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SPECIAL REPORT THE RISE AND FALL OF SPEEDS IS F1 TOO SLOW?

"The cars should look fast so you think these guys are superheroes"

ADRIAN NEWHEY



FULL ANALYSIS

The fastest F1 car, quickest-ever race and how the class of 2014 stacks up

"THEY REMAIN FREE TO RACE"

But Merc sets boundaries for Nico & Lewis



PLUS WALDEGAARD TRIBUTE ITALIAN GP PREVIEW POWER'S INDYCAR TITLE

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POLE POSITION

Does the drop in F1 speeds *really* matter?

HOW FAST IS FAST ENOUGH? OR TOO QUICK? OR TOO SLOW?

Speed is an essential strand of Formula 1's DNA, and essentially grand prix cars became quicker and quicker since the sport was born – until 10 years ago. Since then, a raft of cost-controls, including engine downsizing, control tyres (featuring high degradation) and aerodynamic reductions have easily outweighed the natural progression of cleverer engineering equalling faster racing cars. And not merely a plateau; it's a significant drop.

Does it matter? To a point, yes. As design genius Adrian Newey tells Edd Straw on [page 18](#), it's imperative that F1 cars "look fast". Absolute speed isn't the be-all and end-all, but we've surrendered a degree of that to improve the racing 'show'. For better, or worse?

If you want the ultimate rush of speed, press your face against the fencing at an oval track during an IndyCar session (disclaimer: do this at your own risk) – having a car sweep past so quickly that your eyes and brain simply can't keep up is difficult to comprehend. Thrilling and petrifying in equal measure.

That's a case of horses for courses, but you can't ignore the fact that F1 isn't quite the purest of thoroughbreds it used to be.



Charles Bradley

CHARLES BRADLEY EDITOR

charles.bradley@haymarket.com

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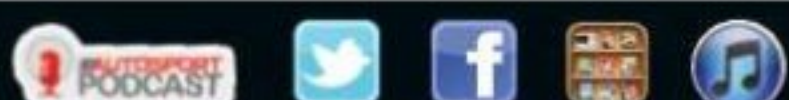
COVER STORY



'Ferrari's F2004 holds the lap record at many of the circuits that remain on the F1 calendar'

Edd Straw, p18

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THE BIG PICTURE

Max Verstappen drove a Toro Rosso F1 car in public for the first time on the streets of Rotterdam, where his every move came under scrutiny. We interview him on page 50





This week in F1

MERCEDES DRIVERS "ARE FREE TO RACE"

Mercedes management met with Lewis Hamilton and Nico Rosberg last Friday, ruling that the pair are still free to race in the wake of their Belgian Grand Prix collision.

A statement issued by the team stressed that there are no plans to issue team orders, but that there would be a zero-tolerance approach to any future contact.



MERCEDES STATEMENT

"Toto Wolff, Paddy Lowe, Nico Rosberg and Lewis Hamilton met today [Friday] in the boardroom of Mercedes AMG Petronas headquarters in Brackley to discuss the events of the Belgian GP.

"During this meeting, Nico acknowledged his responsibility for the contact that occurred on lap two of the Belgian GP and apologised for this error of judgement.

"Suitable disciplinary measures have been taken for the incident.

"Mercedes-Benz remains committed to hard, fair racing because this is the right way to win world championships. It is good for the team, for the fans and for Formula 1.

"Lewis and Nico understand and accept the team's number-one rule: there must be no contact between the team's cars on track.

"It has been made clear that another such incident will not be tolerated. But Nico and Lewis are our drivers and we believe in them.

"They remain free to race for the 2014 FIA Formula 1 World Championship."



LEWIS HAMILTON

"Today we came together as a team and discussed our differences. Nico and I accept that we have both made mistakes and I feel it would be wrong to point fingers and say which one is worse than the other. What's important is how we rise as a team from these situations. We win and we lose together and, as a team, we will emerge stronger.

"There is a deep foundation that still exists for me and Nico to work from, in spite of our difficult times and differences. We have the greatest team, the strongest group of individuals who have worked their hands to the bone to give us the best car you see us racing today. Today, Toto [Wolff] and Paddy [Lowe] told us clearly how we must race against each other from now on in a fair and respectful manner.

"The fans want to see a clean fight until the end and that's what we want to give them. It's going to be a tough road from here but championships have been won from much further back than I am now. And I promise you that I will be giving everything and more to win this for my team, for my family and for my fans."

NICO ROSBERG

"In the days since the Belgian Grand Prix at Spa, I have spent a lot of time thinking about what happened during the race and discussing it with the team.

"I have already expressed my regret about the incident but, after meeting with Toto, Paddy and Lewis today, I wish to go a step further and describe it as an error of judgement on my part. The number-one rule for us as team-mates is that we must not collide but that is exactly what happened.

"For that error of judgement, I apologise to Lewis and the team. I also want to say sorry to the fans who were deprived of our battle for the lead in Belgium.

"Lewis and I have been given clear instructions about how we race each other.

"As drivers, we have a clear responsibility to the team, the fans of the sport, our partners and Mercedes-Benz to deliver clean racing. We take that responsibility very seriously.

"I look forward to concluding the season with hard, fair competition on and off track right up to the final lap of the season in Abu Dhabi."

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COATES/LAT



THE RINGTON/LAT

PHILIPPE GURDJIAN 1945-2014

FORMER FRENCH GRAND PRIX promoter Philippe Gurdjian died last week at the age of 69.

The Frenchman was a racer in his own right, winning the GT class at the

Le Mans 24 Hours in 1977 (pictured). But it was as the promoter of the French GP that he became prominent in F1. He ran the race at Paul Ricard from 1985 and handled its switch to

Magny-Cours in '91. His success with the French GP led to him earning Bernie Ecclestone's trust, leading to Gurdjian assisting with the organisation of the Malaysian and Abu Dhabi GP projects.

Gurdjian also ran Paul Ricard when it was reborn as the High Tech Test Track, a state-of-the-art facility that has again started to host races after briefly emerging as a contender to host a Mediterranean GP in front of no paying spectators in 2006.



COATES/LAT



LAT/ARCHIVE

New chassis for Vettel at Monza

World champion Sebastian Vettel will use a new chassis for this weekend's Italian Grand Prix as the Red Bull team bids to solve his struggles.

"We need to check to see if anything has actually broken on the car," said team principal Christian Horner. "It was extremely unusual what we saw."



DUNBAR/LAT

BIG NUMBER

63

Percentage of team-mate Daniel Ricciardo's points that Vettel has scored in 2014 – 98 compared with 156.

Bottas set for extended deal

Valtteri Bottas is ready to commit his F1 future to Williams, with talks continuing to finalise a deal for 2015.

"I don't see a reason to look around at this moment," said Bottas, on whom the Williams team holds an option for next year. "I really think this team is not at its peak yet."



COATES/LAT

JONATHAN WILLIAMS 1942-2014

ONE-TIME FERRARI F1 DRIVER

Jonathan Williams passed away last Sunday at the age of 71.

Williams started racing first in Minis in 1961, moving into single-seaters in '63 in Formula Junior and

going on to win some high-profile races.

In late 1966, he signed a Ferrari deal to focus on F2 in '67, but problems with the car meant it was a troubled season. As well as F2 outings, he also raced in sportscars and Can-Am before heading

to the F1 season-ending Mexican GP on standby.

Ahead of Saturday practice, the decision was made to run him in a second car alongside Chris Amon. Williams started 16th and finished eighth in his only F1 start, having never driven the car (pictured) before.

After one more F1 test, which ended in a shunt, he left Ferrari and continued to race until 1971, winning three Monza Lottery GPs and driving a camera car for the film *Le Mans* in '70.



LAT/ARCHIVE



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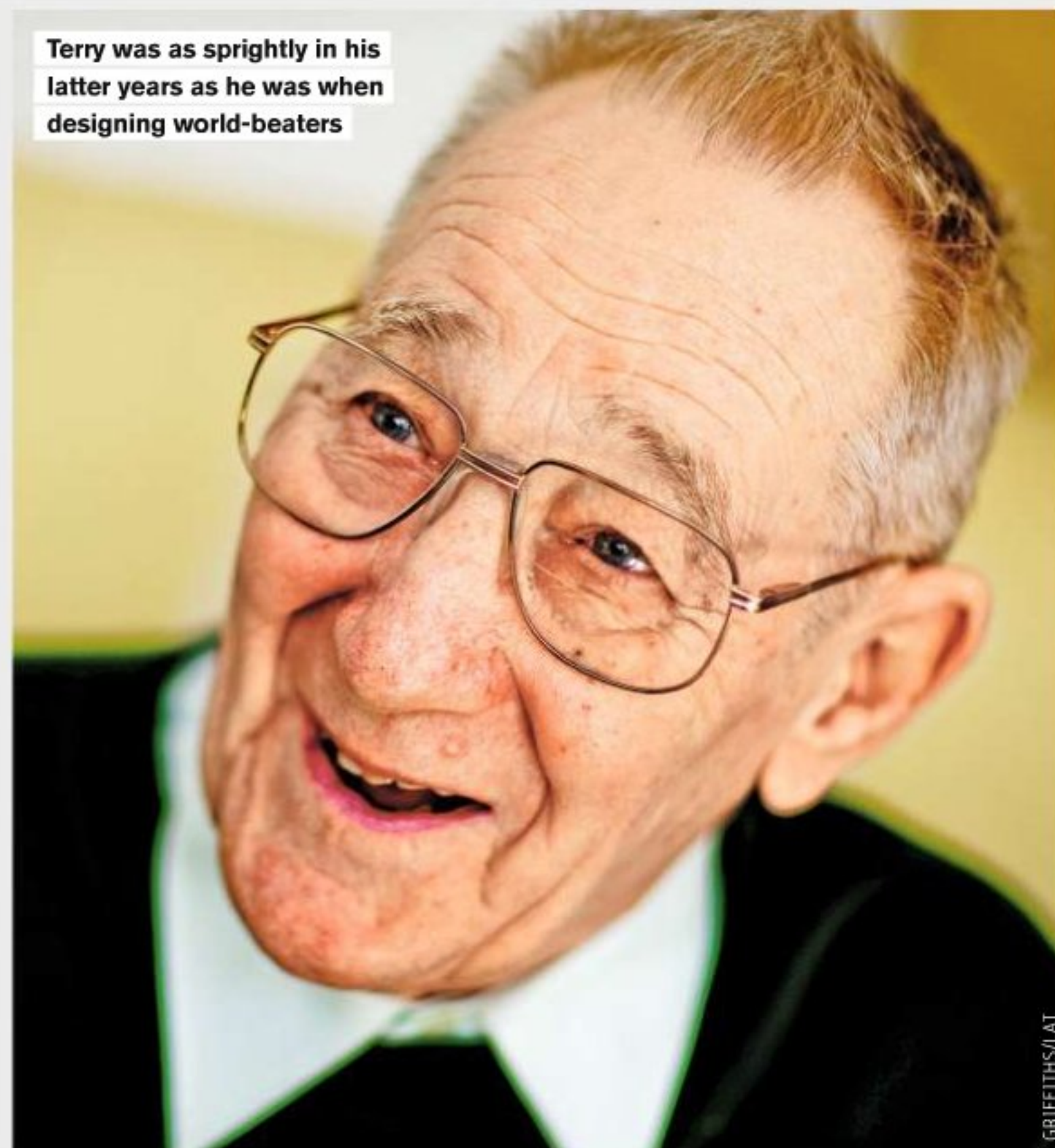
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Terry consults with Dan Gurney at Spa in 1966 – one year later they won



Terry's Lotus 38 changed the face of Indy after it won in 1965



Terry was as sprightly in his latter years as he was when designing world-beaters

Len Terry

(1924-2014)

Len Terry was the prototype freelance designer. On the day in 1965 that his Lotus 38, driven by Jim Clark, turned Indianapolis from front to back, he was quietly, methodically clearing his desk on the other side of the Atlantic. By the time that his Eagle T1G enabled Dan Gurney to become the second owner/driver (of just three) to win a grand prix, at Spa in 1967, he had again moved to pastures new.

Despite his lack of a formal engineering education – Terry's backdrop was artistic and theatrical (literally) until he joined the RAF in WWII and began tinkering with air-reconnaissance cameras – he worked for 30 organisations during his motorsport career. His designs included a Lotus Seven-beating Clubmans car, a Formula 2 for BMW, the Mirage M2 for JWA, a Le Mans Alpine, Carroll Shelby's King Cobra Can-Am, the BRM P126 that Richard Attwood drove to second place at the 1968 Monaco GP, Gilby Engineering's Formula 1 challengers, the first Surtees Formula 5000 and, latterly, a retro-look delivery van.

He is remembered best for his spells at Team Lotus and All-/Anglo-American Racers. A straight-talker confident in his own abilities, Terry found, for very different reasons, fundamental fault with both Colin Chapman

and Gurney. But undoubtedly they brought out the best in him. Despite their personal friction, Chapman employed him twice – and because of it sacked him once (in 1959) and snubbed him horribly at Indy in 1963. With the 500 nearing thrilling climax he ushered away his bewildered chief designer on a trumped up excuse, and via a waiting helicopter, so that he might not share any glory; Clark was catching the apparently hobbled leader Parnelli Jones at the time.

Not until he had secured a future away from Lotus did Terry – fast and efficient, he preferred to work from design sketches rather than engineering drawings – rediscover his motivation: Type 38 came to pass in the four months that Chapman spent mainly running Clark in South Africa and the Tasman Series Down Under.

Terry's subsequent spell in California was happier though less fulfilling on a professional level. As good as Gurney was, it was too much to expect him to replace Chapman and Clark (with a little bit of Cosworth's Keith Duckworth thrown in for good measure).

Tasked to design a works car suitable for customer teams and capable of being competitive in Formula 1 and at Indianapolis, Terry, a skilled artist-cum-draughtsman who had provided cutaways for AUTOSPORT, created the most beautiful rear-engine single-seater of all. And it

wasn't just a pretty nose-cone. But for a maddening oil leak, Lloyd Ruby's Eagle would have won at Indy in 1966.

Thereafter Terry, by his own admission a man difficult to work with, operated on a consultancy basis. His desire to pick and choose and be his own man was a catch-22: teams took the credit – sometimes rightly – if the car won, while Terry copped the flak if it failed.

And there were failures. His pressing financial need to move swiftly to the next commission – his clients were usually in a hurry, too – led to some undercooked turkeys that pecked at his reputation. That only rarely had he the opportunity and/or inclination to attend tests – he didn't consider himself a development engineer – accentuated this problem.

Not that it seemed to bother him overly. Fit in mind and body – in later life Terry continued to cycle and play table tennis with a frequency and intensity that belied his age – the man who had had the temerity to hand Chapman an unbidden dossier listing all (i.e. a lot) that was wrong with Lotus 30 saw no need to alter his methods or adapt his views.

Though undeniably flawed, he was shot through with a skein of genius. Lotus 38 and Eagle T1G are irrefutable proof of that.

He was right about Lotus 30, too. *Paul Fearnley*

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Jonathan Noble

F1's newshound

No amount of PR flannel can mask the animosity that will linger between Lewis Hamilton and Nico Rosberg as we head to Monza

It was pretty clear that simply posting a snap of smiley Lewis Hamilton and Nico Rosberg shaking hands wasn't going to suffice in delivering a message that all was sorted at Mercedes after their Belgian Grand Prix clash. We've seen such attempts in the past by teams trying to give the impression that all was cool after a bust-up (remember that pally Mark Webber/Sebastian Vettel picture after Turkey 2010?), but things are very different this time.

For a start, the stakes of the title battle are much higher. And, after the fallings-out in Bahrain, Spain, Monaco, Hungary and Belgium (at Les Combes and during the post-race debrief), it was clear that no amount of PR gloss was going to paint over the fact that things are not serene between the battling Mercedes duo.

In light of the tough times Mercedes is facing, though, it was refreshing last week to see it engage with fans for some feedback on the situation, rather than take the easier option of burying its head in the sand, trying to ignore the fact that the world was watching and waiting for its response. Taking to its social media channels on Twitter and Facebook, there was no surprise to find that an overwhelming majority – around 95 per cent of fans across both platforms – urged the team to keep on allowing its drivers to race. No one, beyond perhaps Rosberg himself, would like to see the title battle locked



championship battle. With Red Bull 157 points behind Mercedes right now, and 344 still available, there's everything to play for.

Force one of the drivers to become a number two for a weekend – through strategy, car specification or straight orders – and you risk discrediting the world championship battle and ruining the sense of excitement that's now swirling around F1.

In fact, the lines between a team's best interest and those of the drivers are especially blurred when it comes to handing down sanctions. However, it's not the job of Mercedes to take on the role of judge, jury and executioner in the event of trouble between

“It is nearly impossible for Mercedes to come up with a punishment that doesn't harm the team”

down and the Silver Arrows touring around in procession for the final seven races.

While there was a consensus on letting the two drivers just get on with it, it was much less clear cut about what the team should do to punish either of its drivers in the event of more trouble. Some suggestions – like shaving off the perpetrator's eyebrows, sitting them down on the naughty podium step or having them run down the pitlane in a mankini – might have been proposed for a laugh, but ironically they would hurt the team less than more serious ideas of race bans, car development freezes or tyre handicaps.

No matter how much thought you give it, it's nearly impossible to come up with a punishment for a Mercedes driver overstepping the mark that doesn't ultimately harm the team.

Force a driver to sit out a race and you risk his replacement not achieving the car's full potential, which could compromise the constructors'

its drivers. It must have faith that, in the event of there being deliberate intent from either of its drivers to cause a collision with his team-mate, the FIA will step in and hand down a suitable punishment – just as it did after Romain Grosjean took out championship contenders at Spa in 2012.

Everything boils down to trust now. Mercedes chiefs have to trust their drivers that what happened at Spa won't occur again. Hamilton and Rosberg have to trust each other that they will keep things fair on track. And fans have to trust that everyone at Brackley is going to keep delivering an open battle for the crown.

The true test of such trust was never going to happen with a staged photo to suggest that Rosberg and Hamilton were friends again. Instead, it will come as Nico and Lewis do battle at more than 210mph at Monza this weekend.

These things can only be properly sorted out on track. And that is exactly how it should be. 🏁

This week in motorsport

RENAULT RACER BREAKS COVER

This is the basis for the new Pro-Am Renault Sport Trophy, launched by the French car giant to join its World Series by Renault package in 2015.

Sharing its nomenclature with Renault's 1977 Formula 1 car, the RSO1 features a carbon monocoque built by Dallara, with a seven-speed Sadev gearbox and a twin-turbo, 3.8-litre NISMO engine pushing out over 500bhp.

Its first track outing has taken place in the hands of ex-Megane Trophy champion Albert Costa at Franciacorta in Italy.



14

WINTER WEC PUT ON ICE

Plans to reshape the World Endurance Championship calendar to climax at the Le Mans 24 Hours appear to have been abandoned for next season.

The announcement that the official test days for the series will take place as usual at Paul Ricard at the end of March provides tacit confirmation that the winter calendar has been delayed.

There had been a plan for a five-race WEC in the first six months of next year as a transition into a full winter series in 2015-16, starting next autumn and finishing at Le Mans in June 2016. The prospects for this had faded through the summer.

The WEC has made no statement on its winter-series plans and says it will announce its 2015 calendar shortly.



Audi opens its own 'Fiorano'

Audi Sport's new Neuburg headquarters, which replace its long-standing Ingolstadt base, were officially opened last week.

Audi's WEC, DTM and GT3 programmes will move to the new facility – which has its own test track – over the next five months.

Red Bull gives Gasly GP2 gig

Red Bull junior Pierre Gasly is to contest the rest of the GP2 Series with Caterham Racing.

The 18-year-old Frenchman, who is currently third in the Formula Renault 3.5 Series, will therefore make his GP2 debut this weekend at Monza. He replaces Tom Dillmann alongside Rio Haryanto.

There are no clashes between GP2 and FR3.5, so Gasly, the reigning Formula Renault Eurocup champion, can combine them both.



ROZENDAA/LAT

KOVALAINEN ENJOYS HIS DTM TEST

Heikki Kovalainen made his DTM testing debut for BMW at the Lausitzring last week.

The Finnish ex-Formula 1 racer took over the wheel of BMW's M4 DTM on the last afternoon of the Bavarian manufacturer's four-day test, and said that he felt comfortable right away.

"I didn't really know what to expect as I have never driven a car like this," he said. "It's an impressive car. It's heavier than a Formula 1 car and has less power, but the aerodynamics are very good."



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Rusinov from limbo to Lambo

The colours of Russian entrant G-Drive Racing will appear on a Reiter Lamborghini in two of the remaining three rounds of the Blancpain Sprint Series.

G-Drive driver Roman Rusinov split with the WRT Audi team ahead of the Slovakia Ring BSS round last month on what were said to be mutual terms.

Rusinov will now race the Reiter Lambo Gallardo alongside team regular Tomas Enge at the Algarve circuit this weekend and at Zolder in October.

REMEMBER WHEN



Mosport, the former Canadian GP venue, has been inspected by IndyCar technical adviser Tony Cotman as a potential replacement for Toronto if the city is unable to host its race due to a clash with the Pan-Am Games. Indycars competed in the USAC series at Mosport twice in the 1970s.

Lada launches WTCC Vesta

Lada has revealed its new Vesta, which will replace the Granta as its weapon in next season's World Touring Car Championship. Britons Rob Huff and James Thompson will remain with the Russian marque to race the Vesta, which team boss Viktor Shapovalov reckons will be "a huge step forward".



WRC FORMAT TWEAK GOES AGAINST CHAMPION'S WISH

The format of the 2015 World Rally Championship will be finalised at next week's FIA World Motor Sport Council meeting – and world champion Sebastien Ogier is likely to be angered by the outcome.

The principal decisions will focus on the much-debated final-day format for next season, but the FIA is also expected to announce tweaks to the running order that will leave the championship leader at the front of the field on the first two legs rather than just day one.

Ogier (right) favours a return to

qualifying, with the fastest drivers selecting their position on the road.

Another significant alteration will be the banning of split times being sent to cars from team management. The 2015 calendar will be revealed at the WMSC, which is in Beijing.



Mowlem back racing in USC

Briton Johnny Mowlem is to race in the final two United SportsCar rounds – Austin and Petit Le Mans at Road Atlanta.

The Briton, out of a drive since the Ram Racing GTE squad called time on its World Endurance Championship season, will join BAR1 Motorsports in the one-make PC class for ORECA-Chevrolets.

Team owner Brian Alder said: "We look forward to working with Johnny, with a view to hopefully doing a full season together in 2015."



Ferrucci makes Fortec switch

American Santino Ferrucci has quit EuroInternational and switched to Fortec Motorsport for the rest of the Formula 3 European Championship and November's Macau Grand Prix.

Ferrucci, 16, had his first outing with Fortec in last weekend's British F3 round at Brands Hatch, winning two races.

British F3 points leader Martin Cao also plans to race in Macau with Fortec, and is one of a few drivers in contention to partner Ferrucci in the final two Euro rounds at Imola and Hockenheim.

SECOND-TIER EURO F3 EYED

A collaboration between British and German Formula 3 remains on the cards next season, but could now take the form of a second-tier European series.

Initial discussions were centred upon the same nucleus of teams and drivers contesting a four-round British F3 and a four-round German F3. Now a proposal from Britain has been put forward for what would be a stepping stone to the FIA's F3 European Championship.

Top German F3 teams Motopark



and Van Amersfoort Racing are understood to be keen to join British squads including Fortec Motorsport, Double R Racing and Performance Racing.

In brief



MORE FOR SORDO

Dani Sordo will drive Hyundai's second i20 WRC on next month's Rally France and Catalunya Rally. The Spaniard (above) has been a regular runner-up on both events and was second to Thierry Neuville on Hyundai's recent Rally Germany one-two. Queenslander Chris Atkinson takes the seat for next week's Rally Australia.

BREEN FOR CYPRUS

Peugeot will announce a Cyprus Rally entry for Craig Breen later this week in a last-ditch effort to keep the Irishman's European Rally Championship title challenge alive. Breen needs to win in Cyprus – as well as the final two rounds in Switzerland and Corsica – to stand a chance of edging Esapekka Lappi.

IZAWA IN NEW TEAM

A new Honda-affiliated team is to join Japan's Super Formula series for the final two rounds, with GP2 racer Takuya Izawa in the driving seat. Drago Corse will be run by ex-Formula Nippon regular Ryo Michigami, and is scheduled to make its first appearance at Sugo at the end of this month.

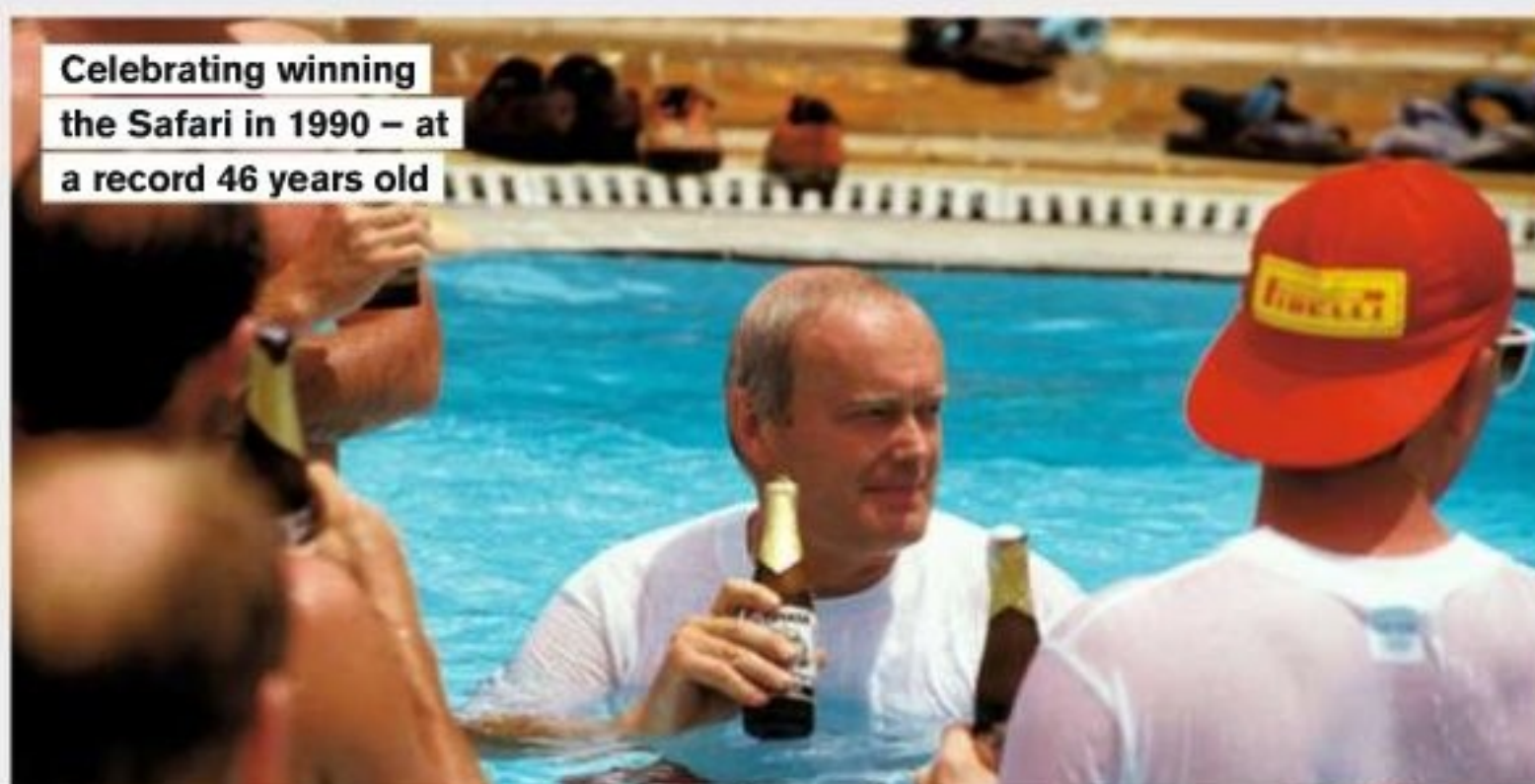
WTCC BACK TO ROOTS

The World Touring Car Championship's 'secondary' class will return to its tradition as a ranking for independent teams in 2015. This year the Yokohama Trophy has been run for old-spec TC2 cars (below), but next season's WTCC will be all-TC1. A prize fund of €240,000 has been allocated for the sub-division.

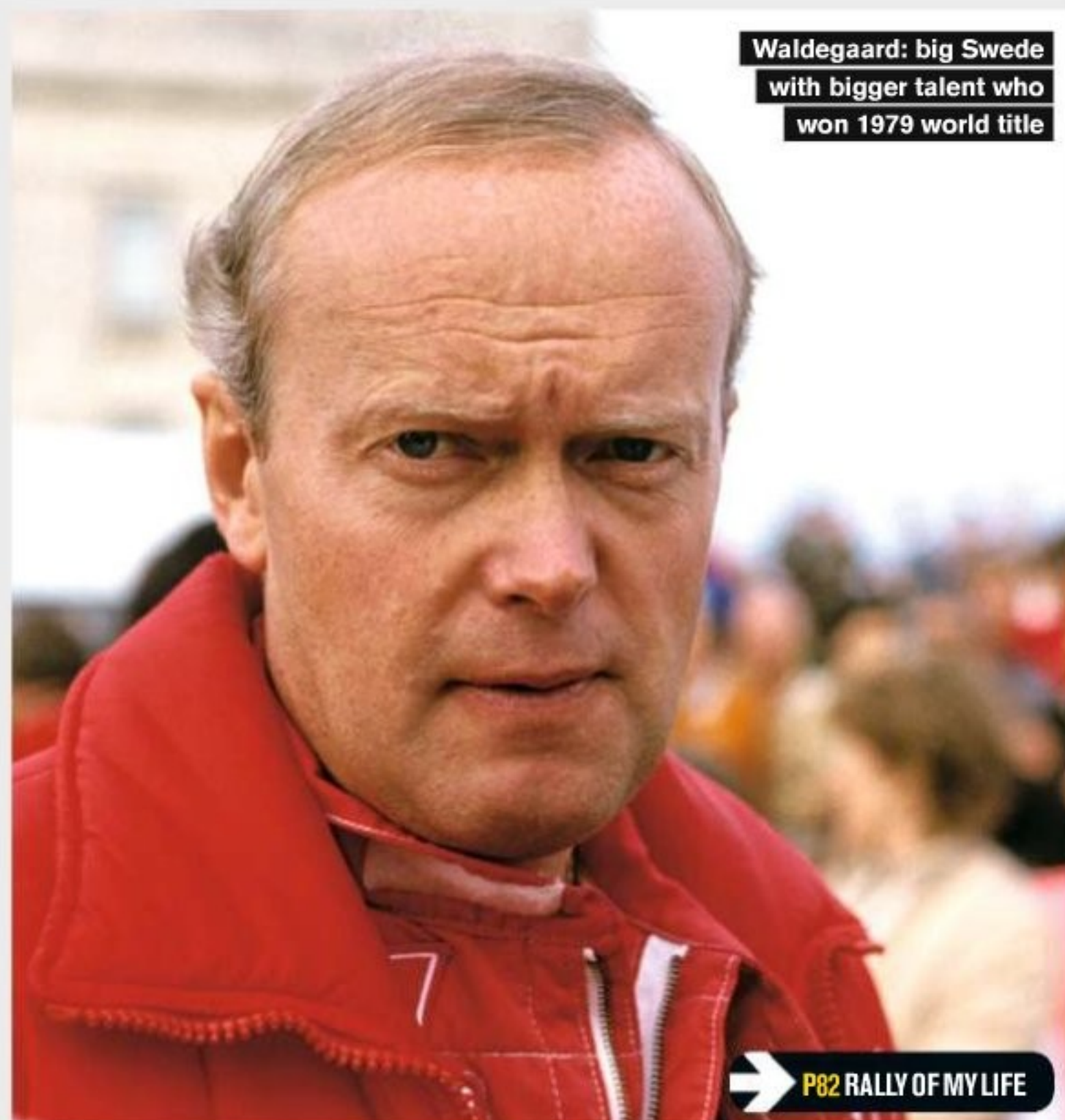




On a charge through the field aboard half a Stratos, RAC Rally '75



Celebrating winning the Safari in 1990 – at a record 46 years old



Waldegaard: big Swede with bigger talent who won 1979 world title

➔ P82 RALLY OF MY LIFE

ALL PICS: MCKLEIN.DE

Bjorn Waldegaard

(1943-2014)

One of rallying's original Scandinavian superstars and the sport's inaugural world champion, Bjorn Waldegaard died last week. **DAVID EVANS** remembers a fast and versatile hero to many

Bjorn Waldegaard, who lost a brief fight with cancer last week, was the first driver to be crowned World Rally Champion. The year was 1979. And it didn't get off to the best of starts, when he was robbed of what would have been a third victory in the Monte Carlo Rally.

Leading Frenchman Bernard Darniche's Lancia Stratos by six minutes, Waldegaard set about the event's final night and a run over the infamous Col de Turini. Infamous was about right: rocks had been placed in the road and cost the Ford man dearly. Darniche flew through, untroubled and won the event by six seconds.

Fortunately for the big Swede, wins on the Acropolis and the Quebec Rally gave him the edge over his team-mate and rival Hannu Mikkola. But '79 would go down to the wire. Mikkola won the final European round of the season, the RAC Rally, while Waldegaard suffered a puncture and broken jack in Hamsterley and couldn't manage better than ninth. He did, however, hold a six-point advantage with one round remaining.

Trouble was, neither driver had a ride for the



Six-minute lead on '79 Monte was spoiled by rocks in the road

Ivory Coast. Ford showed little interest in sending a brace of RS1800s to West Africa, certainly not with Boreham's maiden manufacturers' title done and dusted.

In stepped Mercedes, with the offer of a five-litre 450 SLC each (complete with automatic gearbox). Ford agreed to waive contracts, allowing the pair one more battle. Mikkola won, but it wasn't enough. Second-placed Bjorn took the title by a single point.

That 1979 fight was one of many for Mikkola and Waldegaard and the Finn enjoyed them all.

"Bjorn was one of the few drivers who I would always trust 100 per cent," he tells AUTOSPORT. "We spent three or four years in the same team and always I had really high respect for him in every aspect of the sport and the life."

"We got on very well together and when we were testing, we would always tell each other straight – he would call immediately and tell me what he thought of the car, he was very fair. Team orders were not needed, you know in the rally if we saw the situation and we couldn't do anything to beat the others we could agree ourselves what had to be done."

Waldegaard's story had started some years earlier in his native Sweden. He was an instant hit at home. Three years after he began rallying, and having traded a Volkswagen 1600 S for a two-litre Porsche 911 with twice the power, he was on the podium on the Swedish Rally. Two years later and he won his first Swedish title.

Despite all his years with Toyota – and some glorious victories – it was a 911 that held a special place in the big man's heart.

"I will always remember the feeling after I drove



1977 Safari win was first WRC-qualifying African success



Still winning, aged 68, on 2011 East African Safari Classic in Tuthill Porsche

a Porsche 911 for the first time," Waldegaard once said. "It was like the feeling a baby gets when he realises he can walk."

Waldegaard's career is bookended with success in a Porsche; he won the 1969 Monte (see Rally of My Life, page 82) and the 2011 East African Safari Classic in one of Stuttgart's finest.

Another memorable 911 win was his 1970 Swedish Rally success – and he would go on to win the all-snow event twice more, when the Karlstad-based rally was included as a WRC qualifier.

Fellow Swede Stig Blomqvist was three years younger than Waldegaard and three years later to rallying's table. Once there, it didn't take long for the pair to lock horns. Blomqvist echoes Mikkola's words about Waldegaard.

"From Bjorn's side there was never any secret," Blomqvist tells AUTOSPORT. "We had a lot of good days together and he was always so competitive. He was a fellow Swede and when I was trying to do something he was always there to help. We had some good battles at home in Rally Sweden as well – sometimes he let me win! It will be a strange place in Karlstad without him next year."

The 1975 Swedish was typical of so many of those battles. Keen to impress his new employer, a

Waldegaard-wheeled Lancia Stratos defeated Blomqvist in his usual Saab.

Waldegaard enjoyed two years with Lancia, with arguably the most memorable victory coming over team-mate and Italian hero of the hour Sandro Munari in a Stratos in Sanremo.

A month later and he left spectators on the 1975 RAC with the unforgettable image of his Lancia barking its way back up the field following a broken driveshaft in Clipstone, with the rear bodywork missing. After dropping to last, he scored 44 fastest times through 71 stages to make seventh. Before being excluded.

Twelve months later and he wasn't quite so popular with Turin. Announcing he was departing for Ford after the 1976 RAC, the Italians promptly announced that his Stratos had been pulled for the British event. He called Boreham and offered his services a rally early. Taken up on the offer, and much to the annoyance of his former employer, he finished third – keeping Munari's Lancia off the bottom step of the podium.

A further 12 months down the line and another ambition was realised with victory on a 'blind' RAC, driving the famous British Airways-backed car. By the time his championship season came around, he was a household name in European rallying – and the coming years would make him just as well known in Africa.

Waldegaard adored Africa. Blomqvist says: "He used to tell me he'd been down there... I don't know, a hell of a lot of months with Toyota. But he loved it in Africa and he was always so pleased when he was there."

He won seven WRC rounds on the continent, four Safaris and three Ivory Coast victories. He celebrated two of those Safari wins with Fred Gallagher – the last of which, in 1990, made history as Waldegaard became the oldest driver to win a WRC round at the age of 46.

"The 1990 event was the first in the four-wheel-drive Group A Celica," says Gallagher. "As usual, Bjorn was so well prepared for the rally. We went into that one determined to win. About 50 kilometres into the first competitive section, we



Monte '69: first drive as works Porsche driver brought stunning win



Safari '90: 16th and final WRC win came in his beloved Africa

were catching Miki Biasion, who had started two minutes ahead of us. I thought to myself, 'Yes, we've caught him...' The next minute I heard Bjorn through the intercom: 'You bloody idiot Waldegaard, you're going too fast'.

"We slowed down and won that event from start to finish. He had such a broad talent, winning blind RAC Rallies, Montes, Sanremo, everything. He was ahead of his time in his ability to win on every surface."

A couple of years later Gallagher was with his friend for Waldegaard's final WRC outing, the Safari in a factory Lancia Delta HF Integrale. It didn't end well.

"The car caught fire at a refuel," recalls Gallagher. "My door was open and the flames were all around. I couldn't get out. Bjorn came back to the car and literally pulled me out over the transmission tunnel. He told me I came out like a champagne cork!"

Astonishingly, 19 years after that final WRC outing, Waldegaard was back in Kenya winning the East African Safari Classic in a Tuthill-prepared 911. That victory – which came after parts of the rollcage had to be chopped out and replaced following a crash into the back of a stationary truck – was Porsche's first and only Safari win.

Richard Tuthill will never forget the victory or the man.

"Wherever we would go in Kenya, Bjorn enjoyed extraordinary respect and reverence," Tuthill says. "He was very well known throughout the country. On one occasion, a man appeared from a roadside bush and approached us bowing, with the words: 'Is this the boy who has turned into a man?' He referred to Bjorn as 'Simba'.

"Privately, I considered Bjorn my rallying grandfather. He was large, proud and an extremely genuine man. A Gentleman with a capital G. I owe him more than I can express and the effect he has had on my life will continue forever."

'Simba' will be badly missed in Africa. And 'Walle' equally so around the world.

AUTOSPORT extends its deepest sympathies to his wife Anita, and all his family and friends. ❧

Hamilton at Eau
Rouge, 2014:
1200bhp/tonne



MASON/GETTY

18

Is Formula 1 too slow?

Grand prix cars are not as fast as they were 10 years ago. EDD STRAW investigates whether those last few seconds really matter and whether laptime is the only metric by which F1 should be measured

How fast should a Formula 1 car be? It should certainly be the fastest racing car in the world over a lap of a road course, which is certainly the case for 2014's grand prix cars. But how worried should we be that the pole position time at this weekend's Italian Grand Prix will be several seconds slower than Rubens Barrichello's decade-old pole position record, a 1m20.089s set in the mighty Ferrari F2004?

Intuitively, there's the feeling that F1 cars should continually get faster. But that raises legitimate questions about circuit safety and the risks of creating grand prix cars that don't merely push the limits of human endurance, but go beyond them. So you could well argue that, as long as the cars are stunningly fast, it doesn't matter whether they are three or four seconds slower than they once were, provided they are testing drivers.

The current generation of grand prix cars is

certainly challenging. The increased torque to the rear wheels has made them more difficult to drive than they were in the previous rules cycle, when power could be fed in using the peaky, 2.4-litre, normally aspirated engines relatively easily. But while they are surely more difficult to drive than last year's, some argue that they're not challenging enough. Perhaps even more important to 'the show' is that they look challenging on-screen.

"Lap time per se is not necessarily the be-all and end-all," says Red Bull technical chief Adrian Newey. "The critical thing is the cars should look

fast and, if you're watching TV, it should be, 'Wow, those guys are superheroes, I couldn't do that.' I don't think the current cars really do that.

"If you watch MotoGP then you certainly have the feeling that those guys are superheroes. With the current crop of cars, their power-to-weight ratio is not fantastic. Going back to the 1300bhp-in-qualifying F1 cars that were quite a bit lighter than they are now, you had to bolt on some fairly special appendages to drive them in qualifying!"

Power-to-weight is always a more revealing figure than pure bhp. The Ferrari F2004 had a ratio

"The critical thing is the cars should look fast & make you think 'These guys are superheroes, I couldn't do that'"

ADRIAN NEWAY



Mansell at Eau
Rouge, 1986:
1700bhp/tonne



of around 1600bhp/tonne, not far short of the fastest of the best of the turbo cars. For example, the 1987 Williams-Honda FW18B put out around 1700bhp/tonne, although clearly during that era of turbo engines power-to-weight ratios could vary wildly depending on boost pressure. The minimum weight of current F1 cars is 691kg, including the driver, so a ballpark figure for a 2014 machine deploying all 160bhp of its ERS power would be in the area of 1200bhp/tonne.

On top of the power-to-weight, there are other limiting factors, such as the grip available from the tyres. The current Pirelli rubber, which is required to be high-degradation, does not respond to being leaned on lap after lap as the old Bridgestones used to. While that does compromise laptime, it does also make the cars look more dramatic as it reduces the overall grip level.

"We had everything in the car to make it go faster in the past, but now the rules have been changed so we go slower and make a better show," says 2007 world champion Kimi Raikkonen.

"Does it make sense, because if you change the rules it costs money? But that's the rules and whether you like it or don't like it, it doesn't make much difference: we have to live with it.

It would be nice to have the cars like they were in the past when they were much more challenging to drive, but now we have more overtaking than some years in the past."

The cars are certainly less physical to drive, something that the imminent promotion of Max Verstappen, who'll make his F1 race debut aged 17 with Toro Rosso, has thrown into stark relief. Jenson Button, who cites the 3-litre V10 F1 cars he raced from 2000-05 (prior to the downsizing of the engines) as the favourite of his 15 years in F1, stresses that while the cars are less physical than they once were, they remain very challenging.

"The sport is very different to what it was 10 years ago," he says. "I used to go around corners at Spa like Pouhon, and I was the limiting factor in terms of my fitness or how big my balls were.

Now, it's more that you lock a front up or you slide off the circuit because you haven't got enough grip. You don't have to worry about your fitness so much – it's quite easy – but technically it's very difficult compared to 10 years ago and there's so much more information that's fed to the drivers that makes it complicated.

"For the cars on the circuit, because there's so little downforce and mechanical grip, and so

much torque, they're not easy to drive. But physically, yes [they are easy] and I think we have to be careful not to mix the two up."

The young-drivers question is an interesting one. While Daniil Kvyat made his debut in the season-opening Australian GP as a 19-year-old, and has looked completely at home, it's important to underline that driver fitness has been improving significantly over the years.

"The fact that young drivers can jump in and instantly be competitive is an interesting one," says Newey. "I don't think there's an easy answer but it would be good to make the cars a bit more difficult to drive. The extra torque of the new engines is good, and the way the old regulations had gone with a small-capacity, high-revving normally aspirated engine, they were bound to be low on torque."

While grand prix racing is, at its heart, about going round and round in circles very quickly, this debate is one stuck in an eternal metaphorical closed loop. People want F1 cars to be the fastest, but they also demand less downforce. They want the cars to move around more and create exciting races, but also want tyres that allow drivers and cars to sit at their maximum performance indefinitely, which mitigates against the variables in pace that create overtaking in the first place.

Perhaps what defines F1 more than any other factor is that it's the best drivers and teams fighting it out. As long as it remains that, and the cars are still very fast, that's surely enough.

"It's important that F1 cars are fast, it's important they look dramatic on the track, that the best drivers in the world find them exciting and challenging to drive," says Ferrari technical director James Allison. "And I think all of those things are true. It's easy to design a set of regulations that would allow them to be massively faster, but what we have at the moment is fast.

"It looks dramatic, it requires skill from the drivers and it's producing fairly good races. So I don't see any big problems in that regard."

"It would be nice to have the cars like they were when they were more challenging to drive" KIMI RAIKKONEN



The evolution of speed

The Pomeroy Index was conceived by the writer Laurence Pomeroy for his two-volume book *The Grand Prix Car*. The index is a means of plotting the progress of grand prix-car technology from what is recognised as the first grand epreuve at Le Mans in 1906 to the present day.

The methodology, formulated by Pomeroy and then updated by ex-AUTOSPORT journalist Mark Hughes for an article 10 years ago, is simple. The index starts with the Renault that Ferenc Szisz took to victory in the French GP in 1906, which is given an index figure of 100.

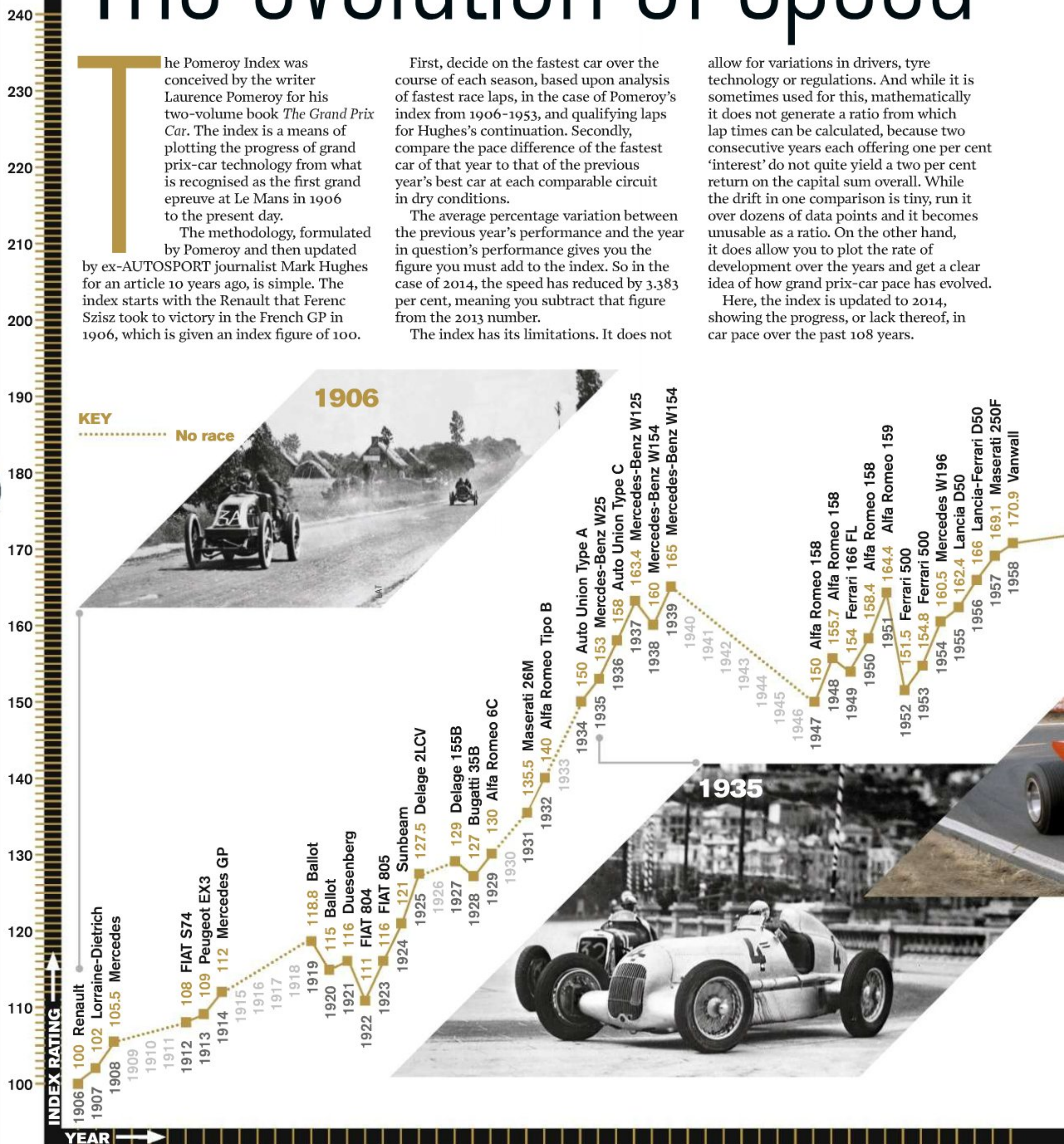
First, decide on the fastest car over the course of each season, based upon analysis of fastest race laps, in the case of Pomeroy's index from 1906-1953, and qualifying laps for Hughes's continuation. Secondly, compare the pace difference of the fastest car of that year to that of the previous year's best car at each comparable circuit in dry conditions.

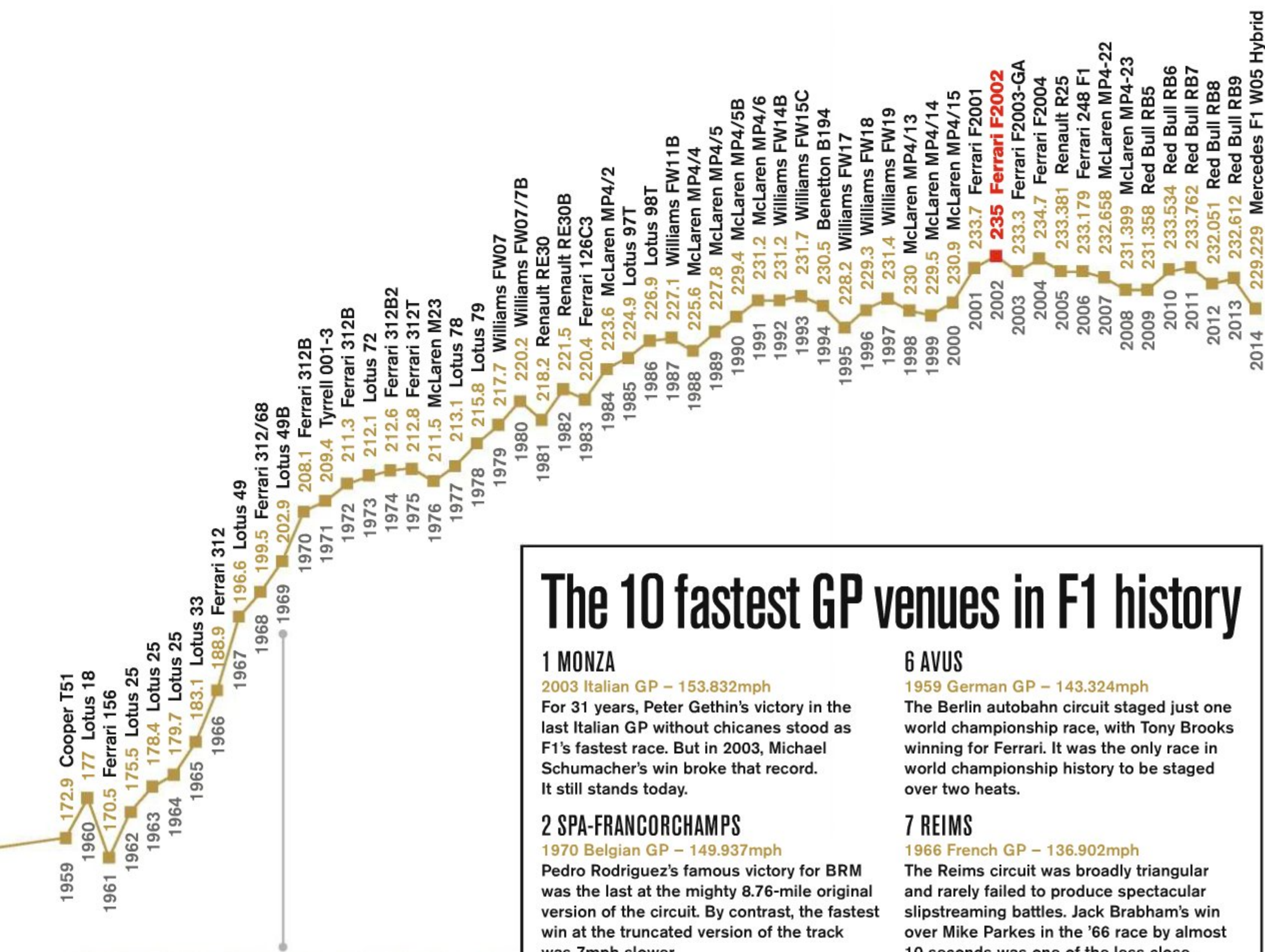
The average percentage variation between the previous year's performance and the year in question's performance gives you the figure you must add to the index. So in the case of 2014, the speed has reduced by 3.383 per cent, meaning you subtract that figure from the 2013 number.

The index has its limitations. It does not

allow for variations in drivers, tyre technology or regulations. And while it is sometimes used for this, mathematically it does not generate a ratio from which lap times can be calculated, because two consecutive years each offering one per cent 'interest' do not quite yield a two per cent return on the capital sum overall. While the drift in one comparison is tiny, run it over dozens of data points and it becomes unusable as a ratio. On the other hand, it does allow you to plot the rate of development over the years and get a clear idea of how grand prix-car pace has evolved.

Here, the index is updated to 2014, showing the progress, or lack thereof, in car pace over the past 108 years.





The 10 fastest GP venues in F1 history

1 MONZA

2003 Italian GP – 153.832mph

For 31 years, Peter Gethin's victory in the last Italian GP without chicanes stood as F1's fastest race. But in 2003, Michael Schumacher's win broke that record. It still stands today.

2 SPA-FRANCORCHAMPS

1970 Belgian GP – 149.937mph

Pedro Rodriguez's famous victory for BRM was the last at the mighty 8.76-mile original version of the circuit. By contrast, the fastest win at the truncated version of the track was 7mph slower.

3 OSTERREICHRING

1987 Austrian GP – 146.284mph

Nigel Mansell's victory in the final grand prix on the mighty, sweeping version of the track that subsequently returned to the calendar as the A1-Ring/Red Bull Ring, underlined just how quick the daunting track was.

4 SILVERSTONE

1987 British GP – 146.273mph

At the peak of the last turbo era, Nigel Mansell took a stunningly fast victory for Williams-Honda at the sweeping airfield track. Subsequent changes have slowed it, although it remains one of the quicker tracks on the 2014 calendar.

5 HOCKENHEIM

2001 German GP – 146.240mph

Predictably, the last race on the old version of Hockenheim, albeit with two chicanes, was its fastest. Ralf Schumacher used the power of the BMW engine in his Williams to claim a dominant triumph.

6 AVUS

1959 German GP – 143.324mph

The Berlin autobahn circuit staged just one world championship race, with Tony Brooks winning for Ferrari. It was the only race in world championship history to be staged over two heats.

7 REIMS

1966 French GP – 136.902mph

The Reims circuit was broadly triangular and rarely failed to produce spectacular slipstreaming battles. Jack Brabham's win over Mike Parkes in the '66 race by almost 10 seconds was one of the less close.

8 SUZUKA

2006 Japanese GP – 136.690mph

Unlike most of the tracks on this list, Suzuka is not dominated by long straights. But its high-speed corners keep the speed up, as Fernando Alonso proved when he won for Renault in 2006.

9 ISTANBUL PARK

2005 Turkish GP – 136.384mph

Istanbul Park has a reputation as the best of the modern Tilke-dromes and, as Kimi Raikkonen's victory in 2005 for McLaren proves, new tracks don't necessarily have to be slow.

10 ALBERT PARK

2004 Australian GP – 136.087mph

Not regarded as a quick track, but with many of the turns short, sharp and relatively brisk, drivers are able to keep the speed up here. Schumacher's win in 2004 in F1's fastest-ever car is the Melbourne venue's fastest GP.

Charting the rise (and fall) of F1 speeds

Over a hundred years of grand prix racing has produced a rich tapestry of racing cars at the pinnacle of the sport – so why have speeds fallen? By **EDD STRAW**

1906-1939: THE PRE-F1 YEARS

It didn't take long for grand prix racing to start to evolve following the introduction of the motor car. The early years were built around regulations based largely on weight, either a maximum or a minimum, and engine capacities. This period peaked with the stunning Mercedes versus Auto Union era. This battle peaked in 1939, with the Mercedes-Benz W154 that achieved an index figure of 165. This would not be bettered in the F1 era until the Lancia-Ferrari of 1956.

1947-1949: THE START OF F1

The Alfa Romeo 158, a pre-war design, was the dominant car of racing between the end of the Second World War and the start of the world championship, although Ferrari was the strongest car in 1949 thanks to Alfa's temporary withdrawal from racing. With engine capacities slashed since the days when Mercedes and Auto Union dominated, speeds dropped.

1952-1953: THE F2 YEARS

The lack of F1 machinery led the world championship being fought out by two-litre Formula 2-specification machinery for two seasons. This explains the significant drop in performance, although the Ferrari 500, which dominated the era, improved significantly from '52 to '53.

1954-1960: F1 RETURNS

The new F1 regulations allowed 2.5-litre, normally-aspirated engines (compressor engines up to 750cc were also permitted, however), with

Mercedes rapidly raising the bar in 1954 and 1955. Cooper won the world championship in 1959 with the rear-engined T51, but the fastest car of this era was the Lotus 18 of the following season, with an index number of 177, even though it missed out on the championship.

1961-1965: SMALL ENGINES

After two years of dominance by Cooper's rear-engined T51 and T53 designs, the rules were changed to force the use of tiny 1.5-litre normally aspirated engines during this period. This heralded the era of the tiny, cigar-shaped grand prix cars. This led to a slump from the 177 index points achieved by the Lotus 18 in 1960 to the 170.5 of the Ferrari 156 the following year.

But, inevitably, the technology improved rapidly. By 1963, the monocoque Lotus 25 had eclipsed the 18's mark. Two years later, the Lotus 33, effectively a redesigned version of the Lotus 25, achieved an index figure of 183.1.

1966-1967: INCREASE IN ENGINE CAPACITY

For the 1966 season, engine capacity was increased to three litres. As you would expect, the 1966 Ferrari 312 was significantly faster than the swiftest car of the previous season, the Lotus 33, with a 5.8 jump in index figure. But remarkably it was in the second year of this formula that we see

the biggest jump of all in the index.

The Lotus 49 of 1967 was a massive step of 7.7 points clear of the Ferrari. Much of this has to be attributed to the Cosworth DFV engine, as well as Colin Chapman's concept of using it as a stressed member in the chassis.

1968-1980: THE EARLY YEARS OF WINGS

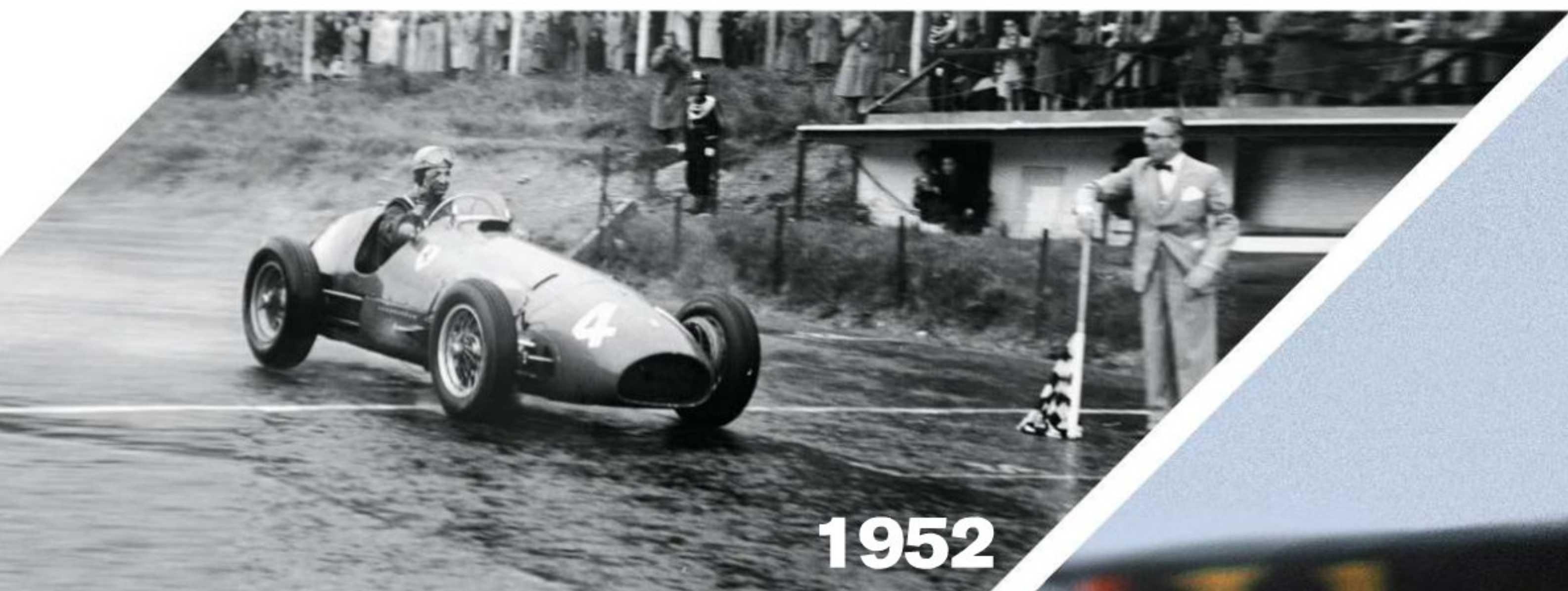
When Lotus ran a 49B equipped with a rear wing on Graham Hill's car during the 1968 Monaco GP weekend, the look of grand prix racing was changed forever. Over an eight year period, improving understanding of wings, while well short of today, allowed the car pace to increase from a Pomeroy Index number of 196.6 in '67, with the Lotus 49, to 211.5 in 1976 – before the start of the turbo era.

While this period overlaps with the turbo era that followed, it peaked with the introduction of ground effect cars. The Lotus 78 pioneered the design (the fastest car of 1977 at 213.1), with its successor achieving a figure of 215.8. The fastest of the ground effect, normally aspirated cars, the Williams FW07 and FW07 B of 1980, achieved an index number of 220.2 in 1980.

1977-1988: THE FIRST TURBO ERA

When Renault introduced its 1.5-litre turbocharged engine at the 1977 British GP, some

1938



1952

laughed. But there was a clear realisation among rival teams that, while unreliable, there was the potential for this kind of engine to blow the three-litre normally-aspirated units that proliferated out of the water. Sure enough, as turbo engines proliferated, so the speeds increased dramatically.

The peak of this era was in 1987, with the Williams-Honda FW18B. While boost pressure was capped at four bar, this was still enough to make the engines hugely powerful. Combined with improving aero and engine management systems that became ever more-refined, this was the peak before the boost limit was cut in half for the following season.

1989-1992: RETURN OF THE ATMOSPHERICS

After the ban on turbos at the end of 1988, F1 speeds continued to climb. While this seems counter-intuitive, the reality is that the regulations imposed on turbo engines in the final years that their use was



1976



► permitted strangled them. So when normally-aspirated 3.5-litre engines were mandatory in 1989, their performance was good enough (along with improving aero) to increase speeds. During this period, electronic aids such as traction control and active suspension started to become very effective, as well as innovations such as paddleshift gearboxes, first used by Ferrari in 1989.

1993-2004: TIGHTENING REGULATIONS

From 1906-1993, for the most part the trend was for speeds to increase, allowing for occasional changes to the engine formula and interruptions of war. But the 1994 season marked a watershed in terms of development. The tensions between safety and car speeds had always been there, but this was when things decisively changed.

Already, ahead of the 1994 season, driver aids such as traction control and active suspension had been outlawed, on top of the narrowing of rear tyres before the '93 season, but following the deaths of Ayrton Senna and Roland Ratzenberger at Imola that year, there were major changes that set back car pace. So much so that it was not until 2001 that the Williams-Renault FW15C, which won the '93 championship in the hands of Alain Prost, was eclipsed by the Ferrari F2001.

As well as the major cuts in aero after Imola, there were other changes. In 1998, F1 car width was reduced from two metres to 1.8 metres, with grooved tyres introduced, initially with three grooves and then, for the following season, four. But while that all had a detrimental influence, the tyre war between Bridgestone and Michelin, which started in 1997 and became more intense until the French company quit F1 at the end of 2006, played a big part in mitigating those losses, as did increasing aerodynamic gains. This meant

that the dominant Ferraris of the first half of the first decade of the millennium were the fastest grand prix cars ever built.

THE FASTEST GRAND PRIX CAR... OR IS IT?

According to the index, the Ferrari F2002, taken to the drivers' championship by Michael Schumacher in 2002 is the fastest grand prix car at 235.0. But at the risk of undermining the use of the index, it isn't really. While technical regulations have a big influence of car pace, so too do sporting regulations. In 2003, in an attempt to spice up the show, the regulations were changed to make the races more mixed-up, a regulation forcing drivers to qualify on their race-starting fuel loads was introduced. This has a huge influence on the index from 2003-2009, prior to refuelling being banned for the 2010 season.

An extra 10kg of fuel can cost between three and four tenths per lap, depending on the circuit. With qualifying times being used to compare the cars, this is a distorting factor. Unfortunately, attempting to correct the lap times has its own risks, and it makes more sense to understand the limitations of the index and interpret it accordingly.

The Ferrari F2002 was formidably fast, but there's little doubt that is descendent, the F2004

raced two years later, is the faster. It comes out with an index number of 234.7, 0.3 short of the 2002 car. But it holds the lap record at many of the circuits that remain on the F1 calendar to this day, even with the rules changing in 2004 to allow the use of only one engine being used throughout the whole event. Also, while the 2002 Ferrari was the last to race before F1 adopted the 'parc ferme' regulations that prevented changes to the car between qualifying and the race, two years later the Ferrari was still faster.

So what made it so quick? It was not a revolutionary car by any means, based on the F2003-GA that preceded it. The car won 15 times in 18 races, helped by well-developed bespoke Bridgestone tyres perfectly-suited to its characteristics. It also featured innovations pioneered the previous year, such as mounting the rear suspension on the engines and a cast-titanium gearbox. There's no doubt that, were you to roll out the car today in its original specification (tyres and all) and put it head-to-head with the current cars, it would be quicker.

2005-2013: DEVELOPMENT SLOWS

Following the high-point of the Ferrari F2004, F1's rules were regularly pegged back to keep speeds under control, resulting in cars achieving

'There's no doubt that if you rolled out Ferrari's F2004 today it would be quicker than the current cars'

2004

index figures in the 231-234 bracket.

In 2005, engines now had to last two race weekends, with diffusers restricted to cut downforce. For that season only, a set of tyres also had to last for qualifying and the race. This was the last season that three-litre V10 engines were used and, in 2006, 2.4-litre V8s were mandated. Remarkably, during this period, the car pace remained incredibly high with such restrictions, even when the aerodynamics were pegged back by the adoption of the 'skinny' aero package in 2009 that heavily restricted where you put wings, and the size of the diffuser. That year, car pace held up well, partly aided by the return to slick tyres.

Innovations such as the mass damper, the double diffuser, f-ducts and exhaust-blown floors all came and went during this period, underlining the fact that while the cars were fractionally slower than the best of the Ferraris in 2002 and 2004, the breed had been improved in areas where the regulations were not restricted.

2014: A NEW ERA

While F1 cars are slightly slower this season than they were in 2013, the consensus among drivers is that they are more challenging to drive in terms of technique, even though physically they are not as tough as they once were. The current Mercedes has an index figure of 229.229, 3.383 lower than the Red Bull RB9 that dominated last season.

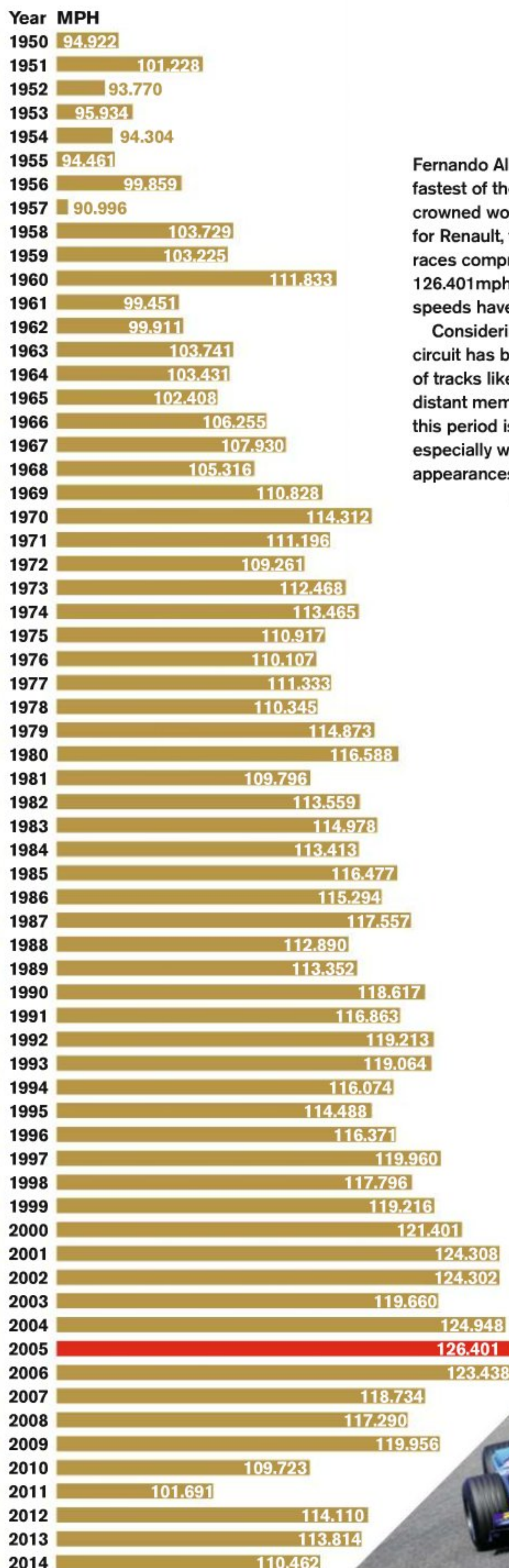
But this tells only part of the story. For the increase in laptime is remarkably small considering the extent of the rule changes. Not only has downforce been reduced, through the banning of blown floors, the loss of the rear beam wing and the narrowing of the front wing, but the amount of energy a car carry into a race in a form of fuel has been restricted.

Cars must now complete the full grand prix distance on 100kg of fuel, around two-thirds of what they used previously.

On top of that, energy that can be recovered through the ERS hybrid system can be used, making this surely the most dramatic step in engine technology in the history of grand prix racing. As this is the first year of these highly-complex engines, we can reasonably assume that there will be significant steps to come. ☼



HOW F1'S RACES HAVE CHANGED: GP WINNERS' AVERAGE SPEEDS



Fernando Alonso can legitimately claim to be the fastest of the 32 drivers who have so far been crowned world champion. In 2005, when driving for Renault, the average winning speed of the races comprising the world championship was 126.401mph, the fastest of all time. Since then, speeds have dropped.

Considering how much slower the average circuit has become, with the ultra-long straights of tracks like Monza, Spa, Reims and Avus a distant memory, the fact speeds rose so high in this period is testament to the quality of the cars, especially with the safety car making appearances every season from 1993 onwards.





Monza

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F1's cathedral of speed

When it comes to super-fast lap times, the Italian Grand Prix venue is top of the charts.

EDD STRAW reflects on its legacy and asks whether its speed records will ever be broken

Eighteen of the 20 fastest world championship grands prix ever staged have been held at Monza. The legendary Italian Grand Prix venue first held the race back in 1922, when Pietro Bordino's FIAT 804 won at an average speed of 82mph. Whoever wins Sunday's race should, safety car and weather permitting, do so at an average of around 140mph.

Over the years, the Milanese speedbowl has gone through various modifications. The days when the chicane-less track was famous for stunning slipstreaming battles, most famously in 1971 when Peter Gethin, Ronnie Peterson, Francois Cevert, Mike Hailwood and Howden Ganley flashed across the line covered separated by just 61-hundredths of a second in what stands as the fifth fastest world championship grand prix ever staged, are long gone. But today it remains the quickest circuit on the calendar.

Michael Schumacher's victory here in 2003 was the fastest ever, at an average speed of 153.842mph. Reflecting the overall drop in lap times of grand prix cars since then, last year's race, which was held in dry conditions with no safety car interruptions, was won by Sebastian Vettel at an average 8.275mph slower.

While Monza is an outlier in terms of its track configuration, with teams taking bespoke low-downforce, low-drag packages that are even leaner than those used at Spa, an analysis of the race speeds there gives a fascinating illustration of the pace of GP cars. After all, only the 1968 and 1970 Belgian GPs at Spa (respectively the 14th and sixth fastest races of all-time) can rival Monza for sheer speed over a lap.

TOP SPEED

This season, the new low-downforce rules package has allowed F1 cars to achieve higher top speeds than was possible last year, in the final season of V8 atmospheric engines. The nature of Monza means that, this weekend, we will surely see the highest top speed achieved by an F1 car this year.

Currently, the highest speed registered in the speed traps is Nico Hulkenberg's 214.126mph, achieved in the speed trap just before Les Combes during the Belgian Grand Prix. This was achieved with the assistance of the DRS, and had qualifying been held in dry conditions it's likely that this figure would be slightly higher.

Estimates for what top speed will be achieved at Monza vary. With the fast Parabolica right-hander leading onto what is one of F1's longer straights at just under seven-tenths of a mile, there is plenty of time for cars to run at full

throttle. The main limiting factor will be gear ratios. For 2014, what are now eight-speed gearboxes feature ratios that are fixed for the season, meaning that they are selected for the best compromise over the different circuit characteristics seen over the year. Teams each have one 'joker' ratio change they can make with Red Bull, for example, making its change at Spa.

But this does mean that top speed will not be as high as it would be were teams able to select their gear ratios, which they were able to do last year from a pool of 30 selected pre-season.

Teams have differing expectations for what top speed will be achieved, with most estimates around the 214-216mph mark. But realistically, it should be possible to go a little beyond that, gear ratios allowing. Last year, Daniel Ricciardo achieved the fastest speed trap figure at Monza in a Toro Rosso running very low downforce at 211.5mph, so there should be a clear improvement from that figure.

But there is a long way to go before F1's fastest officially recorded top speed is matched. That was set by Juan-Pablo Montoya for McLaren-Mercedes in 2005 at 231.5mph.

POLE POSITION RECORD

Unsurprisingly, it was at Monza that F1's fastest pole position record was set. In 2004, Rubens



From bankings to big-stop chicanes

1950-1954 Chicaneless circuit with the last corner the old south curve that predated the Parabolica.

1955-56, 1960-61 A 6.241-mile track, incorporating the legendary Monza banking, is used (above).

1957-59, 1962-71 The orthodox road circuit is used, with the Parabolica now the final corner.

1972-1975 Rettifilo chicane added on the start/finish straight, with Ascari changed from a sweeping left-hander to a chicane. These chicanes are tweaked several times.

1976-1993 Roggia chicane added before the first Lesmo.

1994 Curva Grande and Lesmo 1 modified for safety

1995-2000 Straights slightly shortened to allow extended gravel traps.

2001-2014 The Rettifilo chicane, previously a left/right, left/right combination replaced with a single right/left chicane.

Barrichello claimed pole at an average speed of 161.802mph. Two years earlier, Montoya had set the record with a qualifying lap at 161.449mph, which broke the 17-year-old benchmark of 160.938mph by Keke Rosberg in the turbo Williams-Honda at Silverstone in 1985.

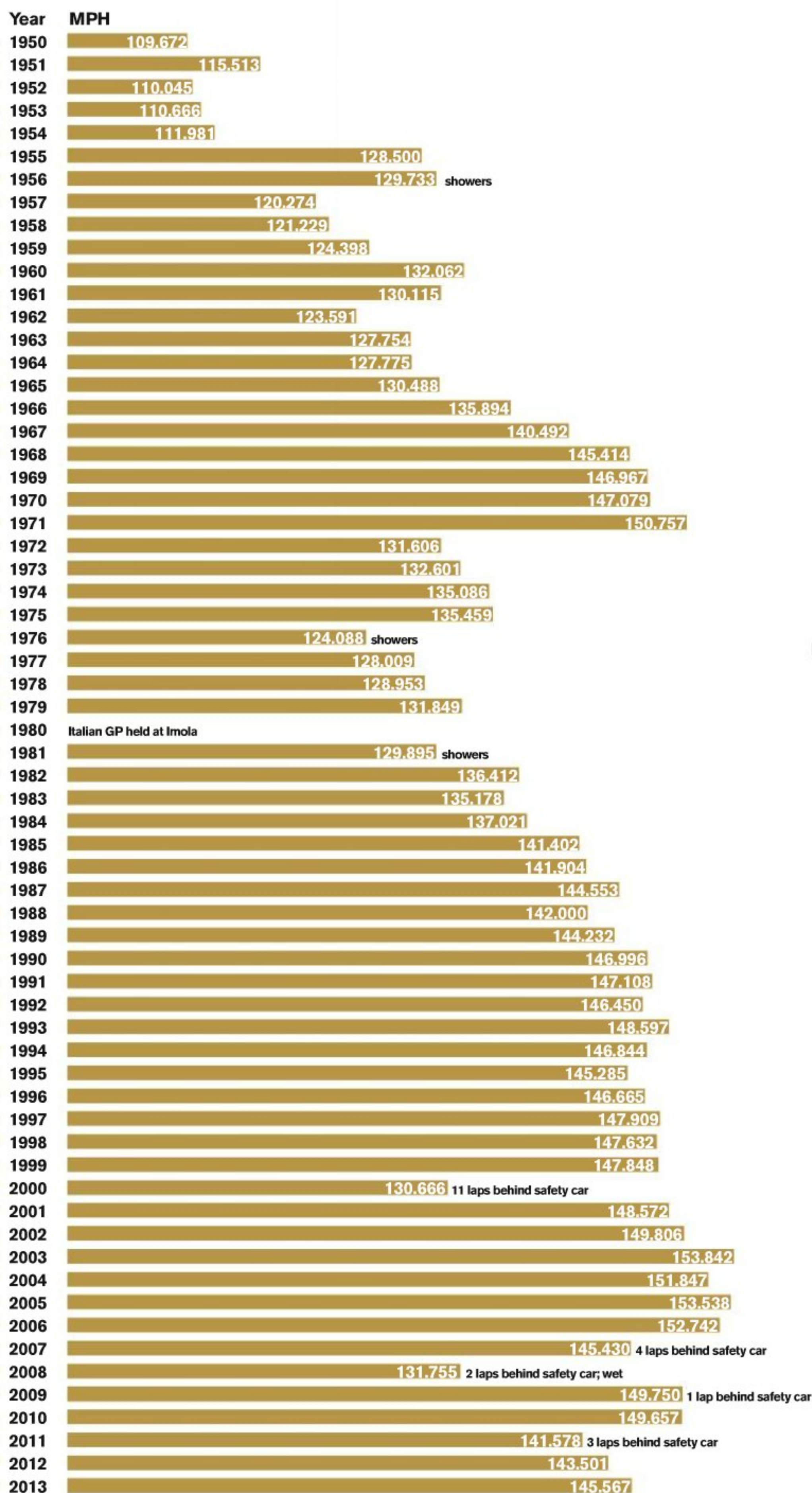
But, interestingly, while Barrichello is the fastest poleman, four drivers have gone faster in an F1 qualifying session. How? Well, it's as a consequence of the 2004 qualifying format, with a pre-qualifying session being held on low-fuel. This determined the running order for one-lap qualifying on race fuel on Saturday afternoon.

At Monza that year, Montoya, Williams team-mate Antonio Pizzonia and BAR-Honda pairing Jenson Button and Takuma Sato all lapped faster. It was the Colombian who was quickest at an average speed of 162.959mph (pictured above).

With rule changes slowing cars, it's impossible to say when these records might be threatened, let alone broken. With the switch to 2.4-litre engines and other rule changes to slow the cars on the horizon, it was clear to those involved at the time that 2004 was going to be a special year for F1 speeds.

As Williams technical director Sam Michael observed at the time, "because of the rule changes, it [the pole record] is going to stay for a long time now".

ITALIAN GRAND PRIX AT MONZA: WINNER'S AVERAGE SPEED 1950-2013





ITALIAN GP PREVIEW

Feeding fuel to the heart of the matter

On such a high-speed circuit as Monza, fuel efficiency is critical. Direct injection was legalised as part of the changes to engine rules in 2014. CRAIG SCARBOROUGH explains how it works

Of the many challenges presented by the new 1.6-litre turbocharged V6 engines, one of the toughest has been the switch to injecting the fuel directly into the combustion chamber. This has been permitted because of the premium placed on fuel efficiency by the 100kg-per-race limit.

F1 cars have run fuel injection for decades, from the mechanical systems first used to the advent of electronic systems during the last turbo era. Both of these early systems placed the injector outside the engine, either directed into the inlet tract from the side or, latterly, from above.

While indirect injection gives the fuel and air a chance to mix before entering the combustion chamber, the fuel/air mix has a long path into

the engine. So it could be that it doesn't go directly down the inlet tract, or end up in the right place in the combustion chamber.

With direct injection, the fuel injector's spray pattern and position can be tailored for better combustion and throttle response. This increased precision of the fuel delivery into the cylinder aids fuel economy.

To make direct injection work, very different fuel-injector types and fuel pumps are required. Luckily, each of the three Formula 1 engine manufacturers has road-car development programmes to fall back on, where direct injection is common. With early input from the road-car divisions, and with support from their electronics partners, bespoke direct-injection systems have been developed.

The first hurdle is getting the

injectors to work at the very high fuel pressures required. F1 allows a maximum fuel pressure of 500 bar, which is 7251psi! As 500-bar fuel injectors are not available off the shelf, they have had to be developed to suit each engine in order to obtain the correct spray patterns for the best combustion.

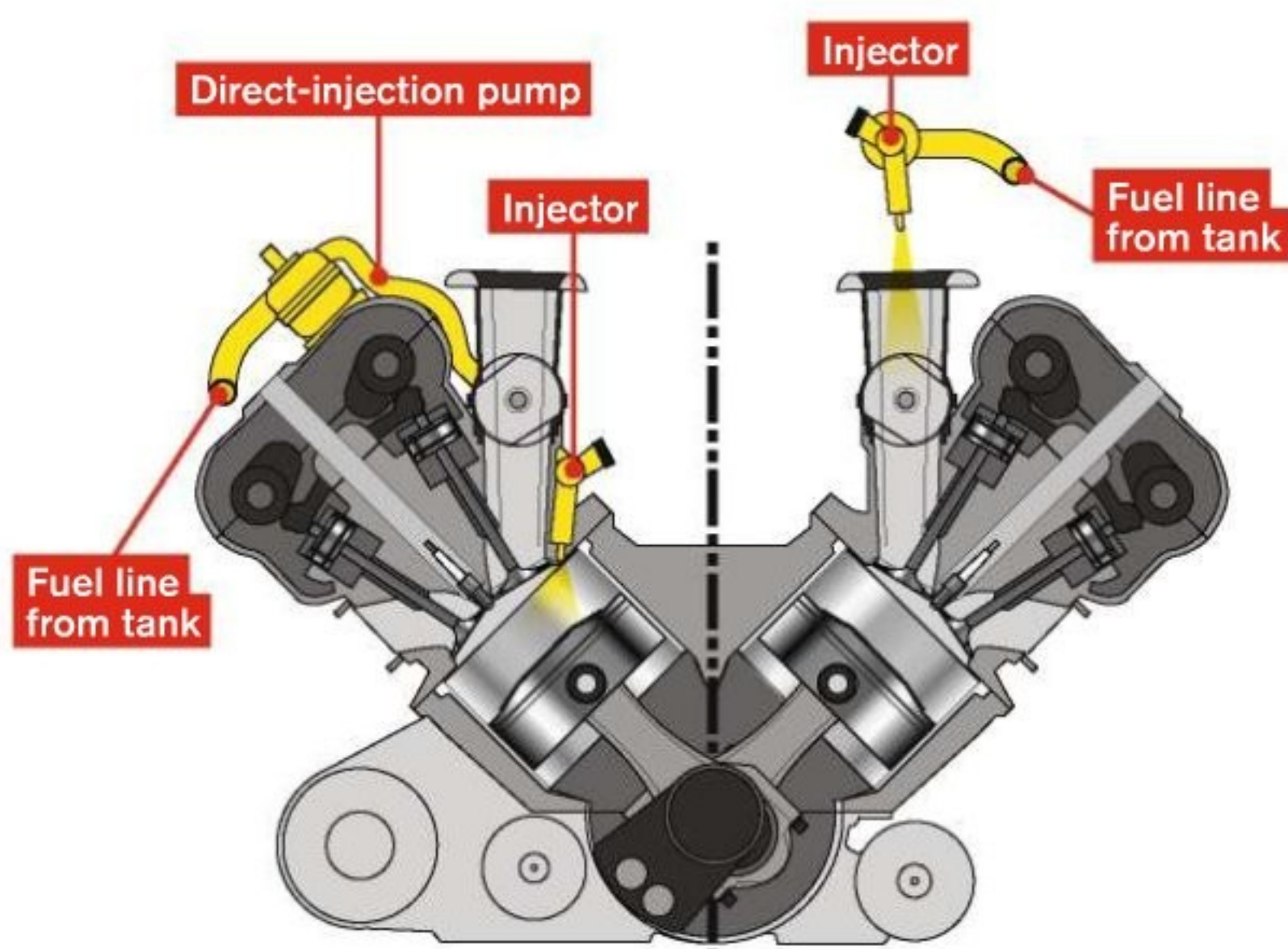
Along with the injectors, the engines also require a fuel-pump system capable of delivering the 500 bar. With the old V8 engines, the fuel system consisted of low-pressure pumps to gather the fuel into a collector that feeds a high-pressure fuel pump mounted inside the tank. This, in turn, fed the fuel injectors at a mere 100 bar.

Now, a similar low-pressure pump delivers the fuel through the FIA fuel-flow meter, then onto

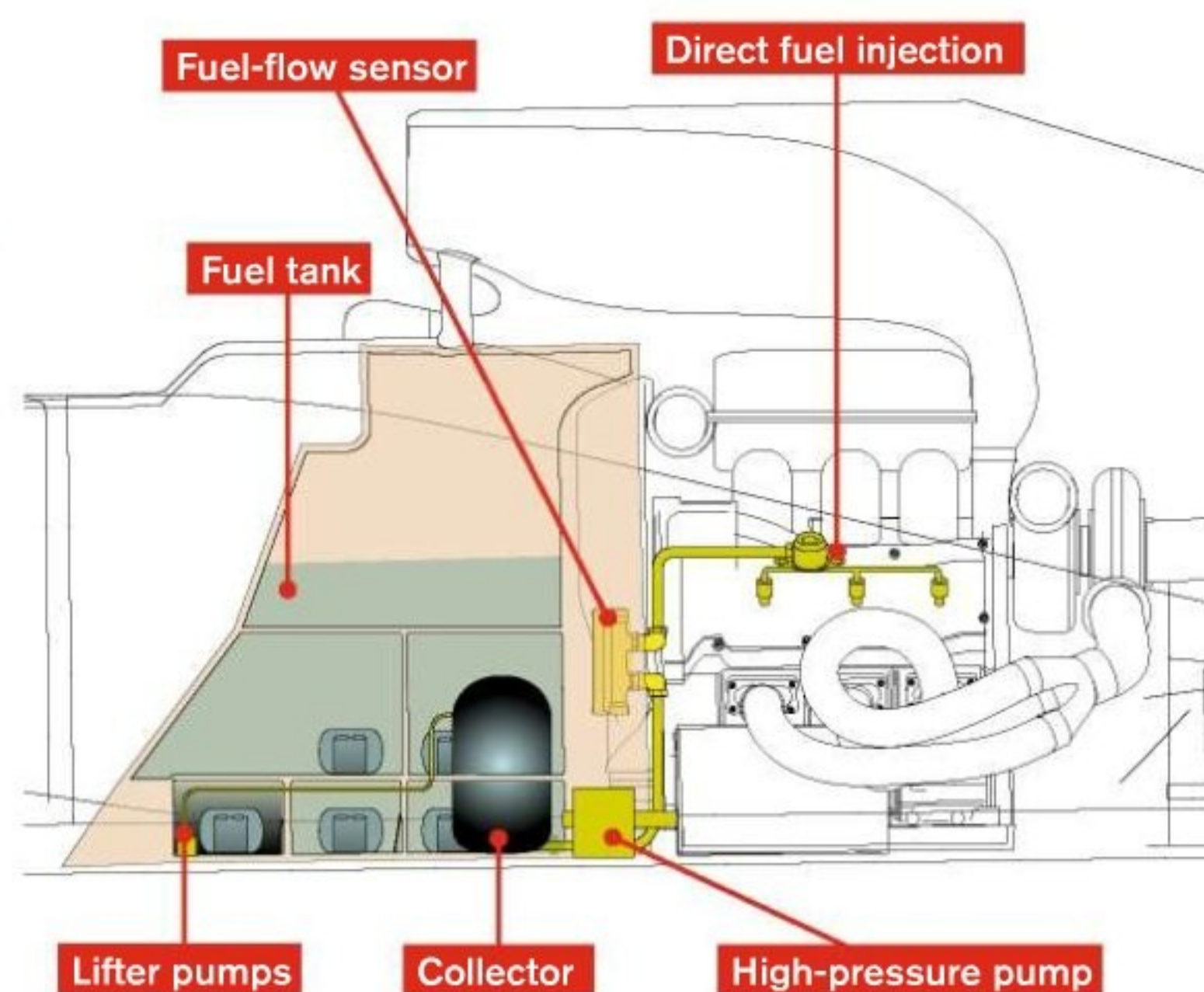
the high-pressure pumps mounted on top of the cylinder heads. To reach such high pressures, they are mechanical pumps and are driven off of the camshafts. This positioning keeps the high-pressure fuel lines as short as possible.

The fuel lines are most likely integrated into the cylinder heads themselves, rather than external hoses. As the fuel has been pressurised to such a high level, teams may require a fuel cooler to reduce the temperature of the compressed fuel before reaching the injectors. These pumps are tiny, highly stressed and highly accurate.

Although the injectors and pumps are bespoke for their specific engine, as part of the homologation process to be allowed for use in F1 they need to be commercially available.



DIRECT INJECTION INDIRECT INJECTION



WHAT TO WATCH OUT FOR

War continues at Mercedes?

Last week's kiss-and-make-up act was all well and good, but it's only at Monza where we'll see how deleterious the effects of the Spa clash will be. The scrutiny will be more intense than ever.



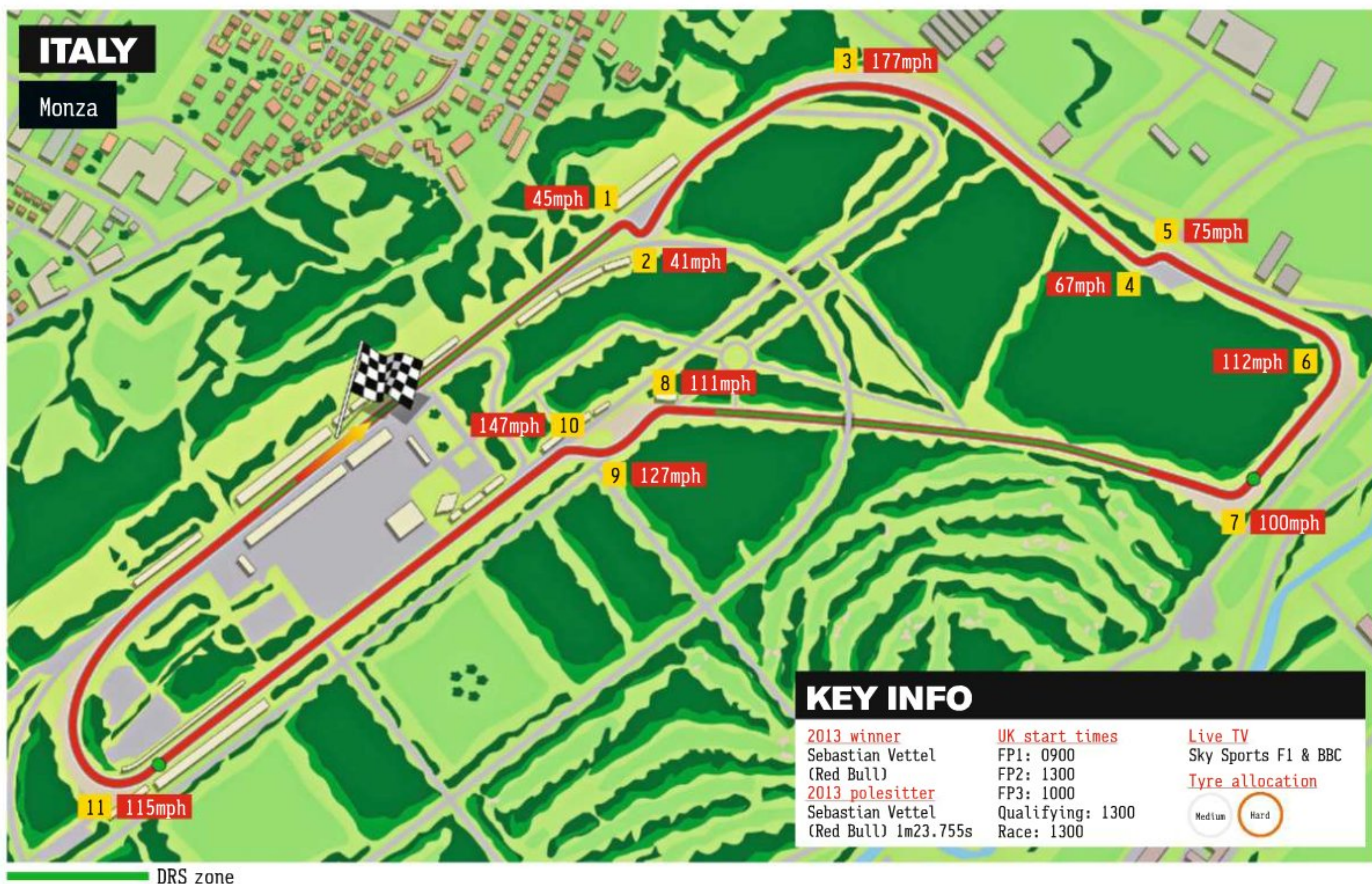
Last chance for Williams?

The Williams team has had a spectacular season but, given the strengths of the car, Monza could prove to be the last shot it has at giving Mercedes a run for its money on pace. Valtteri Bottas is sure to contend for a fifth podium in six races, but the top step isn't impossible for F1's new Finnish star.



Can Ricciardo stay in touch?

It would be stretching a point to say Daniel Ricciardo is a title contender... yet. But off the back of three wins in six races he is giving the Mercedes drivers something to be worried about. The Renault engine has improved, so it's possible the Australian could again be best of the rest, even on the long straights of Monza.



CLASSIC RACE: 1999

The 1999 Italian GP was expected to be all about the Mika Hakkinen-versus-Eddie Irvine title fight. Instead, Jordan's Heinz-Harald Frentzen catapulted himself into championship contention.

Having claimed pole position, Hakkinen had the race in his pocket, building a handy lead in the early stages as Williams driver Alex Zanardi, initially in second place, kept the pack at bay in the first few laps. Then, on lap 30, Hakkinen made a terrible error.

Under braking for the first chicane, he miscalculated and banged it down to first gear, rather than second. The McLaren spun, and the Finn was out of the race. Disconsolate, Hakkinen found himself a shrouded spot just off the track to cry, witnessed only by a camera helicopter and a TV audience of several hundred million.

While Irvine had a quiet run to sixth and a point, Frentzen held off Ralf Schumacher for a remarkable win.





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AUTOSPORT EXCLUSIVE

Renault and Red Bull: new plan to get back to the top

It's not been a great season for the benchmark combination of the past few years, but changes are already being made to build a stronger package for 2015, as **JONATHAN NOBLE** discovered

Renault and Red Bull may be bracing themselves for a tough time at the power track that is Monza this weekend, but a newly agreed recovery plan has provided optimism that they can get back on terms with 2014 pacesetter Mercedes as early as next year.

The relationship between the French car manufacturer and F1's

reigning champion outfit had been pushed to near breaking point this season, on the back of the disappointing performance of Renault's new V6 turbo engine. A lack of power allied to a spate of reliability issues meant its teams struggled against Mercedes.

And although Red Bull has exploited Mercedes trouble to take three wins with Daniel Ricciardo, it

has been clear for some time that a new approach was needed if Renault was to return to form. In fact, after a deeply frustrating Austrian Grand Prix, Red Bull boss Christian Horner went on the attack about Renault's performance and said the company could not carry on doing things the way it had done in the past.

"The reliability is unacceptable, the performance is unacceptable,"

blasted Horner after the Red Bull Ring race. "There needs to be change at Renault. It can't continue like this. It's not good for Renault and it's not good for Red Bull."

Those comments helped stir Renault into action and pre-empted a management change at the French car manufacturer's F1 division.

And following the arrival of former Caterham boss Cyril



Red Bull and Renault have previously won four titles together



The works Mercedes are the fastest cars, Red Bull picking up the scraps at their table



Horner reckons Renault's renewed focus offers his team its best chance

Abiteboul as Renault Sport's managing director, an action plan has been implemented that has left Red Bull much more optimistic about the future.

WHAT WENT WRONG

The arrival of all-new engine regulations in F1, with more efficiency and a greater reliance on hybrid technology, always had the potential for manufacturers to get it very right or very wrong.

While Mercedes benefited most from an early focus on the 2014 regulations and a homogenous programme between its chassis and engine builders, Renault's teams paid the price for the company being late to begin its development. That left it on the back foot from the off, as the complexities of the new regulations caught it out – prompting reliability issues that further hampered its chances of catching up.

Matters were also

not helped by Red Bull going ultra-aggressive with the packaging of its RB10 – wrecking its pre-season running when it hit overheating problems.

Horner told AUTOSPORT that Red Bull had warned Renault as long ago as 2012 that things were not heading in the right direction.

"We raised some concerns as far back as 18 months prior to the start

of the season about our concerns at Red Bull in terms of the approach that Renault was taking," he said. "Due to the complexities of the new regulations, the approach regarding this engine needs to be quite different from previous years.

"Of course we've enjoyed huge success with Renault and Renault have been extremely successful in F1. Thankfully they've been open minded enough to say, 'OK we

recognise that we screwed up on this' and that they had to hit the reset button.

"They've had a change around in management there and it's great that Cyril is now on board and starting to make some changes to really integrate Milton Keynes and Viry-Chatillon [Renault's engine base near Paris]."

WHAT IS CHANGING

On a pure technical level, there will be architectural changes to the Renault power unit to lift its performance before the

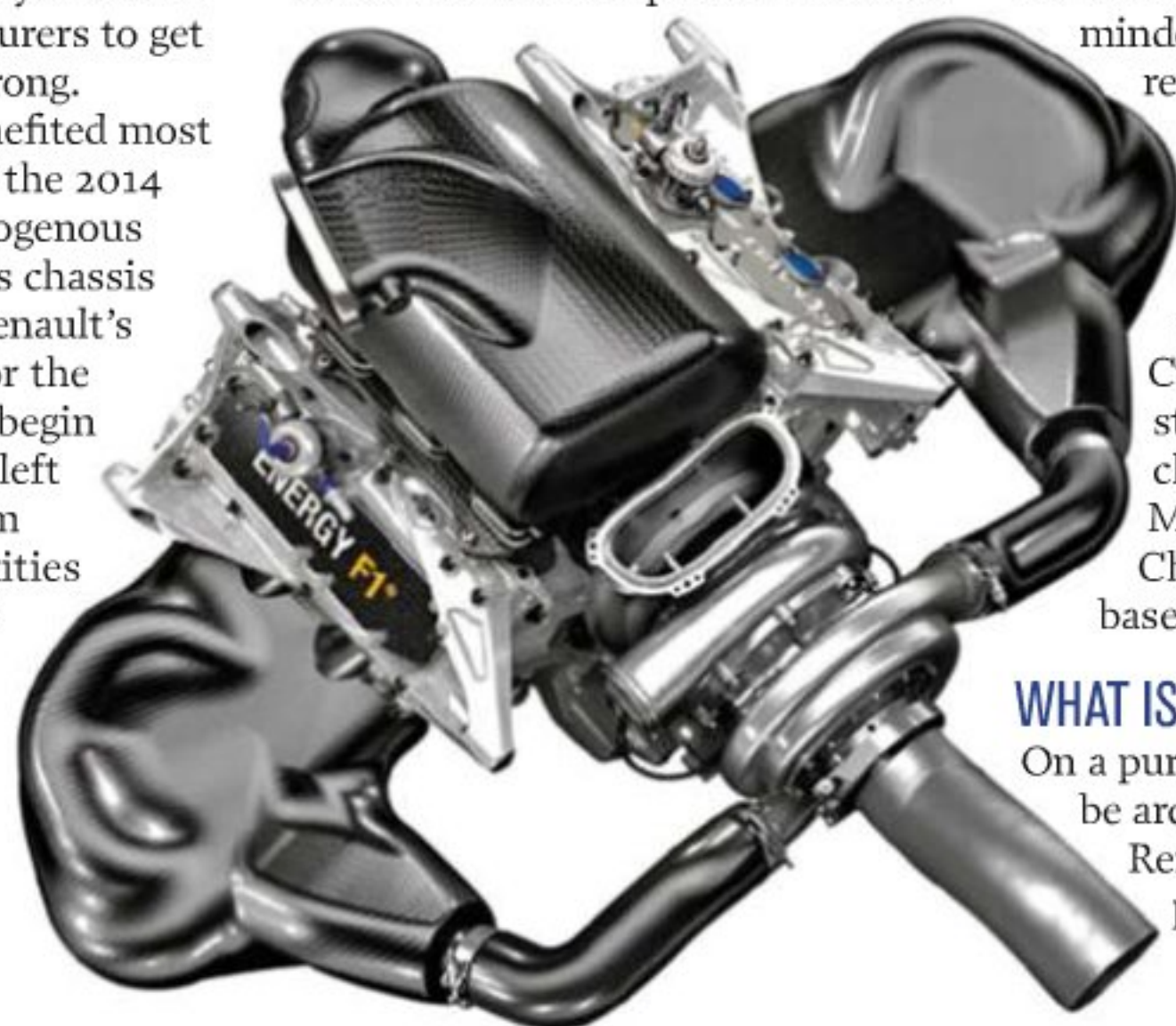
start of 2015. The manufacturer has known for a while areas in which its design is weaker than Mercedes – but F1's engine freeze meant performance changes were not possible before the end of 2014.

Renault has vowed to maximise the amount of development it will do this winter, with its new upgraded engine having already been fired up on the dyno at Viry-Chatillon.

One area of change that is looking unlikely though is for it to adopt the split compressor/turbo route that Mercedes has used this season – although it is something Renault is still looking at. Renault's head of track operations, Remi Taffin, said: "We are still evaluating. It is quite a big change, so it is more likely that we keep our current version. But it is still under investigation.

"If we had to guess now I would say 'stick with what we have got' as it is already on the dyno, but we will keep on doing things in parallel."

The changes for 2015 run much deeper than just being physical on the engine though, for there will be ▶



Red Bull's third win of 2014, at Spa, came after the Merces tangled early



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► big structural shifts in the way that the Red Bull and Renault operations work together. Red Bull will be providing more input – including devoted staff at its Milton Keynes factory – to help strengthen areas of power unit development that have not been maximised at Viry-Chatillon.

The focus of work could expand as far as electrical systems, hybrid technology and CFD simulation.

A recent job advert in AUTOSPORT from Red Bull asked

for CFD/simulator engineers “to support the design and development of our Formula 1 power unit”.

Horner made it clear that Red Bull was open to doing all it could to help. “We are looking to bolster areas in which we have strengths and Renault have weaknesses,” he said. “We are looking to the areas of strength that we have: whether it be simulation, or modelling. We’ll be working hand-in-hand with Renault rather than

independently of Renault.”

Renault thinks that if it can get on top of the reliability issues, then performance benefits will be dramatic. Abiteboul admitted: “Reliability has hurt us both from a performance perspective, but also from a cost perspective.

“The resources that you’re spending on reliability are resources that you are not spending on developing the performance of your product. So reliability has to come first and foremost.”

WORKS TEAM COMMITMENT FOR RED BULL FROM 2015

One of Red Bull’s gripes about Renault’s approach to the new regulations was the way that it tried to treat all its customers equally.

While Mercedes and Ferrari focused development of its power unit solely in conjunction with its own works team, and then customer outfits had to deal with the end product, Renault tried to be more equitable. But its bid to appease chiefs at its four teams – Red Bull, Lotus, Toro Rosso and Caterham – meant it was never able to maximise its performance potential.

That policy is changing for 2015, as it has promised to focus all its efforts on Red Bull. Its decision to do this has been eased by the likely switch by Lotus to Mercedes power for next season.

Taffin said: “It [focusing on Red Bull] is not something we are thinking about – it is what we are doing. We are now developing the power unit around the Red Bull environment so we do things all together.

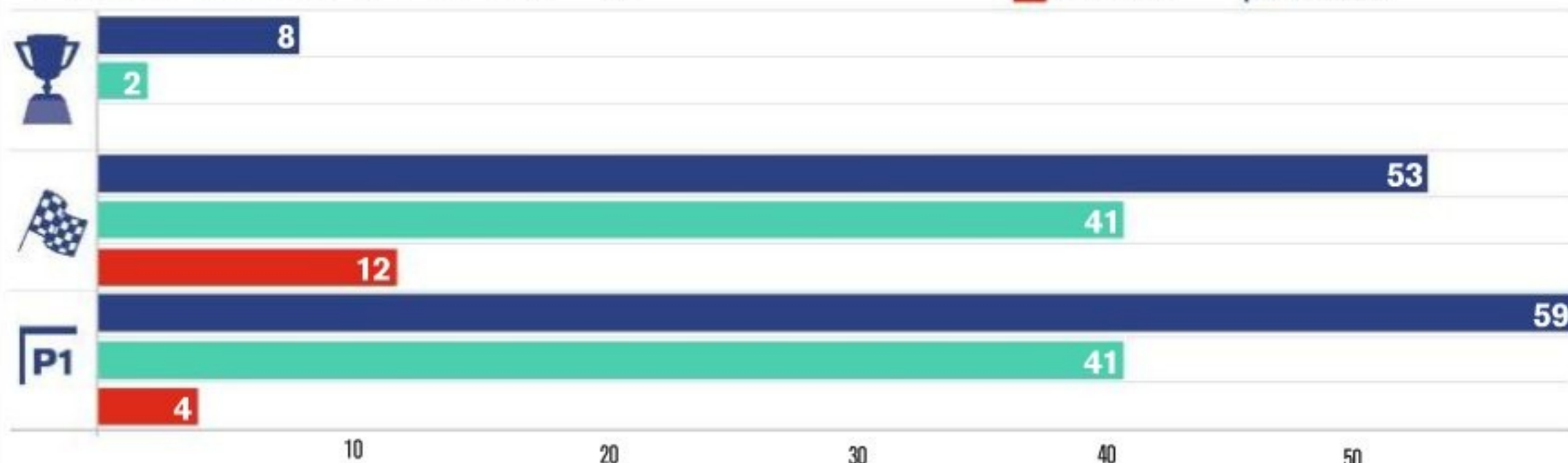
“It will mean some choices that other customers have to live with. But when you develop a power unit with Red Bull, which is a world

FORMULA 1 SUCCESS OVER THE PAST FIVE YEARS

Although Renault has had a difficult time this season, its record over the past few years is impressive. Here is how F1’s three current engine manufacturers’ records stack up since the beginning of 2009.

■ RENAULT
■ MERCEDES
■ FERRARI

🏆 CHAMPIONSHIPS
🚩 WINS
P1 POLES





US GP, 2013: Renault-powered Vettel, Grosjean and Webber took a 1-2-3



Renault management, led by Abiteboul (centre) promises a big rethink

"After the problems this year, Renault is our best chance of fixing that in the medium term"

Red Bull boss Christian Horner

champion team, most of the choices must be good for lap time."

IN IT TOGETHER

The Renault plan for the future appears to have reinvigorated the relationship with Red Bull – as both parties quickly realised their best hope of success was to stay working together.

Horner said: "We want a competitive engine, and to be honest with you I think after the problems that we had this year, Renault is our best chance of fixing that in the medium term."

"Getting the right structure in place, getting the right working practices in place with the right people in the right positions is a far better way of approaching this than just looking for another customer supplier."

It is why Red Bull has again ruled out talk of doing its own engine – which appeared to be its only option if it felt there was no future with Renault. "It's not something we want to do," added Horner. "We're chassis designers. If we can help and support and complement Renault, that's what we'll do. We don't fundamentally want to design our own engine."

And although neither Renault nor Red Bull can predict the extent of the progress that will be made for 2015, it is clear expectations are of a different performance next year.

"I think we have to close the gap," said Horner. "The question is how much we close it, because obviously it's pretty significant. But we're now focusing on the right things."

Abiteboul says the target is clear: getting Red Bull and Renault back to being able to challenge for wins everywhere. "We want to be in a position to be a contender for the podium or a race win at any track," he said.

"It doesn't mean getting back to the supremacy we had the past few years, but after our blip we want to come back strong – and from a marketing point of view it will be a great story to tell."

Q&A

Abiteboul's former team, Caterham, will have to play second fiddle in engine war



CYRIL ABITEBOUL RENAULT SPORT'S NEW MANAGING DIRECTOR

What is the plan for Renault Sport?

One thing that I'm doing now is speeding up the pace at which we are conducting the changes that maybe should have been done a couple of years ago. We had to come out from sleep mode, which we had been forced to enter because of the engine-freeze regulations. It's difficult to embrace new technology when you are not up to speed.

Red Bull is currently hiring engineers to specifically help Renault's engine development. Can you explain how that works?

We know we are facing some difficulties in attracting the right talent in France, and clearly Red Bull have this fantastic capacity to attract talent in the right place. If you want to be performing well in this business you have to be based in the UK. So we have been offered a team that is an extension of ourselves in the UK, right in the place that you need to be if you want to be a leading figure F1.

Red Bull said that if Renault was to succeed it needed to focus on one team. Do you agree it has to be hard-nosed and not treat all customers the same?

Of course. We have to be much more pragmatic because we are changing

the way we are conducting operations and, in truth, we made our life extremely difficult.

Our starting point was not great. We were not integrated and not in the right part of the world to operate all of that. So if in addition to those difficulties we add up the complexity of leading not one project but four projects, one for each of our four customers, we end up in the situation we have ended up in.

We will have a works team. We'll have to work and integrate properly with the works team, and the other teams will have to follow. I'm sorry but that's the fact of life. We are trying to do it in the way that is doable for teams like Toro Rosso and Caterham but our focus and target is to go back to a championship-winning position with Red Bull Racing. Full-stop.

There was a time mid-season when there was a chance Red Bull and Renault would part ways at the end of the current contract. But now it seems there is a much deeper commitment. Has the relationship been freshened up by the changes?

Yes, although any observer would come to the conclusion that both Red Bull and us have no choice. But having said that, I would prefer to move from a situation in which we have no choice and sort of be willing to get back together. The support from Milton Keynes to help Renault Sport is something good, because typically it's creating some time and also educating them about the difficulty of our business.

It may be more challenging to do an F1 engine properly than it is to do an F1 chassis, and I don't see that as something bad for Red Bull to get their teeth into. They can see the constraints and the difficulties of the business so we can bring the collaboration to a much higher level.

BUTTON'S FUTURE IN DOUBT

McLaren is waiting to see if two megastars of the sport, Fernando Alonso or Sebastian Vettel, want to sign up to its Honda future. JONATHAN NOBLE asks what that means for Jenson



Button is having to wait and see if McLaren will retain his services

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Jenson Button could become the biggest loser of Formula 1's annual driver merry-go-round, if an audacious plan by McLaren to capture Sebastian Vettel or Fernando Alonso comes off.

McLaren chiefs Ron Dennis and Eric Boullier are ramping up efforts to convince Vettel or Alonso to become the star of their team's new Honda era – even though both drivers are locked under contract elsewhere at present. Should their pursuit be successful, it will mean either Button or team-mate Kevin Magnussen will have to move aside.

And with Magnussen's form having impressed recently, there is no guarantee the team would take the more experienced Button simply because of his world champion credentials. Button himself admitted in a BBC interview over the Belgian GP weekend that there was a chance the end of his career was approaching.

"If I have to retire at the end of the season then so be it," he said. "But I feel I have so much more to give and I can't imagine life without motorsport and especially Formula 1."

McLAREN THINKING LONG TERM

An immediate capture by McLaren of Vettel or Alonso for next year is thought highly unlikely, even if they

agree to the overtures made by the Woking-based team.

For a start, both men are under contract. Vettel has a deal in place with Red Bull until the end of 2015. Alonso is committed to Ferrari until the end of 2016 – although there may be performance-related break clauses that could make him available sooner.

McLaren has no interest in enticing either Vettel or Alonso to break their contracts for an early switch, but has made it clear it is

"McLaren is a top team, a big team, with a lot of history and we want to be back where we should be. We are still pushing and will take the time we need"

Eric Boullier, McLaren racing director

happy to wait until the two men are free agents if necessary.

McLaren racing director Boullier told AUTOSPORT: "We are still pushing and we will take the time we need. We don't want to do a mistake – we have one shot and we don't want to miss it.

"McLaren is a top team, a big team, with a lot of history and we want to be back where we should be.

"So if we can afford to take the time to think and to prepare our strategy then we have to do it."



Button is in his fifth year with McLaren

TEE/LAT

McLaren's chase of the two A-list drivers means that Button and Magnussen are being forced to wait on finding out if they will be offered fresh McLaren deals for 2015 – and are at risk of being left without anything.

DECISION LOOMS

An answer from Vettel and Alonso is expected within a fortnight, and only then will McLaren finalise its plans for 2015 and beyond. Once it knows if there is a chance of getting hold of one its targets, and especially when such a deal could happen, it can then sort out what to do in the period before then.

A positive response from either would force McLaren to decide which of its current drivers it would keep – and the choice does not appear straightforward with Magnussen's recent improvement.

The Dane's growing confidence, allied to strong qualifying form (see panel, right), means the team would face a difficult choice of going with the known quantity or having faith in his longer-term potential.

But even if there is a one-year reprieve on that choice being made – should Vettel or Alonso become possible for 2016 – then a firm one-year offer could still leave Button facing a dilemma. For the 2009 world champion may feel that there is little point accepting such a short contract simply to stay in F1.

He would be aware that the first year with Honda is likely to be full of growing pains for the new relationship, and any work done to address matters would only be helping a new arrival for 2016.

But whether or not such a decision over a single-year deal is even given to Button remains unclear – as McLaren does not have the answer yet from the men it covets longer term. ❧



Dennis (right) and Boullier are chasing two very big fish

HOW 2015 IS SHAPING UP...

KEY: BOLD – CONFIRMED; NORMAL – LIKELY; ?? – CONTENDERS

TEAM	DRIVER 1	DRIVER 2
RED BULL	Sebastian Vettel	Daniel Ricciardo
MERCEDES	Nico Rosberg	Lewis Hamilton
FERRARI	Kimi Raikkonen	Fernando Alonso
LOTUS	Pastor Maldonado	Romain Grosjean??/Esteban Gutierrez??
McLAREN	Jenson Button??	Kevin Magnussen??
FORCE INDIA	Nico Hulkenberg	Sergio Perez
SAUBER	Adrian Sutil	Giedo van der Garde??/Esteban Gutierrez??/Sergey Sirotkin??
TORO ROSSO	Daniil Kvyat	Max Verstappen
WILLIAMS	Felipe Massa	Valtteri Bottas
MARUSSIA	Jules Bianchi	Alex Rossi??/Max Chilton??
CATERHAM	Carlos Sainz??	Roberto Merhi??/Jolyon Palmer??

MAGNUSSEN V BUTTON: QUALIFYING FORM

Should McLaren need to make a decision on whether to choose Magnussen or Button, it knows the choice will not be an easy one to make.

Although Button has outscored Magnussen 68-37, the qualifying form showed by his Danish team-mate in his rookie F1 season has impressed: he is on average

0.306s faster. Here is how they've stacked up in 2014 – using times from a qualifying session in which they both took part if one of them did not make it through.



Magnussen has the edge, on average, in qualifying

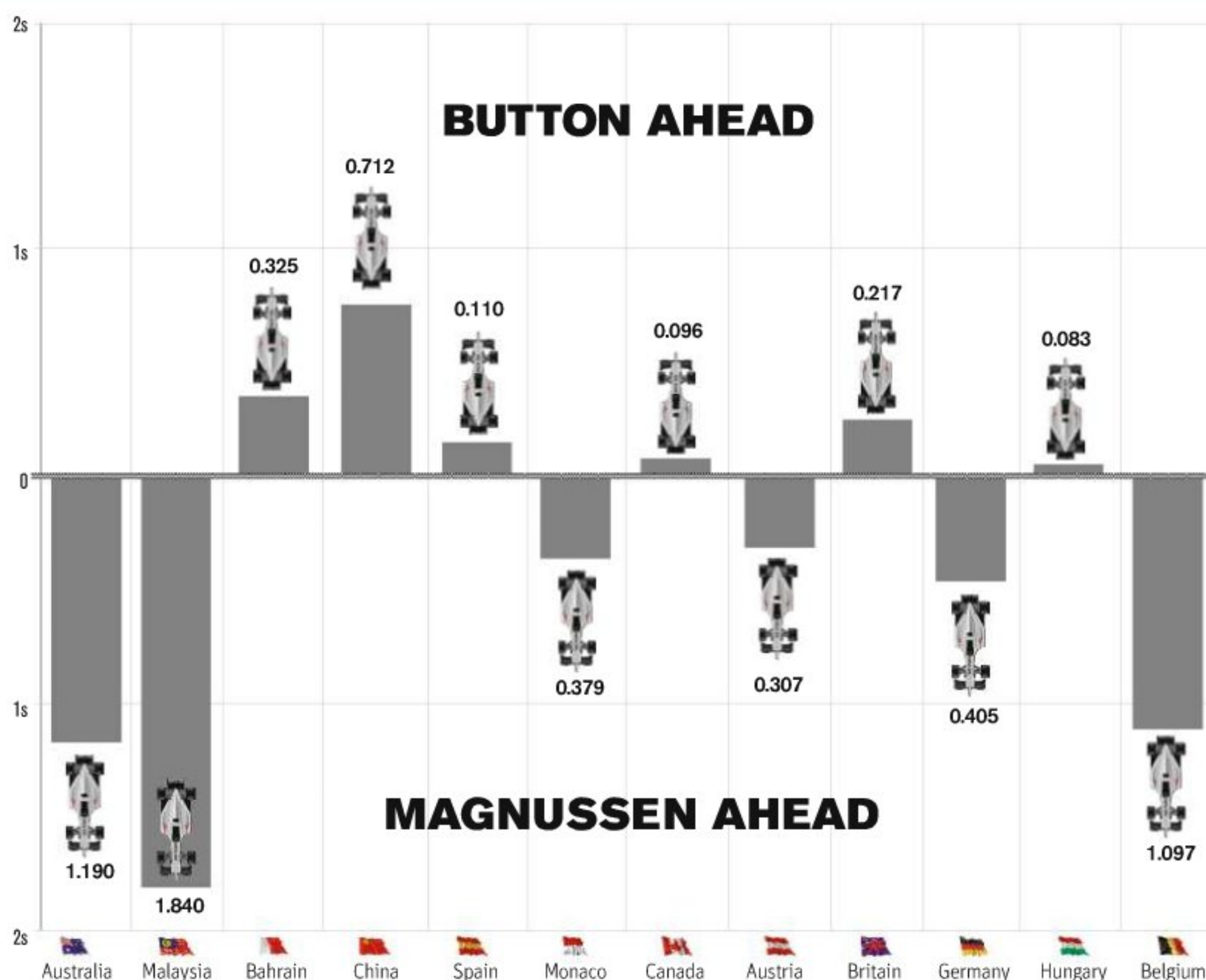


Button has scored points in eight races...



...but might he have to wave goodbye to F1?

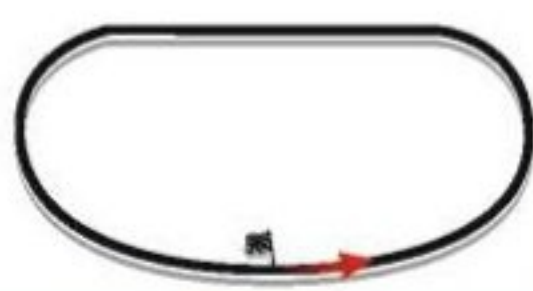
QUALIFYING COMPARISON BETWEEN McLAREN DUO



IndyCar Fontana (USA)

August 31

Round 15/15



RESULTS

250 LAPS, 500 MILES

1	TONY KANAAN (BR)	2h32m58.4659s
	Chip Ganassi Racing Dallara-Chevrolet; Grid: 7th-216.857mph	
2	SCOTT DIXON (NZ)	+3.6750s
	Chip Ganassi Racing Dallara-Chevrolet; Grid: 5th-217.057mph	
3	ED CARPENTER (USA)	+7.3053s
	Ed Carpenter Racing Dallara-Chevrolet; Grid: 14th-215.326mph	
4	JUAN PABLO MONTOYA (CO)	+7.9238s
	Team Penske Dallara-Chevrolet; Grid: 2nd-217.621mph	
5	JAMES HINCHCLIFFE (CDN)	+11.8858s
	Andretti Autosport Dallara-Honda; Grid: 11th-215.898mph	
6	TAKUMA SATO (J)	+12.6887s
	AJ Foyt Racing Dallara-Honda; Grid: 4th-217.323mph	
7	RYAN BRISCOE (AUS)	+16.5113s
	Chip Ganassi Racing Dallara-Chevrolet; Grid: 12th-215.878mph	
8	CARLOS MUNOZ (CO)	+23.2807s
	Andretti Autosport-HVM Dallara-Honda; Grid: 19th-213.991mph	
9	WILL POWER (AUS)	+28.3456s
	Team Penske Dallara-Chevrolet; Grid: 21st-212.604mph	
10	JOSEF NEWGARDEN (USA)	+32.1856s
	Sarah Fisher Hartman Racing Dallara-Honda; Grid: 3rd-217.600mph	
11	MARCO ANDRETTI (USA)	-1 lap
	Andretti Autosport Dallara-Honda; Grid: 18th-214.109mph	
12	CHARLIE KIMBALL (USA)	-1 lap
	Chip Ganassi Racing Dallara-Chevrolet; Grid: 6th-217.017mph	
13	JUSTIN WILSON (GB)	-1 lap
	Dale Coyne Racing Dallara-Honda; Grid: 16th-214.486mph	
14	HELIO CASTRONEVES (BR)	-1 lap
	Team Penske Dallara-Chevrolet; Grid: 1st-218.540mph	
15	JACK HAWKSWORTH (GB)	-1 lap
	Bryan Herta Autosport Dallara-Honda; Grid: 17th-214.173mph	
16	RYAN HUNTER-REAY (USA)	-2 laps
	Andretti Autosport Dallara-Honda; Grid: 9th-216.305mph	
17	SEBASTIAN SAAVEDRA (CO)	-2 laps
	KV AFS Racing Dallara-Chevrolet; Grid: 20th-213.981mph	
18	SEBASTIEN BOURDAIS (F)	-5 laps
	KVSH Racing Dallara-Chevrolet; Grid: 15th-214.713mph	
19	GRAHAM RAHAL (USA)	-6 laps
	Rahal Letterman Lanigan Racing Dallara-Honda; Grid: 10th-216.299mph	
20	SIMON PAGENAUD (F)	-7 laps
	Schmidt Peterson Hamilton Motorsports Dallara-Honda; Grid: 13th-215.752mph	
21	CARLOS HUERTAS (CO)	21 laps-illness
	Dale Coyne Racing Dallara-Honda; Grid: 22nd-202.319mph	
NS	MIKHAIL ALESHIN (RUS)	injured in practice
	Schmidt Peterson Motorsports Dallara-Honda; Grid: 8th-216.726mph	

Winner's average speed: 196.111mph. Fastest lap: Power, 32.8794s, 218.982mph.
All drivers in Dallara DW12.

CHAMPIONSHIP

1	POWER	671	6	HUNTER-REAY	563
2	CASTRONEVES	609	7	KANAAN	544
3	DIXON	604	8	MUNOZ	483
4	MONTOYA	586	9	ANDRETTI	463
5	PAGENAUD	565	10	BOURDAIS	461

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. Double points for all 500-mile races.

Season ended under
lights in California



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FORIX

Power lifts the lid at last in title decider

**Perennial bridesmaid Will Power finally
claimed the IndyCar title at Fontana,
despite starting at the back of the pack.**

By **MARK GLENDENNING**



MIDWAY INTO HIS FINAL STINT AT FONTANA ON Saturday night, Will Power did an uncharacteristic thing: he got onto the radio and asked his race strategist Tim Cindric if he could slow down. Cindric didn't sound keen. "Be smart," he replied. "There's a lot of traffic behind you."

Over the course of three narrow championship losses (and a complete title blow-out last year, when he finished fourth), Power has deliberately worked to change the way he goes about racing in the hope of settling on the magic formula that would finally make him a champion.

He has tried being conservative. He's tried being aggressive. He's tried not thinking about trying. And last weekend, in the closing race of a season in which he believes he has driven more "naturally" than at any other time during his career in the US, he drew upon all of those different approaches at once. And as a reward, he delivered Team Penske its first IndyCar Series title since 2006.

Power's career in the US has been defined in equal part by his uncanny speed and his extraordinary knack for finding inventive ways to lose championships. In the last two weeks alone, there was the mystifying spin in the hairpin at Sonoma, and then in the lead-up to Fontana — after a full test day and practice session — he chose qualifying to deliver his two slowest laps of the week. His warm-up lap for his qualifying run was a full 4mph faster than his final two-lap average speed, although his efforts were hampered by what Cindric latter admitted was an overly aggressive aero set-up.

So with team-mate and title rival Helio Castroneves starting from pole, and Power mired

Kanaan, leading
Castroneves, took
first win in the #10



back in 21st, the Australian was again making heavy weather of a weekend that had started with his holding a 51-point advantage.

Despite the qualifying catastrophe, the numbers were still stacked in Power's favour provided he didn't get caught up in something nasty while navigating traffic. The perception prior to the race was that he needed to finish sixth or higher to win the title; what many — including both the TV and track commentators — appeared to forget was that only applied if Castroneves won.

But Castroneves lost his lead on just the second lap when Juan Pablo Montoya went around him, and the live points updates showed that Power was sufficiently well positioned to win the title even when he was still in the lower end of the midfield.



After three runner-up finishes, Power was crowned champion



Dixon (9) passed Montoya (2) to finish second

That Power was able to make relatively simple work of passing a dozen or so cars wasn't a huge surprise in itself; what was unexpected was that he did so at almost zero risk to himself. The low-percentage moves that have hurt him in the past were nowhere to be seen; instead, the #12 car picked its battles, and was content to sit and wait for a better opportunity if Power thought an attack might be too risky. It was speed tempered with exceptional patience and judgement; the sort of thing Dario Franchitti was always so good at.

By lap 175 he was within reach of the top five – a group that included Castroneves – and it was at that moment that the race delivered its big twist of the evening when Ryan Hunter-Reay lost control of the rear of his Andretti Autosport car through

Turn 4 while battling Tony Kanaan for second and spun through the infield grass.

His car was undamaged and he was able to continue, albeit at the cost of any chance at a win, but the resultant caution period packed the field up. Castroneves had been leading again at the time that everyone took advantage of the yellows to pit, but the Chip Ganassi Racing cars of Kanaan and Scott Dixon both managed to jump him during the stops, and the field formed up for the restart with those three being trailed by Montoya and Power.

At the green, Power appeared to flick some sort of switch, and the calm that had defined the opening two thirds of his race gave way to nailbiting aggression. He made short work of Montoya, and then became engaged in a hair-



Race started at sundown with Castroneves leading and Power at the back

raising battle with title rival and team-mate Castroneves. Power started to use the bottom lane of the track – which no-one had dared to use all night, given that it was covered in dust and marbles – and somehow he was making it work, even if it was taxing his tyres more than he would like.

"I thought more people would go to the bottom," he said. "It's clear air. You lose 30 per cent of your grip behind the wake of another car. So just be in clear air, and the bottom, shorter distance..."

It wasn't that the other drivers didn't want to use the lower line, but rather that they weren't able to. Castroneves, seeing the success that Power was having, tried several times to take the same line but kept getting forced back up into the middle of the track. Eventually Kanaan rallied back and reclaimed the lead from Power although, with Castroneves still safely in his mirrors, there was little incentive for Power to defend too hard.

And then came the moment that gave him space to relax again: Castroneves, who has barely made a mistake all year, turned on to the pit apron to prepare for his final stop, and then briefly veered back over the demarcation line back on to the track. Series regulations prohibit drivers from re-entering the track once they have committed to a stop, and the Brazilian's title hopes were crushed once and for all by a drive-through penalty. "It was a mistake," he said simply. "And it put us a lap down."

Once informed of Castroneves's penalty over the radio, Power lost all appetite for a fight, and it was then that he asked Cindric how much room he had to back off and coast to the title. He eventually crossed the line a happy, if slightly delirious (his drink bottle failed, leaving him dehydrated) ninth.

"It's such an emotional [title] win for me," he said. "I'm just so grateful to have this opportunity."

Simon Pagenaud came into the weekend as the only driver mathematically capable of stopping Power or Castroneves from winning the title. The SPM driver was an outside shot from the start, essentially needing to win the race and to have both of the Penske drivers attacked by werewolves on their way to the dummy grid in order to have any chance at an upset. But from the moment that he pitted 15 laps early in his first stint in an attempt to address handling problems it was clear that it wasn't going to be the Frenchman's night, and he endured a miserable evening on his way to 20th.

The crowning of a new champion tends to overshadow all else, but Fontana was also a significant evening for Kanaan, who backed up his strong late-season form with a superb drive to his first race win since joining Ganassi, with Dixon following him across the line for a team one-two.

A frontrunner throughout the evening, Kanaan's win was earned through the time-honoured 500-mile strategy of simply making sure you're in the hunt for the final couple of stints.

"We were running between fifth and seventh and I was just hanging in there, waiting for 50 laps to go to just make a move," he said. "It was a long time coming for me, and it's a big pressure in that #10 car to give Chip [Ganassi] the win. It's a car that's won a lot of races in the past. We finally did it." ▶

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IN THE PADDOCK

Power celebrates his
first IndyCar title in style



LABERGE/GETTY

MARK GLENDENNING
INDYCAR
CONTRIBUTOR
@m_glendenning



WILL POWER, TRYING TO PUT THE years of work that culminated in his winning the 2014 IndyCar championship into context, told the assembled media in Fontana that he'd "been taking racing seriously since 2000."

As a journalist, I've inadvertently been along for most of that ride. I covered every round of his narrow 2001 Australian Formula Ford Championship loss to future V8 Supercar star Will Davison. I stood on

the hill at Donington and watched him wrestle with the god-awful Ralt in British F3. When I made my first trip to Monaco he was there in Formula Renault 3.5, going head to head with yet another future star. For reasons lost to the mists of time, that weekend culminated in some sort of physical altercation in the car park/paddock between Power and that rival, a headstrong Pole named Robert Kubica. Later, I was in Surfers Paradise to see his Champ Car debut with Team Australia. And all the while I've amassed an array of stories that will never make it to print.

I'm not chasing reflected glory here, as I've played no part in his success. To paraphrase Ron Dennis, Power was doing his thing, and I was merely reporting on it.

But one of the joys of getting into motorsport journalism on the ground floor is that the kids that you start out covering might one day blossom on the world stage, and it has been a privilege to have traced Power's path so closely.

Will's an unusual character by pretty much any measure, but he's an excellent person, a hell of a racer, and one who climbed the ladder the hard way: Trevor Carlin was so horrified when Power turned up in the FR3.5 paddock with his manky four-year-old racesuit that he took pity and bought him a new one.

If Will Power didn't exist, he'd have seemed too implausible to invent. But I think he's going to be a fantastic champion for IndyCar.

Honda wants collaborations

HONDA IS AIMING TO ENCOURAGE partnerships between its single-car teams with the hope of streamlining its engine-supply process in 2015.

Rival Chevrolet won the manufacturers' title for the third successive season this year, and supplied four teams in 2014 – all of which were multi-car operations with the exception of Ed Carpenter Racing. In contrast, Honda supplied a similar engine count across seven teams, four of which – Rahal Letterman Lanigan Racing, Sarah Fisher Hartman Racing, Bryan Herta Autosport and AJ Foyt Racing – fielded just one full-time car.

HPD vice-president and COO Steve Eriksen admitted that the proliferation of



Bryan Herta's team is
a one-car Honda outfit

smaller teams in Honda's line-up made it difficult to manage on race weekends.

"It's harder to spread resources across a number of single-car teams," he said. "It's always better if you have at least a two-car team. It's hard to divide people into pieces."

"There's some economies of scale that

happens as teams expand. To the extent we can encourage people to join together, that's a benefit."

Engines for CFH Racing, a merger between SFHR and Chevy-aligned ECR, have yet to be finalised, but Eriksen said that he would welcome the team.

Aleshin survives massive 200mph accident



Aleshin tore
down fencing

MIKHAIL ALESHIN WAS LISTED IN a stable condition in Loma Linda Hospital in California after undergoing a procedure for a chest injury sustained in a massive practice crash at Fontana on Friday night.

The Russian also suffered a concussion, fractured ribs and a broken collarbone in the crash, which happened at Turn 4.

"Considering the viciousness and seriousness of the crash, he is in as good a condition as he could be," IndyCar medical

director Terry Trammell told racer.com.

"He suffered serious chest injuries and underwent a procedure this morning but he's doing pretty well."

Aleshin's Schmidt Peterson Motorsports-run car was launched into the catchfencing after spinning into Charlie Kimball's Ganassi machine, and then spun wildly back on to the track after tearing down a section of the fencing. He is expected to stay in hospital for the rest of the week.



LABERGE/GETTY

PENSKE PRAISES HELIO

Roger Penske paid tribute to Helio Castroneves (above) after the Brazilian finished runner-up for the fourth time in his IndyCar career: "Helio said, 'Can you imagine second again?' I think if he sat back and [remembered] the way he ran, and his run at Indianapolis [where he finished second by 0.06s], he'd have to say this was a great year. All of us had something to do with the championship. Having this kind of stable of drivers is going to give us some great opportunities in the future."

KANAAN TIES RECORD

Tony Kanaan was the 11th different race winner of the 2014 IndyCar season, tying a single-season record that was set in 2000 and repeated in 2001. It was the Brazilian's first win since the 2013 Indianapolis 500. Kanaan dedicated his first win with Ganassi to the driver he replaced in the team's #10 car, Dario Franchitti: "This car has a lot of history so I didn't want to go winless, just because it's tradition."

MUNOZ'S ROOKIE TITLE

Carlos Munoz's eighth place was enough for the Andretti Autosport racer to secure the 2014 IndyCar rookie of the year honours. "I think this is the strongest rookie field IndyCar ever had," said the Colombian. "Hopefully this is the start of a lot of good years for me."

CARPENTER ANGRY

ECR's final race as a standalone team ended with Ed Carpenter on the podium in third, although he felt he could have pushed the Ganassi duo harder were it not for traffic. "I was pretty upset with the lapped guys," he said. "We were fighting for the lead and they just wouldn't move."

PAGENAUD POISED

Simon Pagenaud expects to make an announcement about his 2015 plans sooner rather than later. "You'll be updated pretty quickly," said the Frenchman (below), whose Schmidt Peterson contract has ended. "Next two weeks."



LEVITT/LAT

Porsche pair banishes demons

Nick Tandy and David Ashburn took a dramatic win on their British GT return, as Marco Attard took a big step towards the title. By **SCOTT MITCHELL**

DAVID ASHBURN IS VERY BAD AT RETIREMENT.

The Trackspeed boss insisted that the 2012 season would be his last. It wasn't. Then, after last year's season finale at Donington Park, we thought we'd seen the last of the spotty-liveried 997-R. We hadn't.

Returning to the British GT Championship with his favourite Porsche factory driver alongside him, Ashburn was bullish (even if he was talking tongue-in-cheek) that he and Nick Tandy could feature at the front at Brands Hatch.

While Ashburn hadn't raced a competitive lap all year, that confidence stemmed from two key things – his co-driver's ability, and the fact that they won three races together in 2013.

Unfortunately, two-hour races proved the pair's undoing last season, with the #31 Porsche retiring

from all three. A dramatic conclusion to the race last Sunday banished those demons emphatically.

With Tandy leading the way in FP2 then topping the Pro part of qualifying, and Ashburn in the top 10 among the gentleman drivers, fifth place put the interloping duo firmly in the mix.

"After qualifying I thought we could get a podium," said Tandy. "It was all about staying in touch at the pitstops."

A strong first stint from Ashburn did just that, but it was not without fortune. Out in front, Ahmad Al Harthy had risen from the second row to an early lead ahead of the other Trackspeed Porsche in the hands of Jon Minshaw.

The Motorbase Aston Martin Vantage and the 911 circulated with little between them for the majority of the opening stint before the Oman racer pulled clear. Behind, Ashburn was holding onto sixth behind the second Motorbase car of Jeff Smith, Jody Firth's Triple Eight BMW Z4 and Marco Attard's Ecurie Ecosse example.

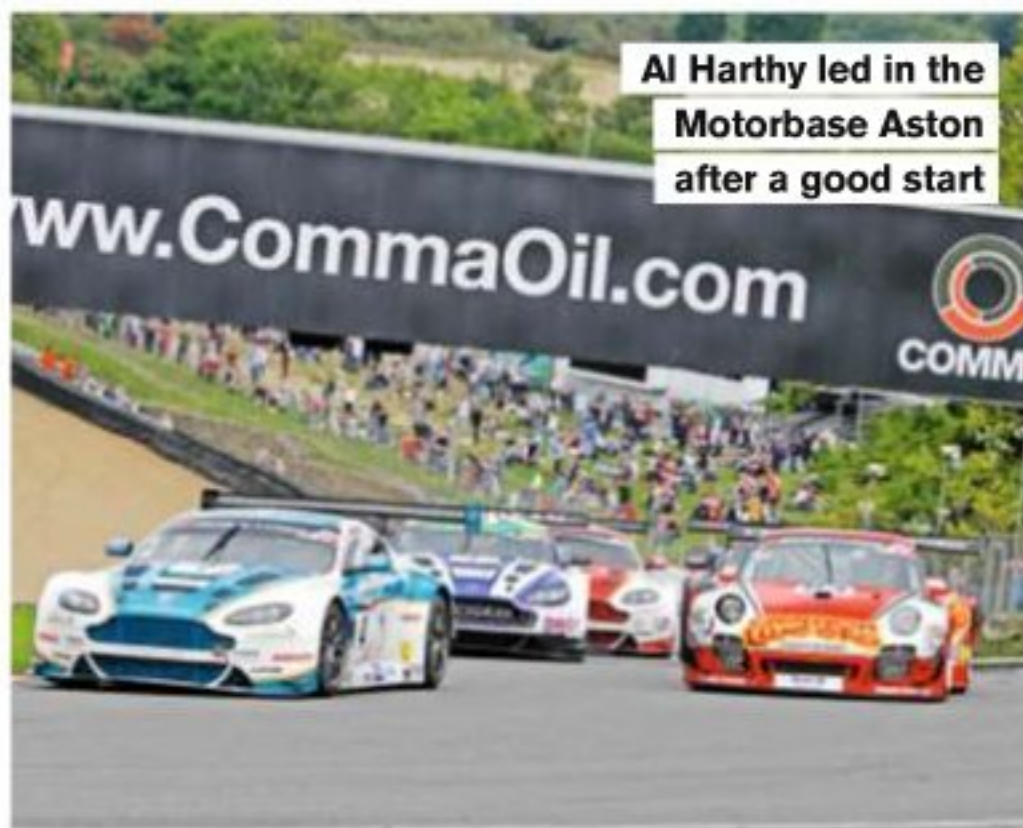
"It's the best I've seen David drive since I've been at Trackspeed," remarked Tandy. "But we lucked in massively with the safety car."

That was triggered by a mistake from outgoing champion Andrew Howard, who endured a disastrous race that ended the title challenge for him and his Beechdean Aston team-mate Jonny Adam. After dropping from pole position to 13th in the opening couple of laps with binding rear brakes, Howard then spun further down the order to 18th, before beginning to mount something of a comeback charge.

Attard (79) has one hand on the title after netting fourth



Al Harthy led in the Motorbase Aston after a good start



That effectively ended when, having passed the Triple Eight Z4 of Lee Mowle and McLaren MP4-12C of David Jones, he hit Derek Johnston in the third Triple Eight BMW at Clearways, spinning it into the gravel and forcing the Vantage to pit with a puncture. To rub salt into the wound, Howard (and Adam) picked up a three-place grid penalty for Donington's finale and had nine points deducted from their championship tally.

The briefly-beached BMW brought out the safety car with 12 minutes remaining before the pit window opened, but a loss of drive for the AF Corse Ferrari 458 Italia of John Dhillon meant it was required again straight after returning to the pits. A lap after it disappeared down the pitlane for good, the first driver changes began. Ashburn stayed out longer than some others, with Firth and Attard first of the lead group in.



ALL PICS: HAWKINS

**BRITISH GT4 BRANDS HATCH (GB),
AUGUST 31 RD 6/7**

Aston duo on the cusp of title glory

BEECHDEAN JUNIOR PAIRING ROSS WYLIE AND JAKE GIDDINGS moved to within a whisker of the British GT4 title with a dominant victory at Brands Hatch.

Having bemoaned ill-timed safety cars in the formative stages of this season, the Aston Martin Vantage pairing has now won two on the trot with a little help from Lady Luck.

You make your own luck though, and Wylie did his part in the opening laps to edge ever-so-slightly clear of the similar car of Devon Modell and Andrew Jarman. Two other leading cars were removed from the picture early on, with Ade Barwick spinning the Team Parker Racing-run Ginetta G55 into the Clearways gravel and Rick Parfitt Jr pitting his Century Motorsport example with a puncture while running second.

When the safety car emerged to deal with a GT3 clash (see main report), Wylie was just far enough up the road to avoid dropping a lap behind overall race leader Ahmad Al Harthy, meaning he joined the back of the main queue with almost a lap's advantage over the Aston behind.

In a reversal of their roles at Spa-Francorchamps,



**Barwick off derailed
Parker Ginetta's
victory bid**

**Tandy and Ashburn
finally won a two-hour
British GT race**

Courtesy of a success penalty for Attard/Alexander Sims and Warren Hughes shedding a wheel within a lap of taking over from Firth, when Ashburn moved aside for Tandy he rejoined in fourth – and the hunt was on.

As Phil Keen, now aboard the #63 Trackspeed Porsche, jumped Al Harthy when he came in for Michael Caine, Tandy set about catching and passing the other Vantage, in which Smith had made way for Rory Butcher. The amiable Scot resisted Tandy's charge for 10 laps before ceding the place, and team-mate Caine fell victim to the charging Tandy at Druids not long after. With thirty minutes remaining, the Trackspeed Porsches were first and second – and Tandy was catching Keen fast.

Soon, they were nose-to-tail. Team orders would deny an actual grandstand finish, but it made for a spectacular sight nonetheless as the 911s circulated in tandem and disappeared onto the Grand Prix loop almost inseparable.

When they emerged, Tandy was on his own out front, a left-rear tyre failure for Keen robbing him and Minshaw of a third win of the season and, to add insult to injury, cruelly dumping them out of the title race as well.

"It was clear before the race – if we were in front we would let the other car through," said Tandy. "The race finished when I passed the Aston Martins. It was just bad luck [for the other car]."

Keen made it back into the pits and returned to the track in time to recover to ninth by the flag, deposing British GT3 debutant Ryan Ratcliffe on

the final lap. His woe was Motorbase's gain. Caine could not live with Tandy once he had dropped to third, but when he inherited second he fought off a late charge from Butcher to hold the position and keep the Oman-backed Vantage duo in with a shout of the title heading to Donington Park.

For them to win the title though they will need a maximum score and for something of a disaster to befall Attard, who has assumed a commanding position with one race remaining. Fifth at the stops became seventh when Sims took over (thanks to a success penalty for their Spa-Francorchamps victory), and the BMW factory ace turned that into fourth by the flag as he dragged the Barwell-run Z4 past Aston Martin factory driver Alex MacDowall, ex-BTCC ace Tom Onslow-Cole and AF Corse Ferrari stand-in Matt Griffin before the race's end.



**Late-race puncture
robbed Keen and
Minshaw of victory**



**Safety car put
Beechdean Aston
out of touch**

Giddings had the easy task this time of stroking it to the finish, almost a minute clear of an angry Modell and Jarman. There was still a G55 pairing on the podium despite Barwick's dramas, with Fox Motorsport duo Jamie Stanley and Paul McNeilly clear of Barrie Baxter and Dan Cammish's Parker Porsche 911.

Fastest lap was small consolation for Ellis, in whose hands the Twisted-liveried Ginetta had looked particularly potent, but the day belonged to the Beechdean youngsters, for whom eighth place at Donington Park will be enough to land the title even if Modell and Jarman triumph.

RESULTS

Race 1 (22 laps) 1 Ross Wylie/Jake Giddings (Aston Martin Vantage V8) 2h01m30.660s (86.50mph); 2 Andrew Jarman/Devon Modell (Vantage) +57.247s; 3 Paul McNeilly/Jamie Stanley (Ginetta G55); 4 Barrie Baxter/Dan Cammish (Porsche 911); 5 Aleksander Schjerpen/Morten Dons (G55); 6 Rick Parfitt Jr/Tom Oliphant (G55).

Fastest lap Bradley Ellis (G55) 1m34.843s (92.36mph).

Points 1 Wylie/Giddings, 192.5; 2 Jarman/Modell, 163; 3 Ade Barwick/Ellis, 117.5; 4 Schjerpen/Dons, 95; 5 Oz Yusuf/Gavan Kershaw, 94; 6 Parfitt/Oliphant, 84.

RESULTS (77 laps) 1 David Ashburn/Nick Tandy (Porsche 911 GT3-R) 2h00m54.103s (92.98mph); 2 Ahmad Al Harthy/Michael Caine (Aston Martin Vantage) +8.511s; 3 Jeff Smith/Rory Butcher (Vantage); 4 Marco Attard/Alexander Sims (BMW Z4); 5 Pasin Lathouras/Matt Griffin (Ferrari 458 Italia); 6 Phil Dryburgh/Alex MacDowall (Vantage); 7 Paul White/Tom Onslow-Cole (Vantage); 8 Gary Eastwood/Adam Carroll (458 Italia); 9 Jon Minshaw/Phil Keen (911 GT-R); 10 Lee Mowle/Ryan Ratcliffe (Z4). **Fastest lap** Sims 1m27.212s (100.44mph).

Points 1 Attard, 148.5; 2 Sims, 129.5; 3 Al Harthy/Caine, 120; 4 Howard/Adam, 98; 5 Minshaw/Keen, 84; 6 Lathouras, 68.



Pech moved up as
the big guns wilted

EUROPEAN RALLY CHAMPIONSHIP RALLY ZLIN (CZ), AUGUST 29-31 RD 8/11

Mini man Pech survives Czech attrition

HAVING BEEN DENIED VICTORY IN A final-stage showdown with Robert Kubica on his last European Rally Championship appearance in Austria, Vaclav Pech was determined to get it right when the series visited his native Czech Republic.

While there was no Kubica to contend with, there was a host of fast rivals waiting to stand in the way of the Mini driver. Well, there was until stage four.

Trojak, at 14 miles, is the rally's longest and, arguably, toughest test. And it was here that Kevin Abbring, the winner of the opening three stages, joining qualifying stage

pacesetter Esapekka Lappi in retirement. A broken Peugeot motor ruled out Abbring from first place for the fourth time this season, while championship leader Lappi clobbered his Skoda Fabia's rear suspension on a kerb.

Their misfortune should have gifted Craig Breen, in third place prior to the run, top spot. But the Irishman was also in trouble when he slammed his Peugeot into a tree after running off the road.

All this left Roman Kresta out in front. The three-time Zlin winner was back competing 12 months after announcing his retirement, but the

local hero's tenure of the lead wouldn't last thanks to a broken exhaust manifold on stage five, which Pech completed in the lead.

By winning stage six, Jaromir Tarabus was now in striking distance of Pech, only to skate off the road into a ditch when he fluffed his braking after a crest one kilometre into stage seven.

While Tarabus was devastated by his error, Pech was handed some breathing space and his lead would increase when Sepp Wiegand punctured on Saturday's final stage to leave Pech 54 seconds in front at the overnight halt.

While Pech was never threatened on Sunday, Wiegand defeated Tomas Kostka for second place by 0.2s.

● Graham Lister

RESULTS

1 Vaclav Pech/Petr Uhel (Mini John Cooper Works S2000), 2h16m28.7s; 2 Sepp Wiegand/Frank Christian (Skoda Fabia S2000), +51.5s; 3 Tomas Kostka/Miroslav Houst (Ford Fiesta R5); 4 Jaroslav Orsak/David Smeidler (Skoda Fabia S2000); 5 Jaromir Tarabus/Daniel Trunkat (Skoda Fabia S2000); 6 Kajetan Kajetanowicz/Jaroslav Baran (Ford Fiesta R5). **Points 1 Esapekka Lappi, 123;** 2 Wiegand, 104; 3 Craig Breen, 70; 4 Pech, 63; 5 Kajetanowicz, 63; 6 Vasily Gryazin, 53.

V8 STOCK CARS CURTIBA (BR), AUGUST 31 RD 7/12

Mauricio beats Barrichello

RICARDO MAURICIO FENDED OFF Rubens Barrichello to take a hard-fought win in stormy weather.

Daniel Serra slithered home to win the first race, which was red-flagged due to critical visibility after two safety cars and for which only half-points were awarded. The premature end was tough luck for Valdeno Brito, who had stormed his way from sixth to second behind the

winning Red Bull Chevrolet.

The reversed-grid second race got full points, and Mauricio's RC Competicoes Chevy resisted three laps of intense attacks from up-and-coming star Galid Osman. Barrichello then moved into the frame, and for an instant led the race at the S bend before Mauricio found more traction on the exit to repass.

Barrichello, who was seventh in the earlier race, has cut the gap to series leader Atila Abreu to just six and a half points. Abreu scored fourth in race one and was eighth later on.

● Lito Cavalcanti

RESULTS

Race 1 1 Daniel Serra (Chevrolet Sonic), 11 laps in 23m14.161s; 2 Valdeno Brito (Chevy), +1.378s; 3 Allam Khodair (Chevy); 4 Atila Abreu (Chevy); 5 Caca Bueno (Chevy); 6 Julio Campos (Peugeot 407). **Race 2 1 Ricardo Mauricio (Chevy)**, 13 laps in 22m26.496s; 2 Rubens Barrichello (Chevy), +2.866s; 3 Galid Osman (Chevy); 4 C Bueno; 5 Sergio Jimenez (Peugeot); 6 Serra. **Points 1 Abreu, 119.5;** 2 Barrichello, 113; 3 Jimenez, 109; 4 C Bueno, 100; 5 Campos, 98.5; 6 Brito, 98.

FRENAULT NEC MOST (CZ),
AUGUST 30-31 RD 6/7

Barnicoat in series lead

BEN BARNICOAT MOVED INTO THE series lead with just one round remaining thanks to his second win of the season.

Eurocup interloper Alexander Albon was on pole position, but Barnicoat got the jump at the start and the Racing Steps-backed Briton led all the way.

Albon was second, while Seb Morris joined Fortec team-mate Barnicoat on the podium, the Welshman winning a fight with Gustav Malja from which the Swede retired. Pre-weekend points leader Louis Deletraz was fourth.

Torrential rain on Sunday meant the cancellation of race two (with the partially reversed grid), while the final race took place in heavy rain with just four laps of racing.

Raoul Owens took pole in the wet from Jake Hughes, but it was



Albon who wriggled into the lead early on, and he went on to score his first single-seater win in his KTR car. Burdett-run Owens was second from Morris, while Hughes — on his first outing with ART Junior Team — was mortified to spin behind the safety car.

Barnicoat gained further ground on Deletraz by finishing seventh compared to the Swiss's 10th.

● Jurgen Stiftschraube

RESULTS

Race 1 1 Ben Barnicoat, 15 laps in 25m30.332s; 2 Alexander Albon, +1.063s; 3 Seb Morris; 4 Louis Deletraz; 5 Kevin Jorg; 6 Andrea Pizzitola. **Race 2 1 Albon**, 12 laps in 26m14.414s; 2 Raoul Owens, +1.466s; 3 Morris; 4 Steijn Schothorst; 5 Callan O'Keeffe; 6 Gustav Malja. **Points 1 Barnicoat, 224;** 2 Deletraz, 212; 3 Schothorst, 200; 4 Morris, 185; 5 O'Keeffe, 172; 6 Ukkyo Sasahara, 166.





Kahne became 13th
winner of 2014

NASCAR SPRINT CUP ATLANTA (USA), AUGUST 31 RD 25/36

Kahne is finally able to claim Chase spot

WHILE HENDRICK MOTORSPORTS has dominated so much of the 2014 NASCAR Sprint Cup season, one quarter of its four-car line-up had remained in the shadows. Not only was Kasey Kahne seemingly incapable of replicating his three team-mates' wins, he couldn't even get into the Chase on points.

That changed at the eleventh hour in Sunday night's Atlanta race, the

penultimate opportunity to get a Chase spot. Kevin Harvick had dominated the night, but Kahne managed to squeeze to the front at the restart after what should have been the final pitstops, and then held the Stewart-Haas man at bay.

It was all thrown into jeopardy when Kyle Busch and Martin Truex Jr collided and prompted a yellow with a lap and a half to go. Kahne fell to fifth in the subsequent pitstops, but gained two spots when the first restart became chaotic up front, with Harvick among those hitting the wall.

That left just the Joe Gibbs Racing Toyotas of Matt Kenseth and Denny Hamlin ahead of Kahne when the race resumed for the final time, and he was able to burst between them to rescue his season with victory.

Top Chase seed Jeff Gordon was Harvick's main rival at first before

hitting the wall due to a blown tyre. Tony Stewart made his return to competition and battled to fourth early on before two incidents ended his night.

● Connell Sanders Jr

RESULTS

1 Kasey Kahne (Chevrolet SS), 335 laps in 3h55m24s; 2 Matt Kenseth (Toyota Camry), +0.574s; 3 Denny Hamlin (Toyota); 4 Jimmie Johnson (Chevy); 5 Carl Edwards (Ford Fusion); 6 Danica Patrick (Chevy); 7 Ryan Newman (Chevy); 8 Kyle Larson (Chevy); 9 Aric Almirola (Ford); 10 Greg Biffle (Ford). **Chase grid 1 Jeff Gordon**, 3 wins/872 points; 2 Dale Earnhardt Jr, 3/851; 3 Joey Logano, 3/791; 4 Brad Keselowski, 3/782; 5 Johnson, 3/766; 6 Edwards, 2/755; 7 Kevin Harvick, 2/748; 8 Kahne, 1/708; 9 Kyle Busch, 1/657; 10 Hamlin, 1/636; 11 Kurt Busch, 1/614; 12 Almirola, 1/594; 13 AJ Allmendinger, 1/590; 14 Kenseth, 0/794; 15 Newman, 0/747; 16 Biffle, 0/728.



Hamlin and Harvick
were contenders

BRITISH FORMULA 3 BRANDS HATCH (GB), AUGUST 30-31 RD 6/7

Ferrucci defeats the regulars on one-off

SANTINO FERRUCCI HAD NEVER SEEN Brands Hatch before Saturday's free practice session, he'd not driven a Fortec Motorsport Dallara, and he was a newcomer to Cooper tyres. But by the end of the weekend the F3 European Championship racer was a two-time British F3 race winner.

The ultra-enthusiastic 16-year-old American fell in love with the daunting Grand Prix circuit straight away, and pulled away from Fortec regular 'Martin' Cao Hong Wei in the two non-reversed-grid races.

Ferrucci had just one run in

qualifying, saving one of his allocated two sets of tyres for race one. Cao snatched pole for race three, but he didn't have an answer to Ferrucci when it came to race pace. He did, however, have an advantage over title rival and fellow Fortec man Matt Rao.

Rao has been on form lately, and was the fastest man at Thruxton, but was a little adrift of Cao at Brands in qualifying and on early-race pace. Rao was unlucky to lose third in the closing stages of race one when a loose radio got stuck in his pedals, causing a spin at Druids. Fourth place

gave him pole for the reversed-grid race, but Cao burst through from race two to lead that one all the way. With Ferrucci not registered for points, Cao effectively took three 'wins' and leapfrogged Rao for the series lead.

Rao's late spin in race one allowed Dan Wells to claim third on his F3 race debut. Wells did a very solid job with Double R as he gained confidence with the downforce.

● Marcus Simmons

RESULTS

Race 1 1 Santino Ferrucci (Dallara-Mercedes F312), 23 laps in 31m07.362s; 2 Cao Hong Wei (D-M F312), +3.250s; 3 Dan Wells (D-M F312); 4 Matt Rao (D-M F312); 5 Max Marshall (D-M F308); 6 Camren Kaminsky (D-M F313). **Fastest lap Ferrucci**, 1m20.343s (109.03mph). **Race 2 1 Cao**, 23 laps in 31m16.398s; 2 Rao, +3.668s; 3 Ferrucci; 4 Wells; 5 Kaminsky; 6 Li Zhi Cong (D-VW F308). **FL Cao**, 1m20.717s (108.52mph). **Race 3 1 Ferrucci**, 19 laps in 25m46.125s; 2 Cao, +9.826s; 3 Rao; 4 Wells; 5 Kaminsky; 6 Marshall. **FL Ferrucci**, 1m20.566s (108.72mph). **Points 1 Cao**, 243; 2 Rao, 228; 3 Kaminsky, 126; 4 Sam MacLeod, 121; 5 Chang Wing Chung, 103; 6 Li, 91.



Ferrucci: spectacular
style on GP circuit



NASCAR TRUCKS

Ryan Blaney (above left) just pipped German Quiroga Jr after an epic battle on the final lap of the Mosport road course in Canada. Erik Jones was third. Alex Tagliani led from pole on his series debut but broke down on the circuit, causing a caution.

NASCAR NATIONWIDE

Kevin Harvick dominated most of the race at Atlanta, but had to hold off a late challenge from Joey Logano to win. Chase Elliott was fifth behind Kyle Larson and Kyle Busch, and extends his series lead over Regan Smith, who was sixth.

ASIAN LE MANS SERIES

OAK Racing's Morgan-Judd bounced back from a first-hour visit to the tyrewall to win at Fuji. Keiko Ihara started the car and she crashed it, but after minor bodywork damage was repaired Ho-Pin Tung and David Cheng took it to victory. Richard Bradley planted the Eurasia ORECA-Nissan on pole but a problem meant the car started the race two laps late. Bradley, Pu Jun Jin and John Hartshorne were back in the lead when they took a two-minute penalty for an assisted start. A Carlo van Dam-anchored BMW took GT class honours.

ADAC FORMEL MASTERS

With a pair of wins and a seventh place at the Nurburgring, Neuhauser Racing's Danish driver Mikkel Jensen extended his points lead over Maximilian Gunther, who claimed a brace of third places. Marvin Dienst came second in the first race and won the second, which was a wet affair.

ITALIAN GT

Mirko Bortolotti charged from fifth to first at a late restart to take the Lamborghini started by Giacomo Barri to victory on the series' 'away' visit to Paul Ricard. Lorenzo Case held off Alessandro Pier Guidi in a Ferrari fight for second. In race two, Alessandro Balzan (who took over his Ferrari from Nicola Benucci) took the lead when Luigi Lucchini (sharing with Pier Guidi) spun. Thomas Schoffler's Audi beat the Bortolotti/Barri Lambo to second.

MIDDLE EAST RALLY

Nicolas Amiouni was the shock winner of the Rally of Lebanon. The Mitsubishi Lancer Evo X driver and navigator Chadi Beyrouthy finished 1m26.2s ahead of fellow Lebanese Rodrigue Rahi to secure their first MERC win. Once 11-time event winner Roger Feghali had crashed early on and brother Abdo had also suffered an accident after his Mitsubishi's brakes failed, the path was clear for Amiouni to battle for the win. Khalifa Al-Attayah's Mitsubishi was destroyed by fire.



Winning TOM'S Lexus pushes through Esses

SUPER GT SUZUKA (J), AUGUST 31 RD 6/8

Rossiter and Nakajima hold on

BRITON JAMES ROSSITER COMBINED with ex-Formula 1 driver Kazuki Nakajima to win the Suzuka 1000Km, the most prestigious and longest race on the Super GT calendar, in their TOM'S Lexus.

Nakajima qualified the car on pole and Rossiter started it. He held the lead until lap 10 when he was baulked by a GT300 car at 130R, allowing Kodai Tsukakoshi to take the lead in the Real Racing Honda.

Tsukakoshi handed over to Toshihiro Kaneishi at the first round of pitstops, and the ex-DTM driver was immediately passed by the charging Nakajima. Problems with the harness at the next stop

delayed the TOM'S car and, when the Honda went out due to damage sustained when Tsukakoshi went off at 130R and hit the barriers, it was the NISMO Nissan that moved in front with Ronnie Quintarelli at the wheel.

Tsugio Matsuda took over the NISMO car and there was a bruising battle for the lead at two-thirds distance with Rossiter, who emerged in front. From then on it was easier, and Rossiter and Nakajima took the victory.

Second place for Quintarelli and Matsuda has given them the series lead over the other TOM'S crew of Daisuke Ito and Andrea Caldarelli,

who as pre-race championship table toppers had to carry maximum 100kg ballast and finished seventh.

Honda ensured all three GT500 makes were on the podium. The Vitantonio Liuzzi/Kosuke Matsuura car held third place before making an extra stop with 15 laps remaining. The Dome team's NSX driven by Frederic Makowiecki and Naoki Yamamoto therefore took the place.

Ex-GP2 racer Hiroki Yoshimoto won the GT300 class with Shinya Sato and Akira Iida in a BMW, while Jorg Muller, Augusto Farfus and Seiji Ara made it two Z4s on the class podium with third place.

● Jiro Takahashi

RESULTS

1 Kazuki Nakajima/James Rossiter (Lexus RC F), 173 laps in 5h37m27.911s; 2 Tsugio Matsuda/Ronnie Quintarelli (Nissan GT-R), +50.549s; 3 Naoki Yamamoto/Frederic Makowiecki (Honda NSX Concept); 4 Kosuke Matsuura/Vitantonio Liuzzi (Honda); 5 Kazuya Oshima/Yuji Kunimoto (Lexus); 6 Takashi Kogure/Hideki Mutoh (Honda); 7 Daisuke Ito/Andrea Caldarelli (Lexus); 8 Yuji Tachikawa/Kohei Hirate (Lexus); 9 Michael Krumm/Daiki Sasaki (Nissan); 10 Hironobu Yasuda/Joao Paulo de Oliveira (Nissan). **Points 1 Matsuda/Quintarelli, 60;** 2 Ito/Caldarelli, 56; 3 Yasuda/de Oliveira, 49; 4 = Yamamoto & Rossiter, 47; 6 Oshima/Kunimoto, 42; 7 = Tachikawa/Hirate & K Nakajima, 39; 9 Makowiecki, 36; 10 Satoshi Motoyama/Masataka Yanagida, 25.

GERMAN F3 NURBURGRING (D), AUGUST 30-31 RD 5/8

Pommer still in control

MARKUS POMMER EXTENDED HIS points lead with two wins.

No fewer than four drivers jumped the start of the first race, but Motopark ace Pommer got his rightful lead when the miscreants – including early leader Weiron Tan – were called in for drive-through penalties. He went on to win by eight seconds from Malaysian team-mate Nabil Jeffri.

Jesper Sylvest was third in the opener and won the action-packed reversed-grid race, the first F3 success for the 16-year-old JBR-run Dane, who fended off a ferocious attack from Jeffri.

Pommer was back on top again in the wet final race with a lights-to-flag win, while Briton Sam MacLeod took second place in his Van Amersfoort Racing machine from Jeffri. MacLeod had earlier taken third place in



L-r: Jaffri, Pommer and Sylvest

the reversed-grid counter.

● Rene de Boer

RESULTS

Race 1 1 Markus Pommer (Dallara-VW F308), 22 laps in 31m01.542s; 2 Nabil Jeffri (D-V F311), +8.052s; 3 Nicolai Sylvest (D-V F309); 4 Weiron Tan (D-V F308); 5 Thomas Amweg (D-Mercedes F305); 6 Kang Ling (D-V F308). **Race 2 1 Sylvest**, 15 laps in 21m13.100s; 2 Jeffri, +0.737s; 3 Sam MacLeod (D-V F311); 4 Indy Dontje (D-V F308); 5 Nikita Zlobin (D-V F308); 6 Ling. **Race 3 1 Pommer**, 19 laps in 30m53.255s; 2 MacLeod, +7.284s; 3 Jeffri; 4 Dontje; 5 Sylvest; 6 Tan. **Points 1 Pommer, 278;** 2 Jeffri, 192; 3 Dontje, 167; 4 MacLeod, 159; 5 Sylvest, 120; 6 Tan, 94.

ADAC GT MASTERS NURBURGRING (D), AUGUST 30-31 RD 6/8

Corvettes share the spoils

TWO CHEVY CORVETTES FROM TWO different teams took the honours on the Nurburgring's sprint circuit.

David Jahn took the lead when polesitter Alon Day made a mistake under braking at Turn 1 on the opening lap. Jahn combined with Sven Barth to take the first win in GT Masters for the RWT team.

Day's Zakspeed Mercedes dropped to third with his early error, but a better pitstop meant Luca Ludwig brought the SLS out in second ahead of the Herberth Porsche of Robert Renauer and Norbert Siedler.



RWT Corvette leads the Zakspeed Merc

The Callaway Corvette squad took honours second time out, although they owed it to an inspired call for slicks on the drying track. Daniel Keilwitz and Andreas Wirth therefore made it from 17th on the grid to win.

Second place for Abt Audi men Rene Rast and Kelvin van der Linde gives them the series lead by just three points from Jaap van Lagen.

● Rene de Boer

RESULTS

Race 1 1 Sven Barth/David Jahn (Chevrolet Corvette Z06.R), 38 laps in 59m59.516s; 2 Alon Day/Luca Ludwig (Mercedes SLS AMG GT3); 3 Robert Renauer/Norbert Siedler (Porsche 911 GT3-R); 4 Maro Engel/Jean Seyffarth (Mercedes); 5 Christian Engelhart/Jaap van Lagen (Porsche); 6 Rene Rast/Kelvin van der Linde (Audi R8 LMS ultra). **Race 2 1 Daniel Keilwitz/Andreas Wirth (Corvette)**, 36 laps in 1h00m06.446s; 2 Rast/van der Linde, +0.644s; 3 Maximilian Gotz/Renger van der Zande (Mercedes); 4 Engelhart/van Lagen; 5 Jens Klingmann/Max Sandritter (BMW Z4 GT3); 6 Engel/Seyffarth. **Points 1 van der Linde/Rast, 155;** 2 van Lagen, 152; 3 Claudia Hürtgen/Dominik Baumann, 136; 4 Keilwitz, 134; 5 Gotz, 111; 6 Maximilian Buhk, 90.



Richard Dutton

The Inside Line

These are critical times in UK junior racing. Fortec Motorsport's team principal gives his take on how the different levels will shake out

Britain's junior single-seater ladder is at a crossroads, with the return of Formula Renault UK for 2015, the new FIA Formula 4 and the struggle to keep British Formula 3 going.

I'm a great supporter of British F3, not only through Fortec Motorsport, which has been in the series ever since 1992, but also through my role as chairman of the teams' group FOTA. There are new plans emerging for this level of F3 (see p15), and I'll fight to keep it alive.

We went in a new direction this year to differentiate it from European F3, with a mainly UK-based calendar and keeping hold of the old engines while the European series went for the new ones. It's a huge disappointment that grids have been so low, and I'm also disappointed that, while Fortec and Double R Racing have managed two or three cars for every round, Carlin haven't supported it more. They've got a great team in European F3, but it would have been nice if they'd got more cars out in Britain, because that's the series the team came from.

Keeping the old engines was a way of keeping costs down, which we pretty much halved from the old £650,000 per season. That's a massive step in the right direction and I would like to see more teams support it – we need them. It's important that teams shouldn't be put off coming in and taking on the established ones. When Fortec went to British F3 in 1992 we knew it would be hard, but we finished third in our first year, with Kelvin Burt. I'm sure other teams are capable of doing a good job.



make-or-break for Fortec, otherwise drivers would all go to Italy or Germany or wherever. Without allowing 15-year-olds, we'd not only lose British drivers abroad – the world is always getting smaller – but we'd have no hope of attracting foreign drivers. They're not coming to the UK like they were five years ago, but hopefully we can start getting them back.

Looking back, we lost out hugely in the UK when the minimum age was raised to 16. You only have to look at the people who came out of Formula BMW when it was 15 – like Marcus Ericsson – or Intersteps: even though that only lasted for a couple of years, it produced Jake Dennis, Jack Aitken, Matt Parry and Ed Jones.

Obviously that level of the sport is a little complicated

“Without 15-year-olds allowed to race in the UK, we'd have no hope of attracting foreign drivers”

For Formula Renault UK, the most important thing is to work together with the Renault Northern European Cup. I don't think it should take on the Eurocup, NEC or ALPS series; it will be more like an add-on to those. It will attract two groups of people: those who can't get the budget for NEC; and those who are already in NEC but want to do extra races in the UK. That way, we can use the same cars for both series.

A good example is Ben Barnicoat, who has done a fabulous job with us in his first season of car racing and is fighting for the NEC title. But would it have helped him to do a British series as well? For sure. This can only help the British drivers build up a profile and following at home. These days the public don't see our young drivers race – Ben, Jake Hughes, Seb Morris, they're all abroad, whereas up to the Alex Lynn/Oliver Rowland days they grew up with each other on the TOCA package.

For FIA Formula 4, the most critical thing for us is that the MSA allowed 15-year-olds to do it. That was

because Jonathan Palmer's BRDC Formula 4 series is also going to monocoques, but I think the FIA F4 series on the TOCA package will be the one that people want to start in. TOCA is where everyone wants to be and if the FIA support it like they have European F3, it will be fantastic.

It looks as though Carlin will come in as well, so between us that will be eight cars to add to the established teams already in Formula Ford [the basis for FIA F4 in the UK], and I'm sure others will come in too.

FIA F4 can start feeding the UK scene again. The lack of feeder classes at the moment is one of the main reasons why British F3 is in such a crisis. I doubt we'll ever get 30-odd cars back, but we could get to 20. Fortec and Double R would certainly help any team that wants to join, and I think Carlin would probably be happy to as well.

Even with five cars at Thruxton, they made it look so exciting on TV. I take my hat off to the producers – great in-car footage and wheel-to-wheel fighting. It certainly didn't look like there were only five cars! ❧



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What the closed-road legislation means for British motorsport

The news that the UK will soon be able to close public roads for motorsport has created some interesting possibilities. **SCOTT MITCHELL** investigates to see what events could hit our streets

The prospect of more closed-road motorsport in the UK conjured up a striking image in the minds of many earlier this summer – a Formula 1 race on the streets of London. Using world champions Sir Jackie Stewart, Jenson Button and Nigel Mansell, as well as Sir Stirling Moss and Derek Warwick among others, the Motor Sports Association attempted to drum up support for its bid for a government consultation into the prospect of closed-road racing.

The pipe dream of a London Grand Prix had already been fuelled by a marketing ploy by Santander, which created a virtual circuit taking in some of the capital's best-known landmarks,

and so hopes of a Monaco equivalent on Britain's doorstep ramped up.

Quite simply, that isn't going to happen. Or at the very least, the commitment from the British government to give local authorities to power to repeal the Road Traffic Act, thus making it easier for motorsport events to take place on public roads, isn't going to facilitate it.

HURDLES FOR A GRAND PRIX

"It's not legislation that has stopped a grand prix in London or a British Touring Car race in Liverpool," says MSA chairman Alan Gow. "The cost has been the stumbling block. It takes millions of pounds to put a street race together.

"I can't see a race meeting happening. I can't think of a class in the UK that could afford it. Most street circuits in the world

have government support."

That's the reason Formula E, for example, has built up such a head of steam ahead of its inaugural season, which kicks off later this month in Beijing. Creating a purpose-built street circuit around the Bird's Nest – the site of the opening ceremony when China's capital hosted the 2008 Olympic Games – is the sort of venture that has as much novelty value as it does a stable long-term future.

While David Cameron has agreed to start the process to relax legislation surrounding closed-road motorsport, he's not about to signal the Treasury to ringfence £100m to put on a GP. That level of investment is what's required and there is currently nobody willing to put that sort of funding in, unlike for Formula E. That remains Britain's best chance for a "street race", with the



season-ending UK round likely to take place on a course based around Battersea Park – which wouldn't need to close public roads anyway.

For a genuine street circuit event to work, many things need to come together, as Charlie Johnstone – the president of the Toronto street circuit used in IndyCar – explains.

“Without getting into specifics, the race is funded by a combination of revenue sources,” he says. “It's private, it's sponsorship, hospitality, tickets, government support, government services. It's not cheap; it can go upside down pretty fast.

“I think the biggest challenge is finding a skilled promoter that truly understands the complexity of pulling something like this together. You've got to be very conscious and aware that there are so many different aspects of this that can have an impact on people. Whether it's the tourism guys, the operations guys, the sponsors, the teams, the series, there are a whole bunch of different priorities for them individually.”

Finances and feasibility are the two main stumbling blocks to a street race in Britain for a UK series, or something as big as F1. While the UK has had the right venues ready and waiting in the past – the Birmingham Superprix worked well for a few years – things have changed now. The Midland city centre has been tweaked in such a way that a significant amount of work would have to be done to make the old track feasible again, and the bottom line is London is too busy to be shut down for three or four days.

“As glamorous as this appears, it's a lot of work to make it all look relatively easy,” adds ▶

Q&A



CHARLIE JOHNSTONE PRESIDENT OF THE TORONTO STREET CIRCUIT

What are the main challenges to putting on a street race?

The main challenges I think would be working with the various levels of government and intergovernmental agencies to get everybody on side at the same time. If you work backwards, it would be first getting the site that makes sense. So once you actually get a layout, then working back from there with the city, police, fire and ambulance, that all need to approve a plan, and then actually developing a plan, and then executing a plan. And that's just for the course itself. And then you need to deal with the communities. You have to develop a proposal where the benefits far outweigh the challenges.

How important is location? Your track is close enough to the city centre that you have a sense of 'event', but far enough away that you're not totally closing downtown

We can build 80 per cent of our racetrack without really impacting commuter traffic. Once we go out to Lakeshore Drive, that's the main thoroughfare, and we just do that in the last two weeks. And we do it at night, we do it in July because there's less traffic. You've got to be sensitive to the community. Montreal would be the same. Where they run the F1 race is in a public park, and they do one or two races a year. It's right in the downtown area, across a bridge. And that would be ideal, because they are less impactful on shutting down all the streets.

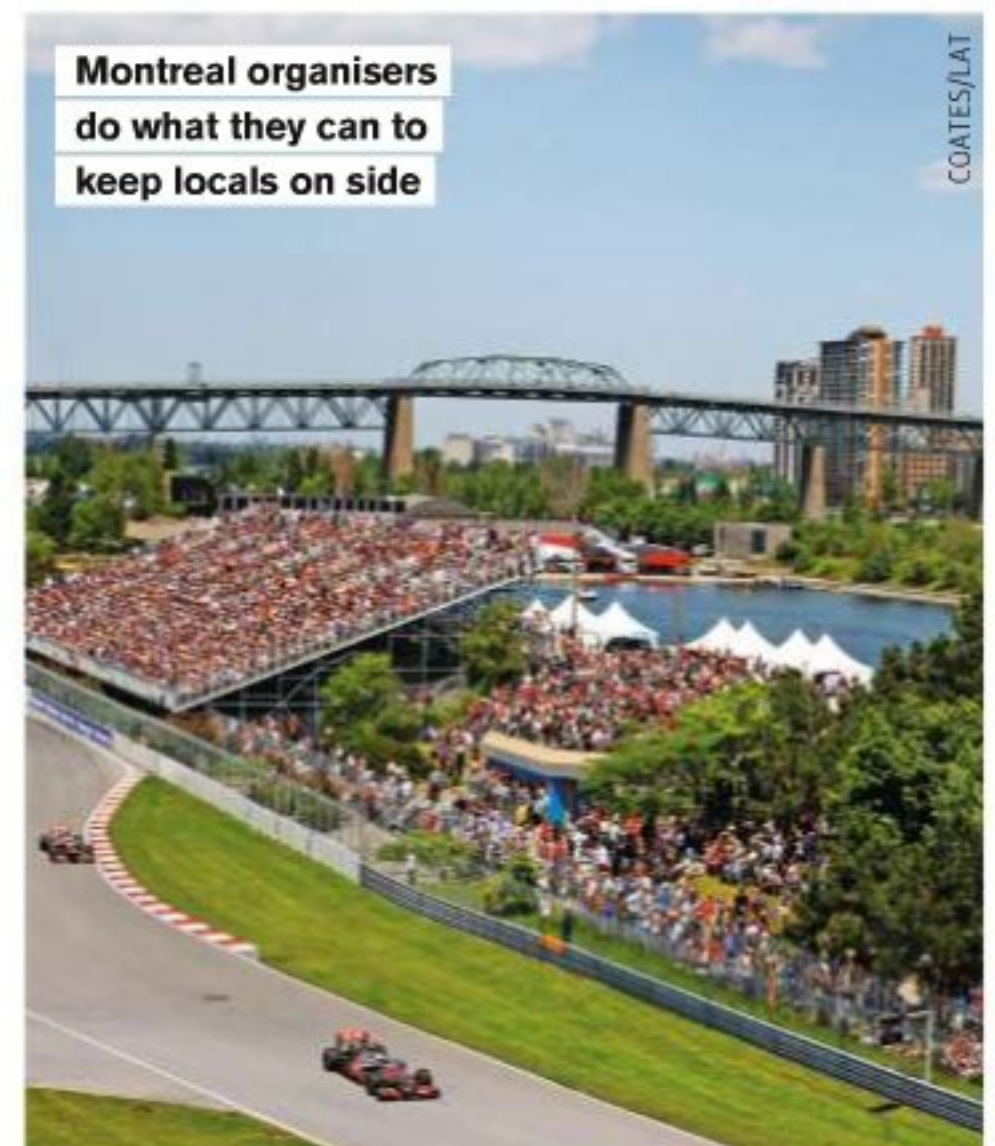
Who pays?

On one hand it's a crazy business model – you have to build your stadium, and then you tear it down, and a year later you build it again. So there is very

little cost that you can amortise year over year. So every single seat that we have, we pay a per seat cost to build that grandstand every year. I can't leave the grandstand up. You go into a fixed facility – how many times a year does that seat get used, to pay for it over and over again? We don't have that luxury. You can go upside down in this business if you are not very careful with your expenses. And that's why we have so many partners involved, to say 'OK, everybody has got to be buying into it', because otherwise it's just not economically feasible that it will go into profit.

What's the economic impact been for your city?

The estimate from the economic office at the City of Toronto was about \$48-\$50 million through the week. That's a pretty significant amount of money. And that's the benefit. Here we're doing two IndyCar races, so that is two worldwide broadcasts to about 200 countries, and that's a great commercial for the city, the province. Plus, this year we have about 71 different subcontractors doing different things on site. So those are businesses getting contracts from us to do that, and there are thousands of jobs and tens of thousands of man-hours going into building the facility.





Formula E plans to hit London in June 2015

"This is a great opportunity for national, regional and club motorsport"

MSA chairman Alan Gow

► Johnstone. "I chuckle when people say, 'it's one weekend; what do you do the rest of the year?' There is so much to it.

"And obviously you need the right venue; you need somewhere where you can build something like this. Without that, everything else is moot."

TAKING MOTORSPORT TO THE PEOPLE

Reducing the number of hoops that need jumping through for such events is a victory for those that pushed for relaxing of the rules, but it was not an insurmountable hurdle before. With enough forward planning, gaining the right permission was just another box to tick by the organisers, but it was the secretary of state and Parliament that made the final decision.

Diverting the power to local councils means that communities willing to give motorsport a chance have a much greater say, and that opens the door to more possibilities. So, while a GP is as out of the question as it was two months ago, a year ago or a decade ago, what the change in legislation could do is provide a huge boost to British motorsport, bringing various disciplines to the heart of the country's communities and building a better profile for the sport as a whole.

"This is far more important for European-style hillclimbs, which would be fantastic, and is a great opportunity for national, regional and club motorsport," Gow adds. "Rallying, for example, has got fewer and fewer places and increasing costs elsewhere. It gives motorsport an opportunity to go into populated areas."

There are often references to "financial benefits" that motorsport brings to towns and cities, but these figures are rarely more specific than the ambiguous phrasing used there, so using it as the main argument to try and win over sceptics is likely to be a foolhardy tactic.

Locals will have to deal with disruption on a practical (road closures), economical (will stores

have to shut?) and environmental (noise and chemical pollution) level. So while Toronto is quite a bit bigger than Southend-on-Sea (another area in which a local council has tentatively made its interest in closed-road motorsport known), both have to deal with the same issue: winning over the community.

"Like anything, I think people are opposed to something they don't know about, and they're afraid of all the challenges," adds Johnstone. "And there are some people who walk through life like that. In the first year certainly there was some nervousness about what was going to happen, mostly because of noise.

"One thing that [former sponsor] Molson did at the time to appease the community was add a charitable component to the event. And it's not

to do it superficially; it's to do it with genuinely good intent. It's saying, we have a world-class event, and we can raise some money while we've got this asset to give back to the community.

"We open up Friday for free for people to come to the track. And then we ask for a donation to the Make-A-Wish Foundation at the same time.

"Even in the first years [the city embraced the event], it was like 'this is going to be great'. And the city, the province, are all big supporters."

DEMOS, RALLIES AND HILLCLIMB POTENTIAL

Part of that will come by playing on populist series' appeal to the masses. The BTCC isn't about to get a street race, but what about more demonstrations? What about 'ceremonial starts' for rallies? What about hillclimb blasts through



There could be more street demos, like the recent BTCC one in Scotland



GUILLAUMOT/OPPI

B roads? There's more to motorsport and raising its profile than just races.

"Of course we would like to have a street race in our calendar – who wouldn't?" says Gow. "But the reality is that the cost of staging one doesn't alter, and will still remain as the primary reason we don't have a major street event in a large city."

"But in the absence of a street race, this new legislation does provide the BTCC with many more opportunities for demonstration events in major cities. It's much more about the freedom for councils and organisers to be able to stage cost-effective local events on their roads."

While British counties are unlikely to support a rally or hillclimb in quite the same way as a large city would flock to a top-level street race, the early signs are that communities will get behind the concept in some way. There has already been a strong statement of intent from local authorities, which made up a small percentage of those who replied to the initial government consultation on closed-road motorsport.

Hinckley and Bosworth Borough Council – which covers the area that includes Mallory Park – has indicated a desire stage a closed-road rally event, while the Sunseeker Rally could incorporate stages on public roads if the Borough of Poole's plans come to fruition.

Then there's the British Hillclimb Championship which already incorporates three closed-road events: Bouley Bay in Jersey, Guernsey's Val des Terres, and the Irish venue of Craigantlet, on the outskirts of Belfast.

In terms of longer British hillclimb runs and hosting a round of the European championship, talks are already well under way, with UK series organiser the British Automobile Racing Club set to travel to the inaugural FIA Hillclimb Masters event as part of a fact-finding mission.

"The change in legislation is an exciting prospect for UK motorsport, in particular for speed events," says British Hillclimb Championship coordinator Tim Wilson.

"The BHC is all about competing across a variety of events and the closed-road events offer a completely different challenge to the dedicated hillclimb venues."

"It [the Masters] will provide an opportunity for us to examine the use of closed roads for hillclimbing, with a view to potentially hosting a round of the European Hillclimb Championship, which are typically much longer than the normal UK hills, or including a new closed-road event within the BHC."

We should witness a competitive motorsport event in London in 2015, courtesy of Formula E, but that's not the reason this legislation change would be a big deal.

British motorsport has a golden opportunity. And Formula 1 is not at the centre of it. ❧

THE BENEFIT TO BRITISH RALLYING

Fifty. Left four into right two, caution slippery on exit. Thirty, left six, 200 flat crest 150. Left three minus, cut. Eighty, junction right two...

That, as you well know, is a small section of pacenotes. But which stage? Which classic stretch of road from the earth's four corners do those words describe?

It's the Evans family school run.

I'm sure I'm not alone in my ability to dream up some of the UK's best possible rallies as I cross the country. The first stage would have to be Tongue-Lairn, also known as the A836 going from the north coast of Scotland down past Loch Loyal and into Shin Forest. It's as good as anything. The second stage? Well, that could be a superspecial through the Kingston one-way system. And these roads are sitting there, ready. Waiting.

Waiting to be played with.

That waiting looks like it might be over. Parliament's progression towards the devolution of power over closed-road motorsport has raised the hopes of rally drivers up and down the country. And there's more than one club in Britain already daring to take it further, conducting a route survey and putting together a dummy itinerary.

Should the dream come true, it's hard to imagine a bigger step forward for rallying in mainland UK. For years, we have watched with envy as the sport developed enormous community followings in Ireland.

Then came the Tour of Mull. Like many road rallies, Mull thrived until the end of 1987, when regulation change brought an end to road racing through the night. Instead of falling in line and settling for a watered-down version of its former self, the 2300 Car Club took on the government and, three years later, landed themselves the first act of British parliament to suspend traffic laws for a rally.

Since 1990, no autumn has been complete without a hop, skip and a jump across the Sound of Mull for one of the world's best rallies.

But that's Mull. It's Highland island location



GIBSON

worked in its favour, a rally was never going to get in too many people's way.

The mainland was always going to be the main event. And, having watched Mull earn its stripes in 1990, a group of like-minded organisers got together and did their own homework. It took Colin Pagan and his colleagues seven years and £40,000, but they got there in the end. In early July, 1997 Robbie Head ripped into the Berwickshire lanes and tore along some of the Borders' best A-roads as the Jim Clark Memorial Rally wrote its own chapter in history.

It had happened. We were on the same piece of rock as Westminster itself and yet there we were, watching rally cars not just breaking the speed limit, but hammering it.

And now we stand on the verge of real history being made. Rallying on our roads will never be an everyday thing, but it could become an annual event within reach of a significant percentage of the population.

David Evans

'We stand on the verge of real rallying history being made on the UK mainland'



EBREVILAT

...that helped inspire the creation of the Jim Clark Rally

NOT JUST F1'S YOUNGEST FACE

Max Verstappen's graduation to Formula 1 has raised a lot of questions, but there are some compelling reasons to think he's ready for the big time, reckons **EDD STRAW**

THE VIEW FROM F3

Frits van Amersfoort, whose team has run Max Verstappen in his rookie season of car racing in the Formula 3 European Championship, had no doubts that the 16-year-old could cut it in F3. But Formula 1? That could be a different story.

Van Amersfoort, who ran Max's father Jos in Formula Opel Lotus in 1992, played a big part in badgering the Verstappens to bypass Formula Renault in favour of a leap straight to F3. So too did Huub Rothengatter, who has an advisory role with Verstappen Jr, just as he did with his father.

"We immediately felt that Max is a special guy and that he was capable of the jump to F3," says van Amersfoort. "When you do 20 or more Formula Renault tests and you're quick all the time – every time – then why not? Then he tested an F3 car for the first time with Motopark [in a German F3-spec machine at Valencia] and it felt like a better-fitting suit than the Renault – it was worth the gamble."

Will F1 be the same? "I've read a lot of comments from F1 drivers who are a bit critical," he continues, "and I understand. But in the end let's see what happens."

"Everyone knows F1 is a hard life and either he makes it in one or two years or he is gone. From the point of view of driving he will make it; he is as one with his machine and for him it won't matter if that's F1, F3 or a kart. But of course in F1 there's a lot more around it – you also need other qualities."

What van Amersfoort has no doubt about is Verstappen's talent. "One important aspect that all brilliant drivers have is they know instinctively where to gain time. You can talk for hours about data, but when a driver feels it from his instincts that gives you a big leap."

What many forget is that Verstappen's first time in the current-spec F3 car and engine was a shakedown at Czech track Most on April 1, on the way to the official Euro F3 tests. Most of his rookie rivals had done several days the previous autumn in the latest chassis, if not with the latest powerplants.

He was fastest on the very first day of official testing, at the Hungaroring...

"I made a Tweet not so long ago that I have run out of superlatives for Max," says van Amersfoort. "What more can I say? The guy keeps amazing you."

"He's such a nice kid, and he helps everybody [including his team-mates] if they're interested. He and his father are always the first at the track and the last to leave. It's amazing how much drive those two have."

Marcus Simmons



Van Amersfoort reckons Verstappen is ready...

Dad and lad: Jos Verstappen has mentored son Max from early karting days



The 16-year-old has already sampled F1 power, with Toro Rosso in Rotterdam



The question is one Max Verstappen became very well-practised at answering during the Belgian Grand Prix weekend. Following the shock revelation that he would make his Formula 1 debut for Scuderia Toro Rosso next season at the age of 17, how could a driver so young and in only their first season of car racing possibly be ready, even if he is excelling in the hugely competitive Formula 3 European Championship?

"Age is just a number," he says. "It's on the track where you have to show what you can do. But I always made big steps – from karting to F3 was a big step, but it was a different environment because my dad was also an F1 driver. I'm ready for it."

Mention of Max's father, Jos, is a warning that the Verstappens have been here before. Twenty years ago, Jos was a 22-year-old with a huge reputation whose stunning Formula 1 test for Footwork had made him an AUTOSPORT cover star before he had come close to starting a grand prix. But after being drafted in to race for Benetton in place of the injured JJ Lehto at the start of the 1994 season, things never quite came together for him.

After a couple of podiums in that stop/start first season, a few extraordinary performances aside, notably hauling the unfancied Simtek as high as sixth in the 1995 Argentinian Grand Prix before retiring, his career reads like that of a journeyman. He should have achieved more, meaning Jos doesn't just know how difficult it is to translate ability into results, he has lived it.

"I had the bad luck that I was next to Michael Schumacher when I started in F1, I should have

started in a lower team," says Verstappen Sr. "I came into F1 after two years in which I did about 50 races, Max will have done around 45 but he has done a lot more in a go-kart. He is better prepared and the world has changed."

"In all kinds of sports, people are younger. In F1, the cars are completely different to the ones in my time and the tracks are different. When I made a mistake at a chicane, I was in a gravel trap, now when you brake too late there is asphalt you can use and drive back on circuit."

"I made too many mistakes and I was compared to the best driver in the whole world. But with Max, we have a longer deal, not just a one-year contract. So Max will get the time and Red Bull will prepare Max a lot better. He can handle it."

Verstappen Sr has been nurturing his son's talent for a long time, even forsaking his own racing career to focus on it. Max started learning in a kart at the age of just four. Initially, it was just a fun way for a father and son to pass the time, but it soon became clear to Jos that there was some serious talent there. Given that Max doesn't just have racing DNA on the paternal side – his mother is Sophie Kumpen, who had a very successful karting career – it is perhaps no surprise that he had raw ability in abundance.

Speaking to Jos at length about his son's development it becomes clear that nurture has played more of a part than nature.

"It's natural talent and it's education," he says. "The way he overtakes is natural talent but there are things you have to do to understand that talent. You have to teach them, analyse overtaking, watch F1. He is always watching what to do and how to overtake other people."

"I'll give you an example. He was winning a lot when he was young. At the time, we had standing



Jos (left) has seen son Max "do incredible things" already



Verstappen has won eight times in Euro F3 this season

"I was compared to the best driver in the world. Red Bull will prepare Max a lot better. He can handle it" JOS VERSTAPPEN

► starts and people would put a bit of oil on the clutch to have a better start. I didn't do that. I liked him to come out of the first corner in fourth because I wanted him to race. He always overtook easily and although people were saying his engine was stronger, I think it was due to keeping speed up in the corner.

"At times I told him you're not allowed to overtake on a straight, and that you can't overtake there or there. I wanted him to overtake in different places to make it hard for him."

The gut reaction is that this seems apocryphal, more about myth-making than the truth. But look at Max's career to date and it rings true. In winning the CIK-FIA World KZ Championship kart title last year, Max had to battle his way up from third, while in F3 this season he has made a habit of overtaking in unexpected places. The quality of his education has shone through in every facet of his F3 campaign against vastly more experienced opposition to the point where many of his rivals regard him as the most intelligent in the field.

When the idea of a jump straight into F1 was originally raised by Red Bull Junior Team boss Helmut Marko, Jos claims to have been sceptical. But the more he thought about it, the more sense it made. Max is a driver who has been consistently pushed and challenged during his career; just winning was never enough. And while Jos has clearly been a hard taskmaster at times, the fact Max has come through it so well to date suggests he is made of the kind of steel that won't buckle under the pressure of F1.

"Working with him for so long, I have seen him do incredible things," says Jos. "His ability is very high and I really think he can do it, but it's difficult to say as a father because every father admires their son. But we have something really special and I helped him, helped to create him, to push him and to be in the right equipment."

The question is not whether a 17-year-old can race in F1. The question is whether *this* 17-year-old can. Verstappen is certainly an exceptional prospect and very possibly one of those rare, once-in-a-generation talents. ❧



Verstappen was stunning in his maiden car test

VERSTAPPEN'S FIRST TEST

British engineer Tony Shaw, who worked with Kimi Raikkonen and Lewis Hamilton in their Formula Renault days, is pretty proud to have run Max Verstappen during his first test in a car.

Shaw and wife Sarah have – along with ex-racer Jeremy Cotterill – run the Dutch-owned Manor MP Motorsport FRenault team since they shut up shop on their Manor Competition squad at the end of 2011.

Verstappen had two days in August 2013 with Manor MP at Pembrey, and the south Wales track ran through its trademark climatic schizophrenia.

"It was away from prying eyes, just how I like testing," says Shaw. "An exclusive run-out without any pressure, with nobody else there. A lovely, unpressured environment."

So far, so good, until Verstappen got behind the wheel...

"We were standing at The Crossing. It was extraordinary – the confidence, speed and car control. On his first pushing lap, Sarah and I just looked at each other and then at Jos, and said to him, 'Are you *sure* this is his first time in a car?'"

"He followed all his instructions totally without problem, and used 20 per cent less brain power than anyone else to do it because he has so much natural ability. We knew after five laps that this is as good as we've ever seen."

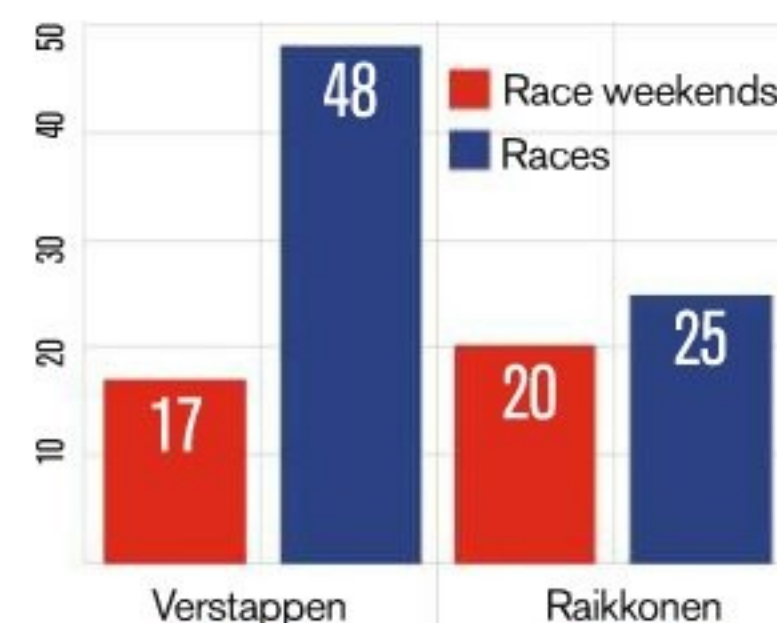
In a parallel universe, maybe Verstappen would have taken the conventional karting-to-Renault step with Manor MP. "We wanted him in the team, but it's probably right that he did what he's done," says Shaw. "In Renault, it doesn't take long for there to be a few little upsets, and he was ready for F3 without a shadow of doubt."

"In fact, he's ready for F1. He a thousand per cent deserves it and I can't see him f*****g it up!"

Marcus Simmons

VERSTAPPEN V RAIKKONEN

By the time Max Verstappen makes his F1 debut, he will have started almost twice as many car races as Kimi Raikkonen had before starting the 2001 Australian GP for Sauber, albeit across fewer events.



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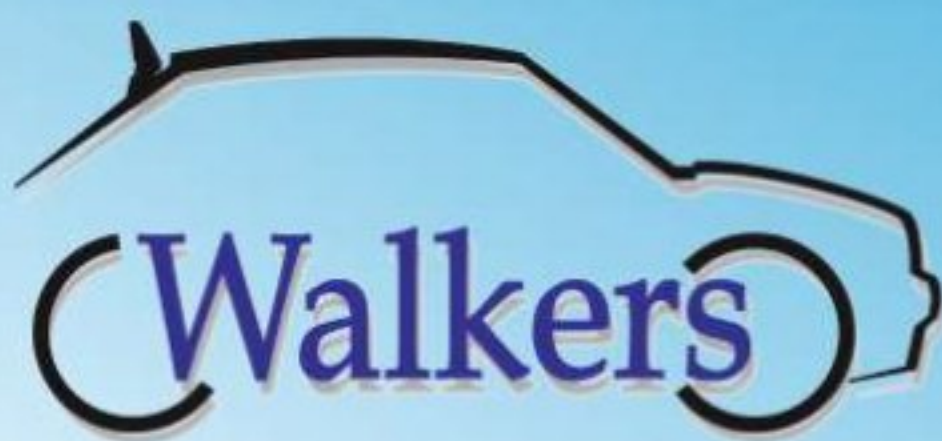
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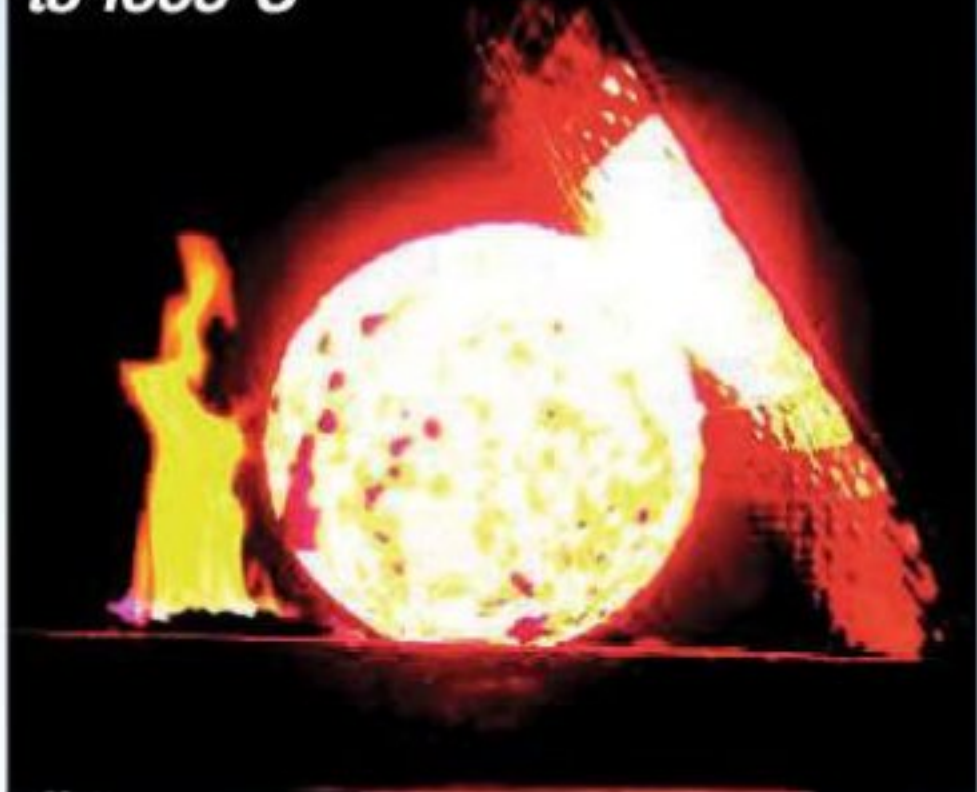
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Palmer will bring
Tatuus FIA F4 car
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BRDC F4 secures Tatuus deal

MSV-run series to switch to Italian constructor's FIA F4 chassis

BRDC FORMULA 4 WILL USE THE Tatuus FIA F4 chassis from late 2015 after agreeing an exclusive UK deal with the Italian constructor.

AUTOSPORT revealed last month that Jonathan Palmer would introduce a carbon-composite monocoque chassis to his series to replace the current spaceframe F4-013. Now the MSV boss has agreed a deal that will run from next year's autumn championship to 2019.

The chassis, which is already used in the Italian F4 Championship and has been selected by German organising club ADAC to replace the country's Formel Masters category, will likely be powered by the current two-litre Ford Duratec engine.

MSV has ordered 26 Tatuus cars, with an option on an extra four likely to be taken up in the next month, and will then sell the cars onto teams

for £35,000, minus £15,000 for those trading in their old cars (see AUTOSPORT, August 21).

The Tatuus, which has been built to the FIA's F4 safety regulations, will undergo a three-month testing programme with MSV before teams take delivery of their chassis in September, and will make its UK race debut in the 2015 BRDC F4 Autumn Championship, which will be an expanded version of the current Winter Series, before coming on stream in the main series for 2016.

The championship's existing teams can secure their orders if they confirm by next Friday (September 13) and pay a five per cent deposit by October 1.

"It was possible to introduce it for next year's championship but delaying it means the whole transition is smoother for the teams," said Palmer. "We want to ensure the teams have

plenty of time with the Tatuus – we don't want them to do any development. We'll get the first car and have a three-month test programme before the teams get their cars over a two-week window in September next year."

Tatuus principal Gianfranco de Bellis added: "For us, it is just fantastic to have this opportunity to supply the new car for the BRDC Formula 4 Championship.

"We are really confident and motivated. This is a new and important partnership and we will do our best to reciprocate this trust."

Leading team bosses Graham Johnson and Richard Ollerenshaw praised the announcement, with Johnson highlighting the speed in which the deal was struck.

"Two weeks ago we were talking about it and now he's done it," the Lanar Racing chief said. "Going for a company that already builds these racing cars is a good idea, and it won't be the same F4 car that Germany and Italy have – it will be an evolution.

Hillspeed boss Ollerenshaw had been keen on a main-series 2015 introduction but said it made sense to wait and make the change properly.

"It would be nice to have it but we can hit the ground running," he said. "It puts us in a very strong position. It will be the backbone of British motorsport for years to come."

SCOTT MITCHELL
ASSISTANT
EDITOR

scott.mitchell@
haymarket.com
@ScottMitchell89



THAT WAS UNEXPECTED.

Not that BRDC Formula 4 would adopt an FIA Formula 4-spec car – as anyone who read the August 21 issue of AUTOSPORT will know – but that the series has agreed a UK exclusive deal with Tatuus just two weeks after the new-car plan first came to light.

Series chief Jonathan Palmer means business, and has thrown the gauntlet down to Ford and the Motor Sports Association – from each we still have no news on the "official" UK FIA Formula 4 variant. Though it is understood a Mygale confirmation is not far away, more details about the revamped British Formula Ford Championship need to emerge swiftly.

When they do, we will again be facing a crossroads. Three entry-level single-seater series is two too many as it is, especially when costs are not perceived to be too drastically different between them. From next year, more sensibly, one will move a level above that in the form of Formula Renault UK, but below that we'll have two different versions of the same blueprint, competing against one another and diluting the driver pool.

There's going to be a winner and a loser in this. There has to be. Having two FIA F4-eligible categories operating in tandem seems like a non-starter to me and how the Ford/MSA version fares next season when BRDC F4 sees out the final year of its spaceframe era will be crucial. It must be a success in its first year, or serious questions will be asked.

Away from the warring single-seater categories, AUTOSPORT sends its condolences to the family of legendary national car constructor John Crossle, who passed away on Sunday. Our Kirkistown reporter Richard Young pays a heartfelt tribute to him on page 67.



Tatuus is already
racking up mileage



BRDC F4 will get
evolution of the
Italian F4 chassis

EBREY/LAT



British GT

Customer Bentley squad out of British GT

THE GENERATION BENTLEY squad has withdrawn from the British GT Championship, and missed last weekend's penultimate round of the series at Brands Hatch.

The team, run by David Appleby Engineering, has yet to give a reason for the pullout, which follows its failure to make a mark on the series with Appleby's son James driving its Continental GT3 alongside Steve Tandy.

It has confirmed, however, that it will not be continuing its relationship with Bentley into 2015 and that the car is up for sale.

"We can't go into detail, but that is the end of the Bentley programme for us," said Appleby Jr. "It's not financial, and Steve was happy to do the final two rounds."

Appleby hasn't ruled out the team continuing in British GTs next year with another marque.

The team became the first to buy a Continental ahead of the start of the season. Appleby Sr has long-standing business links with Malcolm Wilson, boss of Bentley technical partner M-Sport.

Appleby and Tandy scored points on their first weekend, finishing ninth in the second Oulton Park race. They languish equal 24th in the standings with just one point thanks to a penalty for contact at

Snetterton, where they took two further top-10 finishes.

● Aston Martin factory driver Alex MacDowall made his British GT debut last weekend at Brands. The ex-touring car ace replaced AMR boss John Gaw and will continue alongside Phil Dryburgh in the PGF-Kinfaun Vantage at the Donington Park finale. MacDowall finished sixth after a scrap with Alexander Sims and Matt Griffin.

British GT

Hodgetts buoyant as Toyota GT86 makes GT4 race debut

STEFAN HODGETTS BELIEVES

the Toyota GT86 will be more of a force in the British GT finale at Donington Park after the car made its series race debut at Brands Hatch last weekend.

The GPRM-built car, shared by former Renault Clio Cup UK ace Hodgetts and ex-BRDC Formula 4 racer James Fletcher, finished seventh in GT4 on its first competitive appearance after a difficult development programme.

Hodgetts believes the car, which ran as an Invitational entry as it has not been through the Balance of Performance tests, can move up the GT4 order at Donington before embarking on a full winter testing schedule.

"To finish a two-hour race [on the car's debut] shows how far we've come with

the programme," he said. "It was a massive step forward. We didn't run to its full potential and I think there's going to be a good step forward for Donington."

"There's plenty of performance to come. We're competitive guys and we want to get further up the field. The job's not done yet. After Donington the real graft will start."

Hodgetts praised GT86 effort



British GT

Title chasers slam safety car management after Brands

BRITISH GT4 TITLE CHALLENGER Devon Modell has slated the handling of the safety car period in last weekend's race at Brands Hatch.

Modell, who has won twice this season alongside Aston Martin Vantage co-driver Andrew Jarman, finished second at Brands behind points leaders Ross Wylie and Jake Giddings.

The Beechdean Aston junior duo's lead was boosted from a couple of seconds to nearly a full lap when the safety car emerged, as GT4 leader



Safety car angered TF Sport duo

Wylie had kept just out of reach of overall leader Ahmad Al Harthy, while his rivals behind were lapped.

"The safety car error not only denied the fans a race, but also prevented us from winning and hindered our chance of taking the championship title," said Modell, after he and Jarman fell 29.5 points behind Wylie and Giddings with 37.5 left to play for.

"It's the second time this season this has happened. It [the title] is in other people's hands now."

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Formula Renault Eurocup

BRDC F4 leader Russell set for more Eurocup action

BRDC FORMULA 4 POINTS LEADER

George Russell is likely to contest another Formula Renault Eurocup race before the end of the season.

Russell has combined his domestic campaign with a season in Formula Renault ALPS with the Koiranen GP team, but missed the Imola round while suffering from chicken pox.

He will race at Mugello this weekend for the latest round of the ALPS series, which



Russell raced in Russia

ends at Jerez on October 4-5, and is weighing up which of the Eurocup rounds at the Hungaroring (September 13-14), Paul Ricard (September 27-28) and Jerez (October 18-19) to compete in.

None of those races clash with the conclusion of Russell's BRDC F4 campaign, in which he leads Lanan Racing team-mate Arjun Maini by nine points and which finishes with trips to Donington Park on September 20-21 and Snetterton on October 25-26.

"It's another race and if you win or do well in Eurocup it's more prestigious," said Russell, who made his Eurocup debut at Moscow Raceway earlier this year. "We missed out on Monza so I've got an extra race in my back pocket I need to use."

BRDC F4 rival Charlie Eastwood is also considering a European FRenault round ahead of a planned Eurocup graduation.

Porsche Carrera Cup GB

Latifi to race in Carrera Cup

FORMULA 3 EUROPEAN

Championship podium finisher Nicholas Latifi will make a surprise Porsche Carrera Cup GB debut this weekend.

The 19-year-old Canadian, who is 10th in the European F3 points, will join top team Redline Racing for the Rockingham races. He will get his first taste of the current 991-model Cup car in Friday's official test, although he has two days' experience in the older-spec machine.

"It's not so much a switch – just that there's a long break in the F3 calendar,"

said Latifi, who tested an F3 car last year at Rockingham but has never raced there.

"I've heard it can be tricky to adapt to, but it's always good to try different things."

GT Cup points leader David Walley will also make his Carrera Cup debut with In2 Racing in the championship's guest car, while Chevron boss David Witt will join son Jordan at Redline.

Completing an In2 Racing quartet are Legends racer Daniel McKay, who will drive the car his father Paul raced at Croft, and the returning Will Goff.



Latifi will swap F3 car for Carrera Cup racer

VdeV Endurance Series

Robertson stars in VdeV GT3

MECHANICAL FAILURE MEANT

Ginetta GT4 Supercup championship leader Charlie Robertson missed out on victory on his GT3 debut in the VdeV Endurance Series last weekend.

The 17-year-old joined Lawrence Tomlinson and Mike Simpson in the factory Ginetta squad for the four-hour race at Motorland Aragon, where he put the G55 GT3 on pole position.

Robertson rose from fourth to the lead during his stint before handing over to Simpson, but a brake failure forced them into retirement with a one-minute lead.

"Obviously it's really disappointing we couldn't get to the finish, especially as the win was there for the taking, but the whole experience was amazing," said Robertson.



Factory G55 looked certain to win

HUMBLE PYE

The voice of club racing

Lotus 79 demo was a Zandvoort highlight



Historic bash in the dunes is becoming a favourite

There is so much I admire about Zandvoort's Historic Grand Prix event, established in 2012 and Europe's friendliest racing festival. Last weekend's third edition was bigger and even better attended than its predecessors, with some great flashbacks to Dutch GPs of the past to entertain spectators.

Apart from the Saturday evening cavalcade of racing cars into town – led by David Brabham in Ron Maydon's BT24, in celebration of his late triple world champion father Sir Jack, a winner there in 1960 and '66 – trackside onlookers saw a pair of JPS Lotus 79s circulating in unison, commemorating Mario Andretti and Ronnie Peterson's one-two in '78.

The Classic Team Lotus-tended 79s, driven by American Chris Locke and Dutch legend Arie Luyendyk, looked as stunning as ever. But it was their Cosworth DFV engine notes, more shrill than period rivals due to the routing of exhausts to twin central pipes protruding from sub-wing decks, which made my hair stand on end anew.

Roberto Moreno, Michael Bleekemolen and the very highly rated Melroy Heemskerk demoed GEVA Racing-operated F1 Colonis and a host of Dutch stars of yesteryear met fans at organiser HARC's enclave. Meeting Holland's first female racing champion Henny Hemmes, whose '84-title-winning Chevrolet Camaro resurfaced with Belgian Marc Devis, was a delight. Alas it caught fire on Friday, before she could race it.

Heemskerk, 26, for whom GEVA and associates are trying to secure a professional break, clearly loves his craft. He eagerly jumped into a 1953 Renault 4CV for the Dutch HK Touring and GT races and, in a

54-car field packed with Porsches, a Ferrari and American V8s, hustled the 900cc bolide to 37th place in Saturday's very wet stanza, passing a Ford GT40 en route!

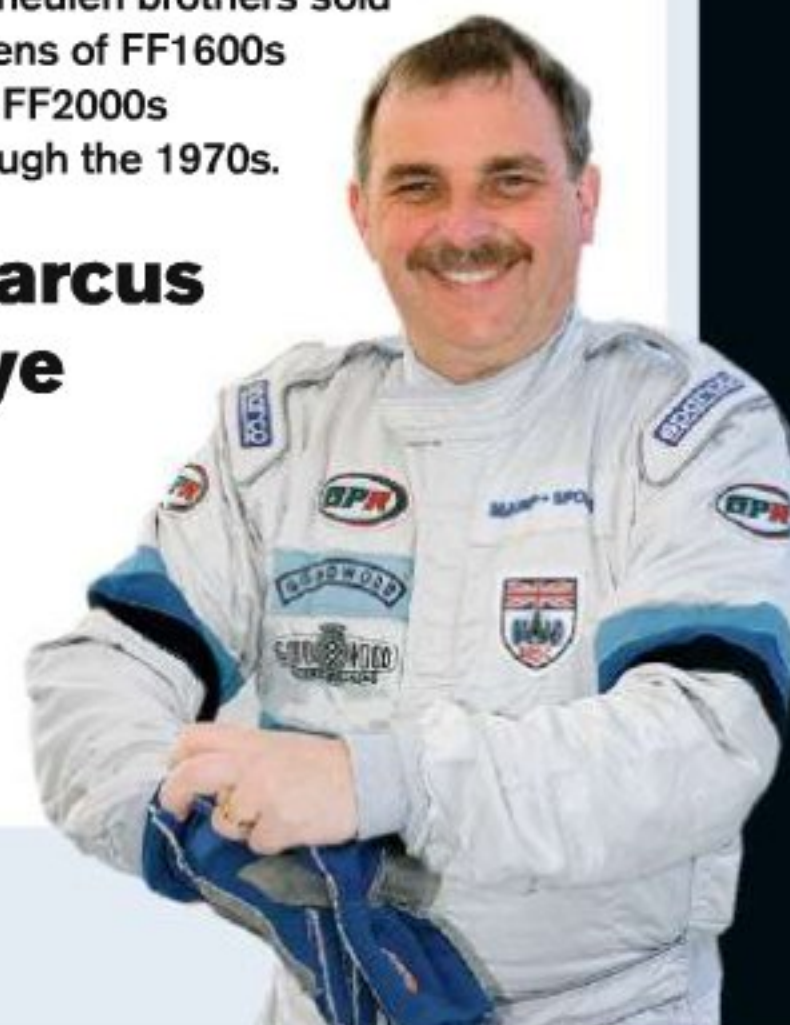
The one aspect of the event needing attention is marshalling. Slow reactions, particularly with yellow flags where incidents occurred, had the Dutch commentators imploring action.

"Heemskerk passed a GT40 in a 1953 Renault 4CV with 90bhp"

Finally this week, I would like to tip my hat to genial race car constructor John Crossle, who died on Sunday. I met John several times, twice at his eponymous marque's Hollywood factory. Always quietly charming, his contribution to the sport was enormous and his cars were revered worldwide.

Ironically, Crossle's second largest export market after the US was Holland, where the Vermeulen brothers sold dozens of FF1600s and FF2000s through the 1970s.

Marcus Pye



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John Crossle: 1931-2014



JOHN CROSSLE, WHO PASSED AWAY last Sunday after a long illness, left an indelible mark on motor racing in his native Northern Ireland and elsewhere.

Crossle started in motorsport in the 1950s with a Ford-powered special he built and raced. The unassuming Holywood man was soon asked for replicas, and he founded his Crossle Car Company in 1957.

His first efforts were front-engined 1172cc cars to comply with a local

formula, before rear-engined examples appeared. Throughout the 1960s the operation grew, with the production of the 5S, 7S and 9S sportscars.

The one-off 8F and 10F single-seaters with 4.7-litre Ford power held lap records at Kirkistown and Bishops court and the 12F won the 1968 SCCA Formula B run-offs in the hands of Roger Barr, establishing the marque's reputation in North America.

When Formula Ford was created,

Crossle was quick to respond and his 16F proved immediately successful, a high point being Gerry Birrell's 1969 Euroseries title.

Further victories followed and the company scored a coup when Skip Barber equipped his US race schools with 30F and later 32F chassis.

Crossles gave several future F1 drivers their first single seater-experience, including Nigel Mansell, Eddie Irvine and John Watson.

There were other successes with F2 machinery, but Formula Ford remained the mainstay of Crossle production through the 1970s and '80s, joined by FF2000 – with the 31F winning the British championship in 1975 – and Super Vee variants.

Latterly, John's interests turned towards sporting trials and the Honda-powered 80T, before Crossle customer Arnie Black took control of the company in 2002 and began producing an updated version of the 9S.

Black passed the baton to Paul McMorran in 2012, but Crossle – who also served as a member of Kirkistown's 500 Motor Racing Club of Ireland council – remained involved, while devoting time to his collection of vintage agricultural machinery.

Richard Young



In brief

Fiesta ace's Clio move

Ford Fiesta race winner Dan Holland will step up to the Renault Clio Cup UK this weekend at Rockingham. The 26-year-old, currently third in the Fiesta championship, will take over the JamSport-entered car that has been raced since the Snetterton rounds by Paul Knapp (above).

Junior Winter Series

Ginetta's Junior Winter Series will take place at Snetterton on November 8-9 in support of the BRDC Formula 4 Winter Series. Each of the event's two days will feature a 15-minute qualifying session and two 15-minute races.

Lloyd returns to F3

Ex-Formula Renault BARC champion Hywel Lloyd and his Formula 3 squad CF Racing will make their F3 Cup debuts at Silverstone this weekend. The 2007 FR BARC champion, who has not raced since 2012, will drive the Dallara F308 used by Sun Zheng with the CF team in British F3 last season.

Scotsman joins JTR

Scottish Formula Ford 1600 racer Clay Mitchell will join JTR for the final rounds of the British Formula Ford season. Mitchell, who is fifth in the Scottish series with one podium, will join the champion team as he eyes a potential FIA F4 move for next season.

School of hard Knox

Chris Knox suffered a bruising Volkswagen Racing Cup debut at Brands Hatch last weekend. The Mini Challenge champion-in-waiting made a guest appearance with THM Racing but crashed out of race one before rising from 30th to 15th in the sequel.

Jones back at Brands

Ex-FF1600 Champion of Brands Karl Jones made a surprise category return at the Kent circuit last weekend. The ex-British Touring Car racer qualified his Van Diemen RF80 ninth but retired after six laps with an engine problem.

Goodwood Members' Meeting

Goodwood set for 73rd MM

GOODWOOD HAS CONFIRMED the 73rd iteration of its Members' Meeting next year after reviving the concept for 2014.

The March 21-22 event will feature new races and demonstrations in addition to returning events such as the Gerry Marshall Trophy for Group 1 touring cars and Salvadori Trophy for 1955-60 sports prototypes.

These will include a dedicated race for Pre-'66 versions of the Porsche 911, and another for one-litre Formula 3 cars used between 1964-70.

On-track demonstrations will be held for Pre-'75 Formula 1 cars, Group C cars and short and long-tailed variants of McLaren's Le Mans-winning F1 GTR.



Lotus racer escapes shunt unhurt

Urs Eberhardt's Lotus 27 barrel-rolled out of the first Lurani Trophy race at Zandvoort's Historic Festival last weekend after a brush with rival Jens Rauschen's Brabham. The Swiss veteran spectacularly landed upside down at the Hugenholtzbocht, but was uninjured.

Welsh Sports and Saloons

BTCC racer eyes Welsh Sports Saloons race

BRITISH TOURING CAR RACER Lea Wood plans to contest a Welsh Sports and Saloons event in an ex-National Hot Rod Peugeot 205.

Wood, who races a Toyota Avensis in the BTCC, has helped restore the

machine previously driven by Terry Grant. The 205 will be used mainly by Wood's father in sprint events, but Wood Jr hopes to race it first.

"It was an old barn find and we've completely rebuilt it," said Wood Jr, who

has previously competed in hot rods and silhouettes. "I'd like to do a race in it to try it out and there's one at the end of the year. It's chassis number three and has got a bit of history, which is nice. You can't find these ex-hot rods anymore."





ZANDVOORT HISTORIC GRAND PRIX AUGUST 29-31 HARC

Lyons is main man in Group C

MICHAEL LYONS'S HAT-TRICK OF WINS

— a Group C/GTP first in the family Momo Gebhardt-Cosworth C91 IMSA car more unexpected than a repeat of last year's FIA Masters Historic Formula 1 brace — wowed at the third Zandvoort Historic Grand Prix, but 76-year-old Brian Jolliffe's extraordinary Cooper-JAP victory in Sunday's 500cc F3 thriller had the record audience cheering loudest.

The aroma of methanol fuel as two-dozen 500cc motorcycle-engined F3 cars took to the wonderful switchback track in the dunes transported older spectators back to the 1950s, when Lex Beels was the local hero and Stirling Moss won a Dutch Grand Prix support race.

Saturday's cracker saw George Shackleton repass Darrell Woods to win, with pursuers Roy Hunt, Gordon Russell, Richard de la Roche and



American Charles McCabe (ex-Lex Dupont Cooper Mk13) split by 0.8s. Unable to practise following fuel-pump failure, Jolliffe finished 11th.

Obligated to start at the back again on Sunday, Jolliffe was 10th within a lap and fourth starting the last of six. "I could see three cars ahead [on the climb from Hugenholtzbocht to Hunserug], but didn't expect to catch them," he grinned afterwards.

When Shackleton slid sideways at the tight left-hander on the return leg, clipping buddy Woods into a gravelly spin — "I thought he was going over," he said apologetically — Jolliffe kept his boot in and, astoundingly, outbraked Russell and Shackleton into the chicane. If that wasn't impressive enough, conquering the more powerful Norton-engined cars with a humble JAP was sensational. A beautiful Zandvoort watch from event sponsor Chopard is Brian's priceless souvenir.

With FIA F1 points leader Steve Hartley on holiday, there was little doubt once Lyons went clear of poleman Simon Fish's Ensign N180 that he would add to his Nurburging double if the Hesketh 308E stayed healthy. Fish, who rotated on day one, was twice suppressed to third — by Belgium's Christophe d'Ansembourg (Williams FW07C) in the opener and then again by Greg Thorton in the



ALL PICS: ERIC SAWYER

sequel. Thornton continued undeterred after a massive 360-degree spin onto the main straight on Sunday in his Lotus 91, finishing a combative fourth.

A magical scrap behind the leaders in race two embroiled Manfredo Rossi di Montelera's Brabham BT42/44, Mike Wrigley's Williams FW07B, Max Smith-Hilliard's Lotus 77, the twin Benetton Tyrrell 012s of Ian Simmonds and Stefano di Fulvio, and James Hagan's Ensign N177. Di Fulvio, driving Martin Stretton's Silverstone winner, stole Lauda class victory from Simmonds on the final lap, and sixth behind Rossi.

Slicks on a drying track were key to Stefano Rosina's Nissan domination of Sunday morning's Group C opener in which Frank Lyons's pole-sitting (courtesy of son Michael) Gebhardt

stopped when an electrical relay failed. Mike Donovan (C2 Spice) led the fruitless chase until, braking early for Scheivlak on rooted wets, contact from Herve Regout (in Christophe d'Ansembourg's Porsche 962) cannoned him into the barrier.

In a bid to counter young Lyons in the afternoon, the Italian turned the turbo boost up and sizzled into the wall on cold tyres exiting Tarzan on lap one. Nobody saw Lyons for dust thereafter, although Gareth Evans (Mercedes C11) overhauled Richard Eyre (Jaguar XJR-16) for second after marshals had scraped Peter Garrod's awesome Intrepid up at Tarzan.

Soloing in Georg Nolte's Bizzarrini, Frank Stippler had David Hart/Tom Coronel (AC Cobra) beaten in another great Masters Gentlemen Drivers race. Unhappy with a three-second



Michael Lyons took
a hat-trick of wins
with C91 triumph

RESULTS

500cc F3 (BOTH 6 LAPS) 1 George Shackleton (Cooper Mk11) 14m42.237s (65.51mph); 2 Darrell Woods (Cooper Mk12) +0.316s; 3 Roy Hunt (Martin-Norton); 4 Gordon Russell (Mackson-Norton); 5 Richard de la Roche (Smith Buckler-Norton); 6 Charles McCabe (Cooper Mk13). **Fastest lap** McCabe 2m22.976s (67.37mph).

RACE 2 1 Brian Jolliffe (Cooper Mk9) 14m36.384s (65.95mph); 2 Shackleton +0.816s; 3 Russell; 4 de la Roche; 5 Mike Fowler (Cooper Mk5); 6 Ian Phillips (Cooper Mk8). **FL** Jolliffe 2m24.527s (66.65mph).

FIA MASTERS HISTORIC F1 CHAMPIONSHIP (16 LAPS)

1 Michael Lyons (Hesketh 308E) 25m58.861s (98.88mph); 2 Greg Thornton (Lotus 91/5) +11.617s; 3 Simon Fish (Ensign N180); 4 Christophe d'Ansembourg (Williams FW07C); 5 Ian Simmonds (Tyrrell 012); 6 Mike Wrigley (FW07B). **Class winners** Thornton; Simmonds; Patrick van Heurck (Brabham BT26). **FL** Thornton 1m35.413s (100.96mph). **RACE 2 (13 LAPS) 1 Lyons 25m34.643s (81.61mph);** 2 d'Ansembourg +3.750s; 3 Fish; 4 Thornton; 5 Manfredo Rossi di Montelera (Brabham BT42/44); 6 Stefano di Fulvio (012). **CW** d'Ansembourg; di Fulvio; John Delane (Tyrrell 006). **FL** Lyons 1m37.951s (98.36mph).

GROUP C/GTP (12 LAPS) 1 Stefano Rosina (Nissan NPT190) 24m41.167s (78.05mph); 2 Herve Regout (Porsche 962) +57.839s; 3 Richard Eyre (Jaguar XJR-16); 4 Tommy Dreehan (962); 5 Mike Donovan (Spice SE88); 6 Peter Garrod (Intrepid RM1). **CW** Eyre; Donovan. **FL** Rosina 1m49.715s (87.80mph).

RACE 2 (18 LAPS) 1 Michael Lyons (Gebhardt-Cosworth C91) 31m10.019s (92.73mph); 2 Gareth Evans (Mercedes C11) +49.428s; 3 Eyre; 4 Christophe d'Ansembourg (962); 5 Erich Rickenbacher (Cheetah G606); 6 Dreehan. **CW** Evans. **FL** Lyons 1m38.008s (98.29mph).

FIA LURANI TROPHY FORMULA JUNIOR (13+12 LAPS) 1 David Methley (Brabham BT6) 51m25.016s (78.06mph); 2 Jonathon Hughes (BT6) +48.428s; 3 Mark Pangborn (Lotus 20B); 4 Martin Walford (Lotus 22); 5 Joao Paulo Campos Costa (Lola Mk5); 6 Jens Rauschen (BT6). **CW** Kim Shearn (Lotus 18); Steve Futter (Lotus 20); Andrew Tart (Bond F1); Jan Blekens (Stanguellini). **INV** Dick van Amsterdam (Belgica). **RACE 1 1 Methley, 25m55.247s (80.52mph);** 2 Hughes +31.363s; 3 Manfredo Rossi di Montelera (22); 4 Pangborn; 5 Walford; 6 John Dowson (Brabham BT2). **FL** Methley 1m56.556s (82.65mph).

RACE 2 1 Methley 25m29.769s (75.57mph); 2 Hughes +17.065s; 3 Pangborn; 4 Walford; 5 Rauschen; 6 Andrew Beaumont (22). **FL** Methley 1m55.588s (83.34mph).

HGPCA PRE-'66 GRAND PRIX CARS (8 LAPS) 1 Julian Bronson (Scarab-Offenhauser) 21m13.188s (60.53mph); 2 Rod Jolley (Lister-Jaguar Monzanapolis) +3.182s; 3 Philip Walker (Lotus 16); 4 Jos Koster

(Maserati 250F 2534); 5 Shirley van der Lof (HWM-Alta); 6 Paul Grant (Cooper-Bristol Mk2). **CW** Jolley; Koster; van der Lof; John Bussey (Cooper T43). **FL** Bronson 2m35.714s (61.86mph). **RACE 2 (10 LAPS) 1 Bronson 20m13.313s (79.40mph);** 2 Walker +2.580s; 3 Jolley; 4 Marshall Bailey (Lotus 16); 5 Koster; 6 Marc Valvekens (Aston Martin DBR4). **CW** Jolley; Koster; Clive Wilson (Cooper T43); Grant. **FL** Walker 1m59.072s (80.90mph).

HGPCA PRE-'66 GRAND PRIX CARS (11 LAPS) 1 Jason Minshaw (Brabham BT4) 21m28.111s (82.26mph); 2 Jon Fairley (Brabham BT11) +3.491s; 3 Miles Griffiths (Cooper T51); 4 Peter Horsman (Lotus 18/21); 5 Andy Middlehurst (Lotus 25 R4); 6 Mark Piercy (Lola Mk4). **CW** Griffiths; Middlehurst; Peter Studer (Lotus 24); Steve Hart (Cooper-Maserati T51). **FL** Minshaw 1m53.932s (84.55mph).

RACE 2 (9 LAPS) 1 Minshaw 20m37.992s (70.04mph); 2 Griffiths +4.842s; 3 Horsman; 4 Fairley; 5 Middlehurst; 6 Piercy. **CW** Griffiths; Middlehurst; Hart; Studer.

FL Minshaw 1m54.019s (84.49mph).

HISTORIC F2 (13 LAPS) 1 James Hanson (March 782) 26m34.517s (78.54mph); 2 Darwin Smith (March 722) +12.758s; 3 Martin Stretton (782); 4 Phillip Hall (March 752); 5 Richard Meins (March 772); 6 Robert Simac (March 712). **CW** Simac. **FL** Smith 1m56.328s (82.81mph). **RACE 2 (14 LAPS) 1 Smith 25m38.942s (87.64mph);** 2 Hanson; 3 Hall; 4 Richard Evans (March 79B); 5 Jamie Brashaw (782); 6 Meins. **CW** Simac. **FL** Smith 1m38.739s (97.56mph). **MASTERS GENTLEMEN DRIVERS (43 LAPS) 1 David Hart/Tom Coronel (AC Cobra) 1h31m34.413s (75.39mph);** 2 Frank Stippler (Bizzarrini 5300GT) +19.119s; 3 Leo Voyazides/Simon Hadfield (AC Cobra); 4 Jason Wright/Andy Wolfe (Cobra); 5 Carlos Monteverde/Gary Pearson (Jaguar E-type); 6 Mark Martin/Martin Stretton (Lotus Elan 26R). **FL** Stippler 2m01.199s (79.48mph).

FIA MASTERS HISTORIC SPORTSCAR CHAMPIONSHIP (33 LAPS) 1 Leo Voyazides/Simon Hadfield (Lola T70 Mk3B) 1h00m57.547s (86.92mph); 2 David Hart/Martin Stretton (T70 Mk3B) +32.657s; 3 Manfredo Rossi di Montelera (Abarth Osella PA1); 4 Steve Tandy (T70 Mk3B/c); 5 Philip Hall (Lola T212); 6 Richard Meins/Chris Lillingston-Price (T70 Mk3B). **CW** Rossi di Montelera; David & Sam Carrington-Yates (Chevron B16); Chris Jolly/Steve Farthing (Cooper Monaco T61M); John Bosch/Nicky Pastorelli (Ferrari 365 GTB/4). **FL** Hadfield 1m45.555s (91.26mph).

MASTERS PRE-'66 TOURING CARS (28 LAPS) 1 Leo Voyazides/Simon Hadfield (Ford Falcon) 1h01m01.770s (73.66mph); 2 Armand Adriaans (Shelby Mustang GT350) +2m12.920s; 3 Alexander Schluchter (Falcon); 4 Mike Dowd/Jeremy Cooke (Mustang GT350); 5 Nick Swift/Ron Maydon (Austin Cooper S); 6 Laurent Majou (Cooper S). **CW** Schluchter; Swift/Maydon. **FL** Voyazides 2m05.477s (76.77mph).

stop-and-go for leaving the pits early, the German was recalled to serve the final second, handing honours to Coronel. Simon Hadfield brought Leo Voyazides' Cobra in third, having kept Giedo van der Garde (in Hans Hugenholtz's version) behind before a stone from an excursion jammed the ex-Caterham F1 racer's gearbox in second.

Hart (Lola T70 Mk3B) led the FIA Masters Historic Sportscar round to the stops, but Voyazides' sister car arrived on its tail. It took fractionally longer to install Stretton in the DHG car, thus Hadfield blasted out across his nose before thundering into the distance as Stretton wallowed on a soft damper. Two-litre battlers Manfredo Rossi (Abarth-Osella PA1) and Phil Hall (Lola T212) led the chase as gearbox woes dropped points leader Jason Wright (T70) to ninth.

Voyazides/Hadfield also won the Pre-'66 Touring Car enduro, their Ford Falcon almost a lap clear of Armand Adriaans's Shelby Mustang, but the Mini battle was sensational. Masters boss Ron Maydon "woke up" when Laurent Majou and Andrea Stortoni were in his mirrors. Jonathan Hartop, who pitted behind Maydon's lead driver Nick Swift yet left ahead, collected a stop-and-go, as did Stortoni.

Dave Methley repassed Jonathan

Hughes for a Brabham one-two in both FIA Lurani Trophy legs, which became processional out front, but saw fierce dicing behind. Mark Pangborn (Lotus 20B) merited third on Sunday after Saturday's bronze finisher Manfredo Rossi retired his 22 with an engine problem.

Saturday's race was marred by a spectacular accident in which Urs Eberhardt's Lotus 27 barrel-rolled and landed upside down at the Hugenholtzbocht after a brush with rival Jens Rauschen's Brabham. Marshals were slow to react, but mercifully the Swiss veteran escaped from the wreck intact.

Saturday's March-dominated HSCC F2 race fell to debutant James 'Speedmaster' Hanson, who scorched his ex-Peter Williams Hart 420R-engined 782 away from Martin

Stretton's ex-Jean-Pierre Jarier BMW-powered version on a drying track. Ulsterman Darwin Smith — whose choice of "old half-wets" was his 722's undoing — recovered from a spin and bagged second after Stretton skated through the Tarzan gravel.

Smith won Sunday's race superbly, despite a broken exhaust, controlling a full-course caution period to stave off Hanson over the minimum distance possible. Phil Hall's Warsteiner-liveried 752 inherited third when Stretton retired (short of revs and out of brakes), but shrugged off Richard Evans (FAtlantic 79B).

Defending champion Robert Simac (712) topped the 1600cc division, the Alsatian chased by Frenchman Alain Lagache (712), Chris Lillingston-Price (Tecno) and Swiss Luciano Arnold (Brabham BT36), whose spin at



Falcon took Hadfield
and Voyazides to
one of three wins

Scheivlak triggered the pace car that split Simac from the hounds.

Julian Bronson's Scarab snarled clear of Rod Jolley's Lister-Jaguar Monza and Saturday spinner Philip Walker's Lotus 16 for an HGPCA Pre-'66 double. Star of the show was Shirley van der Lof, who finished a class-winning fifth in Saturday's damp race on her first acquaintance with an HWM-Alta, of the type her grandfather Dries raced in the first Zandvoort F1 race back in 1952.

The Pre-'66 races were easy prey for Jason Minshaw (Brabham BT4), although Miles Griffiths (Cooper T51), Peter Horsman (Lotus 18/21) and Jon Fairley (Brabham BT11) kept him on his toes. Behind the 2.5-litre quartet, the howl of four 1500cc V8s enthused onlookers, with Andy Middlehurst (Lotus 25) twice defeating Mark Piercy (Lola Mk4).

Daniel Schrey (Porsche 935K3) and Michael Kammermann (BMW M1 Procar) beat eclectic mixes to win the DRM Klassik races, in which was Dutch marque nut Jan Bot's popular Group 5 M1. Roman Caresani (Porsche 904/6) and Alexander van der Lof (Ferrari 250 GTO/64 replica) won frenetic 54-car NK Touring and GT races. Briton Roger Ebdon (Austin Cooper S) finished a mighty sixth in Saturday's rainstorm.

● Marcus Pye



Maini beat race-one winner di Mauro (21) to glory in the finale

BRDC FORMULA 4 BRANDS HATCH, AUGUST 30-31 MSVR

Maini closes in as duo break their ducks

GAETANO DI MAURO AND CHRIS Middlehurst broke their BRDC Formula 4 ducks at Brands Hatch, as George Russell somehow preserved his championship lead.

Brazilian di Mauro claimed his and the Petroball Racing team's first podium two weeks previously at Silverstone, but that owed as much to his opportunism as it did anything else. In Kent, he was superb. Visibly aggressive in qualifying to claim pole position, his new-found confidence was clear to see as he controlled the opener from the front and never looked in danger of throwing away the victory, despite the close attentions of Lanan Racing duo Struan Moore and Arjun Maini.

"It's unbelievable, I'm so happy," he said. "I had to be very careful not to make a mistake but I managed to keep him [Moore] behind."

As his team-mates completed the podium, Russell was on a recovery mission. A crash at Westfield on his second flying lap of qualifying left him 21st on the grid, presenting a golden opportunity for his nearest title rivals – chiefly, Raoul Hyman.

But as Russell charged from last to 10th in race one, agonisingly less



Hyman (7) had a difficult weekend

than a second from reverse-grid pole, Hyman was a distant fourth behind the runaway front three and had to fend off a spirited attack from SWR-Caterham's Jordan Albert, who comfortably kept Sennan Fielding at bay to take a well-earned fifth.

All three HHC drivers suffered a lack of pace in the opener, though with Will Palmer starting from the front of race two, Fielding third and Hyman fifth, there was a second chance for the trio as Russell tried to make progress from the fifth row.

Fourteen laps later, the points leader had beaten all three. Easing by Gustavo Lima and di Mauro into Paddock Hill Bend and Druids, he brilliantly passed Hyman and Moore around the outside at Surtees and capped a superb opening lap by nipping past Middlehurst – shuffled back from the front row – on the exit of Hawthorns.

Palmer was unable to break clear out in front and soon the chasing pack of three (Fielding, Albert and Maini) became significantly bigger as Russell, Middlehurst, Hyman and

Moore joined the lead group's tail.

Fielding ramped up his attack and slid down the inside of Palmer at Druids on lap three, forcing his team-mate wide and briefly taking the lead, only to be tagged into a spin by Maini on the exit of the corner as the Indian attempted to squeeze past.

The pack reshuffled, with Maini grabbing the initiative as Middlehurst got back ahead of Russell and Palmer dropped to seventh. That should have been how they ended, with Maini slowly edging away until a lapse of concentration at Sheene led to a swift 360-degree spin and allowed Middlehurst through.

The Lanan youngster rallied, setting a new fastest lap, but was unable to repass Middlehurst's MGR-run car. Third for Russell extended his one-point lead over Hyman to three with his South African rival one place behind him in fourth, ahead of Albert, Moore and Palmer, with Fielding only recovering to ninth.

A distraught Maini gathered himself up in fine style for the third race, and he led the sedate

denouement from start to finish with no repeat of his race-two error. Di Mauro, a first-lap retirement in the second race, shadowed him all the way to round out a breakthrough weekend with a second podium ahead of Moore, who claimed his fifth podium in seven races.

Fielding jumped Russell at the start and kept him behind throughout to claim fifth, but Hyman made barely any progress from 14th – the biggest consequence of HHC's lack of pace in race one – and could only manage 12th.

"We made the best of a bad situation," reckoned Russell, who admitted he did not expect to still be leading the championship after his qualifying shunt, but left the circuit with a nine-point cushion.

Crucially, that's now over Maini, and the Indian was buoyant after his first non-reversed-grid victory of the year in race three propelled him above Hyman in the points.

"I've made a big jump in the championship this weekend," he said. "Hopefully we can keep this form up at the final two rounds."

● Scott Mitchell

Russell preserved points lead



RESULTS

RACE 1 (ALL 14 LAPS) 1 Gaetano di Mauro 20m20.144s (100.51mph); 2 Struan Moore +0.647s; 3 Arjun Maini; 4 Raoul Hyman; 5 Jordan Albert; 6 Sennan Fielding. Fastest lap Maini 1m26.271s (101.53mph).
RACE 2 1 Chris Middlehurst 20m39.777s (98.91mph); 2 Maini +0.325s; 3 George Russell; 4 Hyman; 5 Albert; 6 Moore. FL Maini 1m26.863s (100.84mph).
RACE 3 1 Maini 20m37.070s (99.13mph); 2 di Mauro +0.720s; 3 Moore; 4 Fielding; 5 Russell; 6 Rodrigo Fonseca. FL Russell 1m27.328s (100.30mph).
POINTS 1 Russell, 367; 2 Maini, 358; 3 Hyman, 354; 4 Fielding, 338; 5 Will Palmer, 308; 6 Moore, 307.



Fuller's error let Sutton through for a double

VW RACING CUP BRANDS HATCH, AUGUST 30-31 MSVR

Wins like buses for new victor Sutton

DAVID SUTTON NOTCHED UP HIS maiden win and then withstood considerable pressure to complete an impressive double.

After a chaotic start, the first race failed to live up to the mouthwatering prospect of 31 close-matched cars about to be let loose around the sinuous swoops of the GP circuit. Quickest qualifier Sutton fluffed his start in his Scirocco before an error from fellow front-row starter Howard Fuller (Golf) let him back through at Paddock Hill Bend next time round.

Exiting Clearways for the first time,

Paul Dehadray, Chris Knox and Craig Mason were all eliminated in a collision that prompted a safety car.

At the green flag only seven minutes remained to be run at race pace, and this time Sutton led all the way. "It was good to get the monkey off my back," he said, after seeing off a last-lap challenge from Jack Walter-Tully, who had squeezed past James Greenway at Surtees. Points leader Stefan di Resta held on to finish fourth ahead of Lucas Orrock and double champion Joe Fulbrook.

Race two was a start-to-finish

thriller, despite another safety car period after only one lap. At the green flag leader Orrock's Scirocco was jumped by Sutton, with Fulbrook (Golf), Stewart Lines (Scirocco) next and Fuller, who started from 14th place, already up to fifth.

He then passed Lines, Fulbrook and Orrock on successive laps, and briefly hit the front after passing Sutton before running wide and dropping to fourth. On the last lap Sutton just held on to lead a high-speed train of Orrock, Fulbrook and Aaron Mason.

Fuller spun at the last corner and

was hit by James Walker, pitching him into the pitlane entry barrier.

● Kerry Dunlop

RESULTS (11 LAPS) 1 David Sutton (Scirocco R) 21m30.583s (74.66mph); 2 Jack Walker-Tully (Scirocco R) +0.784s; 3 James Greenway (Scirocco R); 4 Stefan di Resta (Scirocco R); 5 Lucas Orrock (Scirocco R); 6 Joe Fulbrook (Golf GTi). **FL** Howard Fuller (Golf GTi) 1m39.648s (87.90mph).

RACE 2 (12 LAPS) 1 Sutton 21m09.011s (82.83mph); 2 Orrock +0.487s; 3 Fulbrook; 4 Aaron Mason (Scirocco R); 5 James Walker (Golf GTi); 6 Stewart Lines (Scirocco R). **FL** Fuller 1m39.558s (87.98mph).

CHAMPION OF BRANDS BRANDS HATCH, AUGUST 30-31 MSVR

Malvern edges CoB thriller

THIS WAS A FITTING FINALE TO the Brands programme, a brilliant race that boiled down to duels between Scott Malvern and Ollie White for the lead and Joey Foster and Ciaran Haggerty for third.

Poleman Malvern led from the start, but White soon squeezed past. The double British single-seater champion fought back immediately as the battle ramped

up, and he even lost his nosecone when he hit White's car.

After a race-long battle in which the initiative swung to and fro, Malvern made the decisive move at Paddock and, after a nudge from White at Clearways, managed to just about hold on as they touched on the drag to the line.

Behind, Foster needed all his considerable racecraft to fend off sustained pressure from Scottish ace Haggerty.

● Kerry Dunlop

RESULTS (10 LAPS) 1 Scott Malvern (Spectrum 011B) 16m16.339s (89.72mph); 2 Oliver White (Van Diemen RF01) +0.047s; 3 Joey Foster (Ray GR14); 4 Ciaran Haggerty (Ray GR14); 5 Jonathan Hoad (Van Diemen RF90); 6 Gaius Ghinn (Van Diemen RF00). **FL** Malvern 1m35.600s (91.63mph).



Malvern squeezed White to win

GINETTA GT5 CHALLENGE BRANDS HATCH, AUGUST 30-31 MSVR

Gamble hits the jackpot

GEORGE GAMBLE INCREASED HIS championship lead with two more victories, while Stuart Pearson continued his G20 winning streak.

Gamble's bid began badly when he and pursuer Dennis Strandberg were hit with a 10-second penalty for jumping the start. Chadwick overtook them both on the road anyway, before the penalties dropped them to fourth and fifth behind Gary Simms and Callum Pointon.

Gamble was gifted a huge advantage in race two when Strandberg and Chadwick collided at Westfield. The Swede finished second but Chadwick was only 13th. Simms held off a late challenge from Pointon to finish third.

Gamble held on to win the third race too, just ahead of Chadwick,



Gamble doubled up at Brands

who put in a stellar drive from the seventh row. Pointon was third, with Strandberg just off the podium.

● Kerry Dunlop

RESULTS (9 LAPS) 1 Ollie Chadwick 15m28.394s (84.91mph); 2 Gary Simms +4.103s; 3 Callum Pointon; 4 George Gamble; 5 Dennis Strandberg; 6 Rob Gaffney. **CW** Stuart Pearson (G20). **FL** Gamble 1m40.962s (86.76mph). **RACE 2 (9 LAPS) 1 Gamble 15m39.525s (83.91mph);** 2 Strandberg +1.022s; 3 Simms; 4 Pointon; 5 Frederick Mortensen; 6 Gaffney. **CW** Pearson. **FL** Chadwick 1m42.211s (85.70mph). **RACE 3 (11 LAPS) 1 Gamble 21m06.425s (76.09mph);** 2 Chadwick +1.653s; 3 Pointon; 4 Strandberg; 5 Simms; 6 Mortensen. **CW** Pearson. **FL** Chadwick 1m41.439s (86.35mph).

SPECIAL SALOONS AND MODSPORTS
DONINGTON PARK, AUGUST 31 CSCC

Dominating Ticehurst at the double

PORSCHE DRIVER MARK TICEHURST continued the superb run of form that has allowed him to dominate the Special Saloons and Modsports field, he and his iconic flame-spitting 935 taking a further two victories at Donington Park last weekend.

In Saturday's opener Ticehurst held off all challengers throughout the 12 laps, taking the laurels by 21s from Joe Ward's thundering 5.7-litre Vauxhall Baby Bertha. Paul Sibley produced his latest giant-killing act with third in his 1600cc Lotus Elan Modsports machine.

On Sunday, Ticehurst made his pole position count fully. On the run down to the first corner he was able to firmly fend off a determined challenge from Danny Morris, which resulted in the Peugeot 309 GTI Turbo driver briefly visiting the gravel trap at Redgate. From then on the Porsche used its prodigious power to maximum effect, pulling relentlessly away from the pursuing Sibley, who settled into second.

Behind the Elan a close but fair scrap developed between Steven Moss (Ford Anglia), David Brewis

(Suzuki SC100 Modsports) and Peter Stevens's former Thundersaloons Vauxhall Carlton. As the race progressed Morris fought back, closing on the three-way battle for third and taking the spot on lap four.

With the Peugeot heading into the distance Moss, Brewis and Stevens seemed spurred into even greater efforts to overtake one another.

Stevens attacked Moss at Redgate and made the pass stick at Coppice half a lap later, but slowed on the final lap and coasted over the line in sixth.

● Ian Harden

RESULTS (12 LAPS) 1 Mark Ticehurst (Porsche 935) 15m12.454s (93.69mph); 2 Joe Ward (Vauxhall Baby Bertha) +21.621s; 3 Paul Sibley (Lotus Elan); 4 Danny Morris (Peugeot 309 GTi);

5 Peter Stevens (Vauxhall Carlton TS); 6 Steven Moss (Ford Anglia Spaceframe). **Class winners** Ward; Sibley; David Brewis (Suzuki SCS100); Martin Baker (Hillman Imp Spaceframe). **Fastest lap** Ticehurst 1m14.789s (95.26mph). **RACE 2 (16 LAPS)** 1 Ticehurst 15m05.815s (94.38mph); 2 Sibley +13.443s; 3 Morris; 4 Moss; 5 Brewis; 6 Stevens. **CW** Moss; Sibley; Brewis; Baker. **FL** Ticehurst 1m14.454s (95.69mph).

Spectacular 935
remains the car to
beat in the CSCC

SWINGING SIXTIES DONINGTON PARK, AUGUST 31

Ginetta pairing eases clear...

A VARIED FIELD OF ICONIC 1960s sportscars lined up on the grid for the Swinging Sixties race, which Stuart McPherson and Mark Halstead dominated.

McPherson started the race and seized the initiative from the lights, putting the nose of his Ginetta G4 ahead of Chris Petch's Triumph TR5 through Redgate. From then on he pushed the 1500cc machine very hard, stretching his lead to 20s after lap four and doubling it by lap nine.

Behind, a tussle developed between Petch, Will Hodges (Lotus 7 S2), Ben Gough's Marcos 3-litre and Adam Cunningham (Austin Healey Sprite). With their lead now over one minute, the Ginetta pairing performed a trouble-free driver change and

Halstead kept up the pressure to the flag, winning by 48.2 seconds.

Hodges picked off his rivals one by one – helped when Petch's Triumph retired – to take second, with Cunningham holding on to take third.

● Ian Harden

RESULTS (26 LAPS) 1 Stuart McPherson/Mark Halstead (Ginetta G4) 1h00m24.811s (76.49mph); 2 Will Hodges (Lotus 7 Series 2) +48.230s; 3 Adam Cunningham (Austin Healey Sprite); 4 Bill Watt (Lotus Elan); 5 Ben Gough/Iain Daniels (Marcos 3-litre); 6 Tim Cairns (Austin Healey Froggy Sprite). **CW** Hodges; Cunningham; Gough/Daniels; Steve Pickering (Sunbeam Tiger); Stuart Daburn (Triumph GT6); Julian Gamage (Opel GT); Norman Davidson-Kelly (Jaguar E-type); Gary Weston (MGB Roadster). **FL** McPherson/Halstead 1m20.646s (88.04mph).



CLASSICK SERIES DONINGTON PARK, AUGUST 31 CSCC

...and bags brace in Elan

WITH SWINGING SIXTIES VICTORY chalked up, Mark Halstead and Stuart McPherson switched focus to the weekend's longest race.

Swapping to a Lotus Elan and reversing the order of driving duties, they took their second win in the one-hour Classic K encounter. Halstead led from the lights and extended the gap throughout his stint at the wheel. Try as he might Allen Tice (Marcos 1800 GT) could not keep pace and had to fend off Mike Gardiner/Niki Faulkner's Ford Falcon.

A faultless driver change sealed the win for the Elan pairing and they took the flag 56.4 seconds

ahead of Tice. David Holroyd (Elan) claimed third in the closing laps after Faulkner's Falcon slowed.

● Ian Harden

RESULTS (42 LAPS) 1 Stuart McPherson/Mark Halstead (Lotus Elan S2) 1h0m24.811s (82.55 mph); 2 Alan Tice (Marcos 1800 GT) +56.460s; 3 David Holroyd (Elan); 4 Mike Gardiner/Niki Faulkner (Ford Falcon); 5 Michael Gray/Kallum Gray (Jaguar E-type); 6 Brian Lambert (MGB Roadster). **CW** Gardiner/Faulkner; Lambert; Gray/Gray; Michael Burtt/Steve Monk (Porsche 911); Steve Chapman (Triumph TR4 SLR); Andrew Somerville/John Andon (TR4); Chris Blewett (Ginetta G12). **FL** Halstead/McPherson 1m23.058s (85.77mph).



O'Neill (39) fought through for double on guest outing

MX5 SUPERCUP OULTON PARK, AUGUST 30 BRSCC

Ex-BTCC ace O'Neill crashes MX5 party

THE UNDOUBTED HERO OF THE weekend in the Mazda MX5 Supercup was guest driver and series returnee Paul O'Neill, but among the pre-race focus on the ex-British Touring Car ace it was championship leader Abbie Eaton who put her car on pole.

The Anglesey dominator was followed by a pumped-up Mike Comber, who was disqualified at Anglesey for a shifter deemed incompatible with the rules, with MX5 stalwart Tom Roche heading O'Neill on the second row.

The first instalment produced some of the closest racing possible, with the top four separated by less than a second for most of the running. The top four of Roche, Eaton, O'Neill and Comber were

interchangeable lap after lap. When they came across the line for the final time, it looked like O'Neill had left it too late to pass Roche, who was a couple of car lengths ahead, but as they exited Lodge the pair were side-by-side. The finish was so close that the timing screen changed four times before it named the winner as O'Neill by 0.031s ahead of Roche.

The quartet was similarly close in race two. Comber worked his way up from the back of the grid and was momentarily a part of the lead fight, but contact with Eaton led to him being disqualified after the race.

Deja vu set in on the penultimate lap as again O'Neill came in to Lodge a few car lengths behind Roche, but coming off the corner the ITV

presenter outdragged Roche to the finish once more, this time by the bigger margin of 0.150s.

"That Tom is one of the fastest lads I've ever come across in any racing to be honest, club level or even international," said O'Neill after the race, who put his late charges down to Roche's ailing engine.

● Jack Benyon

RESULTS (10 LAPS) 1 Paul O'Neill 20m28.213s (78.90mph); 2 Tom Roche +0.031s; 3 Abbie Eaton; 4 Matt Davies; 5 Liam Murphy; 6 John Davies.
FL O'Neill 2m00.704s (80.28mph).
RACE 2 (8 LAPS) 1 O'Neill 17m10.593s (75.22mph); 2 Roche +0.150s; 3 Davies; 4 John Davies; 5 Liam Murphy; 6 Eaton.
FL M Davies 2m03.596s (78.41mph).

FORMULA FORD 1600 OULTON PARK, AUGUST 30 BRSCC

Van Diemen trio cleans up at Oulton

THE FORMULA FORD NORTHERN AND National championships came together again at Oulton, with the Northern series retaining its Pre-'90 and Post-'89 split while all eras ran together in the National event.

Chris Hodgen had pole for the Pre-'90 race that opened the meeting, but championship leader Jamie Jardine made an excellent start from third, with Josh Fisher absent ahead of him on the grid, and immediately challenged title rival Hodgen.

On lap three Stuart Jones got onto Jardine's tail, which in turn forced him to defend and allowed Hodgen to build up a considerable margin. Jones got ahead of Jardine at the halfway point, settling the podium positions with Hodgen comfortably ahead.

Stuart Gough had to work hard for the Post-'89 victory, passing James Raven twice — first at Old Hall and again at Cascades after his rival had briefly taken the lead back in between.



Gough (29) had to pass Raven twice to win Post-'89 race

Championship leader David McArthur had to settle for rounding out the podium spots, but he took a sensational win in the National event, after a late-race clash.

In a display of dominance unusual for FF1600, Raven had driven away at the front of the field and looked set for a clear victory, before a rose joint failure put him off the track, and left him to recover to fifth.

Gough and McArthur then collided at Lodge on the last lap, with McArthur emerging first to claim the win and Gough relegated to second. Jardine finished last, but has all but sealed the Pre-'90 National championship.

● Jack Benyon

RESULTS PRE-'90 (11 LAPS) 1 Chris Hodgen (Van Diemen RF89) 20m21.494s (87.27mph); 2 Stuart Jones (Reynard 89FF) +7.693s; 3 Jamie Jardine (Reynard 84FF); 4 Jaap Blijleven (88FF); 5 Stuart Dix (Reynard Lightning); 6 Matthew Cowley (88FF). **CW Jardine; Dix; Sam Binfield (Titan MK6). FL Hodgen 1m50.004s (88.09mph).**
POST-'89 (11 LAPS) 1 Stuart Gough (RF92); 2 James Raven (Ray GR13/14) +0.086s; 3 David McArthur (Van Diemen LA10); 4 Pedro Matos (Van Diemen RF92); 5 Douglas Crosbie (Van Diemen RF00); 6 Tom McArthur (Van Diemen LA10). **CW Raven. FL Raven 1m48.765s (89.10mph).**
NATIONAL (8 LAPS) 1 McArthur 16m14.492s (79.55mph); 2 Gough +7.527; 3 Josh Fisher (Reynard 89); 4 Luke Williams (GR13); 5 James Raven (GR13/14); 6 Martin Short (JL012K). **CW Gough; Fisher; Dix; Binfield. FL Raven 1m57.980s (82.14mph).**



In brief

New Millennium

Dean Cook's TVR Sagaris stormed to victory in the inaugural New Millennium and Puma Cup race at Donington Park. With championship status mooted for 2015, an encouraging 14 cars started, but the day went awry immediately for polesitter Tim Davis (above) when he slid his TVR Tuscan into the gravel trap and lost nine laps. Cook thus beat Kal Ezzat's BMW M3 to victory.

Magnificent Sevens

Steve Owen (Caterham Seven Blackbird) took his maiden race win in the Group 1 encounter at Donington, holding off Wesley Cox's Supersport 1600 version on the run to the finish. Pascal Green (Caterham C400) won the Group 2 race at a canter after taking the lead at the Old Hairpin on lap one. Anthony Bennett (R300) edged a tight battle with Paul Ratcliff (C400) for second.

Formula Jedi

Championship leader Andrew Dunn and title contender Dan Clowes shared the Formula Jedi race victories at Oulton. Dunn won the first race even after a late-race safety car bunched up the order, making it five in a row following doubles at Snetterton and Brands Hatch. Clowes jumped from fifth to first at the start of race two, and held off Dunn at the finish.

Porsche Championship

Jonathan Greensmith continued his fantastic run of form, taking an Oulton double and his fifth win on the bounce after sweeping the triple-header at Anglesey. Greensmith made race one difficult for himself with a poor getaway. He passed Richard Avery late on to win, and then drove away into the distance in race two, again ahead of Avery.

XR Challenge

A returning Steve Poole (below) took full advantage of the absence of frontrunning XR brothers Mark and Simon Robinson at Oulton, as he earned two hard-fought victories. Tony Rudd, who stood to benefit most from the absences, took a pair of seconds to advance his title bid going into the final five races.





Robinson's latest double has put him on the brink of the club series' crown

CLIO CUP SERIES SNETTERTON, AUGUST 30-31 BARC

Robinson on the cusp of inaugural title

HAVING BOLSTERED HIS POINTS LEAD with a double victory last time out at Brands, Renault Clio Cup Series leader Mike Robinson repeated the feat in Norfolk to put one hand on the series trophy.

Robinson led throughout in a cracking opener despite constant pressure from behind. He headed a five-car train in the opening laps, with Brett Smith spearheading the early chase. Advancing fast was UK Clio Cup race winner Anthony Whorton-Eales, who surged from fifth to third on lap four with an audacious move past Luke Herbert

and Paul Streather at Montreal. He went one better on lap six when Smith tried a late-braking move at the same corner that didn't come off.

The momentum was firmly with Whorton-Eales, who briefly hounded the leader, only to lock up and drop back to fourth, his challenge blunted. Second-placed Herbert kept up the pressure on the leader, but couldn't deny him his sixth win this year.

Robinson again monopolised the top spot in the second race. Whorton-Eales was among the vanguard of the chasing pack once more, rising from sixth to third in the

opening corners before setting off after the leaders.

He wasted little time slicing past second-placed David Dickenson before charging after Robinson, slashing his deficit to 0.5s with two laps left before suffering a puncture at the high-speed Coram bend. A grateful Dickenson therefore just held off Smith and Herbert for second.

In the race for the Road-car class only, just three of the five starters made it past lap one. Anton Spires added to his earlier class success to win the race and claim the class title. ● Oliver Timson

RESULTS RACE 1 - ALL CLASSES (10 LAPS)

1 Mike Robinson 21m55.422s (81.25mph); 2 Luke Herbert +0.668s; 3 Brett Smith; 4 Ant Whorton-Eales; 5 David Dickenson; 6 Paul Streather. **Class winners** Ben Davis; Anton Spires; Jonathan Creasey.

Fastest lap Herbert 2m09.667s (82.42mph).

RACE 2 - RACE CLASS (9 LAPS) 1 Robinson

21m01.497s (76.25mph); 2 Dickenson +3.414s; 3 Smith; 4 Herbert; 5 Davis; 6 Ollie Pidgley. **CW** Davis. **FL** Whorton-Eales 2m08.656s (83.07mph).

RACE 3 - ROAD CLASS (9 LAPS) 1 Spires

21m40.262s (73.97mph); 2 Nic Harrison +25.915s; 3 Sarah Franklin; no other finishers. **FL** Spires 2m23.167s (74.65mph).

HISTORIC V8s SNETTERTON, AUGUST 30-31 BARC

Patience a virtue for Lane

THE EVOCATIVE HISTORIC V8s provided a visual and acoustic treat, albeit with steadily depleting grids over the trio of races.

It was survival of the fittest in the opener, with poleman John Wilson's MGB, Rikki Cann's Aston and Cheng Lim's Cobra expiring as Nick Taylor's Cobra beat Simon Lane's scarlet Camaro to victory.

Taylor won again in race two after overtaking Lane on the last lap, crossing the line a fraction clear. Lane bounced back in race three, claiming victory after holding off the attack of Andrew Knight's ASCAR. The fearsome Corvette piloted by Mark Wright had looked like mounting a late challenge, but spun at Agostini.

● Oliver Timson

RESULTS (10 LAPS) 1 Nick Taylor (GD Cobra 289) 22m08.609s (80.45mph);

2 Simon Lane (Chevrolet Camaro) +7.796s; 3 John Young (Chevy Corvette); 4 Chris Tilly (MG); 5 Terry Gisbourne (De Tomaso); 6 Andrew Knight (ASCAR). **CW** Lane; Young; Gisbourne. **FL** Taylor 2m08.622s (83.09mph). **RACE 2 (9 LAPS)** 1 Taylor 20m19.379s (78.88mph); 2 Lane +0.161s; 3 Knight; 4 Young; 5 Tilly; 6 Gisbourne. **CW** Lane; Knight; Young. **FL** Taylor 2m11.991s (80.97mph). **RACE 3 (10 LAPS)** 1 Lane 22m02.242s (80.83mph); 2 Knight +7.596s; 3 Mark Wright (Corvette); 4 Taylor; 5 Tilly; 6 Gisbourne. **CW** Knight; Taylor. **FL** Wright 2m08.477s (83.19mph).



CLUBMANS CUP SNETTERTON AUGUST 30-31 BARC

Charteris steers route to dominant Snett double

MARK CHARTERIS STAMPED HIS authority on the opening Clubmans Cup race from the start, and eventually took the flag half a minute ahead of his closest challenger.

That was Michelle Hayward, who made up ground in the chase for the Sports 1600 title with a strong second overall, three places clear of points rival Howard Payne. Between them came Chris Pickering in third and a charging Marcus Bicknell. Further back, Michael Day battled back from an opening-lap off at Palmer to claim sixth.

Charteris had to pit on the formation lap when his Mallock stuck in gear, but he joined the fray in time



to claim a decisive lead with half the race remaining. Pickering and Bicknell completed the top three.

● Oliver Timson

RESULTS (BOTH 9 LAPS) 1 Mark Charteris (Mallock Mk20/21) 17m38.433s (90.88mph); 2 Michelle Hayward (Mallock Mk27) +37.233s; 3 Chris Pickering (Mk27 EBC); 4 Marcus Bicknell (Mallock Mk35); 5 Howard Payne (Mallock Mk20B Phoenix); 6 Michael Day (Mallock Mk26). **CW** Hayward; Bicknell; Barry Webb (Mallock Mk16BW). **FL** Charteris 1m54.938s (92.98mph). **RACE 2** 1 Charteris 18m00.940s (88.98mph); 2 Pickering +20.146s; 3 Bicknell; 4 Hayward; 5 Payne; 6 Alan Cook (Mk20B/21). **CW** Pickering; Bicknell; Webb. **FL** Charteris 1m56.769s (91.53mph).

FORMULA RENAULT BARC
SNETTERTON, AUGUST 30-31 BARC

Fittipaldi run continues as rivals falter

THREE WINS UNDERLINED THE potential of BARC Formula Renault frontrunner Pietro Fittipaldi as he moved closer to clinching the title.

Having qualified third for race one and slotted in behind front-row men Alex Gill and Piers Hickin at the start, the Brazilian looked like having a fight on his hands, though his path was quickly cleared when the top two were handed drive-through penalties for jumped starts.

Fittipaldi made the most of the break, pulling away from new second and third-placed drivers Tarun Reddy and Matteo Ferrer to win comfortably.



Fastest qualifier Gill was undone by starts

Gill was tripped up by the start again in race two, stalling on pole and dropping to the back. Once more Fittipaldi grabbed the lead before pulling steadily away to take his eighth win of the year.

Hickin secured second ahead of fast-starting Reddy, who made the podium despite being penalised for exceeding track limits, while a

recovering Gill salvaged fourth.

It proved to be third-start lucky for Gill in the finale as he moved cleanly away from the grid into third before surging past Hickin to claim second and hound leader Fittipaldi's rear wing. But Fittipaldi held on for an eighth successive win with his MGR Motorsport-run car.

● Oliver Timson

RESULTS (ALL 12 LAPS) 1 Pietro Fittipaldi 22m22.193s (95.55mph); 2 Tarun Reddy +9.202s; 3 Matteo Ferrer; 4 Alex Gill; 5 Travis Jordan Fischer; 6 Piers Hickin. **FL** Fittipaldi 1m50.455s (96.76mph). **RACE 2 1 Fittipaldi 22m22.013s (95.57mph);** 2 Hickin +7.120s; 3 Reddy; 4 Gill; 5 Fischer; 6 Ferrer. **FL** Fittipaldi 1m50.540s (96.68mph). **RACE 3 1 Fittipaldi 22m27.242s (95.19mph);** 2 Gill +0.547s; 3 Hickin; 4 Reddy; 5 Fischer; 6 Colin Noble. **FL** Gill 1m51.028s (96.26mph).



Fittipaldi has swept the board three meetings in a row



In brief

Junior Saloons

Alex Day looked on course for another win in the opening Junior Saloon race at Snetterton, only to be disqualified due to engine irregularities, handing victory to points leader James Dorlin. Ben Colburn (above) was always in control of race two ahead of a storming Day, who came from a pitlane start to claim second.

GRDC

Charles Ferguson extended his unbeaten record in Ginetta's novice series by holding closest rivals John Wall and Gregory Stuart at bay in the opening two Snetterton contests. Business commitments meant he missed a cracking finale in which Stuart battled back after an early spin to reel in the leaders, only to spin again as race-long leader Wall clinched top spot.

Max 5

Paul Roddison converted pole to victory in the MX5 opener, pulling clear to win convincingly at Snetterton as the chasing pack scrapped. Simon Fleet just avoided a late coming-together with Ian Loversidge to take second. Adam Read edged a lively scrap for Class B. Roddison overhauled early leader Jonathan Halliwell to win again in race two and, with Halliwell fading, Fleet came through to take another runner-up spot.

NW Sports Saloons

Garry Watson's Westfield made the best start in a red-flag-interrupted race one at Cadwell Park, but could only hold off Paul Rose's Saker as far as the fourth lap, with Steve Harris (Saker) a solitary third. Watson was a lights-to-flag winner in the second race and, with Rose absent, Harris was secure in second, with Paul Dobson (Mazda RX7) third.

Superkarts Grand Prix

Liam Morley romped to a dominant Superkarts Division 1 win at Cadwell Park, with Gavin Bennett and Carl Hulme (pictured) holding station throughout in second and third. Bennett topped a terrific three-way fight in the F250s, while Chris Needham dominated the F125 encounter.



SPORTS AND SALOONS CADWELL PARK, AUGUST 30-31 BARC

Saker ace Rose in full bloom at the Park

PAUL ROSE AND GRAHAM DAVIDSON set the pace in the Class A & E races and shared the victory spoils.

Rose's Saker held the advantage in race one until Davidson hauled his Noble alongside through Hall Bends on lap five and made it past at Barn. His advantage did not last long though – when they arrived at the Mountain a lap later he spun away his lead and Rose was in the clear.

Joe Spencer's Locosaki was second and Davidson recovered to oust Paul Brydon from third at

Mansfield on the penultimate lap.

Rose led race two until he slowed on the Mountain due to confusion over yellow flags and a disappearing safety car, which handed Davidson a decisive advantage. Spencer was third again with Brydon fourth.

Both multi-class races were led from the start by Michael Cutt's BMW M3. Andrew Morrison (SEAT Leon Cupra) piled on the pressure and he led from Mansfield on the third lap. Morrison attacked again in the second race, but Cutt had it covered and took victory by 0.575s.

The class-winning Saxo of Paul Moss had a solitary race one to third place, but had to fight back to regain the place in race two, having run wide at Charlies on the opening lap.

● Peter Scherer

RESULTS (CLASSES A&E) (11 LAPS) 1 Paul Rose (Saker) 17m03.405s (84.62mph); 2 Joe Spencer (Locosaki) +3.618s; 3 Graham Davidson (Noble M400); 4 Paul Brydon (BMW M3); 5 Colin Simpson (Marcos Mantis); 6 Chris Whiteley (Ginetta G50). **CW** Spencer; Neil Finnighan (Caterham R400); Vic Lord (Lotus Elise). **FL** Rose 1m29.520s (87.94mph). **RACE 2 (10 LAPS) 1 Davidson 15m17.403s (85.82mph);** 2 Rose +8.947s; 3 Spencer; 4 Brydon; 5 Simpson; 6 David Botterill (Porsche 944 Turbo). **CW** Spencer; Finnighan; Lord. **FL** Davidson 1m29.051s (88.41mph). **CLASSES B-D, F&H (8 LAPS) 1 Andrew Morrison (SEAT Leon Cupra) 13m08.984s (79.83mph);** 2 Michael Cutt (BMW M3) +2.905s; 3 Paul Moss (Citroen Saxo); 4 Mark Dawson (VW Corrado); 5 Stephen Kell (Ford Sierra XR4); 6 Clinton Ewen (Austin Mini). **CW** Moss; Ewen; Martin Whitehouse (BMW 318is). **FL** Morrison 1m37.030s (81.14mph). **RACE 2 (11 LAPS) 1 Cutt 18m07.539s (79.63mph);** 2 Morrison +0.575s; 3 Moss; 4 Kell; 5 Dawson; 6 Kirk Armitage (SEAT Ibiza Coupe). **CW** Moss; Ronnie Haines (Ford Escort RS). **FL** Morrison 1m37.161s (81.03mph).



Rose beat Davidson in race one



Kirkistown in brief

Formula Vee

Adam Macaulay (above) has been the class of the field at all of the Kirkistown Formula Vee races this year and he maintained his winning record, leading all the way with only Jimmy Furlong to keep him company at the front. Third place went to Sean Newsome, who had earlier taken a runaway win over Anthony Cross in the B race.

Roadsports

Jim Larkham and his Radical dominated, with minimal opposition in the opener as Stephen Donnelly's Honda-powered S&D challenged before suffering a misfire. John Benson and his Crossle placed third in race one, and second in race two. Graham Moore took the one-litre win in the first race and Mark Francis did likewise in the second.

Fiestas

Mondello regular Keith Dawson appeared in a Kirkistown Fiesta race for the first time and left as a double winner, although he had to fight every inch of the way. Ryan Campbell led the pursuers at the finish both times, but Shane McFadden, Alastair Kellett and Andrew Blair all had a role in an entertaining fight.

Formula Sheane

With the ever-competitive Brian Hearty absent on wedding duties, Kevin Sheane led for most of the Formula Sheane race. However the returning Enda O'Connor, whose race appearances have been very occasional in recent years, hit the ground running and kept Sheane honest all the way. Paul McLoughlin took the final podium position.

HRCA Historics

With Jackie Cochrane's mighty Sunbeam Tiger on pole for both races the outcome was never really in doubt, but Bernard Foley led the dry first race for a few laps in his MGB before the Tiger got into its stride. John McCandless, guesting in his S2000 Crossle, took third in both cases. Race two was run in very wet conditions, but the canny Cochrane (below) still managed to win, even though Tigers don't usually like getting their paws wet.



Dubliner Murray won the title in fine style

FORMULA FORD 1600 KIRKISTOWN, AUGUST 30 500MRCI

Magnificent Murray bags title with brace

NIALL MURRAY NEEDED ONE SOLITARY point from Kirkistown on Saturday to clinch the Northern Ireland title, and by the time the shortened qualifying period was over he had the job done, claiming pole position for both races and the extra points that go with it.

He could have gone straight home, but that's not the talented Dubliner's way, and he continued to take a brace of victories in mixed conditions.

Morgan Dempsey led the chasing pack in the dry first race with Neville Smyth, Jake Byrne and Adrian Pollock in pursuit. Missing after the first lap was Alan Davidson who, after a strong start, found himself shuffled

down the pack in the first few corners and then outbraked himself at the Hairpin. He torpedoed Tom O'Connor, whose RF90 ended up inverted without injury to the driver.

Race two was run on a damp but drying track, and while Murray continued on his majestic way, there was some excitement behind. Davidson, his Mondiale repaired, held second initially, but Byrne was on a mission from the third row and picked off the pack one by one to emerge in a strong runner-up spot, taking fastest lap along the way. He was even reeling Murray in at the finish, while behind Davidson

placed third ahead of Pollock, Dempsey and Smyth.

● Richard Young

FORMULA FORD 1600 (14 LAPS) 1 Niall Murray (Van Diemen LA10); 2 Morgan Dempsey (Van Diemen RF00) +3.842s; 3 Neville Smyth (Ray GR09); 4 Jake Byrne (Ray GR13); 5 Adrian Pollock (Van Diemen DP08); 6 Rod McGovern (Van Diemen RF99). Class winners David Nicholl (Reynard 89FF); Arnie Black (Crossle 32F). **Fastest lap** Smyth 1m01.738s (88.163mph). **RACE 2 (15 LAPS) 1 Murray; 2 Byrne +8.786s; 3 Alan Davidson (Mondiale M89S); 4 Pollock; 5 Dempsey; 6 Smyth. CW** Davidson; Black. **FL** Byrne 1m06.609s (81.716mph)

2CV 24 HOURS ANGLESEY, AUGUST 30-31 BARC

SeaLions triumph behind foreign legion

THE 2CV 24 HOURS SWITCHED FROM Snetterton to Anglesey for the first time and while the top European Proto-Hybrid class runners, led by GT Racing Team BNLL, headed to a dominant 1-2-3 overall, the battle for UK honours raged to the end.

Team SeaLion and Team Happy Days were the two crews that fought for the lead of the more conventional 2CVs in the opening five hours. But Team Happy Days was given a 30-second penalty for disregarding a call to fix its faulty rear lights, beginning a catalogue of woe that dropped its quartet out of the reckoning.

Porky Boys then took up the

challenge and began to close in on the 2014 series champions. But Peter Rundle, Pete Sparrow, Jon Davis and Paul Rowland were not to be denied, and after a race-long battle defeated their Porky rivals by just a single lap.

That rounded out their season in final style, ending 2014 with the triple crown of 24-hour glory, the teams' championship and drivers' title, with Rundle's class pole position lap giving him the valuable bonus points to take the title from team-mate Sparrow.

Team Happy Days' issues opened the door for 2013 winners Team Stinky to move into third place, while the Team ECAS and MIM Racing crews ran steadily through the night



SeaLion squad was best of the Brits

and eventually crossed the line fourth and sixth, to sandwich the now-unhappy erstwhile frontrunners.

Pre-race favourites Crisis Racing brought both their cars home into the top 10, and stalwarts of the 2CV championship Hollis Motorsport grabbed their highest-ever finish in the 24 hours in 10th place.

● Jake Sanson

RESULTS (908 LAPS) 1 GT Racing Team BNLL (DeBonhomme/Brevien/Kodeck/Gallewr/Lugens) 24h00m40.576s; 2 AG Racing Box (Abrahams/Maes/Blaise/Jammet) -23 laps; 3 Beaufort 1 (Van Gysegem/Wathelet/Beaufort/Vynckier); 4 Team SeaLion (Rundle/Rowland/Sparrow/Harrod); 5 Porky Boys (Jaques/Rottenburg/Lambert/Lambert); 6 Slarky Malarky (Miles/Tervet/Slark/Slark). CW Team SeaLion; Slarky Malarky. **FL** Beaufort 1 1m28.598s (62.89mph).



Belgian squad took overall honours

NATIONAL RESULTS ROUND-UP

DONINGTON PARK AUGUST 30-31, CSCC



NEW MILLENNIUM/PUMA CUP (30 LAPS) 1 Dean Cook (TVR Sagaris) 40m20.384s (88.30mph); 2 Kal Ezzat (BMW M3) +23.003s; 3 Rodger Card/James Card (BMW M3 E46); 4 Nigel Ainge/Mike Jordan (Honda Integra DC5); 5 George Wright (Porsche 911); 6 Alan Broad/James Broad (BMW M3). **Class winners** Ezzat; Ainge/Jordan; Broad/Broad; Ben Eacock/Alex Eacock (Ford Puma). **Fastest lap** Tim Davis (TVR Tuscan) 1m16.614s (92.99mph).

MAGNIFICENT SEVENS GROUP 1 (29 LAPS) 1 Steve Owen (Caterham Seven Blackbird) 40m56.505s (84.10mph); 2 Chris Bingham/Wesley Fox (Caterham Supersport) +0.580s; 3 Robert Springate/David Rowe (Supersport Sigma); 4 Rick Potter/Alex Potter (Supersport); 5 Wayne Crabtree/Oliver Clarke (Caterham Sigma); 6 Carl Nairn (Caterham Roadsport). **CW** Fox/Bingham; Nairn; Jason Garrett/Neil Garner (Supersport); Martin Whitlock/Matthew Slade (Tiger Avon). **FL** Owen 1m20.144s (88.89mph). **GROUP 2 (29 LAPS)** 1 Pascal Green (Caterham C400) 40m40.678s (90.49mph); 2 Anthony Bennett (Caterham R300) +28.285s; 3 Peter Ratcliff (C400); 4 Mark Rider (C400); 5 Julian Sage (Caterham Seven); 6 Simon Smith (Caterham CSR). **CW** Rider; Sage; Mike Aikens (CSR); Gerry Fincham/Brad Fincham (R400). **FL** Green 1m14.317s (95.86mph).

FUTURE CLASSICS (29 LAPS) 1 Alec Livesley (Jensen Healey) 40m51.200s (84.29mph); 2 Rodger Card/James Card (BMW M3 E30) +20.645s; 3 Clive Bailey/Paul Black (Mazda MX5 BBR Turbo); 4 Martyn Adams (Triumph TR7 V8); 5 Neil Harvey/James Neal (Porsche 964 Carrera 2); 6 Matthew Lewis (Marcos Mantula). **CW** Adams; Harvey/Neal; Livesley; Jason Jones/Tony Jones (Toyota MR2). **FL** Bill Lancashire/Howard Lancashire (TVR Tuscan) 1m19.795s (89.28mph).

SPORTS VS SALOONS (23 LAPS) 1 Anthony Bennett (Caterham R300) 30m50.749s (88.54mph); 2 Simon Smith (Caterham CSR) +4.051s; 3 Pascal Green (Caterham C400); 4 Richard Carter (R300 Superlight); 5 Carl Woodwiss (R300); 6 Paul O'Reilly (R300). **CW** Green; Steve Owen (Caterham Seven Blackbird); Wesley Fox/Chris Bingham (Caterham Supersport); Alistair Dyson (Jaguar XJ40). **FL** Smith 1m15.319s (94.59mph).

OULTON PARK AUGUST 30, BRSCC



XR CHALLENGE (10 LAPS) 1 Steve Poole (Fiesta XR2) 21m16.713s (75.90mph); 2 Tony Rudd (XR2) +1.439s; 3 Mark Buxton (XR2); 4 Lee Shropshire (XR2); 5 Peter Lancaster (XR2); 6 Lee Bowren (Escort XR3i). **CW** Bowren; Wayne Macaulay (Fiesta ST); Josh Orr (XR2). **FL** Macaulay 2m06.159s (76.81mph). **RACE 2 (9 LAPS)** 1 Poole 20m02.884s (72.51mph); 2 Rudd +10.264s; 3 Buxton; 4 Jack Minshaw (XR2); 5 Lancaster; 6 Shropshire. **CW** Peter Cruickshank (Fiesta ST); Steven Gray (XR2). **FL** Poole 2m06.003s (76.91mph).

FORMULA JEDI (11 LAPS) 1 Andrew Dunn 20m33.223s (86.44mph); 2 Scott Stevens +1.061s; 3 Michael Watton; 4 Jack Lang; 5 Paul Butcher; 6 Matthew Ryder. **FL** Dunn 1m37.477s (99.42mph). **RACE 2 (10 LAPS)** 1 Dan Clowes 16m43.144s (96.60mph); 2 Dunn +0.627s; 3 Lang; 4 Watton; 5 Alok Iyengar; 6 Ryan Harper-Ellam. **FL** Dunn 1m37.766s (99.12mph).

PORSCHE CHAMPIONSHIP (10 LAPS) 1 Jonathan Greensmith (Boxster) 20m04.106s (80.48mph); 2 Richard Avery (Boxster) +1.179s; 3 Garry Lawrence (Boxster); 4 Nick Hull (Boxster); 5 Adam Croft (Boxster); 6 Ben van den Bos (Boxster). **CW** Jayson Flegg (Boxster); Alastair Kirkham (924). **FL** Avery 1m59.208s (81.29mph). **RACE 2 (8 LAPS)** 1 Greensmith 15m59.405s (80.81mph); 2 Avery +3.543s; 3 Ed Hayes (Boxster); 4 Hull; 5 van den Bos; 6 Lawrence. **CW** Flegg; Simon Hawksley (924). **FL** Hayes 1m57.972s (82.14mph).

SNETTERTON AUGUST 30-31, BARC



GINETTA RACING DRIVERS CLUB - All Ginetta G40s (8 LAPS) 1 Charles Ferguson 19m23.356s (73.49mph); 2 John Wall +1.655s; 3 Gregory Stuart; 4 Shawn Fleming; 5 Gary Wager; 6 Andy Bradshaw. **FL** Stuart 2m22.454s (75.02mph). **RACE 2 (9 LAPS)** 1 Ferguson 21m34.339s (74.31mph); 2 Stuart +1.175s; 3 Wall; 4 Fleming; 5 Wager; 6 Bradshaw. **FL** Stuart 2m21.892s (75.32mph).

RACE 3 (9 LAPS) 1 Wall 21m53.340s (73.24mph); 2 Wager +0.851s; 3 Fleming; 4 Stuart; 5 Bradshaw; 6 Matt Lowe. **FL** Stuart 2m21.869s (75.33mph). **MAXS - All Mazda MX5 Mk3s unless stated (BOTH 9 LAPS)** 1 Paul Roddison 21m18.708s (75.22mph); 2 Simon Fleet +3.726s; 3 Thomas Collins; 4 Jonathan Halliwell; 5 Ian Loversidge; 6 Jonathan Cryer. **CW** Adam Read (MX5 Mk1). **FL** Fleet 2m20.858s (75.87mph).

RACE 2 1 Roddison 21m14.179s (75.49mph); 2 Fleet +2.213s; 3 Collins; 4 Loversidge; 5 Halliwell; 6 Cryer. CW Read. **FL** Fleet 2m19.618s (76.55mph). **JUNIOR SALOONS - All Citroen Saxo VTRs (BOTH 9 LAPS)** 1 James Dorlin 22m23.996s (71.57mph); 2 Ben Mills +9.917s; 3 Ben Colburn; 4 Benn Tilley; 5 Charlie Kennedy; 6 Charlie Morgan. **FL** Colburn 2m26.858s (72.77mph). **RACE 2 1 Colburn 22m10.866s (72.27mph); 2 Alex Day +3.296s; 3 Tilley; 4 Scott Mitchell; 5 Brad Hutchinson; 6 Dorlin. FL** Day 2m25.743s (73.33mph).

CADWELL PARK AUGUST 30-31, BARC



CNC HEADS NORTH WEST SPORTS SALOONS (5 LAPS) 1 Paul Rose (Saker) 7m41.135s (85.36mph); 2 Garry Watson (Westfield SEIW) +7.267s; 3 Steve Harris (Saker); 4 Philip Duncan (Westfield SEIW); 5 Paul Dobson (Mazda RX7); 6 Chris Whiteley (Ginetta G50). **CW** Watson; Dobson; Steven Hibbert (Lotus Sport Elise); Mike Nash (Peugeot 106 Rallye). **FL** Rose 1m30.517s (86.98mph). **RACE 2 (14 LAPS)** 1 Watson 22m05.002s (83.15mph); 2 Harris +1.661s; 3 Dobson; 4 Duncan; 5 Steve Owen

(Westfield SE); 6 Brian Dean (Westfield SE). **CW** Harris; Dobson; Hibbert; Nash. **FL** Watson 1m31.564s (85.98mph). **BRITISH GRAND PRIX SUPERKARTS (DIVISION 1 & F450) (11 LAPS)** 1 Liam Morley (Anderson/DEA) 15m10.994s (95.06mph); 2 Gavin Bennett (Anderson/DEA) +15.783s; 3 Carl Hulme (Anderson/FPE); 4 Charles Craven (Anderson/DEA); 5 Paul Hewitt (Anderson/Barker/FPE); 6 Stephen Clark (Anderson/KTM). **CW** Clark. **FL** Morley 1m21.780s (96.27mph). **F250 (11 LAPS)** 1 Paul Platt (PVP/Redspeed Honda) 15m54.906s (90.69mph); 2 Gavin Bennett (Anderson/DEA) +0.188s; 3 Dan Clark (Anderson/Redspeed Honda); 4 Carl Kinsey (Anderson/THR); 5 Tom Hatfield (Raider/Honda); 6 Mark Vaughan (Raider/Honda). **FL** Clark 1m25.200s (92.40mph).

F125 (11 LAPS) 1 Chris Needham (Anderson/Manum Vortex) 16m27.740s (87.68mph); 2 Matt Isherwood (Anderson/Manum Vortex) +2.864s; 3 Lee Harpham (F1/Redspeed TM); 4 Danny Edwards (HRK/TM); 5 Kirk Cattermole (Raider/SGM); 6 Jake Coward (Anderson/TM). **CW** Richard Crozier (Tonykart/Vortex). **FL** Liam Morley (Anderson/Vortex) 1m28.673s (88.78mph).

KIRKISTOWN AUGUST 30, 500MRCI



FORMULA VEE A (11 LAPS) 1 Adam Macauley (Sheane FV01); 2 Jimmy Furlong (Sheane FV93) +1.671s; 3 Sean Newsome (Sheane FV94); 4 David O'Brien (Sheane FV98); 5 Kevin Grogan (Leystone JH002); 6 Ken Elliott (Leystone JH004). **FL** Furlong 1m11.469s (76.159mph). **B & C (10 LAPS)** 1 Newsome; 2 Anthony Cross (Sheane FV10) +18.954s; 3 Morgan McCourt (JH004); 4 Ger Byrne (Sheane FV96); 5 Shane McBride (Sheane FV99); 6 Brendan O'Brien (JH004). **FL** Newsome 1m06.893s (81.369mph).

ROADSPORTS (13 LAPS) 1 Jim Larkham (Radical PRO6); 2 Stephen Donnelly (S&D Honda) +1.414s; 3 John Benson (Crossle 375); 4 Graham Moore (GMS Honda); 5 Mark Francis (GMS Honda); 6 Jimmy Dougan (GMS Honda). **CW** Donnelly; Moore. **FL** Larkham 1m00.485s (89.990mph). **RACE 2 (11 LAPS)** 1 Larkham; 2 Benson +2.426s; 3 Francis; 4 Paul Thompson (Stryker Honda); 5 David Mutch (GMS Honda); 6 Iain Leinster (Westfield Honda). **CW** Francis. **FL** Larkham 1m11.283s (76.358mph).

FORD FIESTA ZETEC (11 LAPS) 1 Keith Dawson; 2 Ryan Campbell +3.257s; 3 Alastair Kellett; 4 Shane McFadden; 5 Barry Hallion; 6 Andrew Blair. **FL** Dawson 1m17.056s (70.673mph). **RACE 2 (10 LAPS)** 1 Dawson; 2 Campbell +0.368s; 3 McFadden; 4 Blair; 5 Ian McCallister; 6 Kellett. **FL** McFadden 1m18.227s (69.580mph).

FORMULA SHEANE (12 LAPS) 1 Kevin Sheane; 2 Enda O'Connor +2.845s; 3 Paul McLoughlin; 4 Sean Hynes; 5 Keith Hogg; 6 Shane McLaughlin. **FL** Sheane 1m07.732s (80.361mph).

HRCA HISTORIC SPORTSCARS (13 LAPS) 1 Jackie Cochrane (Sunbeam Tiger); 2 Bernard Foley (MGB GT) +1.394s; 3 John McCandless (Crossle 475); 4 Clive Brandon (Lotus 47); 5 Edmund Cassidy (Sunbeam Tiger); 6 Brian Cassidy (Sunbeam Tiger). **FL** Cochrane 1m02.211s (87.493mph). **RACE 2 (10 LAPS)** 1 Cochrane; 2 Foley +6.476s; 3 McCandless; 4 Wolfgang Schnittger (MG Midget); 5 B Cassidy; 6 Conor Cooke (MGB). **FL** Cochrane 1m15.182s (72.398mph).

BOSS IRELAND (BOTH 12 LAPS) 1 Mark Crawford (Jedi Suzuki); 2 Fergus Faherty (Tatuus Renault) +9.840s; 3 Noel Robinson (Tatuus Renault); 4 John Daly (Lola-Holden); 5 Clive Heak (Juno-Jaguar); no other finishers. **FL** Crawford 56.122s (96.985mph). **RACE 2 1 Robinson; 2 Heak +7.545s; 3 Faherty; 4 Crawford; 5 Daly; 6 Paul McLoughlin (Sheane Rover). FL** Robinson 1m05.359s (83.279mph).



Howard Fuller suffered this huge crash at Brands Hatch...



...but fortunately the shaken VW Cup racer avoided serious injury

Teddington Studios, Broom Road, Teddington, Middlesex TW11 9BE, UK.
Tel: +44 (0) 20 8267 5804 Fax: +44 (0) 20 8267 5922
E-mail: autosport@haymarket.com Website: www.autosport.com

EDITOR
Charles Bradley ext.5889
charles.bradley@haymarket.com

DEPUTY EDITOR
Marcus Simmons ext.5807
marcus.simmons@haymarket.com

GROUP F1 EDITOR
Jonathan Noble ext.5810
jonathan.noble@haymarket.com

GRAND PRIX EDITOR
Edd Straw ext.5887
edd.straw@haymarket.com

F1 ASSISTANT EDITOR
Ben Anderson ext.5425
ben.anderson@haymarket.com

FEATURES EDITOR
Kevin Turner ext.5432
kevin.turner@haymarket.com

EDITOR AUTOSPORT.COM
Glenn Freeman ext.5309
glenn.freeman@haymarket.com

DEPUTY EDITOR AUTOSPORT.COM
Matt Beer ext.5811
matt.beer@haymarket.com

MANAGING EDITOR
Peter Hodges ext.5903
peter.hodges@haymarket.com

RALLIES EDITOR
David Evans
david.evans@haymarket.com

SPECIAL CONTRIBUTORS

Gary Watkins Dieter Rencken Pablo Elizalde
Marcus Pye Gary Anderson
Mark Glendenning Alan Eldridge

CORRESPONDENTS

ARGENTINA
Tony Watson
AUSTRALIA
Phil Branagan
AUSTRIA
Gerhard Kuntzsch
BELGIUM
Gordon McKay
BRAZIL
Lito Cavalcanti
FINLAND
Esa Ilanen
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ADVERTISING

Tel: +44 (0) 20 8267 5389
Fax: +44 (0) 20 8267 5850
E-mail: autosport.ads@haymarket.com

DISPLAY SALES

MANAGER
Martin Lee,
ext.5389
martin.lee@haymarket.com

DISPLAY ADVERTISING

Gary Lee Hoebeek,
ext.5576
gary.lee.hoebeek@haymarket.com

Luke Ricketts, ext.5961
luke.ricketts@haymarket.com

Don Rupal, ext.5244
don.rupal@haymarket.com

CLASSIFIED SALES MANAGER
Jonathan Whitehead,
ext.5908
jonathan.whitehead@haymarket.com

CLASSIFIED ADVERTISING
Rachelle Francis-Dottin,
ext.5992
rachelle.francis-dottin@haymarket.com

James Hunter, ext.5367
james.hunter@haymarket.com

AUTOSPORT.COM SALES MANAGER
Alex Newberry, ext.5551
alex.newberry@haymarket.com

ONLINE ADVERTISING
Leah Mims, ext.5846
leah.mims@haymarket.com

Matt Simpkin,
ext.5820
matt.simpkin@haymarket.com

AD PRODUCTION

Tel: +44 (0) 20 8267 5588 Fax: +44 (0) 20 8267 5320

SPECIAL PROJECT SALES
James Robinson, ext.5384
james.robinson@haymarket.com

ADVERTISING DIRECTOR
Matthew Witham

LICENSING DIRECTOR
Jim James

PRODUCTION MANAGER
Ailsa Donovan,
ext.5639
ailsa.donovan@haymarket.com

PRODUCTION CONTROLLER
Jade Hamann, ext.5588
jade.hamann@haymarket.com

SUBSCRIPTIONS

UK 0844 8488817
OVERSEAS +44 (0)1795 592 974
EMAIL autosport@servicehelpline.co.uk

BACK ISSUES

Tel: 0844 8488817

MARKETING MANAGER

Karen McCarthy, ext.5658
karen.mccarthy@haymarket.com

LICENSING AND SYNDICATION

LICENSING MANAGER
David Ryan, ext.5024

MANAGEMENT

GROUP DIRECTOR

Tim Bulley

GROUP COMMERCIAL DIRECTOR

Ben Guynan

GROUP EDITOR

Anthony Rowlinson

PUBLISHER

Stuart Williams

PUBLISHING MANAGER

Samantha Jemson

SPECIAL EVENTS MANAGER

Laura Coppin

DIGITAL SPECIAL PROJECT MANAGER

Simon Strang, ext.5093
simon.strang@haymarket.com

DIGITAL PRODUCT MANAGER

Simon Grayson, ext.5346
simon.grayson@haymarket.com

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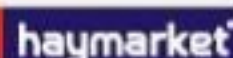
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THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

What you think of the motorsport news of the past week



Work continues on Alonso's car as the field streams past

Ferrari got off lightly at Spa

While the shenanigans between Hamilton and Rosberg filled the special comments pages, the outrageously lenient attitude of the stewards to Ferrari at the start of the Belgian GP seems to have slipped under the radar.

The rule appears clear: stop all work and clear the grid of personnel and equipment. You can then return and either restart the car or push it to the pitlane. Either would relegate the car to the back of the field. Ferrari avoided this outcome, putting its own mechanics and other drivers at risk.

The eminently sensible 15-second rule

prevents this danger. Yet Ferrari flouted this rule, having both personnel and equipment on the track as the field streamed by.

The minimum penalty, I suggest, would have been an immediate drivethrough penalty, thus removing any advantage gained. Plus a swingeing fine for any personnel and management involved.

My fear is that the tariff has been set at a five-second penalty, and that other teams faced with the same grid problems might be tempted to follow suit.

John Mellin, by email

It does not seem obvious that F1 needs to spend money blowing its own horn (Dieter Rencken, August 28). True, attendance and viewers are dropping, but increasing non-racing expenses could be a waste of money. Look at NASCAR in the US. It owns tracks, is brilliant at marketing, and its attendance and viewer numbers are dropping, too. Cars are becoming less important to us, it seems.

The secret to business is to have income exceed expense, and if income drops, increasing expense is often a dumb solution.

For F1, the new rules have produced awesome races, attracted participants, and produced a quality product. Could be income is maxed out, and putting expense into the show is better than promotion.

Johnnie Crean
Waikoloa, Hawaii, USA

Why should Mercedes apply team orders? The Hungarian race proved two things: that the team management is incapable of making the correct order and, in any case, Lewis Hamilton is unlikely to abide by the order!

Russ Thomas
Wellesbourne, Warwickshire

Nico Rosberg is doing exactly what the team pays him to do – he's not out there for a Sunday spin to pick up the papers and a joint for lunch, he's vying for the world championship.

So excuse me if I don't berate him for not backing out of the move. Lewis could have given him some slack and still had the inside line for the following two corners.

Daniel Heathcote
By email

The misjudged overtaking

attempt of Rosberg on lap two of the Belgian GP again showed how selfish he actually is. To run into the rear tyre of an opponent is one thing, to do this to your own team-mate is quite another.

It could (or more likely would) have been a Mercedes one-two if he had behaved as a team player. Don't tell me Nico wouldn't have stuck to the racing line if he found himself in Lewis's situation.

Cor Sanders
Emberton, Buckinghamshire

CORRECTION

Nick Foster was not held responsible or given a verbal warning for the clash between his WSR BMW and the BMR VW of Aron Smith in the second BTCC race at Knockhill, as claimed in our Big Picture last week (pages 4-5). Our apologies to Nick for the error.

In pictures

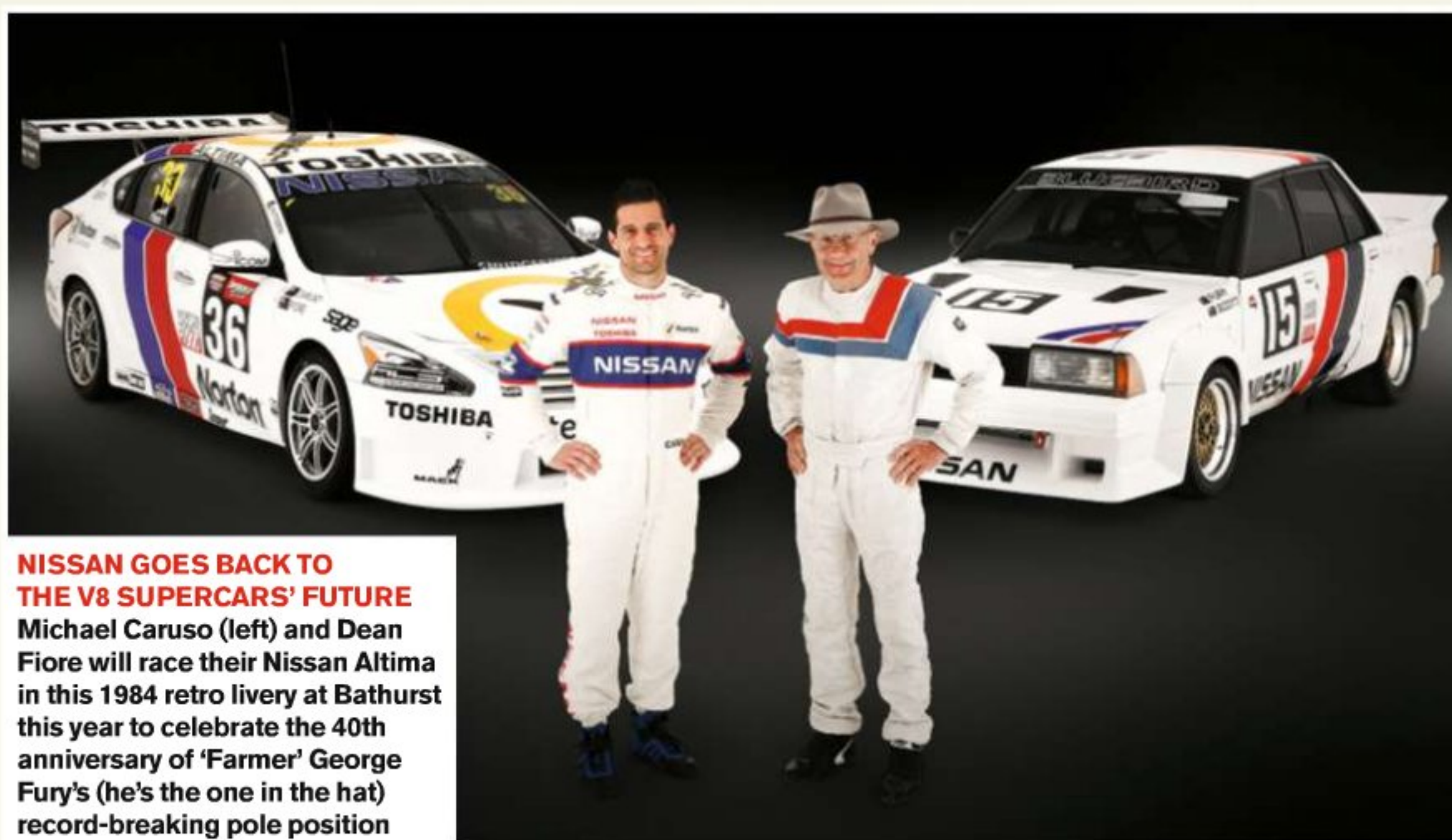
Images around the globe, from the Czech Republic to Holland via the USA



PECH ON THE CHEEK

Local hero Vaclav Pech took a surprise Rally Zlin victory in his Mini, after the regular European Rally Championship stars all fell by the wayside

LE FLOCH/DPPI



NISSAN GOES BACK TO THE V8 SUPERCARS' FUTURE

Michael Caruso (left) and Dean Fiore will race their Nissan Altima in this 1984 retro livery at Bathurst this year to celebrate the 40th anniversary of 'Farmer' George Fury's (he's the one in the hat) record-breaking pole position

LIKE FATHER, LIKE SON...

David Brabham re-enacts father Sir Jack's 'old man' walk to the Zandvoort grid with a false beard and walking stick prior to winning the 1966 Dutch GP



SUPER POWERS COME TOGETHER

Will Power put wife Liz through the wringer during the Fontana 500 miler before clinching his first IndyCar title. She seems pretty pleased with the outcome



CHRIS SCHOTANUS

In the shops

Desirable new releases

GROUP 2 RALLYING BOOK

€49.90 – rallywebshop.com

With text by former WRC event winner, journalist and team manager John Davenport and pics by rallying's benchmark snapper Reinhard Klein, this was always going to be authoritative. The book charts the growth of rallying from its amateur antics to its professional prowess, with scarcely-believable tales, comprehensive European Championship results and pics to match.



PETTY PLYMOUTH 1:43 MODEL

£52.99 – autosport.com/shop

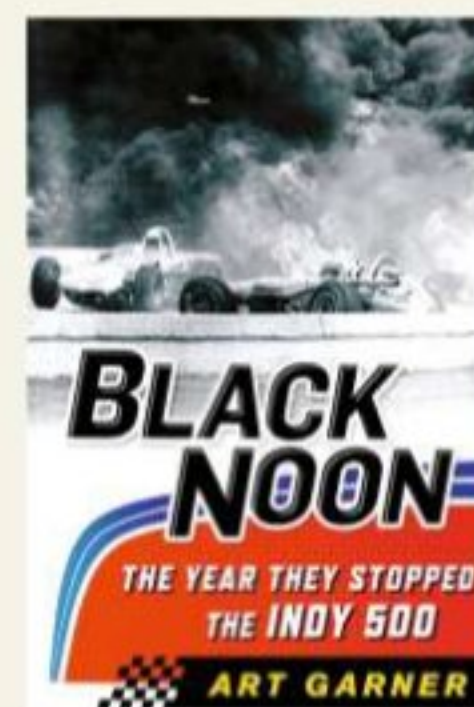
Spark has turned its diecast-making skills to the world of NASCAR with this 1970 Plymouth Superbird. The 1:43-scale model is a replica of the #43 car driven to victory in the Falstaff 400 at Riverside in California in June of that year, one of 18 wins in the 48-race calendar for The King. The detail on the aerodynamic Grand National racer is very good, inside and out.



BLACK NOON INDY 500 BOOK

£16.73 – amazon.co.uk

A half-century on from one of the darkest days in the history of the Indianapolis 500, Art Garner revisits the terrible crash that claimed the lives of Eddie Sachs and Dave MacDonald in the 1964 race. Through interviews and analysis he creates both a portrait of the events and the safety reforms that they inspired across the sport.



WHAT'S ON

ON TRACK IN THE UK

ROCKINGHAM

BARC/BTCC

September 6-7

rockingham.co.uk

BMW ace Colin Turkington leads the championship as the hectic tin-top battle heads to Corby. Honda's Gordon Shedden and the MG of Jason Plato are the main contenders standing between Turkington and a second BTCC crown, but it was Andrew Jordan who won twice there last year. The usual support comes from British Formula Ford, the Renault Clio Cup, Porsche Carrera Cup, Ginetta Junior and Ginetta GT4 Supercup.



BTCC fight starts its final phase at Rockingham

BRANDS HATCH

BARC

September 6-7

brandshatch.co.uk

Club tin-top action is the order of the day in this 20-race programme, which includes Blue Oval Saloons, Pre-2005 Touring Cars/VTEC Challenge, Classic Thunder, MGOC, and separate races for pre-1966, pre-1983 and pre-1993 touring cars. FF1600 and FF2000 provide some single-seater variety.

SILVERSTONE

MSVR

September 6

silverstone.co.uk

The F3 Cup, Atom Cup, Team Trophy and Trackday Trophy form the backbone of this one-day event, which also includes two allcomers races.

OULTON PARK

MGCC

September 6

oultonpark.co.uk

This 10-race meeting features Porsche Club, MG Trophy, BCV8s, Ecurie GTS, MG Metro Cup, Cockshoot Cup, MG Midget and Sprite Challenge, and Thoroughbred Sports Cars.

CROFT

BRSCC

September 6-7

oultonpark.co.uk

Myriad Caterham series and Mazda MX5s share the bill at this 16-race meeting.



Goodyear will be one of the BRC pacesetters

PRESCOTT

British Hillclimb

September 6-7

prescott-hillclimb.com

Scott Moran's Gould leads the points race from the OMS of 2012 title winner Trevor Willis.



Come to the KX Question Time at Rockingham's BTCC round on Saturday September 6 and question the panel, which will include double champion Jason Plato. Ask a good question and you could win one of a number of prizes.
FREE ENTRY

ON TRACK AROUND THE WORLD



F1 circus heads to historic Monza

ITALIAN GRAND PRIX

F1 World Championship

Rd 13/19

Monza, Italy

September 7

f1.com

GP2 SERIES

Rd 9/11

Monza

Italy

September 6-7

gp2series.com

GP3 SERIES

Rd 7/9

Monza, Italy

September 6-7

gp3series.com

PORSCHE SUPERCUP

Rd 8/9

Monza, Italy

September 7

porsche.com

BLANCPAIN GT SPRINT

Rd 5/7

Algarve

Portugal

September 6-7

blancpain-gt-series.com

NASCAR SPRINT CUP

Rd 26/36

Richmond, Virginia, USA

September 6

nascar.com

WORLD RALLYCROSS

Rd 8/12

Loheac, France

September 6-7

rallycrossrx.com

INTERNATIONAL GT OPEN

Rd 6/8

Spa, Belgium

September 6-7

gtopen.net

EUROFORMULA OPEN

Rd 6/8

Spa, Belgium

September 6-7

euroformulaopen.net

SUPER TC2000

Rd 8/12

Santa Fe, Argentina

September 7

super-tc2000.com.ar

SCANDINAVIAN TOURING CARS

Rd 5/6

Solvalla, Sweden

September 6

stcc.se

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

FRIDAY SEPTEMBER 5

0830-1035 **Sky Sports F1 LIVE**

Italian GP: Free practice 1

0855-1035 **BBC2 LIVE**

Italian GP: Free practice 1

1000-1130 **BT Sport 2**

WRC Classics: Colin McRae

1100-1150 **Sky Sports F1 LIVE**

GP2: Monza practice

1245-1450 **Sky Sports F1 LIVE**

Italian GP: Free practice 2

1300-1435 **BBC2 LIVE**

Italian GP: Free practice 2

1450-1530 **Sky Sports F1 LIVE**

GP2: Monza Qualifying

1600-1645 **Sky Sports F1 LIVE**

Team principals' press conference

1700-1800 **Sky Sports F1 LIVE**

The F1 Show

SATURDAY SEPTEMBER 6

0845-0920 **Sky Sports F1 LIVE**

GP3: Monza Qualifying

0945-1115 **Sky Sports F1 LIVE**

Italian GP: Free practice 3

0955-1130 **BBC2 LIVE**

Italian GP: Free Practice 3

1200-1435 **Sky Sports F1 LIVE**

Italian GP: Qualifying

1210-1430 **BBC1 LIVE**

Italian GP: Qualifying

1400-1530 **ESPN LIVE**

Blancpain Sprint Series: Algarve

1435-1605 **Sky Sports F1 LIVE**

GP2: Monza Feature Race

1445-1630 **BT Sport 2 LIVE**

GT Open: Spa Race 2

1620-1720 **Sky Sports F1 LIVE**

GP3: Monza Race 1

1800-1900 **ITV4**

Formula E: Season Preview

2025-2110 **Sky Sports LIVE**

F1 Classic Races: 1993 Italian GP

2100-2330 **Motors TV**

NASCAR Nationwide: Richmond

SUNDAY SEPTEMBER 7

0000-0430 **Premier Sports LIVE**

NASCAR Sprint Cup: Richmond

0705-0730 **Channel 4**

British GT: Brands Hatch

0820-0920 **Sky Sports F1 LIVE**

GP3: Monza Race 2

0930-1045 **Sky Sports F1 LIVE**

GP2: Monza Sprint Race

1045-1130 **British Eurosport LIVE**

Porsche Supercup: Monza

1045-1745 **ITV4 LIVE**

BTCC: Rockingham

1145-1315 **BT Sport 2**

GT Open: Spa Race 2

1200-1530 **Sky Sports LIVE**

Italian Grand Prix

1210-1530 **BBC1 LIVE**

Italian Grand Prix

1400-1600 **ESPN LIVE**

Blancpain Sprint Series: Algarve

1615-1715 **Sky Sports F1**

Tales from the Vault: Underdogs

2200-2300 **British Eurosport 2**

World Rallycross: Loheac

MONDAY SEPTEMBER 8

1100-1130 **BT Sport 2**

WRC Magazine Show

1930-2000 **BT Sport 2**

British GT: Brands Hatch

2000-2100 **BT Sports 2**

BRDC F4: Brands Hatch

ONLINE

HOT ON THE WEB THIS WEEK

You Tube MAX VERSTAPPEN'S MINOR OFF IN MAIDEN F1 RUN



SEARCH FOR: Max Verstappen Formula 1 crash VKV City Racing 2014 (2:09)

Teenage sensation and 2015 Scuderia Toro Rosso F1 signing Max Verstappen had his first acquaintance with F1 power during a demo in the city of Rotterdam in his native Holland. It doesn't quite go to plan for the 16-year-old during donuting...

AUTOSPORT+

Does the conventional ladder to Formula 1 need a rethink?

Following the news that Max Verstappen will race in F1 after just one season of car racing, Edd Straw looks at the ladder to the top of the sport and asks if it really needs many steps. Plus, keep up with all the Italian GP action from our team of reporters in the Monza paddock.

GET AUTOSPORT ON THE MOVE

IN THE IPAD ISSUE THIS WEEK

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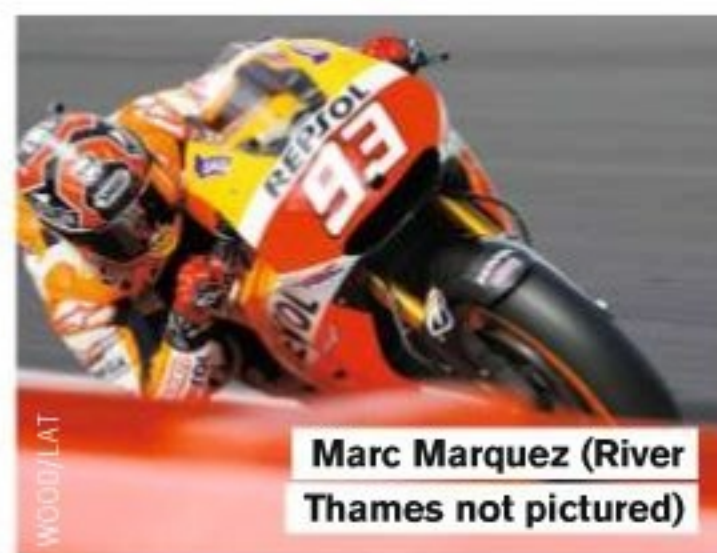
Revved up over what's on the box

Bemoan MotoGP's departure from free-to-air TV this year if you wish, but you certainly can't doubt the commitment of its new broadcaster. BT Sport devoted 20.75 hours of live coverage in three days to Silverstone's two-wheeled grand prix.

Given that MotoGP track action totalled only 4.75 hours, that might sound like a recipe for endless turgid padding, but there were only a few occasions when it wilted at the edges. Having a Britpack blessed with a mix of deadpan, self-deprecating and spicy personalities certainly helped, with Cal Crutchlow, Bradley Smith and Scott Redding only just on the cusp of being overused.

MotoGP also admirably promotes its feeder classes as an essential part of

its package – something BT has firmly embraced by not just showing a world feed of the junior classes' sessions as filler for empty hours. While the Moto3 and Moto2 riders won't be household names, they're far better known to MotoGP audiences than their GP3 and



Marc Marquez (River Thames not pictured)

GP2 counterparts are to an F1 crowd.

Empty-track hours were well handled too. When the BBC deploys a gibbering Irishman to wander round a paddock chatting to people, it's sometimes best to hide behind the sofa. But Craig Doyle has been a revelation since quietly taking the BT presenter role from Melanie Sykes.

Broadcasters who believe that having a fellow 'outsider' in the anchor role for a specialist sport will make it more accessible for unfamiliar viewers are rarely correct – instead the core audience just gets enraged with the presenter (Jim Rosenthal's declaration on ITV that Jacques Villeneuve's 1997 Argentinian GP win was harder than any of his father's triumphs remains unforgotten 17 years on).

As a well-proven primetime TV veteran who also clearly knows his bikes, Doyle ticks every box, especially when released from the mood-sapping cavern of the BT studio to actually attend an event.

It wasn't all a success: embedding Iwan Thomas and Graeme Swann with team crews was more fun for the moonlighting ex-sportsmen than it was for viewers, and the still pictures of Marc Marquez riding his Honda over London's Millennium Bridge were rather more dramatic than the sedate pace revealed by the film footage – though he probably would've taken it flat-out without a second thought if he'd been allowed. And then still won the GP even after crashing into the Thames.

Revved Up

Bjorn Waldegaard

“My feeling was I was stupidly slow, but I beat everybody by some margin”

■ Monte Carlo Rally ■ January 17-24, 1969 ■ Porsche 911S ■ Debut win as a factory Porsche driver



THE 1969 MONTE CARLO WAS my first rally as a professional driver and gave me a memory for life – one I will never, ever forget.

I'd done some drives in England and the Porsche chiefs realised that I was a reasonably quick driver. There were a lot of letters and phone calls, and then a call from the team boss asking if I would drive on Monte Carlo. It was quite an easy question to answer!

Stars like Pauli Toivonen and Vic Elford who were in the team were big heroes for me, and I was nobody, just me and co-driver Lars Helmer from Sweden. I was two times Swedish champion, but I didn't mean anything to the rest of the world.

Vic and I started the rally from Warsaw and came to the border. This was a new experience, lots of customs and paperwork. About 100km into East Germany we were stopped by police. They only spoke German and I couldn't understand one word so he let us go. When we got to the Czechoslovakian border – another

150km – we realised the policeman had been trying to tell us we'd left our visa at the customs post!

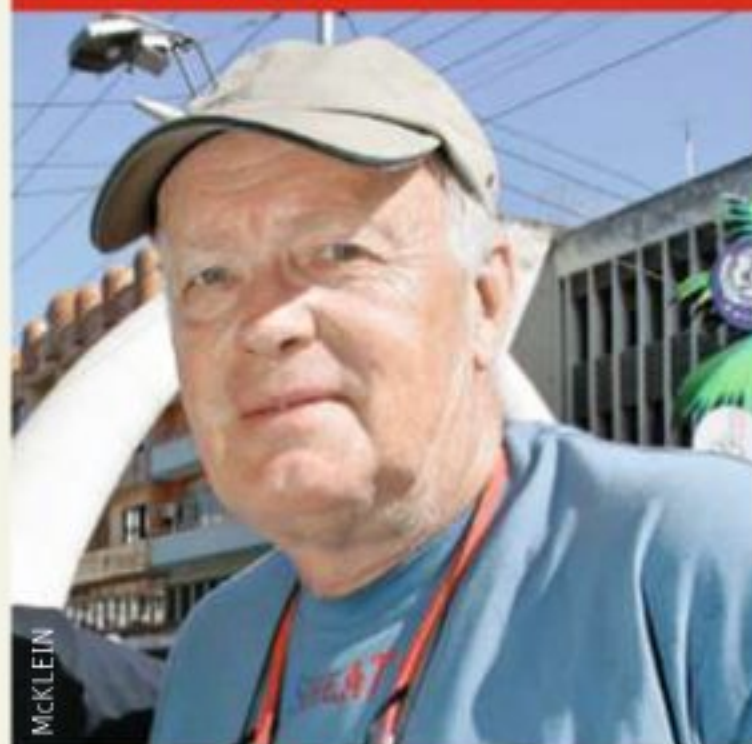
We couldn't go back as we only had a transit – one-way – visa, so we sat for eight hours until another car brought the paper. Some way to start your professional career.

We used slicks on one famous stage, Le Moulinon – the first time I had driven on racing tyres. My

feeling was that I was going stupidly slow, but it turned out I beat everybody by quite a margin. We reached Burzet to be told it was full snow – I was born on snow and I decided I would win this stage.

I was over one minute faster than any of my team-mates, but there was someone in a bloody Ford Escort who I had never heard of called Mikkola, and he was only 35s behind!

PROFILE



BJORN WALDEGAARD IS best known as winner of the first World Rally Championship in 1979. His career began in '62, driving for works teams Ford, Fiat/Lancia, Porsche, Mercedes and Toyota. He won 16 WRC events between 1975 and '90, his Safari win that year giving him the oldest-winner record. He went on to tackle historic rallies, winning the 2011 East African Safari Classic, aged 68.

Now I know who he is, everyone knows, and Hannu and I have been best friends since that time.

I arrived at Monte Carlo after the long loop leading by about four minutes, and there was the last night to come. We did a couple of stages and I hit a snowbank on my side. My door was quite badly damaged and wouldn't open from the inside. But it didn't matter – you never thought about getting out of the car.

At one point the mechanics changed the brake pads. Someone from the back shouted 'nicht breken' – don't brake – and I pushed the brake to the floor. The pistons in the calipers fell out completely. They managed to get them back but I had road penalties and had lost the lead to Vic.

Then he went off on the next road section and suddenly I was in the lead again. You can imagine how I felt as winner of the rally for Porsche. It's possibly one of the few times I've been crying.

First printed on November 24, 1988.

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