deletraz to gain the points lead.

Schothorst took seventh, repassing Barnicoat for second in the series.

● Jurgen Stiftschraube



Morris drove away in second race

RESULTS

Race 1 1 Callan O'Keeffe, 14 laps in 25m34.813s; 2 Ben Barnicoat, +1.003s; 3 Gustav Malja; 4 Seb Morris; 5 Alexander Albon; 6 Ryan Tvetter.

Race 2 1 Morris, 16 laps in 25m56.584s; 2 Tvetter, +7.585s; 3 Louis Deletraz; 4 Ukyo Sasahara; 5 Malja; 6 Stefan Riener. **Points** 1 Deletraz, 184; 2 Steijn Schothorst, 183; 3 Barnicoat, 180; 4 Malja, 147; 5 Morris, 145; 6 O'Keeffe, 144.

DTM

Red Bull Ring (A)

August 3

Round 6/10



RESULTS

47 LAPS, 126.338 MILES

| | | |
|----|---|-------------------------|
| 1 | MARCO WITTMANN (D) | 1h08m23.185s |
| | RMG BMW M4; Qualifying: 3rd-1m25.228s | |
| 2 | AUGUSTO FARFUS (BR) | +3.298s |
| | RBM BMW M4; Qualifying: 4th-1m25.237s | |
| 3 | TIMO GLOCK (D) | +5.391s |
| | MTEK BMW M4; Qualifying: 2nd-1m25.181s | |
| 4 | MARTIN TOMCZYK (D) | +6.237s |
| | Schnitzer Motorsport BMW M4; Qualifying: 11th-1m25.323s | |
| 5 | TIMO SCHEIDER (D) | +6.666s |
| | Team Phoenix Audi RS5; Qualifying: 14th-1m25.400s | |
| 6 | ADRIEN TAMBAY (F) | +12.213s |
| | Abt Sportsline Audi RS5; Qualifying: 20th-1m25.599s | |
| 7 | MATTIAS EKSTROM (S) | +14.046s |
| | Abt Sportsline Audi RS5; Qualifying: 15th-1m25.423s | |
| 8 | JAMIE GREEN (GB) | +14.456s |
| | Team Rosberg Audi RS5; Qualifying: 6th-1m25.266s | |
| 9 | CHRISTIAN VIETORIS (D) | +15.224s |
| | HWA Mercedes C-coupe; Qualifying: 7th-1m25.362s | |
| 10 | BRUNO SPENGLER (CDN) | +15.782s |
| | Schnitzer Motorsport BMW M4; Qualifying: 10th-1m25.309s | |
| 11 | MIGUEL MOLINA (E) | +16.192s |
| | Abt Sportsline Audi RS5; Qualifying: 16th-1m25.708s | |
| 12 | JOEY HAND (USA) | +16.214s |
| | RBM BMW M4; Qualifying: 9th-1m25.259s | |
| 13 | MIKE ROCKENFELLER (D) | +17.717s |
| | Team Phoenix Audi RS5; Qualifying: 17th-1m25.385s | |
| 14 | MAXIME MARTIN (B) | +30.235s |
| | RMG BMW M4; Qualifying: 8th-1m25.424s | |
| 15 | DANIEL JUNCADELLA (E) | +34.836s |
| | RSC Mücke Mercedes C-coupe; Qualifying: 12th-1m25.335s | |
| 16 | EDOARDO MORTARA (I) | +35.420s |
| | Abt Sportsline Audi RS5; Qualifying: 21st-1m25.666s | |
| 17 | GARY PAFFETT (GB) | +40.852s |
| | HWA Mercedes C-coupe; Qualifying: 19th-1m25.577s | |
| 18 | PAUL DI RESTA (GB) | +44.107s |
| | HWA Mercedes C-coupe; Qualifying: 23rd-1m25.932s | |
| 19 | NICO MÜLLER (CH) | +45.827s |
| | Team Rosberg Audi RS5; Qualifying: 18th-1m25.526s | |
| 20 | VITALY PETROV (RUS) | +45.971s |
| | RSC Mücke Mercedes C-coupe; Qualifying: 22nd-1m25.856s | |
| R | ROBERT WICKENS (CDN) | 34 laps-excluded |
| | HWA Mercedes C-coupe; Qualifying: 1st-1m25.175s | |
| R | PASCAL WEHRLEIN (D) | 26 laps-accident damage |
| | HWA Mercedes C-coupe; Qualifying: 5th-1m25.246s | |
| R | ANTONIO FELIX DA COSTA (P) | 10 laps-overheating |
| | MTEK BMW M4; Qualifying: 13th-1m25.343s | |

Winner's average speed: 110.845mph. Fastest lap: Rockenfeller, 1m25.266s, 113.492mph.

DRIVERS' CHAMPIONSHIP

| | | | | | |
|---|----------|----|----|--------------|----|
| 1 | WITTMANN | 95 | 6 | ROCKENFELLER | 35 |
| 2 | EKSTROM | 56 | 7 | MARTIN | 33 |
| 3 | SPENGLER | 42 | 8 | VIETORIS | 33 |
| 4 | MORTARA | 41 | 9 | FARFUS | 33 |
| 5 | TAMBAY | 36 | 10 | GLOCK | 33 |

MANUFACTURERS' CHAMPIONSHIP

| | | | | | |
|---|------|-----|---|----------|----|
| 1 | BMW | 267 | 3 | MERCEDES | 88 |
| 2 | AUDI | 251 | | | |

POINTS SYSTEM EXPLAINED

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

Farfus led home
Glock for secondFOR IN-DEPTH RESULTS
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FORIX

Wittmann celebrates
his third win of the
season for BMW

BMW benefits from Audi and Mercedes misfortune

MARCO WITTMANN'S VICTORIOUS RACE IN AUSTRIA was one of two distinct halves.

In the early part of the race, particularly after dropping from third to seventh on the first lap after running wide at turn two, it didn't seem like the RMG BMW driver was a genuine candidate for victory. While the likes of Robert Wickens and Augusto Farfus looked quick and were fighting it out at the front, Wittmann, with his comfortable championship lead, looked content to sit behind the leading pack and stay out of trouble.

But in the second half of the race, things changed very quickly. In a matter of laps after the stops, both Audi's best challenger (Jamie Green) and Mercedes' best hope (Robert Wickens) were out of the running. Wittmann was left running third in a four-car train of BMWs at the front, the Bavarians completely in control of the race.

Predictably, in what is a very team-orientated form of motorsport, Wittmann was suddenly quicker than the two M4s in front of him, and had little trouble passing Timo Glock for second on lap 30, and then Farfus for the lead two laps later.

From there, with three team-mates between him and the next genuine threat (Timo Scheider's Audi), Wittmann was able to cruise to victory, extending his points lead to a formidable 39.

"We had good balance and pace on the prime tyres," said Wittmann. "I could do fair overtaking on Augusto and Timo — all the thanks for that, for making it a bit easier for me."

Farfus, who may have been BMW's best chance at a win had things panned out differently, went on to finish second, explaining later that the BMW drivers "had to look at the big picture" once they had the top four locked out. Glock was third, while Martin Tomczyk secured his best result of the season to complete the Bavarian whitewash.

That BMW found themselves in such a commanding position was largely thanks to some crucial mistakes from others.

Green was the first to make BMW's life easier. Just when it looked as if the Audi driver had played a masterstroke, staying out a lap longer than the others to jump into a surprise lead from fifth, it quickly became evident that he'd actually gone one lap too long on the softer option tyres than

Wickens leads the
charge at the start

the rules allow. With the resulting drive-through penalty he went from being a genuine contender to having to settle for eighth.

But the biggest and most controversial moment of the race was the one that wiped Wickens out of contention. The Canadian had been quick all weekend, and was right in the hunt for the win along with Farfus — until he was given a drive-through for an unsafe release at a pitstop.

It seemed reasonable enough — he was very close to Glock as the pair were released from their stops, and Glock even had to swerve hard against the pitwall to miss Wickens — but there was another factor in play. Pascal Wehrlein had side-swiped Wittmann while exiting his pit box, just seconds after Wickens had left pitlane.

Mercedes was adamant that the stewards had wrongly identified the similar looking C-coupes, and had meant to give the penalty to Wehrlein, who had clearly been released unsafely but hadn't to that point been punished. Not wanting to ruin Wickens' race for no reason, they instructed him to stay out on track as they tried to clear up the situation. Wickens did just that, barging past Farfus to take a lead that he was never going to keep.

In the end, it came down to a black flag. The stewards maintained that the penalty was for Wickens, and after six laps of Mercedes refusing to serve the penalty, the Canadian was disqualified.

That left Christian Vietoris the best of the Merc drivers back in ninth, and Marco Wittmann well and truly on his way to the title.

IN THE PADDOCK

ANDREW VAN LEEUWEN
DTM CONTRIBUTOR
@avlmelbourne



WAS ROBERT WICKENS RIGHTLY penalised? Or was it mistaken identity by the stewards? The short answer is that we'll probably never know.

To be perfectly honest, there was definitely a case to sting Wickens for an unsafe release. Drivers may be able to run side-by-side in pitlane, which was Wickens' argument as to why he did nothing wrong, but the fact is that he didn't give Timo Glock enough room. The BMW driver had to back out of the throttle and still almost hit the pitwall to avoid contact,

which to me is enough for a penalty.

However, had Wickens not been penalised, that would have been fair enough as well. That's how close a call it was. It could have gone either way, and if the stewards did indeed review the situation and make a proper decision, I'm fine with that.

What isn't fine is if the stewards mixed up Wickens and Wehrlein, as Mercedes is claiming. The two Mercs do look very similar, and the timing is suspicious, given that the incidents happened within seconds of each other. What's even more suspicious is that Wehrlein was easily the greater offender of the two, given the way he made clear contact with Wittmann (who, incidentally, was lucky not to sustain any serious damage) – but wasn't given a penalty until *after* the race.



Stewards frowned on the way Wickens rejoined ahead of Glock

I wasn't in race control, so I'm certainly not going to sit here and say that the stewards definitely made a mistake. They might have done, but they might have also

simply made a harsh, but not completely unfair, decision to penalise Wickens for his run-in with Glock.

As I said: we'll probably never know.

Wittmann sat tight in the early stages



BMW: tyres not team orders

MARCO WITTMANN'S CLEAR RUN

to the lead was about managing tyres, according to BMW's motorsport boss Jens Marquardt.

Without officially admitting there were any team orders in play, Marquardt did elude to the fact that leaders weren't allowed to fight in the second half of the race.

"With these tyres, you either get past, or you stay in a window of 1.5s behind," he said. "And when you have four cars of your own brand, what do you do? If you let them attack and potentially ruin their tyres, then Timo Scheider makes a move on them."

"We knew some of the option runners could have a strong end. The way that it panned out is that Marco ended up in front."

Green admits to lap blunder

JAMIE GREEN SAYS IT WAS HIS fault that he was penalised for driving more than 50 per cent of the race distance on the option tyre.

The Brit admitted after the race that his Audi crew called him in a lap earlier, but he decided to stay out.

"I wanted to stay out as long as possible, because I knew my tyres were still in good shape, and if I didn't have traffic I could go quicker," he said.

"When I saw all of [the leaders] pit, I decided to stay out – but I didn't realise we were so close to the

option-tyre limit. It was my mistake, which I take responsibility for. I just apologised to the Rosberg guys, because we're one team together, and we've all put a lot of effort in.

"When one guy makes a mistake, we all pay for it. I needed to hold up my hand and apologise, and that's what I've done.

"It's a shame, because we were battling for a podium finish. You could see after the stop, when I was leading the race, the speed was competitive. Pace-wise we were in good shape."

Green spent too long on the softer option tyre



DI RESTA STRUGGLES

Paul di Resta (above) endured a tough first visit to the Red Bull Ring. The Scot had never raced at the Austrian venue in any category before, and then lost most of the second practice session after crashing out early. He qualified last in a less-than-straight C-coupe, and went on to finish 18th in the race.

F1 MAN JOINS THE DTM

Michael Wilson is the new Head of Race Operations for Mercedes' DTM programme. Wilson comes from the Mercedes Formula 1 team, having most recently been working with AMG High Performance Powertrains. His first day of work with the DTM team was the Friday at the Red Bull Ring.

DTM JOINS HISTORICS

The late decision to replace the visit to China with a race at Zandvoort has resulted in a fascinating support card. The DTM will share the bill with the pre-organised and booked British Race Festival, an historic race meeting that focuses on pre-war and monoposto race cars from Great Britain.

AUDI MEN MOVE UP

Timo Scheider and Adrian Tambay were the movers-and-shakers of the race at the Red Bull Ring. Scheider was the best-placed Audi in fifth, having started 15th, while Tambay came from 20th to finish sixth. Both drivers started on the softer option tyre, before switching to the prime for the second stint.

BIG NUMBER

62

With 95 points to his name, Marco Wittmann has scored 62 points more than he did to the same point last season. In fact, he's already scored 46 more points than he did in his entire 2013 campaign.

Ekstrom snubs new DTMDA

MATTIAS EKSTROM IS THE ONLY one of the 23 active DTM drivers to have not joined the newly-formed DTM Driver Association.

Ekstrom says he supports the idea, but doesn't feel he needs to be involved.

"It wasn't mandatory [to join], and I already work enough, so I don't need more," the Swede explained.

"I'm happy that people do it, but I will not spend more time than my 14 years trying to



Ekstrom is DTM renegade

change the rules in the DTM. I will accept the way the guys are going to run it"

The DTMDA will be led by Manuel Reuter, with Timo Scheider (Audi), Gary Paffett (Mercedes) and Timo Glock (BMW) spokesmen for each manufacturer.

Euro F3 Red Bull Ring (A)

August 2-3

Round 8/11



RESULTS

RACE 1: 24 LAPS, 64.513 MILES

| | | |
|----|--|------------|
| 1 | TOM BLOMQVIST (GB) | 34m22.248s |
| | Carlin Dallara-Volkswagen F312; Qualifying: 3rd-1m25.045s | |
| 2 | ANTONIO GIOVINAZZI (I) | +4.089s |
| | Carlin Dallara-Volkswagen F314; Qualifying: 4th-1m25.206s | |
| 3 | JAKE DENNIS (GB) | +11.750s |
| | Carlin Dallara-Volkswagen F312; Qualifying: 6th-1m25.367s | |
| 4 | FELIX ROSENQVIST (S) | +13.187s |
| | Mucke Motorsport Dallara-Mercedes F312; Qualifying: 8th-1m25.473s | |
| 5 | MAX VERSTAPPEN (NL) | +13.671s* |
| | Van Amersfoort Racing Dallara-Volkswagen F314; Qualifying: 2nd-1m25.006s | |
| 6 | ANTONIO FUOCO (I) | +15.652s |
| | Prema Powerteam Dallara-Mercedes F312; Qualifying: 5th-1m25.353s | |
| 7 | GUSTAVO MENEZES (USA) | +16.416s |
| | Van Amersfoort Racing Dallara-Volkswagen F312; Qualifying: 7th-1m25.450s | |
| 8 | DENNIS VAN DE LAAR (NL) | +20.375s |
| | Prema Powerteam Dallara-Mercedes F312; Qualifying: 12th-1m25.769s | |
| 9 | JORDAN KING (GB) | +20.970s |
| | Carlin Dallara-Volkswagen F312; Qualifying: 10th-1m25.489s | |
| 10 | LUCAS AUER (A) | +21.531s |
| | Mucke Motorsport Dallara-Mercedes F312; Qualifying: 13th-1m25.454s** | |

Winner's average speed: 112.618mph. Fastest lap: Giovinazzi, 1m25.313s, 113.429mph.

RACE 2: 22 LAPS, 59.137 MILES

| | | |
|----|---|------------|
| 1 | FUOCO | 35m21.893s |
| | Qualifying: 4th-1m25.090s | |
| 2 | BLOMQVIST | +0.398s |
| | Qualifying: 2nd-1m25.036s | |
| 3 | AUER | +1.845s |
| | Qualifying: 3rd-1m25.042s | |
| 4 | VERSTAPPEN | +3.778s |
| | Qualifying: 7th-1m25.212s | |
| 5 | MENEZES | +4.684s |
| | Qualifying: 12th-1m25.592s | |
| 6 | ED JONES (UAE) | +5.737s |
| | Carlin Dallara-Volkswagen F312; Qualifying: 10th-1m25.512s | |
| 7 | SEAN GELAE (RI) | +6.344s |
| | Carlin Dallara-Volkswagen F312; Qualifying: 14th-1m25.613s | |
| 8 | NICHOLAS LATIFI (CDN) | +7.105s |
| | Prema Powerteam Dallara-Mercedes F314; Qualifying: 16th-1m25.534s** | |
| 9 | JULES SZYMKOWIAK (NL) | +7.831s |
| | Van Amersfoort Racing Dallara-Volkswagen F312; Qualifying: 21st-1m26.497s | |
| 10 | ALEXANDER TORIL (E) | +8.624s |
| | T-Sport Dallara-NBE F312; Qualifying: 18th-1m25.874s | |

Winner's average speed: 100.332mph. Fastest lap: Giovinazzi, 1m25.135s, 113.666mph.

RACE 3: 24 LAPS, 64.513 MILES

| | | |
|----|--|------------|
| 1 | GIOVINAZZI | 36m13.881s |
| | Qualifying: 1st-1m24.773s | |
| 2 | BLOMQVIST | +3.151s |
| | Qualifying: 2nd-1m25.102s | |
| 3 | AUER | +11.212s |
| | Qualifying: 4th-1m25.312s | |
| 4 | LATIFI | +15.289s |
| | Qualifying: 9th-1m25.627s | |
| 5 | DENNIS | +16.566s |
| | Qualifying: 11th-1m25.416s** | |
| 6 | JONES | +17.344s |
| | Qualifying: 8th-1m25.595s | |
| 7 | KING | +17.679s |
| | Qualifying: 7th-1m25.517s | |
| 8 | MENEZES | +18.393s |
| | Qualifying: 13th-1m25.844s | |
| 9 | TATIANA CALDERON (CO) | +18.788s |
| | Jo Zeller Racing (Mucke) Dallara-Mercedes F312; Qualifying: 10th-1m25.631s | |
| 10 | GELAE | +20.774s |
| | Qualifying: 15th-1m25.854s | |

Winner's average speed: 106.835mph. Fastest lap: Giovinazzi, 1m25.794s, 112.793mph.
* includes five-second penalty; ** five-place grid penalty

DRIVERS' CHAMPIONSHIP

| | | | | | |
|---|------------|-----|----|------------|-----|
| 1 | OCON | 379 | 6 | DENNIS | 152 |
| 2 | VERSTAPPEN | 285 | 7 | ROSENQVIST | 144 |
| 3 | BLOMQVIST | 269 | 8 | KING | 142 |
| 4 | AUER | 242 | 9 | GIOVINAZZI | 133 |
| 5 | FUOCO | 195 | 10 | LATIFI | 107 |

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

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FORIX



Giovinazzi took the finale from Blomqvist

ALL PICS: XPB/LAT

Winner, winner, chicken dinner for Carlin duo

THE IRONY WASN'T LOST ON TOM BLOMQVIST. AT the end of last year, he was dumped off the Red Bull junior programme and, being a driver who's always struggled for budget, his single-seater career could easily have been over. But he was almost simultaneously picked up by larger-than-life Indonesian businessman Ricardo Gelael's Jagonya Ayam scheme – a slogan, meaning 'tasty chicken', for his numerous KFC outlets. At the Red Bull Ring Blomqvist continued to fully justify his poultry patronage by scoring his fourth win of the season, and who should present Blomqvist with his trophy? None other than the man who dropped him from Red Bull, Helmut Marko.

But what really made this the sweetest of weekends for the programme was the form of Antonio Giovinazzi, who has been paired with Gelael's son Sean since they started car racing in Formula Abarth cars in China in 2012. The Italian was on stunning form, taking two pole positions and scoring his first Euro F3 win. It should have been his first two wins, but for a penalty in race two for a safety-car infringement.

Blomqvist, Giovinazzi and Gelael Jr – who put in his best performance yet (albeit not his top result) to take seventh in race two – were placed with Carlin this year, and the Austrian venue has always been a good track for the team. Only a spellbinding lap by Esteban Ocon, and an almost-as-good one from Max Verstappen, kept Colonel Sanders off the front row for race one. But a tangle between Ocon and Verstappen at the first corner let in Blomqvist and Giovinazzi for a one-two.

The duo then aced second qualifying, after a

gamble to fit two new left-side tyres during a red-flag break mid-session produced a double pole for Giovinazzi – by three tenths.

For a man who qualified slowest last time out at Moscow Raceway, it was a remarkable turnaround. A small problem with his Volkswagen engine had been rectified, while the Carlin accountants had OK'd the purchase of a brand-new chassis, when it was discovered there was damage to the tub of his regular ex-Buller/Bradley/Mardenborough/Jaafar machine from his aerial launch over Tatiana Calderon at the Norisring – and not enough time to get it patched up by Dallara.

Giovinazzi worked his way through three caution periods to win race two, only to be penalised with a drive-through penalty when he left too much distance to the safety car on the final restart. The Carlin team didn't inform him of this, as it tried to bring up evidence of a contentious – and unpenalised – restart by Verstappen earlier this season at Hockenheim. "I'll say the radio wasn't working!" smiled chief engineer Mark Owen. So the officials bunged a 20-second penalty in its place. That handed the win from Pugliese Giovinazzi to Calabrese Antonio Fuoco, who had sealed his success with a dramatic double pass on Blomqvist and Lucas Auer into Turn 2 on the opening lap.

Now Giovinazzi knew he could do it, and he delivered in the finale. Blomqvist challenged him on the opening lap, but Giovinazzi was able to pull clear – twice, as there was one safety car in this race. "What happened this morning was my mistake," he admitted, "and I didn't do the same thing this time! I had really good pace."

Blomqvist, who as the experienced leader of the Jagonya Ayam boys helps out his team-mates, added: "Antonio's been the fastest here this weekend – very quick in the last part of the lap. He did a mega job and had more pace."

"Carlin have always been very quick here – I think the layout of the circuit suits our car well. We've always been good in races this season – it was just a matter of getting the car to the front of the field in qualifying."

Does Helmut Marko regret that he's doing the business in yellow-and-red rather than dark blue. We'll probably never know.



Fuoco inherited race-two win

IN THE PADDOCK

MARCUS SIMMONS
DEPUTY EDITOR

@marcussimmons54



PROBABLY THE MOST ANNOYING thing at the Red Bull Ring was the desperation of most onlookers to blame either Esteban Ocon or Max Verstappen for their first-corner collision in race one.

As I saw it, Ocon left just enough room for Verstappen to take the kerb on the inside, but in doing so that flicked the Dutchman into a slight understeer that led to a collision course with Ocon. Racing incident. End of story. The sometimes-inevitable consequence of two audacious talents disputing the same piece of track.

I know Max's dad Jos disagrees with me (he told me so!), but I sided with the officials' decision not to penalise either driver. It was a brave move, and one applauded by those who have grown tired of modern motorsport's penalty confetti.

Bearing in mind the existing rules, the right calls were also made in race one on Verstappen's off-track pass of Antonio Fuoco (a five-second penalty), and in race two on Giovinazzi's safety-car gaffe (20 seconds), Ocon's blunderous move into Felix Rosenqvist (10-place grid penalty) and Jake Dennis's swerve into Verstappen (five-place grid penalty).

But there was one debatable decision in the finale. Did Verstappen deserve a 20s penalty for his brush with Fuoco? I think not. But other than that, a good weekend for the officials – and a very tough one!



Clouds form for bad-tempered race two

BIG NUMBER

210

Number of laps deleted in free practice and qualifying for breaching track limits at Turn 1 and Turn 8. Roy Nissany and Alexander Toril topped the charts with 16 times scrubbed. The good boys were Felix Serralles and Sandro Zeller, with three apiece.

Ocon's no-point Austria disaster

CHAMPIONSHIP LEADER ESTEBAN

Ocon suffered a nightmare weekend at the Red Bull Ring, and scored no points.

His first-corner collision and spin with Max Verstappen preceded a recovery to 13th place in race one, and he retired from race two after moving into Felix Rosenqvist's path to take his line into Turn 1 while defending fourth place at a restart. That resulted in a 10-place grid penalty (greater than the usual five as he had prior warnings for driving infringements) for race three, in which he fought from 14th to eighth before becoming one of several drivers to take a drive-through penalty for improving sector times under yellow flags. He finished 13th.

Of the Rosenqvist incident, Ocon said: "It's my fault. I went to the left and yeah, we touched – I misjudged the space we had."

In race three, Ocon had just cleared



Ocon (left) and Verstappen collide

Jordan King at the point when Michele Beretta ploughed into the gravel at Turn 3, so his first lap past the scene of the yellows was his first on a clear track. "I lifted the throttle for 1.5 seconds but still I went quicker – also

the track was improving as a lot of rubber [from the DTM race] went away," he said.

"Not a good weekend, but I'll learn from it. It was good for me that Max didn't score many points, but it should have been better."

Verstappen angered by penalty

MAX VERSTAPPEN WAS LEFT fuming by a 20-second time penalty – in lieu of a drive-through – in the final race for his late collision with Antonio Fuoco as they disputed fourth place.

Verstappen passed at Turn 1, but ran



Verstappen: hard done by?

wide before returning to the track. A light touch with Fuoco damaged the Ferrari protege's front wing, but Verstappen completed a clean pass at Turn 2 on the following lap, before Fuoco pitted for a new wing.

"I really don't understand how they [the officials] think, but you can't change it," said Verstappen. "He pushed me on my rear tyre as I went wide, and that's why he broke his front wing."

"They said I got the penalty because I already had a warning for a change of direction [in race two, while battling Jake Dennis, who was punished for driving into Verstappen], but I was the victim in that one!"



TEAR-OFF TRAUMA

Jake Dennis (above) inherited a podium in race one – completing a Carlin 1-2-3 – after Max Verstappen's penalty, but suffered a bizarre retirement reason in race two. As he ran fourth late on, someone's visor tear-off (Dennis doesn't even use them himself!) stuck in his airbox and starved his engine of power.

CELIS WITH FORTEC

GP3 racer Alfonso Celis Jr replaced Mitch Gilbert at Fortec Motorsport for the first of two F3 outings. The Mexican took a best finish of 15th, but collided with Santino Ferrucci at the start of race three, spearing him into team-mate John Bryant-Meisner and ending Fortec's race at Turn 1. Bryant-Meisner had a new engine, taking three grid penalties.

LATIFI: DOWN THEN UP

Nicholas Latifi was yet another to get a grid penalty: five places for taking Jules Szymkowiak out of race one. But he came out on top in a great scrap for fourth with Dennis in the final race.

CHANG IN FOR HURST

Bearded Briton Hector Hurst looks to have driven his last Euro F3 round, after coming to the end of his contract with Team West-Tec. The team will run Andy Chang at Nurburgring and Hockenheim, the Macau driver switching from British F3. West-Tec has a third car, which it can convert from Euroformula Open spec.

Double podium for happy Auer

LUCAS AUER SCORED TWO

podium finishes in his home country after a troubled start to the weekend for the Mücke Motorsport team.

The squad's leading two drivers – Auer and Felix Rosenqvist – both struggled in first qualifying, but a great lap by the Austrian put him third fastest in the second session, behind only the leading

Carlin pair, who had taken two new tyres at the red flag.

Auer's third place in race three came despite setting only the 16th fastest lap. "I had a good start but then I struggled," he admitted. "It's hard to find the right set-up when the track changes. But when you see the progress since Friday you have to be happy – it's fantastic."

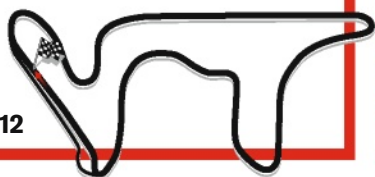


The hills were alive for Austrian Auer

WTCC Rio Hondo (RA)

August 3

Round 8/12



RESULTS

RACE 1: 13 LAPS, 38.818 MILES

| | | |
|----|-----------------------|------------|
| 1 | JOSE MARIA LOPEZ (RA) | 23m10.174s |
| 2 | NORBERT MICHELISZ (H) | +2.526s |
| 3 | YVAN MULLER (F) | +3.271s |
| 4 | SEBASTIEN LOEB (F) | +7.613s |
| 5 | TIAGO MONTEIRO (P) | +8.871s |
| 6 | TOM CHILTON (GB) | +9.508s |
| 7 | ROB HUFF (GB) | +13.893s |
| 8 | GABRIELE TARQUINI (I) | +14.494s |
| 9 | MEHDI BENNANI (MA) | +17.929s |
| 10 | JAMES THOMPSON (GB) | +25.133s |

Citroen Total Citroen C-Elysee WTCC; Grid: 1st-1m43.766s
Zengo Motorsport Honda Civic WTCC; Grid: 4th-1m44.408s
Citroen Total Citroen C-Elysee WTCC; Grid: 2nd-1m44.194s
Citroen Total Citroen C-Elysee WTCC; Grid: 3rd-1m44.310s
Castrol Honda (JAS) Honda Civic WTCC; Grid: 5th-1m45.174s
ROAL Motorsport Chevrolet RML Cruze TC1; Grid: 6th-1m44.821s
Lada Sport Lukoil Lada Granta 1.6T; Grid: 10th-1m45.572s
Citroen Honda (JAS) Honda Civic WTCC; Grid: 7th-1m45.263s
Proteam Racing Honda Civic WTCC; Grid: 8th-1m45.289s
Lada Sport Lukoil Lada Granta 1.6T; Grid: 13th-1m45.964s
Winner's average speed: 100.25mph. Fastest lap: Lopez 1m46.456s, 100.987mph.

RACE 2: 13 LAPS, 38.818 MILES

| | | |
|----|------------------|------------|
| 1 | LOPEZ | 23m16.716s |
| 2 | HUFF | +1.863s |
| 3 | MULLER | +2.896s |
| 4 | TARQUINI | +5.311s |
| 5 | MONTEIRO | +5.893s |
| 6 | LOEB | +6.523s |
| 7 | MICHELISZ | +6.978s |
| 8 | BENNANI | +16.464s |
| 9 | THOMPSON | +16.810s |
| 10 | TOM CORONEL (NL) | +22.790s |

Citroen; Grid: 10th
Lada; Grid: 1st
Citroen; Grid: 9th
Honda; Grid: 4th
Honda; Grid: 6th
Citroen; Grid: 8th
Honda; Grid: 7th
Honda; Grid: 3rd
Lada; Grid: 13th
ROAL Motorsport Chevrolet RML Cruze TC1; Grid: 11th-1m45.696s
Winner's average speed: 99.78mph. Fastest lap: Lopez, 1m45.926s, 101.493mph.

DRIVERS' CHAMPIONSHIP

| | | | | | |
|---|----------|-----|----|------------|-----|
| 1 | LOPEZ | 310 | 6 | CORONEL | 100 |
| 2 | MULLER | 250 | 7 | MICHELISZ | 100 |
| 3 | LOEB | 213 | 8 | MORBIDELLI | 84 |
| 4 | MONTEIRO | 146 | 9 | CHILTON | 83 |
| 5 | TARQUINI | 121 | 10 | BENNANI | 57 |

YOKOHAMA TROPHY

| | | |
|---|-------------|-----|
| 1 | ENGSTLER | 167 |
| 2 | DI SABATINO | 98 |
| 3 | FILIPPI | 93 |

POINTS SYSTEM EXPLAINED

In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers. 5-4-3-2-1 to top 5 qualifiers.



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Lopez assures his hero status

THE CONSENSUS THAT THE REVERSED-GRID WORLD

Touring Car Championship races are of lower sporting value than the opening races of the weekend was called into question in Argentina. Such was the quality of Jose Maria Lopez's victory from 10th on the race-two grid that perhaps bonus points were deserved.

Granted, the Cordoba racer's all-conquering Citroen C-Elysee had lost little of its competitive edge over the summer break. "It was like driving on a highway in a small French car and being passed by a Ferrari," was the analogy of Proteam driver Mehdi Bennani, after witnessing Lopez's mighty speed advantage on the Termas de Rio Hondo's backstraight.

Buoyed by an exuberant crowd who weathered baking heat, Lopez executed a stunning drive. Revisiting the scene of his sensational WTCC debut last year, the championship leader extended his lead in the drivers' standings to 60 points over Yvan Muller thanks to a flawless double victory from pole position.

"I am a bit pessimistic sometimes, but I never expected to be in this position, even after qualifying," said Lopez. "I was thinking that Yvan is very good at starts, and if he gets ahead he will win the first race, and then I am going to be behind on the grid for the second race. But I think the people and the good atmosphere here really made it easier."

Citroen had once again locked-out the top three positions in qualifying, only for front-row starter Muller and Sebastien Loeb to be demoted by the surging Zengo Motorsport Honda of Norbert Michelisz into Turn 1. The Hungarian's effort was all the more impressive after tortuous delays arriving at Argentina had forced him to miss Friday's test.

Lopez and Michelisz were the only men to lap



under the 1m47s barrier in the early laps, and allowed the lead pair to build a useful cushion over Muller before the reigning WTCC champion recovered speed in the closing laps. Michelisz held on by 0.7s to take his best result of the season.

The factory Honda of Tiago Monteiro briefly held third on the opening lap, but the former grand prix driver lost ground owing to a shock absorber failure on lap five.

Completing the top six was Tom Chilton, the fastest Chevrolet driver by some margin all weekend. Of greater surprise was the performance of fellow Briton Rob Huff in a revitalised Lada, who finished one place behind.

Huff had picked up pole in the reversed-grid race, and the Lada Sport team were high on optimism that a big result was within their grasp after glowing feedback from Huff over a series of suspension and weight reduction tweaks.

Away from the lights, Huff pulled clear of a gaggle of Hondas led by Bennani. "The Hondas helped me out massively because I was a bit quicker than them," said Huff, "but the pace of Pechito and Yvan at the end was just ridiculous."

Lopez used his circuit knowledge to cut through the pack ruthlessly, and on lap nine dived inside Huff to take the lead. Muller's progress was delayed by a lively fight with Chilton and both drivers paid compliment to each other after swapping positions a number times over the course of two laps.

The time-consuming battle assisted in safe-guarding Huff's runner-up position. Chilton's strong run would end after being squeezed onto the grass by Loeb, and finding his ROAL car's cooling ducts blocked by grass. Loeb survived the incident unscathed, but ran out of laps to catch the factory Honda duo and was forced to settle for sixth.

IN THE PADDOCK

PETER MILLS
WTCC CONTRIBUTOR
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THE REACTION OF THE ARGENTINIAN fans to Jose Maria Lopez's success at Termas de Rio Hondo was comparable only to Norbert Michelisz's idol-like status at the Hungaroring. Lopez was honoured as an ambassador of 'Marca [brand] Argentina' on Friday from his country's minister of tourism. The award was also bestowed on football giant Lionel Messi and is a measure of the esteem in which Lopez is held.

"I think this weekend has been made special by Pechito winning all the races,"

said Michelisz. "Just seeing people's faces is an incredible feeling."

Away from the hysteria, Tom Chilton had much on his mind. He had produced a great effort in his Chevrolet Cruze dicing with the Citroens in race two, but voiced concerns over the future competitiveness of the car.

"I would say that I am now on par with the Citroen in the corner and I am losing up the straight," said Chilton. "In fresh air, if I haven't got a tow, I am dead. Bennani came to see me at the end of the race. He said we were exactly the same speed up the straight and Lopez came by like he hit a button on his steering wheel. I am more upset thinking about the future than being pushed off by Loeb."

"I know that we don't have a test car, and we don't have any more budget."



Take a look at
'Pechito mania'
for yourself

Honda, Lada and Citroen have test cars and after Macau they can test, test and test. They can turn up next March and will be another tenth away. That worries me.

"RML has got a long list of what it can improve, but it all comes with a price tag that you can't pay for unless you have manufacturer support."

Argentina may move to March

EUROSPORT EVENTS CEO

Francois Ribeiro is investigating moving the Termas de Rio Hondo meeting to mid-March in 2015, and a coveted season-opening slot.

"It makes a lot of sense to start the calendar in Argentina," said Ribeiro. "It would open the championship with a bang and also we would have only a one-month gap to the next race. Now we have a two-month gap to the next race in Beijing. There are some logistical problems for private teams, but I believe they can be solved."

"We started in Curitiba for many years and nobody complained about that. The temperature in Argentina in March should not pose a problem; it should be similar to Europe in September."



Argentina might
earn season opener



Huff celebrates superb
runner-up position

Lada takes maiden podium

ROB HUFF'S RUNNER-UP position in the reversed-grid race two in Argentina marked Lada Sport Lukoil's maiden WTCC podium.

Lada made improvements to the Granta's front subframe and suspension geometry over the summer break, in addition to substantial weight-saving. The car was understood to have been 60kg overweight at the start of the season, but is now close to the weight limit.

While Huff and team-mate Mikhail Kozlovski's cars were shipped to Argentina, James Thompson's Granta remained at the team's European

base at Magny-Cours where it received attention before being flown to South America.

"We have a big motorshow coming up with the launch of the new car and to get a podium was more important than anything," said Huff. "[Team boss] Victor Sharapaolov was crying, it's great to see the reaction we've got from people up and down the pitlane. The team has worked relentlessly for six or seven weeks."

"It is very slippery out there and we have seen in the wet the mechanical grip of the car is fantastic. We made the most of it."

BORKOVIC EXCLUDED

Dusan Borkovic was excluded from eighth place in race two after the front splitter of his Campos Racing Cruze failed a rideheight test. Campos will appeal the decision. Team boss Joao Urbano believes a broken floor on the car caused the splitter to be pulled down at an angle.

VLN FOR VALENTE

Campos driver Hugo Valente will contest a VLN race in September, in a bid to learn the Nurburgring Nordschleife ahead of its scheduled appearance on the 2015 WTCC calendar. Valente retired from both races in Argentina owing to handling concerns after contact and fading brakes.

ENGSTLER SHUFFLES

Team Engstler regular Pasquale di Sabatino was replaced by Argentinian WTCC debutant Camilo Echevarria at Termas de Rio Hondo. Di Sabatino's contract had only covered the European season. The team is set to expand to three cars for the remaining rounds.

MORBIDELLI PENALISED

Gianni Morbidelli (below) received a drive-through penalty in race two after making contact with James Thompson's Lada. The Italian's weekend was compromised by a power loss in qualifying and a subsequent 15th-place starting position.



Honda's Valencia test fails to bring expected step

FOLLOWING A SUCCESSFUL

outing in Valencia with its test car during the WTCC summer break, the factory Honda

team admitted to expecting more from its Argentinian weekend.

"For weird reasons that we don't fully

understand, things that worked out well in the test are not transporting to Termas," said Tiago Monteiro. "It is a different track, different temperature, but it's still strange."

The team believe Gabriele Tarquini suffered a failure on his car in qualifying, while Monteiro encountered a broken shock absorber in race one.

Honda's test car will be put to work at the Hungaroring in the third week of September before moving to the Slovakia Ring where its 2014 development push will conclude.



Honda has been hard
at work on its Civics



GERMAN CARRERA CUP

Philipp Eng won the first race on the road at the Red Bull Ring, but was racing under appeal, so Nicki Thiim was declared winner. The Dane soaked up incredible pressure from Earl Bamber, with Sven Muller shadowing them. Bamber won Sunday's race, passing Alex Riberas after a scrap for the lead (above). Third was Eng, but Michael Ammermuller took his place.

VLN

The Frikadelli Porsche team took its second successive win on the Nurburgring Nordschleife, with Patrick Huisman, Klaus Abbelen and local heroine Sabine Schmitz at the wheel. The Schubert BMW took pole in the hands of Jens Klingmann, but the Porsche took the lead on the 10th lap. Klingmann was joined in the Z4 by Dominik Baumann, Thomas Jager and Max Sandritter.

NASCAR NATIONWIDE

Brad Keselowski won at Iowa Speedway, but only after fending off a surprise challenge from Michael McDowell on a late restart following a caution caused by a James Buescher crash. Trevor Bayne and Sam Hornish Jr were next.

V8 DEVELOPMENT

Paul Dumbrell maintained a perfect record at Queensland Raceway, winning both races. The Holden driver beat Aaren Russell (Ford) and Andrew Jones (Holden) on Saturday and came from 10th to win from Ford drivers Ash Walsh and Cameron Waters on Sunday.

WORLD CHALLENGE GT

Scot Ryan Dalziel gambled on the first race being red-flagged as heavy rain fell at Mid-Ohio, so he stayed out on slicks and took his maiden series win in a Porsche. Leader Mike Skeen had pitted his Audi for rain tyres. Dalziel then held off Skeen all the way in the dry to win the second race of the weekend.

PRO MAZDA

Nicolas Costa and Garrett Grist shared the wins at Mid-Ohio, with Brazilian Costa completing his good weekend with a second place on Sunday. Ryan Booth and Shelby Blackstock rounded out the Saturday podium, while Scott Hargrove secured third on Sunday.

US F2000

Three different drivers shared the spoils in the three races at Mid-Ohio, with Frenchman Florian Latorre, Jake Eidson and RC Enerson all picking up wins. Enerson could have added a second win in race two, but became involved in an accident while leading.

NASCAR SPRINT CUP POCONO (USA), AUGUST 3 RD 21/36

Junior moves to the top

DALE EARNHARDT JR COMPLETED A clean sweep of 2014 Pocono NASCAR Sprint Cup wins with his second victory at the track in two months.

The key to his win was an extra pitstop for a full fuel load and fresh tyres under a long yellow for a 13-car pile-up. This meant his subsequent final pitstop under green could just be a rapid splash-and-go, vaulting him clear of the day's other pacesetters – Jeff Gordon and Kurt Busch – who needed to take a full service and ended up mired in the pack as a vast array of strategies played out.

A few late yellows helped Earnhardt quickly clear those trying to stretch fuel mileage to the flag, after which he fended off heavy pressure from Kevin Harvick and early leader Joey Logano.

Harvick's runner-up spot was also achieved via tactical masterstrokes as he recovered from a pit-speeding penalty and damage in the massive shunt, which was triggered by Denny



Earnhardt owed second Pocono win of '14 to strategy

Hamlin getting sideways on a restart amid a crowd of cars.

Gordon could only make it back to sixth, while Busch hit the wall following a tyre deflation. Jimmie Johnson had two of those, the first setting up a comeback from last place to fourth, the second ending his race.

● Connell Sanders Jr

RESULTS

1 Dale Earnhardt Jr (Chevrolet SS), 160 laps in 3h08m22s; 2 Kevin Harvick (Chevy), +0.228s;

3 Joey Logano (Ford Fusion); 4 Clint Bowyer (Toyota Camry); 5 Greg Biffle (Ford); 6 Jeff Gordon (Chevy); 7 Jamie McMurray (Chevy); 8 Ryan Newman (Chevy); 9 Denny Hamlin (Toyota); 10 Kasey Kahne (Chevy). **Chase grid 1 Earnhardt, 3 wins/740 points**; 2 Brad Keselowski, 3/687; 3 Jimmie Johnson, 3/633; 4 Gordon, 2/757; 5 Logano, 2/633; 6 Carl Edwards, 2/618; 7 Harvick, 2/608; 8 Kyle Busch, 1/611; 9 Hamlin, 1/532; 10 Aric Almirola, 1/506; 11 Kurt Busch, 1/488; 12 Matt Kenseth, 0/668; 13 Newman, 0/642; 14 Bowyer, 0/617; 15 Kyle Larson, 0/595; 16 Biffle, 0/590.

V8 SUPERCARS QUEENSLAND RACEWAY (AUS), AUGUST 2-3 RD 8/14

Whincup back in front as Courtney wins



Courtney took the long Sunday race

IT TOOK FIVE MONTHS TO DO IT, BUT Jamie Whincup has hauled himself back into the points lead of the 2014 V8 Supercar Championship.

Whincup got his bid for a fifth title back on track at Queensland Raceway with two wins and a sixth in the three races. He was fighting with title rival Mark Winterbottom in the Sunday race when the Ford man suffered a puncture, sending him to the pitlane and a 22nd-place finish. Craig Lowndes, Whincup's team-mate in the Triple Eight-run Red Bull Holdens, followed him home in the first two races for a one-two. Another second in the final race restored Lowndes to third overall in the points standings.

That race was won by James Courtney, who showed that the

Holden Racing Team is returning to form. The 2010 champion started from the front row of the grid and dominated the race, winning by more than five seconds. He is now in fourth in the championship, 192 points behind Whincup and in exactly the same position the new series leader was two months ago.

The notable performances in Queensland came from Volvo's Scott McLaughlin and the Nissan teams. The young Kiwi took a pole and led one race until thwarted by a rash Michael Caruso challenge, while Caruso and Nissan team-mate James Moffat qualified their Altimas on the front row for two of the races and both threatened the leaders, until some impetuous driving saw them off the track. Caruso was penalised

for his misdemeanour, while Moffat took a fifth place, equalling team-mate Rick Kelly's race-two result.

● Phil Branagan

RESULTS

Race 1 1 Jamie Whincup (Holden Commodore VF), 33 laps in 39m15.7016s; 2 Craig Lowndes (Holden), +4.6356s; 3 Scott McLaughlin (Volvo S60 Polestar); 4 Fabian Coulthard (Holden); 5 James Courtney (Holden); 6 Mark Winterbottom (Ford Falcon FG). **Race 2 1 Whincup**, 33 laps in 39m06.3767s; 2 Lowndes, +0.5082s; 3 Chaz Mostert (Ford); 4 Shane van Gisbergen (Holden); 5 Rick Kelly (Nissan Altima); 6 Winterbottom. **Race 3 1 Courtney**, 66 laps in 1h18m18.0553s; 2 Lowndes, +5.5847s; 3 Mostert; 4 Scott Pye (Ford); 5 James Moffat (Nissan); 6 Whincup. **Points 1 Whincup, 1790**; 2 Winterbottom, 1775; 3 Lowndes, 1628; 4 Courtney, 1598; 5 Coulthard, 1535; 6 van Gisbergen, 1532.

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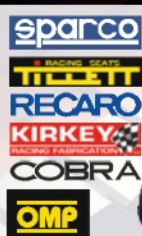
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This success led to the Australian motoring press nicknaming the car Godzilla due to it being a "monster from Japan".

As Australia was the first export market for the car the name quickly spread. Such was GT-R's dominance that it is seen by some as a significant factor in the demise of Group A Touring Car racing, the formula being scrapped soon after.

The BNR32 (R32 GT-R) would end up winning 29 straight victories out of 29 races in the Japanese motorsport. The GT-R proceeded to win the JGTC Group A series championship 4 years in a row, and also had success in the Australian Touring Car Championship winning from 1990–1992, until a regulation change excluded the GT-R in 1993

This car was originally imported from Japan in September 2005. Since being in the UK it has had 2 owners. The car has several old MOT's and lots of receipts with it, so lots of history. It seems that a lot of the work has been carried out by Norris Designs, JDM Garage & was mapped by Thor Racing. It was mapped on 26th June 2013 when it made a conservative 510bhp. This car was originally a red car but has now been sprayed the blue that you see in the pictures to create a replica of the hugely successful CALSONIC R32 of the early 1990s.

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Ginetta-Juno LMP3
will race in Europe
and Asia next year



Ginetta to build LMP3 racers

Yorkshire manufacturer in new prototype push after purchasing Juno

BRITISH CONSTRUCTOR GINETTA will build cars for the cost-capped LMP3 formula set to be introduced next season, after purchasing sportscar maker Juno.

Marque chief Lawrence Tomlinson has acquired the Juno Racing Cars firm set up by ex-Williams Formula 1 employee Ewan Baldry, who has joined Ginetta as its new technical director as part of the takeover.

The sports-prototype and Formula Ford constructor's existing operations have already been relocated to Ginetta's Yorkshire base, where the 420bhp ORECA-powered Ginetta-Juno LMP3 will be built.

Further details of the car will be announced when the Automobile Club de l'Ouest finalises its engine and gearbox configurations, with mandatory composite monocoques the only current confirmation.

It is hoped that as many as six Ginetta-Junos will be built for next year, when LMP3 will replace the single-make LMPC class in the European and Asian Le Mans Series, which failed the ACO in its intent to boost entries in both championships.

LMP3s will be capped at €195,000 (£154,000) as part of the organiser's plan for an LMP2 feeder category, with a target budget of £300,000 for a five-round ELMS campaign.

"It's fantastic, I really like Ewan – which I think is important – and there's some fantastic synergy between the two companies," said Tomlinson, who drove Ginetta's last LMP at the Le Mans 24 Hours in 2009 and also won the GT2 class in the 2006 edition of the French enduro.

"We're no stranger to prototypes. This is an opportunity for us to go back into that area and is similar to

what we've done in other categories – what the ACO wanted to do is exactly what we're doing. It's a perfect fit."

Baldry, who had targeted an independent LMP3 effort for Juno at the start of year alongside building carbon FIA CN prototypes (see AUTOSPORT January 16), said the takeover was a huge boost for the programme and would allow him to concentrate on both the new car's design and managing Ginetta's day-to-day technical responsibilities.

"We'd been looking at moving up the ladder but Juno has always struggled a little bit for resources," he explained. "This seemed like an ideal opportunity. In the past we've had to work with a team and we'd have had to do that again."

"I'm an engineer and designer who has been forced to try to run a business. For the past 15 years I've had to worry about all these other things and have been distracted from what I'm most interested in."

Tomlinson, who wants top-line drivers to develop the car when it is ready to start testing, said Ginetta's facilities would provide Baldry with more design freedom and great control over the project's direction.

"He's been used to having every penny a prisoner," he added. "We develop the cars ourselves, and have the capabilities to fast-track it."

SCOTT MITCHELL
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GIVEN THE DIFFICULTIES THAT

come with the territory of being an independent sportscar maker, in many ways it's not a surprise that Ewan Baldry's Juno Racing Cars operation has sought greater security.

Baldry landed a grant from the UK's Technology Strategy Board at the start of 2014 and had initially wanted Juno to construct carbon FIA CN prototypes, but admits that an ACO-backed LMP3 programme had greater viability. Having waited for more details and negotiated this deal with Lawrence Tomlinson, he seems a great deal happier being able to concentrate on a dedicated LMP3 effort instead of juggling the role of technical chief and boss of a company punching above its weight.

From a Ginetta perspective, the acquisition of Juno from Tomlinson is a big step towards the boss's ambition of driving one of his own cars at the Le Mans 24 Hours again (having piloted an LMP1 machine in 2009). But there is more to it than a man fulfilling his own ambitions.

Ginetta has established its Junior series as one of the strongest in the UK, and its GT5 Challenge and GT4 Supercup series have long-attracted budding young drivers with whom the company tends to keep links as they graduate. Perhaps a strong customer programme – selling four or five Ginetta-Junos ahead of 2015, for example – could be the bedrock for Tomlinson repeating his support of the likes of Nigel Moore back in 2009 and giving talented young racers a chance to shine on the biggest stage of all?

Of course, that could be irrelevant if LMP3 does not take off as the ACO hopes. A cost-capped category is a starting point born out of the right intentions, but as its predecessor LMPC shows – it's not a guaranteed recipe for success.

Tomlinson has
Le Mans ambitions



LMP1 Ginetta-Zyteks
raced at Le Mans
in 2009 and 2010



Triple Eight will run third Z4 for new pair

EBREV/LAT

British GT

Hughes/Firth in Triple Eight BMW switch

TRIPLE EIGHT WILL EXPAND TO three cars for the final two rounds of the British GT season after purchasing a third BMW Z4 GT3 for Warren Hughes and Jody Firth.

Hughes and Firth are switching to Ian Harrison's squad after a difficult season driving a Trackspeed-run Porsche 911 and will contest a variety of overseas endurance events in addition to the British GT races at Brands Hatch and Donington Park.

The duo, which scored a season's best of fourth in the second race at Spa-Francorchamps last month, run with a 75kg weight penalty as a result of their gold-silver driver ranking and believe the 911 has not carried that ballast well.

They tested a Triple Eight BMW at Snetterton last month and will race it for the first time in the two-hour race at Brands (August 31).

"We had a chance to try the car with and without weight at our test,

and there's no escaping the fact that 75kg is a harsh penalty," said Hughes, who along with Firth will race for the team in the Blancpain Endurance Series finale, Nurburgring 1000km, Gulf 12 Hour and the 2015 Dubai 24 Hours.

"The BMW managed the weight better than we expected. We hoped it would be more like the prototypes and give us more reassurance and ability to push courtesy of the aero; it did that in spades.

"It generates confidence and we were quickly on the pace on old tyres. We're hoping to be more competitive with Triple Eight, as the year so far isn't an accurate reflection of our abilities."

Harrison, whose record-setting British Touring Car squad only entered GT racing in 2013, added: "We've made no bones about the fact we want to grow the GT side of Triple Eight. I'm genuinely very excited about where we're heading."

Clio Cup UK

BTCC squad eyes Clios in 2015 with four-car effort

BRITISH TOURING CAR RACE-winning outfit Team BMR intends to expand into the Renault Clio Cup UK next season with a four-car effort.

Warren Scott's team was established in 2013, fielding an S2000-spec SEAT Leon, but has expanded quickly and currently runs a quartet of VW CCs for Alain Menu, Aron Smith, 2012 Clio Cup champion Jack Goff and Scott himself.

The squad has won twice already this season, with former Clio runner-up Smith taking two reversed-grid victories, and Scott wants to make the most of the tin-top series' reputation as a junior category to the BTCC.

"The plan is to run four cars in the championship next season as a feeder for our BTCC team," said Scott, who

announced his plans at Snetterton last Friday. "Clio Cup is the place to train young drivers and bring them through.

"It's a real breeding ground for touring cars, as we've seen with Jack and Aron, and gives drivers the skills they need."



Walter Hayes Trophy

Hunt Jr eyes Walter Hayes berth after racing return



Hunt returned to FF1600

FREDDIE HUNT, THE SON OF 1976 Formula 1 world champion James, has targeted this year's Walter Hayes Trophy after making his racing return in Castle Combe's Formula Ford 1600 series last weekend.

Driving a Swift SC92F in his first UK single-seater appearance in five years, Hunt qualified seventh overall and ran second in class until a collision on the fourth lap put him out of the race.

Hunt, who competed in British Formula Ford in 2007 before moving

into ADAC Formel Masters, said the Kent-engined end-of-season FF1600 showpiece was a priority.

"I sold my business in 2012 and moved to Argentina, but went to see some racing and the bug bit again," he said. "I did a couple of races out there in the Chevrolet Cruze Cup, but now I hope to do the Walter Hayes Trophy."

● WHT organisers will open up the Historic Final (traditionally for Pre-'82 cars knocked out before the main final) to Pre '90 cars for the first time this year.

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F3 Cup

Newer cars to F3 Cup as organisers seek grid boost

THE F3 CUP HAS ANNOUNCED plans to allow newer Formula 3 chassis to compete on a championship basis next season in a bid to boost grid numbers.

The series, run by MSVR, has suffered a decline in entries in 2014 and attracted the smallest grid in its history at the second Silverstone race in late April, when just eight cars took the start.

It has now decided to allow chassis produced between 2008 and 2011 to enter the main championship, instead of

an Invitation Class basis as previously.

The series will continue to cater for earlier Formula 3 cars in its existing Trophy and Master classes.

"The decision to introduce the later cars into F3 Cup is a logical progression for the championship," said series co-ordinator Simon Davey. "It has been taken following detailed consultation with existing teams and the response we've had so far from existing and prospective competitors has been extremely positive."

Newer F3 cars were previously guests only



British Formula Ford

Meridian forced to withdraw

BRITISH FORMULA FORD SQUAD

Meridian Motorsport withdrew both its cars from last weekend's Snetterton round after encountering serious engine problems in Friday's practice sessions.

Podium finisher Connor Mills had already been forced to skip the meeting after sustaining engine and gearbox damage when he crashed his Mygale at the last round at Croft.



Engine troubles hit Ford squad

The team was due to run Connor Jupp and newcomer Jai Nijjar in the three races at the Norfolk track but pulled out of the meeting before Saturday after being unable to source and install replacements for the Mountune-prepared EcoBoosts.

A statement from the team said Jupp had encountered a "minor electrical gremlin" in the morning but then suffered a blown head gasket after two laps in the second session.

Nijjar, who had been due to race at Croft but pulled out after problems at a pre-race test, was ruled out by "the effects of damage sustained to his engine" at another test at Brands Hatch.

Meanwhile, double race winner Sam Brabham missed his second consecutive meeting. The JTR driver, who is struggling with budget issues, has not raced since his race-two roll at Oulton Park.

British GT

Academy a doubt for finale

ACADEMY MOTORSPORT BOSS

Matt Nicoll-Jones says his team could be forced to withdraw from British GT4 after two engine blow-ups this season.

Nicoll-Jones, who shares a G55 with Oliver Basey-Fisher, has suffered two engine failures in quick succession, the second of which came after securing a double pole at Spa-Francorchamps.

The race-winning duo could now be forced to skip the final rounds at Brands Hatch and Donington Park, and Nicoll-Jones – whose squad also runs Ginettas in the GT4 Supercup and GT5 Challenge – has called for help from the Yorkshire manufacturer to stop that happening.

"We had an engine let go at Silverstone and then at Spa in spectacular fashion," he said. "We've not officially pulled out but we're considering our options."

"We've done nothing wrong but are being told to buy another one. I don't think I should have to."

Academy G55 led from pole at Spa but retired



HUMBLE PYE

The voice of club racing

History is celebrated in fine fashion at Croft



Croft's Nostalgia weekend is worth every mile travelled

That the current Croft layout is one of Britain's best drivers' circuits was evident from the eulogies of virtually every HSCC competitor on the podium at last weekend's Nostalgia Weekend. It's not just the adrenaline talking, for many rivals are equally enamoured of the modern North Yorkshire venue.

The challenges it packs into its 2.12 miles are particularly enjoyable in a historic car – I defy anybody not to like the awesome high-speed Jim Clark Esses in anything with compliant suspension and treaded tyres – but the character of the place and its range of corners make every demanding lap exciting in slick-shod machinery and contemporary cars too.

On Sunday it was 50 years to the day since the Darlington & District Motor Club's Daily Mirror Trophy Meeting opened Croft Autodrome. There had been ad-hoc racing on the old airfield before, but this venture, backed by local investors (some of them competitors), formalised the activity on a fast, broadly triangular track that incorporated the runway now used as Paddock C.

Three competitors who raced at that landmark event returned to Croft last weekend. Scot Graham Birrell contested the opening race on the August 3, 1964 card in his Ford Cortina GT. Jeremy Bouckley was in the Formule Libre race in his ex-Charlie Crichton-Stuart/Louis Jacobitz Cooper T59, while Chris Meek raced a Ginetta G4 in the GT field.

Midlander Bouckley had fitted a Lotus twin-cam engine to the Formula Junior chassis by then

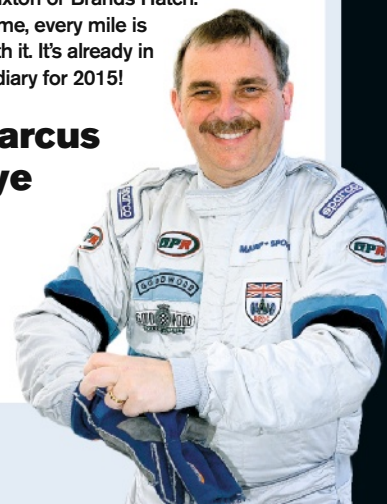
(1000cc F3 was the other option following FJ's discontinuation at the end of '63) but the pretty car was back, too. Long back in original trim, it landed top-six results in the enthusiastic hands of Glasgow garagiste George Cooper, who turns 80 this month, while a sister chassis was a double winner with Jon Milicevic at the wheel.

"I defy anybody not to like Croft's awesome high-speed Jim Clark Esses"

The all-round effort that goes into building and promoting the Nostalgia Weekend, run annually since 2010 with a World War Two backdrop, is enormous, and why it is such a success. I have reported and commented at each one and cannot wait to return to a very social event with such individual flavour.

It may be a trek from the south coast, but it repays the commitment of those who come from the north to Thruxton or Brands Hatch. For me, every mile is worth it. It's already in my diary for 2015!

Marcus Pye





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**BRDC F4 Winter Series
will return in November**

BRDC F4

F4 offers £10k winter prizes

THE BRDC FORMULA 4 WINTER

Championship will be run again this year, with the winner gaining free entry to the 2015 main series.

The winter champion will receive free race entries for all rounds next season, while the series runner-up and third-placed driver will receive 50 per cent and 25 per cent entry discounts respectively.

In addition to the new prize, estimated to be worth £10,000, the series will again be held over two rounds at

Snetterton (November 8-9) and Brands Hatch GP (November 22-23).

It will comprise eight races, with a 20-minute qualifying session and two 20-minute races on each day. Drivers will receive two hours of free testing the Friday prior to each event.

Last year's winter champion Matty Graham has since graduated to Formula Renault NEC, while race winners Will Palmer and Sennan Fielding are currently third and fifth in the main championship.

Series and MSV boss Jonathan Palmer said adding incentives was a no-brainer.

"I have been determined that MSV re-establishes the UK as the place where budding Formula 1 drivers come from all over the world to learn and develop their early single-seater racing skills," he said.

"Our BRDC F4 championship has been very successful in achieving this and with our 2014 winter series I wanted to continue to provide big rewards for the winners to help them on their way."



**More closed-road action
could be allowed**

Closed-road motorsport

Closed-road laws tabled

THE REVISION OF LEGISLATION

to allow more closed-road motorsport in the UK will be considered by the House of Lords in October.

The legislation, which will enable local authorities to suspend the Road Traffic Act without the need for an Act of Parliament, was officially tabled on July 30 as part of the Deregulation Bill currently going through Parliament.

It means closed-road racing is part of the bill, which is currently at the committee stage, being considered by peers during the government's summer recess ahead of the House of Lords' return on October 21.

"We're not there just yet but the wheels are now very much in motion," said the MSA's Rob Jones. "We are absolutely delighted with the news."

BRDC

Tomlinson joins BRDC board

GINETTA CHAIRMAN LAWRENCE

Tomlinson has been appointed to the board of directors of the British Racing Drivers' Club.

The appointment of the businessman and government advisor, who has competed in a variety of race series and won his class in the 2006 Le Mans 24 Hours, was backed by Formula 1 world champions Nigel Mansell and Damon Hill.

"I'm delighted and look forward to working with the directors to ensure the long-term future and success of the BRDC, Silverstone, and British motorsport for years to come," said Tomlinson.

"The BRDC plays an important role as the guardians of motorsport, which I hold in the highest esteem."

Double British Touring Car champion Jason Plato was also re-elected to the board at the club's AGM last week.

BRDC F4

Russell named Rising Star

BRDC FORMULA 4 POINTS LEADER

George Russell has been invited onto the British Racing Drivers' Club's Rising Stars programme.

The 16-year-old car-racing rookie has won four races in BRDC F4 and finished on the Formula Renault ALPS podium.

"All the hard work is paying off, and I'm honoured to be part of such a great and historic club," he said.

Irish Ginetta GT4 Supercup racer Andrew Watson has also been named a Rising Star. The 19-year-old is third in the championship with two wins.



**The F4 ace is on
the BRDC scheme**



In brief

Rocker eighth in Mini

AC/DC frontman and self-confessed petrolhead Brian Johnson contested the Historic Touring Car races at last weekend's Croft Nostalgia festival. Johnson (above) finished both races in eighth in his Austin Mini Cooper S.

Non-UK cars to TSC

The Thoroughbred Sportscar Championship is considering admitting foreign machinery to future events. The series is currently the sole domain of period sportscars made by British manufacturers, but the door would be opened to cars from such non-British marques as Porsche, Alfa Romeo and Chevrolet if the move is approved.

Retro RX reg tweak

The Retro Rallycross series that runs alongside the British Rallycross Championship is set for a change of regulations for 2015 to allow more competitors to race in the category. The challenge is open to pre-1987 cars run in period specification but organisers will relent to allow cars and engines that fit the era but do not match a specific configuration.

MX5 ace's charity push

Chris Dawkins, who returned from a two-year racing break to finish second in one of the BRSCC Mazda MX5 races at Brands Hatch last weekend, has embarked on a dual charity drive. He is raising money to support families affected by DiGeorge Syndrome, and also trying to help Demelza House, which cares for terminally ill children. More information is available at www.maxappeal.org.uk.

Free entry for Masters

The inaugural FIA International Hillclimb Masters in Luxembourg will be free for drivers to enter. Organisers of the Eschdorf-based event, which will bring together drivers from all national championships in 2014, will take place on October 11-12 and has been capped at 180 entrants. The meeting will include individual competitions as well as a Nations Cup.

CLARIFICATION

Alan Baillie has asked us to clarify that he was not involved in any way in Denis Welch's tragic accident at the Silverstone Classic as his Cooper's rear suspension link broke through wear and tear, forcing his retirement from the race at Luffield well ahead of the incident.

Gruff GTs grab Guards glory



ALL PICS: STEVE JONES

CLASSIC-CAR PARADES, MILITARY-vehicle demonstrations, aerobatic displays and stunning vintage fashion attracted thousands of spectators to the fifth annual Croft Nostalgia Weekend, but the abiding racing memory of the HSCC-organised retrospective – Sunday was the 50th anniversary of the Autodrome's inaugural meeting in 1964 – was the breathtaking four-way GT battle behind the winning Chevron sports-racer in Saturday's Guards Trophy endurance.

With Steve Hodges clear in his Gropa-based B8, but desperately endeavouring to judge increasing grip levels without dropping it on a treacherous-but-drying track, the spectacle of the Ford V8-powered cars of Mike Whitaker (TVR Griffith) and Rob Bremner (AC Cobra) scrapping furiously with Alastair Dyson's Jaguar E-type and the Lotus Elan of Paul Tooms was magnificent.

Whitaker prevailed, but the less-experienced Bremner – driving like never before – pushed him to the limit, clinging on as others overstepped their Dunlop tyres' limits of adhesion. Tooms gyrated twice exiting the chicane and Dyson once at Clervaux, but they recovered to finish fifth and sixth, Tooms having repassed the ex-David Good B8 of Hugh Colman (which started from the back following HT lead failure), before ceding fourth overall.



Park enjoyed a first
FF2000 victory

Flu-ridden Oliver Ford repaid father Ian and Richard Winter's work in renosing his Lotus Europa in the three weeks since Brands Hatch with victories in both combined Road Sports races. Non-scoring invitee John Pringle's rorty Lotus 7 S4 actually took Saturday's chequer, the local man hanging on by overrevving it in third gear after it jumped out of top. Julian Barter (TVR) and Jim Dean (Europa) ran Ford closest.

Simon Haughton (Lotus 7) and Patrick Ward-Booth (Ginetta G4) topped the respective Historic RS races in which contrite points leader Andy Shepherd (7) was penalised, then excluded, for causing separate incidents, Sunday's a race-stopper.

Having pushed Nelson Rowe so close previously, Andy Park merited his first Historic FF2000 victory on a wet track. The Cumbrian Reynard

driver doubled up on Sunday, when Benn Simms reversed Saturday's Royale order in his mirrors, leaving the determined Tom Smith to repel Ben Tusting, who missed qualifying having damaged his Reynard in the assembly area.

Debuting Stuart Rolt's Australian Elfin 600 in 1000cc Historic F3 form, Simms qualified on pole, but its clutch failed on the line. Pushed off, he crunched it into gear and screamed from the pits to second

behind Dean Forward's pink Tecno, which was boiling. The De Sanctis of Paul Waine was third as different chassis marques occupied the top six places. Without Simms, Forward had it a little easier on Sunday, although he completed his six-race Croft rout without the gearknob. Simon Armer (ex-Tom Walkinshaw March 703) and Keith Messer (Vesey) battled for the minor places.

Rueing the absence of Sam Mitchell – whose similar Merlyn was damaged by a spinning backmarker last time out at Brands Hatch – and Michael O'Brien (making his British Formula Ford debut at Snetterton), 2012 champion Callum Grant pulverised Historic FF1600 rivals. Benn Simms climbed superbly from the back to second on Saturday, following distributor failure in practice, but a broken rear upright pitched the Jomo off at Clervaux on Sunday.

Will Nuthall (Jamun) and James Buckton (Elden) chased hard and deserved maiden podiums.



Minis flew in the wet
to topple tin-top giants



Whitaker won epic
scrap for second

RESULTS

GUARDS TROPHY (21 LAPS) 1 Steve Hodges

(Chevron-BMW B8) 40m00.033s (67.00mph); 2 Mike Whitaker (TVR Griffith) +29.450s; 3 Robert Bremner (AC Cobra); 4 Hugh Colman (B8); 5 Paul Tooms (Lotus Elan); 6 Alistair Dyson (Jaguar E-type). **Class winners** Whitaker; Tooms; Dyson; Mark Godfrey/Ian McDonald (Ginetta G12); Bob Brooks (Griffith); Karl Wetherell/Mark Campbell (Triumph TR4); James Bailey (Cooper T39 Bobtail). **Fastest lap** Colman 1m44.075s (73.57mph).

70S ROADSPORTS & HISTORIC ROADSPORTS (12 LAPS) 1 Oliver Ford (Lotus Europa) 20m11.869s

(75.82mph); 2 Jim Dean (Europa) +9.676s; 3 Julian Barter (TVR 3000M); 4 Simon Haughton (Lotus 7); 5 Charles Barter (Datsun 240Z); 6 Patrick Ward-Booth (Ginetta G4). **CW** J Barter; Mark Oldfield (Lancia Beta Monte Carlo); Haughton; Vicky Brooks (TVR Griffith); Nick Savage (Chevrolet Camaro). **INV** John Pringle (7 S4). **FL** Dean 1m38.388s (77.82mph). **RACE 2 (6 LAPS) 1 Ford 10m00.019s (76.57mph)**; 2 J Barter +5.873s; 3 Dean; 4 C Barter; 5 Ward-Booth; 6 Brooks. **CW** J Barter; Brian Jarvis (Porsche 924); Ward-Booth; Brooks; Adam Simmonds (Ford Mustang). **INV** Pringle. **FL** Ford 1m38.640s (77.62mph).

HISTORIC F3 (BOTH 13 LAPS) 1 Dean Forward (Tecno)

21m00.540s (78.96mph); 2 Benn Simms (Elfin 600) +6.823s; 3 Paul Waine (De Sanctis F3/69); 4 Simon Armer (March 703); 5 Keith Messer (Vesey VF3); 6 Jim Blockley (Brabham BT21B). **FL** Simms 1m33.489s (81.90mph).

RACE 2 1 Forward 20m41.505s (80.18mph)

2 Armer +17.632s; 3 Messer; 4 Blockley; 5 James Timms (BT21B); 6 Waine. **FL** Forward 1m33.779s (81.65mph).

HISTORIC FORMULA JUNIOR (9 LAPS) 1 Jon Milicevic

(Cooper T59) 17m17.364s (66.43mph); 2 Jack Woodhouse (Lotus 20/22) +38.235s; 3 Andrew Garside (20); 4 Mark Woodhouse (Elva 100); 5 Pete Morton (Lightning Envoyette); 6 George Cooper (T59). **CW** M Woodhouse; Stephen Futter (20); Chris Wilks (Deep Sanderson DS104). **FL** Milicevic 1m36.397s (79.43mph). **RACE 2 (13 LAPS) 1 Milicevic**

20m40.869s (80.22mph); 2 J Woodhouse +13.038s;

3 Morton; 4 M Woodhouse; 5 John Rees (22); 6 Cooper.

CW M Woodhouse; Futter; Colin Nursey (Lotus 18).

FL J Woodhouse 1m33.176s (82.18mph).

HISTORIC FF1600 (11 LAPS) 1 Callum Grant (Merlyn

Mk20A) 20m42.938s (67.76mph); 2 Benn Simms

(Jomo JMR7) +12.494s; 3 Maxim Bartell (Mk20A); 4

Simon Toyne (Lola T200); 5 James Buckton (Elden Mk8);

6 John Murphy (Mk20A). **CW** Danny Stanzl (Elden Mk8).

FL Simms 1m50.944s (69.01mph). **RACE 2 (13 LAPS) 1**



Milicevic triumphed
in dreadful conditions

Grant 20m14.323s (81.97mph); 2 Will Nuthall (Jamun T2) +13.996s; 3 Buckton; 4 Toyne; 5 Pertti Kiiveri (Kvantti Mk1); 6 Murphy. **CW** Stanzl. **FL** Grant 1m32.407s (82.86mph).

HISTORIC TOURING CARS (10 LAPS) 1 Roger Godfrey

(Austin Cooper S) 20m51.386s (61.19mph); 2 Pete

Morgan (Cooper S) +12.393s; 3 Mike Gardiner (Ford Lotus

Cortina); 4 Mark Jones (Cortina); 5 Tim Davies (Cortina);

6 Tom Andrew (Cortina). **CW** Gardiner; Jones; Davies; Neil

Brown (Ford Mustang); Brian Johnson (Cooper S); Steve

Platts (Singer Chamois). **FL** Godfrey 2m01.486s

(63.02mph). **RACE 2 (12 LAPS) 1 Davies 20m54.769s**

(73.23mph); 2 Warren Briggs (Mustang) +17.305s;

3 Gardiner; 4 Bob Bullen (Ford Anglia); 5 Godfrey;

6 Morgan. **CW** Gardiner; Godfrey; Andrew; Johnson; Shaun

Hazlewood (Hillman Imp). **FL** Jones 1m42.748s (74.52mph).

HISTORIC FF2000 (12 LAPS) 1 Andy Park (Reynard SF81)

20m15.065s (75.62mph); 2 Tom Smith (Royale RP27)

+7.745s; 3 Benn Simms (Royale RP30); 4 Ben Tusting

(Reynard SF79); 5 Colin Wright (SF79); 6 Andrew Storer

(RP27). **CW** Tom White (Crosale 33F). **FL** Park 1m39.690s

(76.81mph). **RACE 2 (14 LAPS) 1 Park 20m58.224s**

(85.20mph); 2 Simms +6.440s; 3 Smith; 4 Tusting; 5 Storer;

6 Wright. **CW** White. **FL** Tusting 1m28.588s (86.43mph).

CLASSIC CLUBMANS (BOTH 15 LAPS) 1 Mark Charteris

(Mallock Mk20/21) 21m22.917s (89.52mph); 2 Mark

Hales (Centaur 14) +38.067s; 3 Alan Cook (Mk20); 4 Robert

Manson (Mk21); 5 Clive Wood (Mk20B); 6 Adam Paterson

(Mallock Mk18). **CW** Wood. **FL** Charteris 1m23.659s

(91.52mph). **RACE 2 1 Charteris 21m23.124s (89.51mph)**;

2 John Harrison (Mk21) +17.257s; 3 Hales; 4 Manson;

5 Cook; 6 Mike Hickson (Mk20B). **CW** Paterson.

FL Charteris 1m23.016s (92.23mph).

500cc F3 (11 LAPS) 1 Roy Hunt (Martin-Norton)

21m01.748s (66.75mph); 2 John Turner (Cooper-JAP Mk9)

+1.900s; 3 Darrell Woods (Cooper-Norton Mk12); 4 Gordon

Russell (Mackson-Norton); 5 David Kingsland

(Staride-Norton Mk3); 6 Ian Phillips (Cooper-Norton Mk10).

CW Russell. **FL** Turner 1m53.592s (68.00mph).



A minute's silence
was held to honour
the late Denis Welch

Rain or shine, Jon Milicevic was unbeatable in Formula Junior. Lightning sizzled on the horizon, presaging a monsoon in which Mark Woodhouse skated into the Clervaux quarry having just wrested third in his front-engined Elva-BMC. Milicevic dedicated Saturday's win to the memory of Denis Welch, for whom a minute's silence was observed on the grid. "Denis was the wet-weather maestro," reminded Jon.

Woodhouse was fortuitous in keeping his class-winning fourth, for the result was wound back a lap after the chequered flag was shown to George Cooper (in the other blue Cooper T59), not Milicevic. Fresh from Arden GP3 spanner duties in Hungary, Woodhouse's son Jack fought his way past Milicevic on Sunday, only to pirouette out of the hairpin. He still finished second, ahead of Pete Morton's appropriately

named Lightning (Envoyette).

Conditions for the Historic Touring Car bouts were diametrically opposed. Saturday's rain was manna for Mini men Roger Godfrey and Pete Morgan who wriggled to the front and gave the Cortina Lotuses and Mustangs — clearly reluctant to go where Neil Brown and Warren Briggs pointed them — a pasting. Mike Gardiner topped the Cortina set, with Mark Jones and champion Tim Davies slithering in his wake.

Davies's two-litre Cortina suited Sunday's dry circuit, beating Briggs and Croft fanatic Gardiner and extending his points lead in Imp stalwart Simon Benoy's absence. With Brown at Snetterton overseeing Honda's British Touring Car engines, Briggs was initially shocked to be overtaken by Bob Bullen's Anglia, which claimed

fourth as the Minis were jostled back to fifth and sixth.

Mark Charteris commanded Classic Clubmans again, but Mark Hales's tenacity in David Childs's Centaur focused the champion. In the opening leg, deferred to Sunday and confused when Stephen Littler planed a side from his U2 against the tyre wall exiting Tower, Alan Cook earned third after a tussle with American Rob Manson. Clive Wood outfoxed talented youngster Adam Paterson among the FF1600-engined brigade.

Charteris made "an appalling start" in the afternoon's sequel, arriving at Clervaux fifth, just ahead of John Harrison who gridded last after graunching his nose in a morning excursion. Once Charteris's fresh tyres came in he pounced on Hales and shot clear, only to spin across the bows of the lapped Cook and Manson in the Complex.

Watford's answer to Nureyev performed an elegant 270 degree twirl, before snicking first and continuing to victory. Harrison and Hales joined him on the podium, while Laguna Seca-bound Manson grabbed fourth on his final (and quickest) lap of the weekend. Paterson won Class B after Wood snagged his nose in the greenery.

"We each had an off," grinned John Turner having led most of a splendid 500cc F3 finale, which lost contender Richard de la Roche's Smith Buckler early on. Poleman Turner's Cooper-JAP was hounded down and passed by Norton-powered rivals Darrell Woods (Cooper) and Roy Hunt (Martin). But Turner dug ever deeper, punishing Woods's last-lap wobble in the hairpin to snatch silver — and fastest lap — as Hunt outdragged the pair to the line, repeating his 2012 victory.

● Marcus Pye



Tecno ace Forward
won Historic F3



Higgins (1) leads
Ward and Crossey

FORMULA FORD 1600 CASTLE COMBE, AUGUST 2 MSVR

Higgins takes honours in chaotic outing

ADAM HIGGINS TOOK A HARD-FOUGHT victory in his Van Diemen JL12 to keep his title hopes alive, as Ashley Crossey and team-mate Nathan Ward collided on the last lap in their duel for second place.

The Spectrums of Ward and Crossey led the initial charge up Avon Rise before Ed Moore's Van Diemen split them and led into Camp at the end of the opening lap. It had become a five-car battle for second until the safety car intervened, with Higgins heading Crossey, Ward, Roger Orgee and Higgins's brother Richard.

At the restart, Moore was under immediate pressure from Adam Higgins and spun at the Esses. Ward managed to edge ahead of Crossey for a while and briefly threatened the leader before it all closed up again.

Ward was ahead into Quarry with three laps to go, but Higgins immediately retook the advantage as Ward dropped to fourth. From there, Higgins had just enough pace to break away and secure the win.

"All sorts of things were happening out there; it was absolutely manic," the reigning champion said.

Having regained third from Orgee before the end of the lap, Ward was soon back on Crossey's tail as the last lap approached.

But the battle for second turned sour when Ward made his move at Tower, colliding with Crossey and putting both Kevin Mills Racing drivers out of the race. Orgee inherited second, with Richard Higgins joining brother Adam on the podium with a distant third.

Paul Barnes's Swift won Class B from Wayne Belcher, after Freddie Hunt and Shaun Macklin collided at

the Esses on the fourth lap. Steve Bracegirdle (Van Diemen) and Kevin Howell (PRS) claimed class wins.

● Peter Scherer

RESULTS (15 LAPS) 1 Adam Higgins (Van Diemen JL12) 20m17.730s (82.03mph); 2 Roger Orgee (Van Diemen RF00) +1.036s; 3 Richard Higgins (Van Diemen JL12); 4 Paul Barnes (Swift SC92F); 5 Michael Bradley (Van Diemen JL012K); 6 Mark de Rozarioux (Ray GR08/09). **Class winners** Barnes; Steve Bracegirdle (Van Diemen RF89); Kevin Howell (PRS RH01). **Fastest lap** A Higgins 1m12.401s (91.98mph).

MINI CHALLENGE CASTLE COMBE, AUGUST 2 MSVR

Ex-champ Knox the rest for six

FORMER CHAMPION CHRIS KNOX took a double win in Wiltshire.

In the first, Knox and Luke Caudle got away on a drying track, having both opted for slicks at the front and wets at the rear. Henry Duprey stayed with the pair initially, but his rears wore out and he began to fall back. By lap four Knox had shaken off Caudle to take a comfortable win, with Lawrence Davey coming home a distant third.

Caudle led the restarted second race until the penultimate lap, when he overcooked it going into Quarry. As Caudle ran



Knox reignited
title challenge

wide, Knox stole the lead and was followed through by Duprey, while Caudle was left to complete the podium.

● Peter Scherer

RESULTS (16 LAPS) 1 Chris Knox 20m56.875s (84.78mph); 2 Luke Caudle +5.092s; 3 Lawrence Davey; 4 Neil Newstead; 5 Hamish Brandon; 6 Henry Duprey. **CW** Shane Stoney. **FL** Knox 1m16.754s (86.77mph). **RACE 2 (11 LAPS)** 1 Knox 16m01.955s (76.15mph); 2 Duprey +0.748s; 3 Caudle; 4 Brandon; 5 Alan Taylor; 6 Keith Issatt. **CW** Stoney. **FL** Knox 1m15.706s (87.97mph).

RADICAL CLUBMANS CASTLE COMBE, AUGUST 2 MSVR

Kruger a nightmare for rivals

OSKAR KRUGER LED BOTH RACES from the opening lap to secure a dominant double victory.

A major first-lap shunt at Quarry in the first race caused an early stoppage that claimed a number of leading drivers. Ben Dimmack jumped the gun at the restart, and finished second on the road behind Kruger before dropping behind Brian Caudwell after earning a jump-start penalty.

While Kruger escaped for another win in the second race, Steve Burgess hounded Dimmack in the battle for

second before snatching the place at Camp on the penultimate lap.

● Peter Scherer

RESULTS (14 LAPS) 1 Oskar Kruger (PR6) 15m28.234s (100.44mph); 2 Brian Caudwell (SR3) +18.548s; 3 Ben Dimmack (PR6); 4 John Macleod (SR3); 5 Brian Murphy (PR6); 6 Richard Stables (PR6). **CW** Caudwell. **FL** Kruger 1m05.340s (101.92mph). **RACE 2 (13 LAPS)** 1 Kruger 15m12.266s (94.90mph); 2 Steve Burgess (SR3) +4.563s; 3 Dimmack; 4 Macleod; 5 Caudwell; 6 Murphy. **CW** Burgess. **FL** Kruger 1m05.169s (102.19mph).



Kruger doubled up
at Combe



Szaruta took two feisty Caterham wins

CATERHAM TRACKSPORT BRANDS HATCH, AUGUST 2-3 BRSCC

Szaruta proves class of Caterham field

CHRISTIAN SZARUTA OVERCAME STIFF opposition to take a double victory in a pair of thrilling Tracksport races.

Andres Sinclair seized the lead at the start of the first from poleman Szaruta as Pete Fortune, Nick Portlock and David Russell ducked and dived in their wake.

Sinclair and Szaruta engaged in their own battle over the next few laps until Fortune squeezed past them both to snatch the lead.

He headed a lead group of seven cars which ran nose to tail until Szaruta made a decisive move at

Druids, putting him back in the lead.

"I managed to squeeze through the gap but I tapped Pete on the way through," he admitted.

Fortune slid wide at Paddock, taking out the unfortunate Michael Coultren, to leave Szaruta with a narrow advantage that he was able to maintain to the finish.

Slow starter Stephen Nuttall finally got the better of Sinclair and Russell in an exciting three-way scrap for second place.

Frontrunners Szaruta and Nuttall starred in the second race as they

took turns at brave outside passes at Paddock Hill, with Szaruta ultimately prevailing. Sinclair, meanwhile, fought off Richard Nordhoff to finish a close third.

● Kerry Dunlop

RESULTS (BOTH 33 LAPS) 1 Christian Szaruta 30m34.743s (78.21mph); 2 Stephen Nuttall +4.806s; 3 Andres Sinclair; 4 David Russell; 5 Nick Portlock; 6 Ian Sparshott. **FL** Nuttall 54.330s (80.04mph). **RACE 2** 1 Szaruta 30m15.760s (79.03mph); 2 Nuttall +2.373s; 3 Sinclair; 4 Richard Nordhoff; 5 Portlock; 6 Tony Mingoia. **FL** Szaruta 54.251s (80.15mph).



In brief

Castle Combe Saloons

Tony Hutchings and his Audi TT (above, left) took the spoils at the third start at Castle Combe, the first two having been red-flagged. Julian Ellison's Vauxhall Astra VXR was a close second, while Charles Hyde-Andrews-Bird (Renault Megane) completed the podium. The Astras of John Barnard and Russell Akers took the flag nose to tail to finish fourth and fifth respectively.

Radical SR3 Challenge

A combination of a late safety car and two penalties wiped out the enormous advantage built up by Bradley Ellis and Andy Cummings at Castle Combe. This left Phil Keen, who had taken over from Peter Belshaw, to chase Lewis Plato to the flag in a dramatic finish. Keen got alongside a lap from home, but Plato held on for the win with the luckless Cummings winding up third.

Caterham Roadsport

Jack Sales held on to take a narrow victory over Dan Gore in the opening race at Brands Hatch, while polesitter Henry Heaton lost third to Chris Hutchinson when he took to the grass at Surtees. Sales took his fourth win of the season in the second race, withstanding considerable pressure from both Gore and Hutchinson in a race that featured two safety cars.

Caterham Superlight

Aaron Head inherited the win in the first race at Brands after early leaders Danny Winstanley and David Robinson dropped out, with Sean Byrne and Mark Shaw completing the podium. In the second race, Head nosed ahead of Lee Wiggins and then pulled away to win again. Winstanley started with a spirited charge to second from the back row.

Caterham Academy

Olly Wigg (below, 8) led throughout in the Group 1 race, although he pushed runner-up Alistair Calvert (15) onto the grass at one stage. After a poor start, Group 2 polesitter David Webber fought his way back to the head of the field, going on to beat Tim Gascoyne-Day.



MX-5 CHAMPIONSHIP BRANDS HATCH, AUGUST 2-3 BRSCC

Double win for Blake-Baldwin

CHAMPIONSHIP LEADER JAMES

Blake-Baldwin continued his dominance with two unruffled wins at Brands Hatch.

In the first race, Alan Henderson put in a tremendous drive to claim second place behind Blake-Baldwin, while Will Blackwell-Chambers completed the podium.

Next time out, Henderson and Jonathan Clements swapped second place regularly as they chased Blake-Baldwin, Henderson grabbing the place at the finish.

Lewis Field ran away with the first race for slower qualifiers, while Oliver Allwood was set for second before sliding off at Paddock. That left Jake Simpson to claim the place ahead of Kevin Brent.

After mistakes by early leaders



Blake-Baldwin (6) proved unstoppable

Scott Leach and Ben Tuck, Chris Dawkins had victory in his grasp in race two until James Harris steamed past to snatch a narrow win.

Blackwell-Chambers won an impromptu invitation event ahead of Harris and Darron Lewis.

● Kerry Dunlop

RESULTS GROUP A (BOTH 21 LAPS) 1 James Blake-Baldwin 20m27.288s (74.40mph); 2 Alan Henderson +1.872s; 3 Will Blackwell-Chambers; 4 Brian Chandler; 5 Jonathan Clements; 6 Sam Smith. **FL** Henderson 57.733s (75.32mph). **RACE 2** 1 Blake-Baldwin 20m31.096s (74.17mph); 2 Henderson +1.326s; 3 Clements; 4 Chandler;

5 Blackwell-Chambers; 6 Smith. **FL** Chandler 57.749s (75.30mph). **GROUP B (BOTH 20 LAPS)** 1 Lewis Field 20m03.834s (72.24mph); 2 Jake Simpson +1.663s; 3 Kevin Brent; 4 Paul Yeomans; 5 Matthew Tasker; 6 John Cockburn-Evans. **FL** Simpson 59.150s (73.51mph). **RACE 2** 1 James Harris 20m48.881s (69.63mph); 2 Chris Dawkins +0.763s; 3 Scott Leach; 4 Paul Tucker; 5 Oliver Allwood; 6 Ben Tuck. **FL** Harris 58.775s (73.98mph). **INVITATION RACE (21 LAPS)** 1 Blackwell-Chambers 20m37.445s (73.79mph); 2 Harris +7.046s; 3 Darron Lewis; 4 Tuck; 5 Blake-Baldwin; 6 Simon Baldwin. **FL** Blake-Baldwin 57.860s (75.15mph).

Hammersley holds off Chase's charge

TIN TOPS GLORY BELONGED TO NIGEL Tongue and John Hammersley after surviving a late-race challenge from Robert Chase and Ryan Colvey.

The Ford Focus of poleman Richard Woods and the Peugeot 306 of Tongue dived for the lead in the early stages, dropping the rest of the field and building up a huge margin before the pitstop phase began.

Woods pitted early, knowing his rival would suffer from a 30-second success penalty in the pits. Tongue left his stop to the final possible moment, Hammersley emerging just six seconds in arrears of Woods – a testament to the 306 driver's pace while racing with a broken wrist.

But Hammersley, who lacked experience both in the car and at Anglesey, struggled to match the pace of his team-mate, allowing Woods to eke out the gap to over 10 seconds before having to retire with a mechanical fault six laps from home.

Hammersley inherited the lead, but came under immediate pressure from Chase's Clio, his lead all but vanishing with two laps to go. The two came across the finish line almost side by side, Hammersley holding on by less than half a second to seal the win.

Colvey and Chase still had plenty to smile about, taking a sensational second place having started from 13th, as well as victory in Class B.



Peugeot of Tongue and Hammersley overcame odds to win

Chris Boardman and Arran Moulton-Smith had battled with Chase and Colvey for much of the race and were firmly on course for third place before they were called into the pits with a black-and-orange flag with three laps to go.

Terry Upton in his Ford Fiesta thus took the final spot on the podium, although Moulton-Smith and

Boardman still managed to claim Class C honours with their BMW Compact.

The retirement of David van Gils left John Robinson to take a straightforward win in Class D.

● Jack Benyon

RESULTS (29 LAPS) 1 Nigel Tongue/John Hammersley (Peugeot 306) 40m44.990s

(66.18mph); 2 Robert Chase/Ryan Colvey (Renault Clio Cup 172) +0.535s; 3 Terry Upton (Ford Fiesta ST); 4 Colin Simpson/Steven Simpson (Peugeot 206); 5 Mark Wallwork (Clio); 6 David Hutchins/Tom Hutchins (Honda Civic Type R). Class winners Colvey/Chase; Chris Boardman/Arran Moulton-Smith (BMW Compact); John Robinson (Civic); Ben Eacock/Alex Eacock (Ford Puma). Fastest lap Tongue 1m19.006s (70.62mph).



Marriott was hunted down in closing laps

SWINGING SIXTIES ANGLESEY, AUGUST 2 CSCC

Marriott hangs on for win

CHARLES MARRIOTT BROUGHT HOME his Turner Mk1 just ahead of the Triumph TR5 of a charging Chris Petch to take a narrow victory.

An early crash for the TVR of polesitter and erstwhile leader David Thomson, who lost the rear and hit the pitwall head on, resulted in a long safety-car period that brought about the pitstops early.

Petch took over the Triumph from son Oliver and immediately set about catching Marriott. He reduced the six-second deficit to a mere half second at the finish, but was forced to be content with second place.

The podium was completed by Tim Reid, from the close-knit duo of Tim Cairns and Bill Watt.

● Jack Benyon

RESULTS (26 LAPS) 1 Charles Marriott (Turner Mk1 BMC) 40m32.676s (59.63mph); 2 Chris Petch/Oliver Petch (Triumph TR5) +0.512s; 3 Tim Reid (Marcos GT); 4 Tim Cairns (Frogeye Sprite); 5 Bill Watt (Lotus Elan); 6 John Crayston (Elan S4). CW David Cornwallis/Anthony Hunting (BMW 1600ti); Piers Bridgeman-Williams/Cliff Gray (Alfa Romeo GT Sprint); Petch/Petch; Alasdair Coates (Ford Mustang); Steve Pickering (Sunbeam Tiger); Reid. FL C Petch 1m21.640s (68.34mph).

MGCC BCV8 ANGLESEY, AUGUST 2 CSCC

BCV8 battlers split wins

OLLIE NEAVES AND RUSSELL

McCarthy both scored a victory and a second place apiece in a double-points BCV8 meeting.

Neaves came from fourth on the grid to take the lead by the third lap of race one, fending off the late advances of McCarthy with some expert defending to take the win by just over a tenth. Neil Fowler was close behind in third.

In the second race, McCarthy twice took the lead only to lose it again, before finally making the decisive move at Church late on. He went on to win by almost five

seconds from Neaves, with Fowler completing the podium again.

● Jack Benyon

RESULTS (BOTH 16 LAPS) 1 Ollie Neaves (MGB GTV8) 21m15.847s (69.97mph); 2 Russell McCarthy (B GTV8) +0.144s; 3 Neil Fowler (B GTV8); 4 James Wheeler (B GTV8); 5 Ken Deamer (B GTV8); 6 Mark Scott (B). CW Simon Tinkler (B Roadster); Deamer; Scott. FL McCarthy 1m18.130s (71.41mph).

RACE 2 1 McCarthy 21m00.109s (70.85mph); 2 Neaves +4.911s; 3 Fowler; 4 Ian Prior (B GTV8); 5 Deamer; 6 Scott. CW Scott; Deamer; Tinkler. FL McCarthy 1m17.253s (72.23mph).



Neaves (right) battled McCarthy for wins



Wylie/Fitzgerald M3
sits seventh but won

MODERN CLASSICS ANGLESEY, AUGUST 3 CSCC

BMW pairing victorious as rivals falter

DANIEL WYLIE AND OWEN

Fitzgerald triumphed in an incident-packed Modern Classics encounter as the majority of their rivals fell out of contention at various stages.

The early running included the BMW M3s of Wylie, Trevor Pickard and Alan Broad, David Gardner's Ginetta and the Vectra of poleman Neville Anderson involved in a five-way tussle for the lead.

Wylie took the advantage from early leader Pickard at Peel on lap 10, and produced some quick lap times to give himself an impressive lead as the pitstops commenced.

Fitzgerald, having taken over

from Wylie, was clear after his stop, but the battle for second reached its climax when Broad and Pickard clashed at The Banking, dropping Broad down to third and Pickard's M3 severely damaged and in need of an additional trip to the pits.

The beneficiary of this clash was the Porsche Boxster of Steve Cheetham, who made a fantastic recovery having been near the back early on after a poor start from the second row of the grid.

Stuart Broad rounded out the top three after the coming-together with Pickard early on, with Anderson the fourth and final competitor on the lead lap. A spin for Gardner exiting

the Corkscrew dropped him well down the order, meaning he and Christopher Mills came home a lap down in fifth place.

● Jack Benyon

RESULTS (30 LAPS) 1 Daniel Wylie/Owen Fitzgerald (BMW M3) 40m41.438s

(68.56mph); 2 Steve Cheetham (Porsche Boxster S) +24.410s; 3 Alan Broad/Stuart Broad (M3); 4 Neville Anderson (Vauxhall Vectra); 5 David Gardner/Christopher Mills (Ginetta G27); 6 Simon Fleet (Mazda MX5 Mk3). CW Nick Sanderson (SEAT Leon); Carl Owen (Audi TTS Quattro); Cheetham; Gardner/Mills; Tina Cooper/David Sharp (Lotus Elise). FL Fitzgerald 1m18.181s (71.37mph).

BRITISH HILLCLIMB CHAMPIONSHIP
CRAIGANTLET, AUGUST 3

Willis back in the title fight with a splash

TWO RAIN-SOAKED ROUNDS OF THE British Hillclimb Championship produced the same top three, with Trevor Willis taking two wins in Northern Ireland and Will Hall and Wallace Menzies second and third.

Willis closed the gap on series leader Scott Moran, who was as cautious as usual in the wet. Just seven points now separate the pair, or four points when the six lowest scores that will be dropped at the end of the year are deducted.

"Conditions were so bad that I had to disable launch control after my



Willis revelled in
wet conditions

first practice," said Willis. "I am pleased with the wins but relieved to be taking the car home in one piece."

Hall continued his best-ever season and his third place overall is not in doubt, mentoring by former champion and British F3 team boss Ray Rowan reaping rewards.

Menzies is also performing better than many expected after

his massive shunt in June.

Alex Summers was fourth in the first run-off and fifth in the second and pulled out ground on Jos Goodyear, whose challenge failed when the damp caused the electronics to jack his throttle wide open in Q1 for an aborted run. He was eighth in the second run-off.

● Eddie Walder

ROUND 23

1 Trevor Willis (3.2 OMS-RPE 28) 44.31s; 2 Will Hall (3.5 Force-Nissan WH) 44.48s; 3 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 45.09s; 4 Alex Summers (1.3s DJ-Suzuki Firehawk) 45.64s; 5 Scott Moran (3.5 Gould-NME GR61X) 45.85s; 6 Roger Moran (3.5 Gould-NME GR61X) 47.57s; 7 Tom New (4.0 Gould-Judd GR55) 47.98s; 8 Alastair Crawford (2.8 Gould-NME GR55) 48.52s; 9 Richard Spedding (1.6 Force-Suzuki PC) 49.62s; 10 Graham Wynn (1.6 Force-Suzuki LM) 49.96s; 11 Dave Uren (1.3s Force-Suzuki PC)

50.56s; 12 John Bradburn (3.5 Gould-Cosworth GR55) 56.76s.

ROUND 24

1 Willis 42.40s BTD; 2 Hall 43.07s; 3 Menzies 43.10s; 4 S Moran 43.82s; 5 Summers 45.00s; 6 Bradburn 45.39s; 7 R Moran 45.65s; 8 Jos Goodyear (1.3s GWR-Suzuki Raptor) 46.08s; 9 New 46.62s; 10 Spedding 46.93s; 11 Crawford Fail; Uren DNS.

Class winners Stephen Strain (2.0 Ford Escort Mk1) 61.53s; Michael Taylor (1.4s MGTA) 74.61s; Jonny Hair (3.2 BMW M3) 57.65s; Barry Griffin (2.0 Subaru Impreza) 57.82s; Gardiner

McIlwaine (2.0 Westfield) 55.61s; Will Corry (1.8 MG Midget) 58.06s; Jackie Harris (1.7 Ford Escort Mk2) 57.96s; Jonathan Babb (1.6 Citroen Saxo) 61.03s; Mark Francis (0.9 GMS-Honda) 54.79s; Ian Howard (1.4 Maguire Mini) 60.13s; Thomas Purdy (2.4 Ford Escort Mk4) 56.87s; Mark Lancashire (2.2 Subaru Impreza) 52.28s; Wynn 50.42s; Chris Houston (1.6 OMS-Suzuki CF04) 50.09s; Summers 46.75s; Willis 44.87s.

POINTS 1 S Moran, 193; 2 Willis, 186; 3 Hall, 167; 4 Summers, 129; 5 Goodyear, 107; 6 Menzies, 99; 7 New, 85; 8 Bradburn, 84; 9 R Moran, 76; 10 Spedding, 60.



Anglesey in brief

Jaguar Saloons and GTs

Chris Palmer (above) took a pair of wins, escaping at the front in race one as runner-up James Ramm held up the quicker Thomas Barclay, who was forced to settle for third. Barclay managed to beat Ramm to second place in race two, but could do nothing to prevent Palmer doubling up.

MGCC Thoroughbreds

Russell McCarthy was victorious in both races at Anglesey, dominating in damp conditions in race one to win by nine seconds from Neil Fowler and Ian Prior. Race two was dry, McCarthy proving even quicker as he romped to victory ahead of Prior and Fowler.

Sports vs Saloons

Peter Ratcliff took advantage of penalties handed to his rivals at Anglesey to take victory. Pascal Green and Anthony Bennett both jumped the start and were handed 10-second penalties, allowing Ratcliff to bounce back from a disappointing Saturday to claim honours from Pascal and Richard Green and Bennett.

Future Classics

Mark Chilton proved the class of a meagre Future Classics field, overcoming a 30-second success penalty taken during the pitstops in his Porsche. After his stop, Chilton began to take between four and six seconds per lap out of the Lotus of Nicholas Olson, who finished the race 39 seconds in arrears of a rampant Chilton.

Magnificent Sevens

Anthony Bennett looked to have a race win in the bag at Anglesey when he spun exiting the Corkscrew, gifting the win to Colin Watson and Robert Singleton (below). The pair made what proved to be the key move when they jumped Barney Pryor and Pascal Green in the pitstops for second, inheriting the win when Bennett spun.



Luti narrowly edged the opening thrash



MG TROPHY DONINGTON PARK, AUGUST 3 MGCC

Battling double lands Luti the jackpot

PAUL LUTI JUST HELD ON TO TAKE A double win in two wheel-to-wheel battles with Chris Bray and Ross Makar, but there was little to separate the trio throughout.

Bray started from pole and just had the edge into Redgate in the first race, leaving Luti chasing Graham Ross for second. Makar was on his own in fourth as Bray continued to edge clear.

Luti had been all over Ross and made it into second on lap four before closing in on Bray's lead. After running side-by-side into Redgate on

lap 10, Luti led out of the Old Hairpin, but Bray retook him into the chicane a lap later. They continued battling and Luti made the decisive move at Coppice on lap 12 before keeping his rival at bay for the remaining laps. Makar inherited a distant third after Ross shed a wheel at Coppice five laps from home.

The second race was restarted after Jonathan Harker rolled but Luti had the edge from the start, surging past Bray into McLeans. Makar briefly lost touch in third, but the duel at the

front allowed him to close and challenge. Each time Bray had an attack repelled he had to defend from Makar and on lap nine they swapped places as they exited the chicane.

Luti got away in the closing laps as the duel for second continued. Bray snatched the inside at the chicane on the last lap to emerge with his nose ahead, but his speed was compromised and Makar won the dash to the flag by 0.016 seconds.

Jake Fraser-Burns had grabbed a late fourth from Robin Walker in

race one, but in the second he was fourth again as Richard Buckley and Walker swapped paint for fifth.

● Peter Scherer

RESULTS (BOTH 15 LAPS) 1 Paul Luti 20m34.682s (86.5mph); 2 Chris Bray +0.294s; 3 Ross Makar; 4 Jake Fraser-Burns; 5 Robin Walker; 6 Richard Marsh. **Class winners** Marsh; Jonathan Harker. **Fastest lap** Luti 1m20.805s (88.17mph).

RACE 2 1 Luti 1m20.805s (88.17mph); 2 Makar +4.014s; 3 Bray; 4 Fraser-Burns; 5 Richard Buckley; 6 Walker. **CW** Marsh; Paul Bryson. **FL** Makar 1m21.649s (87.25mph).

50S SPORTS CARS/FISCAR DONINGTON PARK, AUGUST 2 MGCC

Elite Ellis nets 50s glory

IT CAME DOWN TO A DUEL BETWEEN Robin Ellis's Lotus Elite and Rod Begbie's Elva in the end, but only after a huge early battle had given the Austin Healey of Neil Hardy an initial break.

Bruce Riches' Elva was second at the start, but by lap three Ellis had worked his way through and was after Hardy's lead. Begbie was also up to third and gradually they all

closed up, running nose-to-tail by the end of lap 12.

Ellis took the lead into McLeans next time round and two laps later Begbie made an identical move to secure second. It was close at the flag but Ellis had the edge, while Hardy started to lose touch in a very secure third. Nick Matthews' Healey completed the top four after Riches pitted.

● Peter Scherer

RESULTS (20 LAPS) 1 Robin Ellis (Lotus Elite) 30m26.521s (78.01mph); 2 Rod Begbie (Elva MkIV) +0.315s; 3 Neil Hardy (Austin Healey 100M); 4 Nick Matthews (100/4); 5 Jonathan Abecassis (100/4); 6 Christopher Mann (Alfa Romeo Disco Volante). **CW** Begbie; Jeff Marsden (MG TC); Charles Frapp (Gomm Jaguar Special). **FL** Begbie 1m28.816s (80.21mph).



Ellis leads Begbie over the line



Sanderson eased clear of the pack

MG METRO CUP DONINGTON PARK, AUGUST 3 MGCC

Sanderson storms to win

IT WAS ALL TOO EASY FOR TOM Sanderson, who was left on his own from the start as the fight for second raged behind.

Oliver Hood just headed Ben Rushworth and Jim Webb for second, but Philip Gough joined in and the battle continued for five laps until Rushworth and Gough established themselves in the podium places.

Sanderson took the flag 23 seconds clear but Rushworth had Gough closing at the end as they both held

station. Webb pitted after nine laps and Hood lost touch, finally coasting over the line in sixth behind Tony Howe and Richard Garrard. Jonathan Woodcock took a class win, comfortably ahead of Justin Marsden.

● Peter Scherer

RESULTS (14 LAPS) 1 Tom Sanderson 20m34.746s (80.78mph); 2 Ben Rushworth +23.466s; 3 Philip Gough; 4 Tony Howe; 5 Richard Garrard; 6 Oliver Hood. **CW** Jonathan Woodcock. **FL** Sanderson 1m27.142s (81.75mph).

**FUN CUP DONINGTON PARK,
AUGUST 2 BRSCC**

Wins shared after drama at Donington

TEAM RACELOGIC AND TEAM TIGER shared Fun Cup success at Donington Park, after a fraught pair of races.

The polesitting JPR UVio car of Scott Fitzgerald and Kristian Rose seized immediate control in race one, before an unexpected rain shower covered just half of the circuit.

With just 13 minutes to go, the frantic pace was neutralised with the appearance of the safety car when rescue crews were called to salvage the stricken JPR Everflux car (Chris Dovell/Harvey Wiseman) from the Redgate gravel trap.

The safety car retreated for a 10-minute dash after which Julian Thomas, Nigel Greensall and Joachim Ritter were left celebrating victory having started down in 13th in their Racelogic entry.

Fitzgerald and Rose claimed second despite receiving a three-second stop-go penalty in the closing stages.

Team Tiger triumphed after an eventful race two, claiming victory on the final lap amid the chaos.

A frightful impact during the morning test session left Team Honeywell's trio of Neil Plimmer, Geoff Fawcett and Tim Wheeldon



Chaotic second race begins at Donington

with a mountain to climb, though a speedy repair job the team took to the grid for the four-hour race.

After five safety-car periods, the Honeywell trio led under pressure from Racelogic and eventually the race-one winning squad was ahead again. However, a one-second stop-go penalty for a pitstop infringement saw Team Racelogic's advantage slip away, as the Guy Wenham-pedalled Team O'BR machine took control.

But his car ran out of fuel on the final tour, handing the lead to Benjamin Beighton who secured the win alongside Chloe Noyce and Christopher Beighton.

● Leanne Fahy

RESULTS (38 LAPS) 1 Team Racelogic (Julian Thomas/Nigel Greensall/Joachim Ritter) 1h01m33.497s (73.30mph); 2 JPR UVio (Scott Fitzgerald/Kristian Rose) +8.822s; 3 DespatchBay.com (Nigel Greensall/John Griffiths); 4 Holden Hawthorn Racing (Andy Holden/Rob Barrett/Jan Persson/Jay Shepherd); 5 Team O'BR (Mark Burton/Graham Pattle/Dominic Jackson); 6 Track Focused (Sean Cooper/Michael McCollum). **Fastest lap** Team O'BR 1m25.564s (83.26mph).

RACE 2 (146 LAPS) 1 Team Tiger (Benjamin Beighton/Chloe Noyce/Christopher Beighton) 4h00m43.138s (72.02mph); 2 Team O'BR +1.434s; 3 Track Focused; 4 Team Racelogic; 5 Apollo Motorsport (Ollie Long/Ross Murray/Peter Flynn); 6 Team Addison Racing (Bill Addison/Martin Addison/Rob Addison). **FL** Team Racelogic 1m24.949s (83.86mph).

AMOC INTERMARQUE SILVERSTONE, AUGUST 2 BDC

Silverstone is Wayne's world after win

WAYNE MARRS MADE A LATE SURGE up the order to take victory in a rain-interrupted AMOC Intermarque race, passing long-time leader Chris Scragg on the very last lap.

The race, originally scheduled to last 45 minutes, was stopped after just nine as heavy rain descended on Silverstone, flooding the track.

Proceedings finally got back under way after a 40-minute delay. Peter Snowdon (Aston Martin DB4), who had just taken the lead from poleman Scragg when the race was stopped, lost out in the reshuffle that occurred as everyone took their mandatory pitstop behind the safety car, Scragg retaking the advantage.

Marrs was fifth when the safety

car pulled in, but wasted no time climbing up the order in the tricky conditions – although a problem with his Ferrari 355's transponder meant that he was classified a lap down. The timing screens finally corrected themselves at the start of the penultimate lap, by which time Marrs was up to second and right on Scragg's tail.

Lapping around five seconds faster, Marrs made the inevitable pass on the final lap to deny Scragg his third successive Intermarque win. Tim Mogridge (355) was a distant third, ahead of the recovering Snowdon and the Bob Searles/Tony Jardine Porsche 944 Turbo.

● Jamie Klein

RESULTS (18 LAPS) 1 Wayne Marrs (Ferrari 355) 26m16.853s (70.08mph); 2 Chris Scragg (Aston Martin V8) +1.065s; 3 Tim Mogridge (355); 4 Peter Snowdon (Aston Martin DB4); 5 Bob Searles/Tony Jardine (Porsche 944 Turbo); 6 Robert Hollyman (Porsche 964). **FL** Marrs 1m07.377s (87.65mph).



Scragg led before unpictured Marrs launched out-of-this-world charge



In brief

Peter Best Cup

Both races at Donington Park ended in dominant wins for Robert Campbell's MGC GT (above). Tom Diment's ZR had some pressure from Alan Brooke's Metro for second in race one, until his rival pulled off at the chicane after seven laps. They were briefly together again in race two until Diment pulled off on lap eight and left Brooke in second.

MG Cockshoot Cup

Jason Simm was a comfortable winner at Donington, although David Morrison's Midget and Paul Clackett's ZS both had a share of the lead before he took charge. Morrison fell back to sixth with a misfire, but Clackett retained a clear second, with Sean Peters' Midget ousting Simon Lowery's MGF for third at Redgate four laps from home.

Ecurie GTS

Mark Halstead and Stuart McPherson's Turner MkII lapped all but second-placed Tom Smith after taking the victory spoils by well over 30 seconds in the Donington Park 50-minute enduro. Smith's MGB had hoped to get ahead during the stops, but it never happened. Peter Foster's Triumph TR4 completed the podium after an early duel with John Yea's MGB.

MG 'T', AC & Morgan

Tony Hirst recovered from a first-lap spin at Becketts to win in damp conditions at Silverstone. After dropping to the rear of the field, polesitter Hirst carved his way back through, taking the lead with two laps to go from Richard Plant. Behind, Simon Orebi Gann stole third place from Alan Kyson on the final lap.

Morgan Challenge

Keith Ahlers (below) proved the class of a large field in the wet at Silverstone, the erstwhile British GT driver leading from start to finish despite having his advantage eroded by a safety car. Behind, a close fight for second was won by Philip Goddard, who just got the better of Christian McCarty on the drag to the finish line.





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We are inviting back racers and their cars that have featured over the 40 years of Knockhill through the help and support of Homecoming Scotland 2014. The Homecoming marquee will be dedicated to each of the four decades of Knockhill and will feature a display of six Jim Clark cars, plus pictures and archive footage. This special event kicks off at the Forth Road Bridge on Thursday August 21 and culminates with the usual three spectacular BTCC races on Sunday August 24.



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NATIONAL RESULTS ROUND-UP

CASTLE COMBE AUGUST 2, MSVR



RADICAL SR3 CHALLENGE (71 LAPS) 1 Lewis Plato 1h30m41.893s (86.89mph); 2 Peter Belshaw/Phil Keen +0.319s; 3 Bradley Ellis/Andy Cummings; 4 Jesper Westerholm; 5 Manhal Allos; 6 Hui Sun Kim/Stuart Moseley. **Fastest lap** Keen 1m04.105s (103.89mph). **CASTLE COMBE SPORTS & GT (12 LAPS)** 1 Gary Prebble (Mitsubishi Evo) 14m17.676s (93.18mph); 2 Barry Squibb (Mitsubishi Evo 9) +4.857s; 3 Nick Holden (Ariel Atom); 4 Phil Gale (Darrian T9 Vauxhall); 5 Stuart Hignell (VW Golf VR6); no other starters. **Class winners** Holden; Gale; Hignell. **FL** Prebble 1m09.958s (95.20mph). **CASTLE COMBE SALOONS (7 LAPS)** 1 Tony Hutchings (Audi TT) 9m08.476s (84.99mph); 2 Julian Ellison (Vauxhall Astra VXR) +0.432s; 3 Charles Hyde-Andrews-Bird (Renault Megane); 4 John Barnard (VXR Turbo); 5 Russell Akers (Astra); 6 Kevin Bird (BMW 130i). **CW** Geoffrey Ryall (Peugeot 106 GTi); David Rise (VW Lupo); Kieren Simmons (Ford Fiesta). **FL** Ellison 1m16.079s (87.54mph).

BRANDS HATCH AUGUST 2-3, BRSCC



CATERHAM ROADSPORT (20 LAPS) 1 Jack Sales 20m06.970s (72.05mph); 2 Dan Gore +2.210s; 3 Chris Hutchinson; 4 Lee Bristow; 5 Henry Heaton; 6 William Smith. **FL** Hutchinson 55.095s (78.92mph). **RACE 2 (18 LAPS)** 1 Sales 20m07.929s (64.80mph); 2 Gore +0.644s; 3 Hutchinson; 4 Smith; 5 Bristow; 6 Max McDonagh. **FL** Hutchinson 54.983s (79.08mph). **CATERHAM SUPERLEIGH R300 (BOTH 35 LAPS)** 1 Aaron Head 30m06.596s (84.24mph); 2 Sean Byrne +78.44s; 3 Mark Shaw; 4 Lee Wiggins; 5 Stuart Simpson; 6 Mark Farmer. **FL** Head 51.044s (85.19mph). **RACE 2 1 Head 30m07.299s (84.21mph);** 2 Danny Winstanley +12.890s; 3 David Robinson; 4 Simpson; 5 Wiggins; 6 Terry Langley. **FL** Head 51.078s (85.13mph). **CATERHAM SUPERSPORT (33 LAPS)** 1 Adam White 30m05.594s (79.94mph); 2 Jonathan Mortimer +0.246s; 3 James Robinson; 4 Clive Richards; 5 Chris Rankin; 6 Rowan Williams. **FL** Christopher Wright 53.453s (81.35mph). **RACE 2 (33 LAPS)** 1 Mike Hart 30m00.262s (79.71mph); 2 Steve Day +6.591s; 3 Nick Powell; 4 Paul Thacker; 5 Philip Jenkins; 6 Rodney Arnold. **FL** Andrew West 53.615s (81.10mph). **RACE 3 (32 LAPS)** 1 Matt Dyer 30m07.720s (76.97mph); 2 Hart +0.120s; 3 James Robinson; 4 Adam White; 5 Powell; 6 Albert Vella. **FL** Robinson 53.198s (81.74mph). **RACE 4 (34 LAPS)** 1 Mortimer 30m41.630s (80.28mph); 2 Richards +5.486s; 3 Graham Johnson; 4 West; 5 Arnold; 6 Chris Lay. **FL** Richards 53.628s (81.08mph). **CATERHAM ACADEMY GROUP 1 (16 LAPS)** 1 Olly Wigg 15m31.234s (74.71mph); 2 Alistair Calvert +0.755s; 3 Benjamin Wigg; 4 Damian Milkins; 5 Ryan Birch; 6 Matthew Reeve. **FL** Calvert 56.830s (76.51mph). **GROUP 2 (16 LAPS)** 1 David Webber 15m28.102s (74.96mph); 2 Tim Gascoyne-Day +8.306s; 3 Paul Aram; 4 Joe Draper; 5 Robert Ryder; 6 Martin Emkes. **FL** Webber 56.702s (76.69mph).

ANGLESEY AUGUST 2-3, CSCC



JAGUAR SALOON AND GT (BOTH 15 LAPS) 1 Chris Palmer (Jaguar XJS) 20m38.860s (67.56mph); 2 James Ramm (XJS) +3.237s; 3 Thomas Barclay (Coupe); 4 David Howard (X12); 5 Simon Lewis (X16); 6 Ian Drage (XJS). **CW** Alasdair McGregor (X300); Lewis; Barclay; Steve Ashkam (X300 XJ6). **FL** Ramm 1m21.662s (68.33mph). **RACE 2 1 Palmer 20m30.464s (68.02mph);** 2 Barclay +1.607s; 3 Ramm; 4 Howard; 5 Lewis; 6 Chris Boon (XJ6). **CW** McGregor; Lewis; Barclay; Ashkam. **FL** Palmer 1m20.333s (69.46mph). **CSCC FUTURE CLASSICS (30 LAPS)** 1 Mark Chilton (Porsche 928 S4) 41m20.561s (67.48mph); 2 Nicholas Olson (Lotus Espirit S3) +39.482s; 3 Geoff Hanson (Porsche 944 S2); 4 John Hammersley/Simon Taylor (Vauxhall Astra GTE); 5 Bruce Weir (Talbot Lotus Sunbeam); 6 David Bryant (Toyota MR2 Mk2). **CW** Olson; Hammersley/Taylor; John Broadley (Porsche 924). **FL** Chilton 1m18.863s (70.75mph). **MGCC THOROUGHbred SPORTSCARS (BOTH 16 LAPS)** 1 Russell McCarthy (MGB GTV8) 21m15.838s (69.97mph); 2 Neil Fowler (B GTV8) +9.503s; 3 Ian Prior (B GTV8); 4 Ken Deamer (B GTV8); 5 James Wheeler (B GTV8); 6 Jonnie Wheeler (B GTV8). **CW** Bob Luff (B); Mark Scott (B); Deamer. **FL** Fowler 1m18.161s (71.39mph). **RACE 2 1 McCarthy 21m02.687s (70.70mph);** 2 Prior +9.142s; 3 Fowler; 4 Deamer; 5 James Wheeler; 6 Scott. **CW** Luff; Deamer. **FL** McCarthy 1m16.989s (72.47mph). **CSCC SPORTS AND SALOON CAR CHALLENGE (32 LAPS)** 1 Peter Ratcliff (Caterham C400) 41m03.934s (72.46mph); 2 Pascal Green/Richard Green (C400) +5.142s; 3 Anthony Bennett (Caterham R300); 4 Bill Hailstone (C400); 5 Barney Pryor (C400); 6 Gerry Fincham (Caterham R400). **CW** John Hilbery (MG Midget Lenham); David Cornwallis/Anthony Hunting (BMW 1600 Ti); Pryor; Thomas Butterfield/Ben Walker (Jaguar XJS). **FL** P Green 1m12.143s (77.34mph). **CSCC MAGNIFICENT SEVENS (32 LAPS)** 1 Robert Singleton/Colin Watson (Caterham C400) 40m51.427s (72.83mph); 2 Anthony Bennett (Caterham R300) +9.242s; 3 Barney Pryor/Pascal Green (C400); 4 Bill Hailstone (C400); 5 Will Stephens (Caterham R400); 6 Hugh Coulter (R400). **CW** Carl Nairn (Caterham Roadsport A); Philip Lethaby (Mac 1 CBR 1000RR); Andy Toone (R400); Hailstone; Richard Green (C400); Spencer Horgan (Caterham Supersport). **FL** Bennett 1m13.249s (76.17mph).

DONINGTON PARK AUGUST 3, MGCC



PETER BEST MG CUP (15 LAPS) 1 Robert Campbell (C GT) 21m21.600s (83.38mph); 2 Tom Diment (ZR) +16.802s; 3 Chris Dear (Midget); 4 Paul Eales (B GT); 5 James Darby (B GT); 6 Richard Wilson (B Roadster). **CW** Dear; Eales. **FL** Campbell 1m24.398s (84.41mph). **RACE 2 (14 LAPS)** 1 Campbell 20m03.301s (82.89mph); 2 Alan Brooke (Metro GTi) +27.292s; 3 Darby; 4 Shaun Holmes (C GT); 5 Eales; 6 Clive Jones (B Roadster). **CW** Darby; Eales. **FL** Campbell 1m24.322s (84.49mph). **MG COCKSHOOT CUP (15 LAPS)** 1 Jason Simm (ZS) 21m07.280s (84.32mph); 2 Paul Clackett (ZS) +16.414s; 3 Sean Peters (Midget); 4 Simon Lowery (ZS); 5 David Coulthard (F); 6 David Morrison (Midget). **CW** Peters; Adam Key (F); Jeremy Toes (Midget). **FL** Simm 1m21.732s (87.17mph).

Nick Cozzi mounts Caterham Academy rival Andrew Ebdon



ECURIE GTS (34 LAPS) 1 Mark Halstead/Stuart McPherson (Turner MkII) 50m41.957s (79.63mph); 2 Tom Smith (MGB) +33.531s; 3 Pete Foster (Triumph TR4); 4 John Yea (MGB); 5 Nick Matthews (Austin Healey 100/4); 6 Richard McKoen (Triumph TR4A). **CW** Smith; Foster; Allan Cameron/Neil Cameron (Austin Healey Ashley GT). **FL** Halstead 1m25.956s (82.88mph). **MG MIDGET/SPRITE CHALLENGE (15 LAPS)** 1 Paul Sibley (Midget) 20m20.736s (87.54mph); 2 David Weston (Midget) +14.570s; 3 Paul Campfield (Austin Healey Frogeye Sprite); 4 Richard Perry (Midget); 5 Stephen Pegram (Midget); 6 Martin Morris (Midget). **CW** Campfield; Stephen Watkins (Midget); Richard Bridge (Austin Healey Sprite); Richard Homer (Midget). **FL** Sibley 1m19.955s (89.10mph).

SILVERSTONE AUGUST 2, BDC



MG 'T' REGISTER, AC & MORGAN RACE (12 LAPS) 1 Tony Hirst (Morgan Baby Doll) 15m39.646s (75.41mph); 2 Richard Plant (Morgan Plus 4 Super Sports) +1.238s; 3 Simon Orebi Gann (Plus 4 SS); 4 Alan Kyson (MGA Twin Cam); 5 John Emberson (Plus 4); 6 James Sumner (Morgan 4/4). **FL** Hirst 1m14.863s (78.88mph). **AC ACE 60TH ANNIVERSARY RACE (11 LAPS)** 1 Paul Conway (AC Ace Bristol) 16m09.219s (67.02mph); 2 Robin Pearce (Ace) +14.135s; 3 Andy Shepherd (Ace); 4 Murray Shepherd (Ace); 5 Nigel Winchester (Ace); 6 Ted Shepherd (Ace). **FL** Conway 1m26.804s (68.03mph). **BENTLEY SCRATCH (11 LAPS)** 1 Simon Worthington (Bentley GT) 15m00.018s (72.17mph); 2 Sue Shoosmith (MkVI/S1 Special) +1m23.055s; 3 Ewen Getley (3/4½);

4 Gerard McCosh (MkVI/S2 Special); 5 Clive Morley (3/4½); 6 Paul Forty (MkVI Special). **FL** Worthington 1m19.845s (73.96mph). **MORGAN CHALLENGE (14 LAPS)** 1 Keith Ahlers (Morgan Plus 8) 20m25.855s (67.44mph); 2 Philip Goddard (Plus 8) +25.381s; 3 Christian McCarty (Morgan Roadster LWT); 4 Andy Green (Plus 8); 5 Paul Conway (Plus 8); 6 Tony Hirst (Baby Doll). **CW** McCarty; Green; Tim Ayres (Plus 8); Henry Williams (Morgan 4/4); Mary Lindsay (Plus 8). **FL** Ahlers 1m12.232s (81.75mph). **ALLCOMERS HANDICAP (8 LAPS)** 1 Malcolm Mitton (Lotus Elan) 9m44.804s (80.78mph); 2 Fabio Randaccio (Lotus Europa) +1.697s; 3 Graeme Smith (Caterham 7); 4 Jon Lee (Austin Mini); 5 Richard Bennett (Porsche 993); 6 Neil Sandwith (7). **FL** Randaccio 1m03.800s (92.56mph). **HANDICAP 2 (8 LAPS)** 1 Chris Pearson (Austin Seven) 11m38.364s (67.65mph); 2 Ron Dowle (Allard J2) +13.597s; 3 William Elbourn (Riley 12/4); 4 Henry Williams (Morgan 4/4); 5 Gideon Hudson (Lotus Elite); 6 Simon Jefferies (Aston Martin DB3). **FL** Tim Parsons (Morgan 4/4) 1m12.059s (81.95mph). **BENTLEY HANDICAP (8 LAPS)** 1 Paul Carter (Bentley 4½) 12m37.090s (62.40mph); 2 Ewen Getley (Bentley 3/4½) +56.280s; 3 Jock MacKinnon (Bentley 3-Litre); 4 Simon Worthington (Bentley GT); 5 William Elbourn (3/4½); 6 Richard Hudson (3/4½). **FL** Worthington 1m09.798s (84.61mph). **ALLCOMERS SCRATCH (13 LAPS)** 1 Fabio Randaccio (Lotus Europa) 15m11.956s (84.18mph); 2 Steven Dickens (Mallock Mk29) +11.780s; 3 Jon Lee (Austin Mini Cooper S); 4 Clive Death (Mini); 5 Richard Bennett (Porsche 993); 6 Harvey Death (Mini). **FL** Randaccio 1m09.041s (85.53mph).



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Silverstone's
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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



At least Ricciardo makes an effort

F1 must show more emotion

The racing's arguably as good as ever, but one of F1's biggest problems is the lack of emotion. Driver wins race, monotone voice comes over radio saying 'remember to go to setting 3 and collect rubber', drives into winning enclosure with world watching, hoping to see emotion, sweat and tears.

What do we see? Faceless person, often looking like a child wearing an oversized adult helmet, being sent off by what looks to be his dad to be weighed!

First glimpse of the winner's face is in

the atmosphere-free 'waiting room' as they attempt to engage in conversation with a team member (unknown to the public), both worried they might say something the team PR will castigate them for later.

Where are the displays of emotion that the public can relate to?

Imagine the winners of the World Cup being escorted to their dressing room before being allowed back on the pitch to celebrate once they'd calmed down!

David Hutchinson, by email

Mike Smith, who died on Friday,

was not only a competitor in motorsport – including the BTCC and FF2000 – but also held jobs at Brands Hatch. He was also rallycross correspondent for AUTOSPORT.

As a teenager at school, he would dash home on a Friday, change out of his uniform, his father would have already loaded up the Escort Mexico on a trailer behind the family Granada, and off they would go to Valkenswaard or some other Dutch or Belgian rallycross venue.

On his return, he would phone us at AUTOSPORT to report on his and

other British achievements before setting off to school again.

I also did the Tour of Britain with him in 1973, I think. We came 25th; he was probably only 18! Having breakfast prior to Epynt with Mike and Noel Edmonds remains a memory!

Good bloke.
Bob Constanduros
By email

I would like to express my distress and sorrow at the death of Denis Welch at Silverstone. The bulldog of historic motor racing has left us and that is everyone's loss.

For over 40 years he graced motorsport with his spectacular style while driving his beloved Healeys.

Denis excelled at all levels of motorsport in various disciplines and was driving my Lotus 18, which makes it particularly distressing for me.

I knew Denis as a friend and fellow competitor for over 30 years. He was a qualified and exemplary member of the BRDC, a club he loved.

My heart goes out to his family, particularly his wife Tina and sons Jeremy and Tim.

Malcolm Ricketts
By email

In pictures

Images around the globe, from Finland to Snetterton via Pocono & Austria

DON'T BRING ME DOWN

Thierry Neuville takes the phrase 'maximum attack' to the, er, max on Rally Finland. His flat-out approach eventually ended against a tree, which damaged his Hyundai's rollcage



MCKLEIN/DE



EBREY/LAT

WE'RE ALL GOING ON A SUMMER HOLIDAY
Gordon Shedden adds to the summertime traffic misery on the A11 by adding a tin box to his BTCC Honda Civic Tourer. How about racing it like that, Flash?

SWEEP ME OFF MY FEET

Dale Earnhardt Jr can't stop winning at Pocono this year, adding his second Sprint Cup victory there in two months and getting this bonus broom as a prize



HARRELSON/LAT

THE FOUR TOPS

BMW didn't like to boast about its 1-2-3-4 DTM result at the Red Bull Ring... but then thought, 'what the heck, let's rub our rivals' noses in it' with this multi-car celebration photo



XPB/LAT

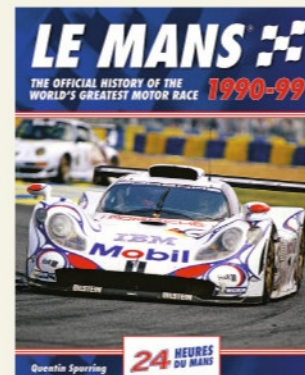
In the shops

Desirable new releases

LE MANS 1990-1999 BOOK

£50 – evropublishing.com

The fifth volume of former AUTOSPORT editor and sportscar authority Quentin Spurring's decade-by-decade history of the Le Mans 24 Hours covers the 1990s with hordes of great pics, anecdotes and statistics to remind fans of the world's greatest race of one of its best 10 years.



CLARK LOTUS INDY MODEL

£51.99 – autosport.com/shop

Spark has released a 1:43-scale resin replica of the STP-liveried Lotus 38 driven to second in the 1966 Indy 500 by Jim Clark. The Scot led 190 of the 200 laps but had to give best to Graham Hill. The model features authentic white-wall tyres and a Clark driver figure and must be part of any Clark model collector's set.



ISLE OF MAN TT 2014 DVD

£16.99 – dukevideo.com

All the best bits – Michael Dunlop giving BMW its first win for 75 years, Bruce Anstey pushing the lap record to 132mph, Triumph breaking a 10-year win drought, John McGuinness smashing electric record for 21st TT win – are packed into Duke's annual, four-hour DVD epic looking back on all the mountain-course magic.



WHAT'S ON

ON TRACK IN THE UK



Mike Comber leads
MX5 Supercup field
heading to Anglesey

WALKER

ANGLESEY

BRSCC

August 9-10

angleseycircuit.com

The Toyo-backed Porsche championship brings its pack of Boxsters and 924s to the coastal track of Anglesey for two more races following their Rockingham outing last month. Joining them are the Alfa Romeo, Arrowpak's Saloon and Sports and Mazda MX-5 Supercup championships, as well as the Ford XR and Dunlop TVR Challenges.

ROCKINGHAM

BARC

August 9-10

rockingham.co.uk

It's all to play for in the 16th and

17th rounds of the Pickup Truck Racing Championship this coming weekend as the David O'Regan and Michael Smith duel looks set to continue. The

litany of Caterham Graduates will also be battling on track in Northamptonshire, where the BARC bill will be rounded off by the Legends competitors.

Crown, Ford Fiesta and Production GTi championships.

SNETTERTON

BRSCC

August 9

snetterton.co.uk

With only five points currently separating the Ferrari 458 and Mosler MT900R GT3 of the two leading duos in Britcar points, Saturday's meeting promises to be an action-packed affair. Supported by four of Britcar's other budget endurance and tin-top categories.

SILVERSTONE

BRSCC

August 9-10

silverstone.co.uk

This weekend plays host to a fine array of BRSCC racing with four Track Attack series sharing the bill with seven racing series, including the Formula Ford 1600 Triple



Britcar battle
will resume
at Snetterton

WALKER

ON TRACK AROUND THE WORLD

UNITED SPORTSCAR

Rd 9/11

Road America,
Wisconsin, USAAugust 10
imsa.com

USC takes its multi-class
sportscar ranks to the
awesome Elkhart Lake



LEPAGE/LAT

NASCAR SPRINT CUP

Rd 22/36

Watkins Glen,
New York, USAAugust 10
nascar.com

WORLD RALLYCROSS CHAMPIONSHIP

Rd 7/12

Trois Rivieres, Quebec,
Canada, August 9-10
rallycrossrx.com

SUPER GT

Rd 5/8

Fuji, Japan

August 10
supergt.net

GT MASTERS

Rd 5/8

Slovakia Ring, Slovakia

August 9-10
adac-gt-masters.de

World RX heads
across Atlantic
to Canada

McLEIN/DE

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY AUGUST 7

0650-0720 Motors TV

Britcar: Oulton Park highlights

0720-0810 Motors TV

Nurburgring 24 Hours highlights

0725-0800 British Eurosport

Inside WTCC

1300-1330 Sky Sports 3

Racemax

1310-1620 Motors TV

V8 Supercars: Queensland

2100-2145 Sky F1

F1 Classic Races: 1987 British GP

FRIDAY AUGUST 8

1400-1645 BT Sport 2 LIVE

MotoGP: Indianapolis free practice

1750-1955 Motors TV

GT Cup: Snetterton highlights

1800-2100 BT Sport 2 LIVE

MotoGP: Indianapolis second practice

1855-1925 Motors TV

F3 Cup: Oulton Park

2100-2200 Sky F1

F1 Classic Races: 1986 Brazilian GP

2235-2340 Motors TV

WRC: Rally Finland highlights

SATURDAY AUGUST 9

1345-1445 British Eurosport

World Rallycross: Trois Rivières

1400-1700 BT Sport 2 LIVE

MotoGP: Indianapolis final practice

1650-1720 Motors TV

Scirocco R-Cup: Red Bull Ring

1720-1825 Motors TV

Caterham UK: Brands Hatch highlights

1700-2115 BT Sport 2 LIVE

MotoGP: Indianapolis qualifying



Watkins Glen NASCAR
is on Premier Sports

KINRADE/LAT

1825-1900 Motors TV

GT4 European Series

1900-2205 Motors TV LIVE

NASCAR Nationwide: Watkins Glen

SUNDAY AUGUST 10

0625-0900 Motors TV

Blancpain: Spa 24 Hours highlights

0900-0945 Sky F1

F1 Classic Races: 1988 Monaco GP

1530-2015 BT Sports 2 LIVE

MotoGP: Indianapolis

1700-2200 Premier Sports LIVE

NASCAR Sprint Cup: Watkins Glen

1900-2205 Motors TV LIVE

United SportsCar: Road America

MONDAY AUGUST 11

0900-0945 Sky F1

F1 Classic Races: 1994 Spanish GP

TUESDAY AUGUST 12

2300-0000 Premier Sports

NASCAR Classics: 2006 Daytona

WEDNESDAY AUGUST 13

1900-2000 Premier Sports

NASCAR Classics: 2006 Watkins Glen

ONLINE

HOT ON THE WEB THIS WEEK

YouTube **FALKEN PORSCHE'S NURBURGRING ADVENTURE**



SEARCH FOR: 24h-Race 2014 - P4 was not enough! Falken Motorsports (6:56)

Follow the exploits of the Falken Porsche 911 GT3-R driven to fourth in the recent Nurburgring 24 Hours by Peter Dumbreck, Wolf Henzler, Alexandre Imperatori and Martin Ragginger in this moody, part-slow-mo film of the Nordschleife enduro.

AUTOSPORT+

More 1994 insight online with our website during this week

Our retrospective on the 1994 Formula 1 season continues on autosport.com this week. Gary Anderson explains what it was like to be in the paddock during such a turbulent year, plus look out for Damon Hill's 'Race of my life' and Gerhard Berger on Ferrari's return to winning ways.

GET AUTOSPORT ON THE MOVE

IN THE IPAD
ISSUE THIS WEEK

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FROM AUTOSPORT.COM



Revved up over what's on the box

The rise of the British Touring Car

Championship was built on its television coverage. The paint-swapping, 'doorhandling' manner of the racing was a draw, naturally, but it needed driving stars for armchair viewers to aspire to.

What it got, to start with at least in 1988, was a collection of hard-charging, middle-aged clubmen (plus occasionally Steve Soper) all brilliantly voiced by Murray Walker. It also packed a star turn in the shape of TV and radio personality Mike Smith, who died last week.

Smith had already built his profile on radio and television in the mid-'80s. A good-looking chap, with amazing '80s hair, he was a great presenter but another string to his bow was a passion for racing.

His graduation to the BTCC from Production Saloons coincided with the Beeb's deal to show highlights – and a plum seat with Prodrive, in its BMW M3 squad alongside Frank Sytner, was his big



Smith on Trakstar's
debut, Oulton 1989

JARVOPIX

racing break. And he wasn't out of his depth either. Fifth overall in the Silverstone opener, he finished right on Sytner's tail at Thruxton and notched up an ETCC podium at Donington with Will Hoy.

But he truly came into his own when you put a microphone or TV camera on him. Such as a piece to camera to explain the cockpit controls of his car (who knew the heating controller was the brake-bias knob?) and an in-car commentary at Brands Hatch during a frantic scrap with Mike O'Brien's Holden Commodore: "I'm going to touch him, there, that's a love touch to let him know I'm 'ere."

This Essex boy might not have been Britain's greatest driver (Graham Goode labelled him "Mike bloody Smith" after a

first-corner clash at Oulton), but that didn't matter – he held his own before the influx of true topline racers began and the BTCC went to another level. His feistiness in battle, and ability to repeatedly annoy Sytner by taking fastest lap off him (see Snetterton "Who put [bleeping] slick tyres on the car?" tirade) was pure box office.

He later co-founded the Trakstar team with Robb Gravett in 1989, but ankle injuries sustained in his helicopter crash in September '88 caused his driving to suffer, and he vanished from the scene after 1990, but not before sharing an overall two-driver victory with Gravett.

RIP Smithy. You contributed far more than you probably ever realised.

Revved Up

David Richards

“It’s fair to say those were the most hair-raising stages of my entire life”

■ 1000 Lakes Rally ■ August 28-30, 1981 ■ Ford Escort RS1800 ■ Flat out to victory in title season



Vatanen/Richards
flew to pivotal win
in Ari's backyard

I'M FORTUNATE ENOUGH TO be able to look back on events as a competitor and as somebody running a team. I could think of some great rallies with the likes of Colin [McRae], Richard [Burns] and Petter [Solberg], all of whom won world championships with Prodrive.

In many ways, there's more pleasure taken from winning while running the team – when you are competing it's quite an insular thing.

That said, the rally of my life would have to be the 1000 Lakes in 1981. Ari [Vatanen] and I were competing in the Escort and this being Ari's home round of the WRC, he had to win at all costs. We had finished second to Markku Alen on a number of occasions previously – including 1980 – and this time we said that wasn't going to happen.

In those days, the 1000 Lakes was a lot longer than it is today, but it was still the first six or eight stages that were absolutely critical – your result was basically determined on that first evening. In previous years

we had got to the end of the sixth stage 20 seconds down and that's where we had finished.

Ari and I were absolutely determined not to let that happen this time and we had a plan. We were going to stay with Markku every inch of the way and see who came out on top. We over-practised those first stages to make sure they were firmly in the memory. We'd been out

there practising for a month and that included driving the stages at full speed in the middle of the night.

This being 1981, the Audi Quattro had arrived and Hannu Mikkola was very quick. He led early in the event before hitting trouble. Markku was in the Fiat 131 Abarth.

I've never really discussed this with Ari, but it's fair to say that those were the most hair-raising

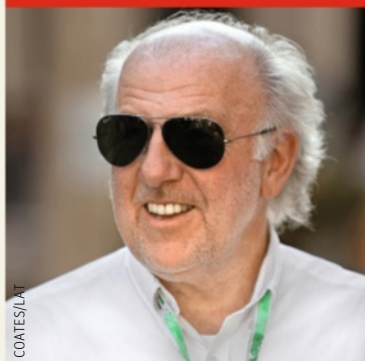
stages of my entire life. There was absolutely nothing else to give, we were completely flat out and couldn't afford to give away a single second through those opening stages. Conventionally, on those longer rallies, you could pull time back as the event progressed, but that was never the case on the 1000 Lakes and, even to this day, that remains the same.

We had no problems on the first leg, but it was very, very fast. If you thought about it at the time, you probably wouldn't have got back in the car again.

And then Markku rolled. Once he was gone, we had a straightforward run – if such a thing is possible on the 1000 Lakes – to the finish.

It was a special because it was Ari's home event and it came at a pivotal point in the year. It was a great morale boost for Ari, myself and the whole team and we went on to take the title later that season. ☘
David Richards was talking to David Evans

PROFILE



COATES/LAT

FORMER WORLD RALLY

co-driving champion David Richards set up Prodrive 30 years ago and went on to win drivers' and manufacturers' WRC titles with Subaru. He has also managed the Benetton and BAR Formula 1 teams and still runs the Aston Martin world endurance race team. More recently the 62-year-old has become a Cornwall hotelier and a sailing enthusiast.

NEXT WEEK INDYCAR'S GLORY YEARS
Starring: Andretti, Mansell, Franchitti & Zanardi



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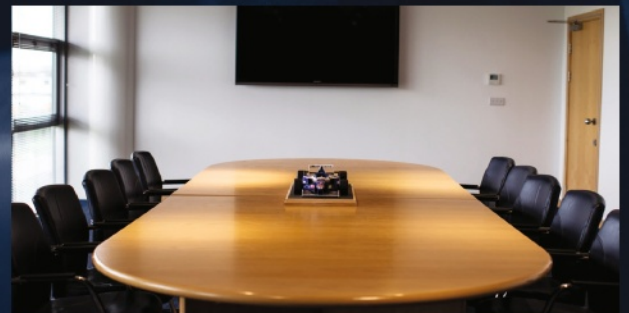
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