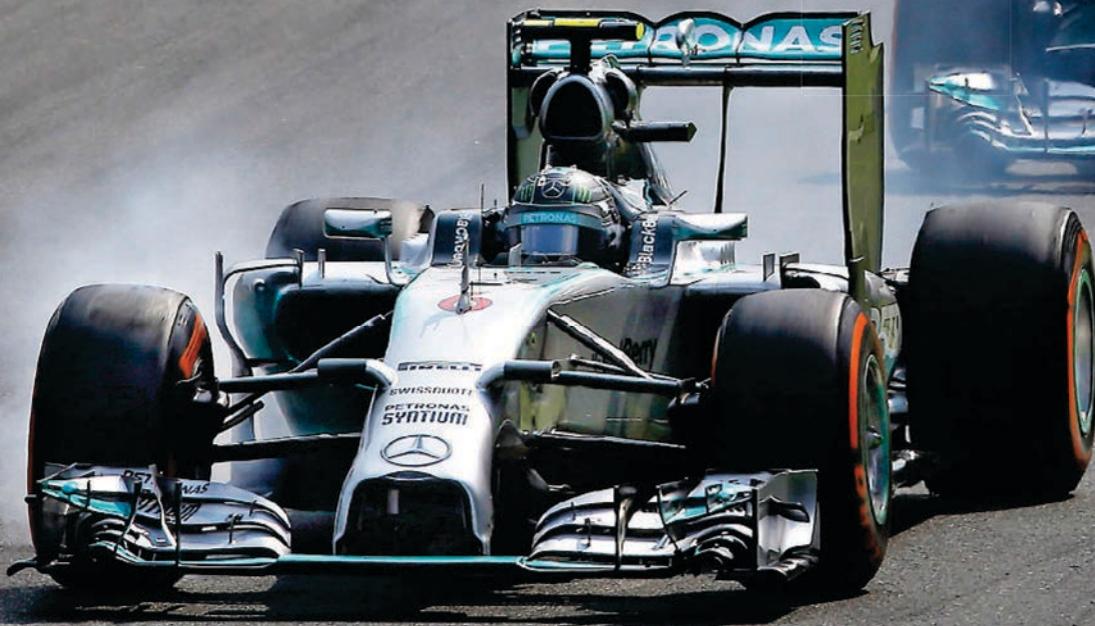


AUTOSPORT

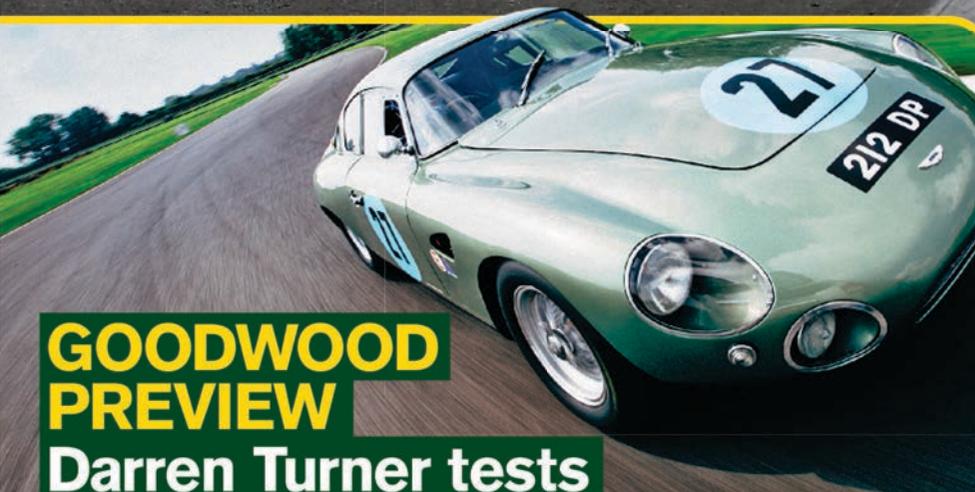
www.autosport.com • SEPTEMBER 11 2014 • £3.60

ITALIAN GP DUEL

LEWIS HITS BACK AS NICO CRACKS



Hamilton passes Stewart in all-time F1 winners list



**GOODWOOD
PREVIEW**

Darren Turner tests
unique Aston Martin



PLUS
BRITS CLOSE IN ON
GP2 & GP3 TITLES
ROCKINGHAM BTCC
FORMULA E PREVIEW

NEW RENAULT MEGANE



Our Formula 1[®] inspired ENERGY engines deliver you more miles for your money.

We've designed a range of Formula 1[®] inspired ENERGY engines for the New Renault Mégane. Why? Because they deliver up to 21% better fuel consumption with reduced CO₂ emissions and a combined mpg of up to 80.7. Oh, and because it's nice to say, 'I've got a Formula 1[®] inspired ENERGY engine under the bonnet!'



Visit renault.co.uk or call 08000 28 28 14 to book a test drive



Model shown Mégane Hatch GT Line TomTom with i.d. paint in Malta blue. The official consumption figures in mpg (l/100km) for the Renault Mégane core range are: Urban 30.1 (9.4) – 72.4 (3.9); Extra Urban 51.4 (5.5) – 88.3 (3.2); Combined 40.9 (6.9) – 80.7 (3.5). The official CO₂ emissions for the range are 159–90g/km. EU Directive and Regulation 692/2008 test environment figures. Fuel consumption and CO₂ may vary according to driving styles, road conditions and other factors.



4+ Terms and exclusions apply. New 4+ package applicable to new retail cars. Warranty 4 years/100,000 miles and routine servicing 4 years/48,000 miles (whichever comes first); servicing package available to Renault Selections finance customers only, can alternatively be purchased for just £299 (price shown valid when purchased by 31 July 2014). Visit renault.co.uk/4plus for full details. Finance provided by RCI Financial Services Limited, PO Box 149, Watford WD17 1FJ. For finance, conditions apply. Guarantees and indemnities may be required. You must be at least 18 and a UK resident (excluding the Isle of Man and Channel Islands) to apply for finance.

F1, FORMULA 1, FIA FORMULA ONE WORLD CHAMPIONSHIP, GRAND PRIX and related marks are trade marks of Formula One Licensing BV, a Formula One group company. All rights reserved.

POLE POSITION

Look out Nico, Lewis is right behind you...

LEWIS HAMILTON HAD ONE OF *THOSE* WEEKENDS at Monza. Not one of *those* weekends, where he gets flustered, then stroppy and feels the rest of the world is conspiring against him, but one of *those* where any setback is taken in his stride.

His Merc in pieces in free practice? No worries, he just chills at the back of the garage and chats to his brother. Car back together, a few gripes about understeer and traffic aside, he laps within 0.061s of an untroubled Nico Rosberg on his 'raw-performance' run in a massively rushed, ad-hoc session. Impressive stuff.

Even after that terrible start to the race, when his car's dashboard lied to him about what mode it was in, he quickly got a grip and unleashed some fabulous lap times in clear air. So much so that he scared Rosberg off down the Rettifilo escape road.

Jenson Button came up with an interesting comment at Monza: "Lewis seems to be very comfortable... I don't know if that's a front, because he wasn't like that when we were team-mates."

A new, improved Hamilton? His post-Spa reaction was superb, and I feel that the public is really warming to him again.

Even the Tifosi cheered him!



Bradley

CHARLES BRADLEY EDITOR
charles.bradley@haymarket.com
@Autosport_Ed

COVER STORY

'He was quick behind so I had to up my game, I had to find a bit of pace and I messed up'

Nico Rosberg, p18



FIND US ON



Cover images: Coates/LAT, Griffiths/LAT

PIT & PADDOCK

- 4 **THIS WEEK IN F1**
- 7 **JONATHAN NOBLE: F1 NEWSHOUND**
- 11 **KARUN CHANDHOK: THE RACER'S EYE**

GRAND PRIX REPORT

14 **ITALIAN GRAND PRIX**
Lewis Hamilton took his first pole since the Spanish GP in May and converted it to his sixth win of the year after pressuring Merc team-mate Nico Rosberg into a mistake. Game on! Full report and analysis of the weekend, plus the technical updates, team-by-team ratings, back stories and results from Monza

DEBRIEF

- 30 **F1 THREATENS RADIO SILENCE**
The truth behind the plan to ban pit-to-car radios in a bid to make the drivers think for themselves
- 32 **THE BATTLE TO HOST LONDON'S RACE**
Battersea Park is the favourite to host Britain's round of the FIA Formula E series, but it's not yet a done deal

RACE CENTRE

- 34 **GP2 MONZA**
Vandoorne takes opener as Palmer rescues title bid with sprint-race win for DAMS
- 37 **GP3 MONZA**
Eriksson on top as Stoneman adds to 2014 win tally
- 40 **BTCC ROCKINGHAM**
Two more for Turkington as title number two beckons
- 44 **TOCA SUPPORTS ROCKINGHAM**
FFord; Porsches; Clio Cup; Ginetta Supercup/Juniors
- 46 **BLANCPAIN SPRINT; NASCAR; FRENCH ALPS; STCC; INTERNATIONAL GT OPEN; FRENCH GT; WRX; SUPER TC2000**

FEATURES

- 54 **GOODWOOD REVIVAL PREVIEW**
Factory Aston Martin GT racer Darren Turner samples 2013 TT-winning DP212; what not to miss in Sussex
- 64 **FIA FORMULA E SEASON PREVIEW**
Team-by-team guide to the new electric-racing series

CLUB AUTOSPORT

- 79 **CIRCUIT OF WALES BUILD START CLOSE**
Planning-permission process enters its final stages
- 80 **GINETTA TO MAKE BRITISH GT RETURN**
Steve Tandy/Mike Simpson to share G55 at Donington
- 83 **LEINSTER TROPHY FOR FORMULA FORD**
Irish race returns to FF1600 for the first time since '08
- 84 **NATIONAL REPORTS**
MGCC Oulton Park; Prescott British Hillclimb; Brands Hatch BARC; Silverstone MSVR; Croft BRSCC

SUBSCRIPTION OFFER

82 **FREE PORSCHE 917 T-SHIRT**
Subscribe for a great free gift and digital package

THE BACK STRAIGHT

- 90 **THIS WEEK**
Readers' letters; best pictures; product reviews
- 92 **WHAT'S ON**
The best track and TV action in the coming week
- 94 **RACE OF MY LIFE: KENNETH ACHESON**

This week in F1



TEE/LAT

4

McLAREN SET TO RETAIN BUTTON AND MAGNUSSEN

McLaren is set to retain Jenson Button and Kevin Magnussen for next season, after Fernando Alonso and Sebastian Vettel both reaffirmed commitment to their current teams for 2015.

McLaren has been pursuing Vettel and Alonso as it seeks a top driver to lead its forthcoming engine partnership with Honda.

But Alonso, who is under contract with Ferrari until the end of 2016, suggested ahead of last weekend's Italian Grand Prix that he will remain with the Scuderia for next season at least, while Vettel (under contract with Red Bull for one more season) said he was "happy where I am".

Further instability at Mercedes may

put either Lewis Hamilton or Nico Rosberg on the market, but Ferrari's alternative options are almost non-existent unless there is meltdown at Mercedes or Vettel can be prised away from Red Bull a year early.

McLaren is therefore likely to retain 2009 champion Jenson Button and his rookie team-mate Kevin Magnussen for

at least one more season.

Rival squad Williams announced on the morning of last weekend's Monza race that it will retain Valtteri Bottas alongside Felipe Massa for 2015. This takes Bottas, another potential McLaren target, off the market and removes any possibility of Button rejoining his former team.



COURTESY/LAT

Albers quits Caterham role

Ex-F1 driver Christijan Albers resigned as Caterham team principal at last weekend's Italian Grand Prix.

Albers took the helm of the squad in July following its sale to a group of investors advised by Colin Kolles, a former team boss of Albers.

Albers said his sudden departure was for "private reasons".

Manfredi Ravetto, previously Albers's deputy, will replace him.

KOBAYASHI MAKES RETURN

Kamui Kobayashi was recalled to race for Caterham at the Italian Grand Prix after Formula Renault 3.5 racer Roberto Merhi was unable to secure a superlicence.

Caterham attempted to recall Audi sportscar ace Andre Lotterer, who raced in last month's Belgian Grand Prix, when Merhi's race opportunity fell through. But the three-time Le Mans winner turned down the drive because the team was committed to running the Spaniard in the first practice session.

Kobayashi received a late call on Wednesday to return to Caterham for the Monza event. The Japanese expressed unhappiness at his current situation ahead of the event, but went on to outqualify the rival Marussias and finish the race in 17th place.

Merhi hopes to secure a race seat for the next round in Singapore.



COURTESY/LAT

Schumacher returns home

Michael Schumacher has returned home for the first time since suffering head injuries in a skiing accident last December. "Henceforth, Michael's rehabilitation will take place at his home," said a statement released by his management. "Considering the severe injuries he suffered, progress has been made in the past weeks and months. There is still, however, a long and difficult road ahead."



LAT

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



COATES/LAT

Haas confirms Ferrari engine

Ferrari has confirmed it will supply engines for Gene Haas's new American Formula 1 team when it joins the grid in 2016. Haas, who has rebadged his 'Haas Formula' squad as 'Haas F1', is hopeful of expanding the deal into a full-blown technical partnership.



RONDEAU/GETTY

2015 DRAFT CALENDAR REVEALED

Formula 1 is set to return to a 20-race schedule next season, according to a draft calendar circulated to teams at last weekend's Italian Grand Prix. An October date in Mexico (1989 race pictured above) sits alongside the races that made up this year's calendar.

DRAFT 2015 CALENDAR

DATE	LOCATION
March 15	Australia (Melbourne)
March 29	Malaysia (Sepang)
April 5	Bahrain (Sakhir)
April 19	China (Shanghai)
May 10	Spain (Barcelona)
May 24	Monaco (Monte Carlo)
June 7	Canada (Montreal)
June 21	Austria (Red Bull Ring)
July 5	Britain (Silverstone)
July 19	Germany (Nurburgring)
July 26	Hungary (Hungaroring)
August 23	Belgium (Spa-Francorchamps)
September 6	Italy (Monza)
September 20	Singapore (Marina Bay)
September 27 or October 4	Japan (Suzuka)
October 11	Russia (Sochi)
October 25	Mexico (Mexico City)
November 1	United States (Austin)
November 15	Brazil (Interlagos)
November 22 or November 29	Abu Dhabi (Yas Marina)



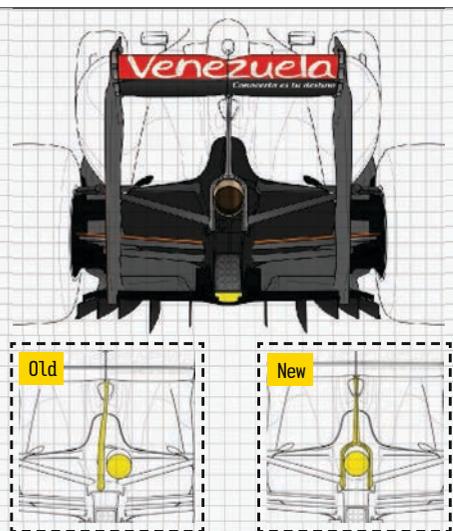
Lotus stops development of E22

Romain Grosjean has admitted Lotus has given up developing its troublesome 2014 car, which started this season unreliably and has suffered aerodynamic problems compounded by the mid-season ban on FRIC

suspension. "It's a problem we have had since day one and it's something we cannot 100 per cent solve for this year," Grosjean said. "We are on next year's car. There is no more development for this year's car."

REVISED REAR END

➔ Although Lotus is no longer working on developments for its current car, several parts that were signed off in recent weeks are still appearing. Lotus dropped its off-centre exhaust, moving it to the centre of the car at Monza, as well as introducing a single, central support pillar. It also often runs with greater cooling on the left side because of the location of the water cooler for the turbo's charge air cooler.



Illustrations by Craig Scarborough

Mercedes open to lifting of engine freeze

Mercedes could be open to lifting Formula 1's current engine freeze to help rival marques close the gap.

The possibility of relaxing the freeze was on the agenda in a meeting of F1's strategy group in the Italian GP paddock last Friday, during which the popularity of F1, rules on superlicences, cost control and long-term technical changes were also discussed. Mercedes boss Toto Wolff said: "Is it the time to change the rules? Maybe. The discussions we've had so far were pretty open."

DID YOU KNOW?

Last weekend's Italian Grand Prix marked the first time since Argentina 1980 that cars powered by the same engine locked out the top six places on the starting grid. Mercedes-powered cars filled the top six at Monza last weekend; Ford engines took the first seven places for the opening round of 1980.



5

BIG NUMBER

20.7

The loss, in millions of pounds, made by the Williams F1 team over the first six months of 2014. CEO Mike O'Driscoll put the deficit down to increased engine costs and the loss of former Williams driver Pastor Maldonado's PDVSA sponsorship.

Honda hints at customer deals

Honda is open to supplying customer teams from 2016, after confirming that its partnership with McLaren is exclusive for just one season. McLaren racing director Eric Boullier said Honda may still bring the debut of its new engine forward to November's post-season Abu Dhabi test, despite suggestions by the Japanese marque that its V6 would not run in a car until 2015.



Tyrrell was last Honda customer in 1991

EWIN YOUNG 1939-2014

EWIN YOUNG, RENOWNED

motorsport journalist who travelled from his native New Zealand to Europe in 1961, a year before starting work as close friend Bruce McLaren's secretary, has died at the age of 75.

Young, who ghosted McLaren's AUTOSPORT column and was a founder director of the McLaren racing team, also wrote a weekly column for *Autocar* for 31 years.

AUTOSPORT offers its condolences to his family and friends.



LAT



Innovation
that excites



THE ALL NEW NISSAN NOTE DRIVE SMARTER

The All New Nissan Note is now available with Style Pack. Featuring an aerodynamic profile, unique diamond cut alloy wheels and engine Stop/Start system as standard across the range, it's time to drive the smarter super-mini.

nissan.co.uk/offers

0% APR | **£169**
REPRESENTATIVE | PER MONTH



PERSONAL CONTRACT PURCHASE REPRESENTATIVE EXAMPLE

24 MONTHLY PAYMENTS	ON THE ROAD CASH PRICE	CUSTOMER DEPOSIT	DURATION OF AGREEMENT	TOTAL AMOUNT OF CREDIT	OPTIONAL FINAL PAYMENT	TOTAL AMOUNT PAYABLE	RATE OF INTEREST P.A. (FIXED)	APR
£169	£14,295	£3,161.74	25 MTHS	£11,133.26	£7,077.26	£14,295	0%	0% APR REPRESENTATIVE

New Note Range £9,995 – £16,600. URBAN 45.6–67.3mpg (6.2–4.1L/100km), EXTRA URBAN 62.8–88.3mpg (4.5–3.2L/100km), COMBINED 55.4–80.7mpg (5.1–3.5 L/100km), CO₂ emissions 119–90g/km.

Offer valid until 30 September 2014 at participating dealers only. Finance provided by RCI Financial Services Limited, PO Box 149, Watford WD17 1EJ. Subject to status. Guarantees and indemnities may be required. You must be at least 18 and a UK resident (excluding the Isle of Man and Channel Islands). Terms and conditions apply, please visit www.nissan-offers.co.uk or your local dealer for full details. This offer is not available on Visia Limited Edition. Offer based on 8,000 miles pa, excess mileage 8p per mile. Offers not available in conjunction with any schemes or other offers and at participating dealers only. All prices include first registration fee and 12 months road fund licence. Information correct at time of going to print. Model shots shown are for illustration purposes only. Models subject to availability. Breakdown services provided by RAC Motoring Services and/or RAC Insurance Ltd. Model shown has pearlescent paint at £500 inc VAT. Nissan Motor (GB) Ltd, The Rivers Office Park, Denham Way, Rickmansworth, Hertfordshire WD3 9YS. MPG figures are obtained from laboratory testing, in accordance with 2004/3/EC and intended for comparisons between vehicles and may not reflect real driving results. (Optional equipment, maintenance, driving behaviour, road and weather conditions may affect the official results.)



Jonathan Noble

F1's newshound

Monza is traditionally a hotbed of driver-market rumour-mongering. This year the buzz was all about an impending big-name bombshell

There is no better place for the silly-season driver merry-go-round rumours to ramp up a notch than the paddock at Monza. The final throes of summer, the end of the European season and the amphitheatre of Formula 1's most atmospheric track never disappoint.

Even Bernie Ecclestone, responding to the rumblings surrounding the potentially imminent departure of Ferrari president Luca di Montezemolo, conceded that what emerges in the famous Royal Park is always something special. "At this time of year in Monza it is a lovely time for lots of rumours," he smiled.

While on the surface the driver market appears to be settling down – with the Mercedes, Ferrari, Williams and Red Bull line-ups all supposedly sorted for next year – that has done little to dampen feelings the paddock that there could yet be a twist in the tale. We all know the saying that contracts are there to be broken, which is why it's important to dig beyond the headlines and look deeper into people's intentions.

Take Fernando Alonso, for example. What he says and how he says it is accomplished with the same precision as his driving on track, so claims that recent comments mean he has rejected overtures from rival teams are wrong.

"I want to stay at Ferrari and extend my contract," he said ahead of the Italian Grand Prix. "That's my wish, I repeat it every two weeks, at the end of every race, yet it's never said. Talk of other teams has never come



nothing to dismiss the squad as a serious option.

"I think it is normal that you have a lot of talks. But it doesn't change what you do on a regular day-to-day basis," he said.

That might sound like a dismissal of the McLaren speculation, but in fact it says nothing of the sort.

“Vettel half-joked that if there was a big-money McLaren offer out there, he would be up for it”

from my lips; in fact it's always been the opposite.”

Is that confirmation he will be at Ferrari for the rest of his career? Not at all. All he is saying is that he wants to stay at Ferrari. He would like nothing more than to be dominant with the team. But with that first Ferrari title still eluding him, he knows that if he wants success after his contract expires in 2016 he may have to look elsewhere. That's why it's a 'want to' rather than a 'will'.

If Alonso is so eager to stay at Ferrari for as long as he can, why is McLaren holding on so long for him? Why did he talk to team chiefs Eric Boullier and Ron Dennis? Why too does Romain Grosjean – a man eager to get himself into a truly competitive car – still think his Spanish rival holds the key to the driver market?

Sometimes what appears on the surface to be a denial is no such thing. Sebastian Vettel is McLaren's other target for 2016, and he did

It's simply that on a GP Thursday his only thought is on that race weekend, not what's happening in 2016.

In fact he even half-joked that if there was a big-money McLaren offer out there, he would be more than up for it...

“There was talk that I had signed for \$150 million for three years. I was asking where the pen was but nobody came back!”

And then, of course, beyond the Alonso/Vettel rumours, there's the big question-mark surrounding the Mercedes drivers. Toto Wolff's admission that if the season tumbles out of control it may have to look at losing either Lewis Hamilton or Nico Rosberg pushed both of them on to the potential list for some teams – and as early as 2015.

What's going on off track is as thrilling as on it right now. The first rolls of the dice for drivers in 2015, '16 and '17 are already underway – and we haven't even got to those hot, hot nights of Singapore yet. ❄

This week in motorsport



SEETHING OGIER WRITES TO TODT

Reigning World Rally champion Sebastien Ogier has written to FIA president Jean Todt in a last-minute attempt to stave off a rule change for next season.

The letter, signed by Ogier and Volkswagen team-mates Jari-Matti Latvala and Andreas Mikkelsen, was discussed at last month's WRC Commission meeting amid a wider debate on changes to the running order. The FIA is expected to announce that the championship leader will run first on the road on days one and two next season, a move that 2014 points leader Ogier opposes.

He told AUTOSPORT: "As a driver, I am thinking about the future of my sport and I discussed it with my team-mates. Afterwards we communicated our opinion to the FIA.

"The idea behind this new rule is clear: the best drivers in the championship are disadvantaged in order to reduce the gap between all the drivers and create greater excitement in the championship. In my opinion, this new regulation goes too far and is unfair."

Todt is reported to have replied, and to be keen to maintain open channels of discussion with the drivers.



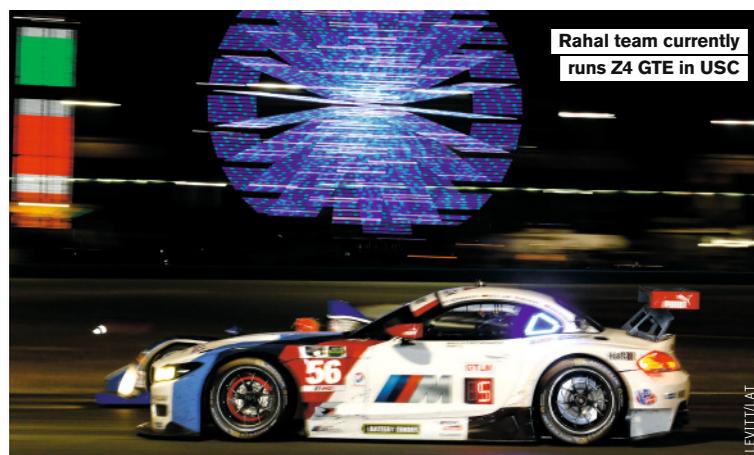
Ocon makes FR3.5 debut

Formula 3 European Championship leader Esteban Ocon is to make his Formula Renault 3.5 debut this weekend at the Hungaroring.

The Lotus F1 junior (below) will drive for British team Comtec Racing at the Hungarian track and in the following round at Paul Ricard.

The French teenager's management explained that it is to give him experience in a powerful car before a full-time move in 2015 to FR3.5, GP2 or even F1.

Canadian Nicholas Latifi, Ocon's team-mate in the Prema F3 squad, will contest the same FR3.5 races, in his case with Tech 1 Racing.



M6 set to replace Z4 for BMW

BMW is working on a replacement for its Z4 GT3 racer based around the M6 coupe that could become the basis of its next contender in the United SportsCar Championship.

The German manufacturer is known to be designing the new GT3 car and is expected to begin testing early next year ahead of deliveries to customers

in time for the 2016 season. It appears likely that this will then become the basis of its attack on the USC's GT Le Mans (formerly GTE) class with the Rahal team in the same season.

BMW has confirmed that there are plans for a new GT3 car, but a spokesman said it "needs to see how we solve the GTE issue".



Derani in ELMS switch

Macau Grand Prix podium finisher Pipo Derani makes his prototype debut in this weekend's European Le Mans Series round at Paul Ricard.

The Brazilian, who curtailed a Pro Mazda programme in the US earlier this year, has joined the Murphy Prototypes line-up after testing its LMP2 ORECA-Nissan at Snetterton.

Derani, 20, is eyeing a future in endurance racing. He will join Nathanael Berthon and one undecided driver for Ricard.

Reigning ELMS GTE champion Johnny Mowlem also joins the LMP2 field in a Greaves Zytek-Nissan.

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



Buncombe set for V8s

Nissan GT ace Alex Buncombe prepared for his V8 Supercar debut – in this weekend's Sandown 500 – at Winton on Monday. The Briton (inset pic) shares a works Altima with Todd Kelly. He joins compatriot Oliver Gavin in the field – Gavin races a Holden with Nick Percat on his second V8 start



Renault RS01 hits track

The Renault RS01, which forms the basis for the Renault Sport Trophy next year, had its first proper test at Valencia last week after a shakedown at Franciacorta. Spaniards Albert Costa and Andy Soucek drove the car, which completed approximately 250 miles

RoC is going to Barbados

This year's Race of Champions will take place in Barbados.

The Caribbean nation's Bushy Park venue, which will stage the event on December 13-14, proved popular in a fan vote. Event organiser Fredrik Johansson described it as a throwback to the event's long-time home on Gran Canaria.

Bushy Park hosted a round of the Global Rallycross Championship earlier this season (below).



Pro reshuffle for Porsche

Porsche has reshuffled its GTE Pro class line-up for the remainder of the World Endurance Championship.

It is bringing in Richard Lietz from its United SportsCar squad to share the #91 Manthey 911 RSR with Jorg Bergmeister from the Austin round on September 20.

Patrick Pilet, who contested the first three races with Bergmeister, will move across to share the second car with Frederic Makowiecki in place of Marco Holzer, who will now concentrate on test and development duties.

USC driver Nick Tandy has been listed in the #91 car for Austin as a precaution in case Lietz does not recover in time from the arm injuries he sustained in the USC event in Virginia last month.

In brief



HAWKSWORTH PRIZE

British IndyCar rookie Jack Hawksworth (above) has been awarded the series' Tony Renna Rising Star Award. IndyCar competitions boss Derrick Walker said: "Jack demonstrated not only his skill and determination, but also his sportsmanlike attitude toward the sport and his fellow drivers."

SERVIA, SATO FOR FE

IndyCar racers Oriol Servia and Takuma Sato are last-minute additions to the grid for the inaugural Formula E round in Beijing this Saturday. Spaniard Servia joins Dragon Racing to replace Mike Conway, who has elected to concentrate on his Toyota WEC programme. Sato stands in at Amlin Aguri for Antonio Felix da Costa, who has a clashing DTM race.

DALY BREAD RUNS OUT

American Conor Daly lost his GP2 seat with the Italian Lazarus team before last weekend's Monza round due to lack of budget. Daly was replaced by Italian Auto GP and Formula Acceleration 1 contender Sergio Campana.

MAHY IN UK HOSPITAL

British amateur driver Marcus Mahy has returned home to the UK more than a month after sustaining life-threatening head and neck injuries during the Spa 24 Hours in July. The 53-year-old Kessel Ferrari driver was transferred by air ambulance to a hospital in Salisbury to continue his rehabilitation and is expected to make a full recovery.

After numerous accidents and contrasts [sic] with other cars, the race directors considered him guilty several times and therefore in the last part of the Sprint Race, the black flag was put out which means immediate retirement of the driver

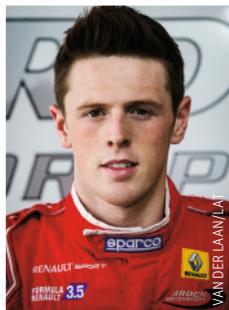
No, we wouldn't want to be Trident's press officer either... This is how the team described race two at Monza for GP2 arch-offender Sergio Canamasas



Buller back in F3 with Signature

Top team Signature will return to the Formula 3 European Championship next month at Imola with Northern Irishman Will Buller.

The French squad, which dropped its plan to run the new Renault engine on the eve of this season, has switched to Volkswagen power. Formula Renault 3.5 racer Buller (pictured) returns to F3 and will compete at Imola before racing in the Macau Grand Prix.



The Renault engine project continues with German team Ma-Con Motorsport conducting further tests on the powerplant, led by New Zealander Nick Cassidy.

Meanwhile, top German F3 team Motopark Academy will join the Euro F3 fray in the Hockenheim finale, probably with GP3 ace Marvin Kirchhofer driving. The team plans to take German points leader Markus Pommer to Macau.

Dixon rates new Lights racer

Scott Dixon believes that international interest in the Indy Lights series will increase with the introduction of the new IL-15 car, which he tested at Indianapolis Motor Speedway last Friday.

Dixon, who won the Indy Lights title in 2000, and rival James Hinchcliffe

completed a combined 80 laps.

"I think the biggest thing for us – for Indy Lights and for IndyCar – is that it is updated tenfold over the last spec," said Dixon (in action, right). "It will definitely attract a lot of Europeans and more Americans to the series."



GOODWOOD REVIVAL

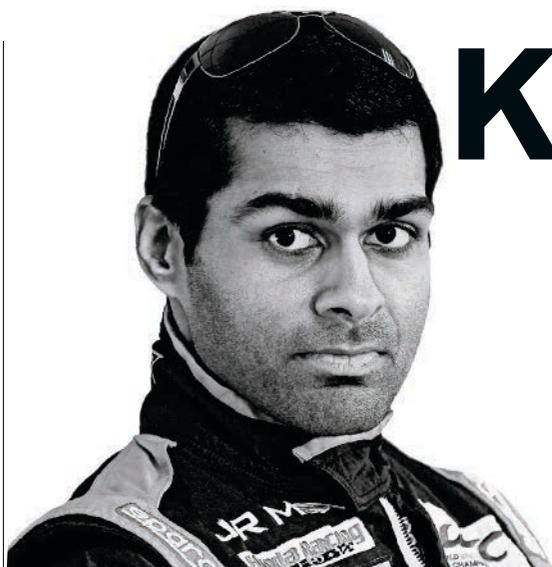


12 • 13 • 14 SEPTEMBER

For the latest event news follow us on [facebook](#) and [twitter](#)

Admission strictly by advance ticket only • For tickets or hospitality please call: +44 (0)1243 755055 or visit

www.goodwood.com



Karun Chandhok

The racer's eye

This old-school driver is all in favour of safety but believes that, in the name of 'the show', asphalt run-off areas need a bit of a rethink

Talking about Monza is hard without getting emotional about it. The history, the Italian passion, the sight of cars darting around at the highest speeds of the season, and the fantastic racing that it normally serves up, all make us feel emotionally attached to it like you do to your favourite pub or coffee shop.

Now, if the owners replace our special comfy chair or take our favourite dish off the menu at said favourite pub or coffee shop, we get upset. We begrudgingly go back of course but every time we do, we moan and we groan about what's missing. This is why I think we have had so much noise and chat about the asphalt run-off on the outside of the iconic Parabolica.

"How could anyone think of putting down dark, black, hard asphalt where our beautiful, natural green grass and gravel has been?" we all tweeted and facebooked.

I've been fortunate to spend a reasonable amount of time with various people from the FIA, as well as circuit designers, over the years and I'm the first to acknowledge that their job is a very complex one. Through my position on the FIA Drivers' Commission I've also learned a great deal about the research that goes into the safety standards of the circuits and it is indeed very impressive. Their priority is always safety and I would always applaud their work in this area rather than criticise. However, personally, I don't think the way we are seeing asphalt run-offs appear everywhere is the best solution.

I'm an old-school racer and I believe that if a driver makes



FIA safety chief Charlie Whiting (left) inspects the new Parabolica run-off

Having driven at a lot of circuits around the world, I'm in no doubt that the asphalt run-offs have psychologically made the circuits easier for drivers. This automatically gives the weaker drivers a chance to close up. I remember going to Spa in Formula 3 in 2003, when Eau Rouge and Pouhon still had gravel on the outside and they were such a satisfying challenge to get right. If you consider the GP2 grid (it's unfair to look at F1 with the car-performance disparities) from this year at Spa with its acres of asphalt, just 1.2 seconds covered the top 21 in qualifying. At an unforgiving circuit like Monaco, which you should bear in mind is only half the length, that time only covered 11 drivers!

"We need to consider the trade-off between the spectacle and things being too sanitised"

a mistake, he should be punished for it. I know I've been punished a few times in my career! Replacing grass and gravel with asphalt is a bit like covering up the bunkers and water bodies on a golf course with concrete; it just lets the ball bounce back onto the fairway with no real penalty. On the flip side, I do see the benefits of these run-offs, not just from a safety angle, but because it often means a car can continue in the race where it would otherwise have been out, robbing sponsors and fans of a part of the show.

We've seen a number of instances in recent years, across all categories, of people arguing the issue of track limits. In F1 now, it's being policed very well in qualifying but it's harder in the races and, more importantly, in other series. Stewards have a tough job to determine when someone has gained an advantage and when they haven't. The race directors have an equally tough job to justify why in some places they turn a blind eye and in others they don't. Circuit designers are forced to look into all sorts of solutions for these run-offs so the drivers don't gain an advantage.

Looking at the safety element though, once again, I have a slightly left-field view, which is that fans want to see drivers being gladiators and living on the edge. While a few people would've tuned in to see Felix Baumgartner jump off the Shard, everyone on the planet has seen him jump down from space because of the element of danger. Now, of course I don't want to see drivers get seriously hurt or worse, but I think we need to consider the trade-off between putting on a spectacle and making things too sanitised.

I'm not just ranting without suggestions. My compromise, which I have discussed with a few other drivers who agreed, would be to have four or five metres of real grass or gravel on the edge of the track and then as much asphalt as is needed after that. This could be a good balance of maintaining the driving challenge of staying within the white lines of the racetrack and still keeping in mind the safety issues. I'm not a circuit designer or safety expert, but I would love to see if this option could be explored to try to maintain this crucial balance. ❧

Elemental



ASTRA VXR

2.0 Turbo 280PS

Drexler Limited Slip Differential

Brembo Brakes

HiPerStrut Front Suspension

Official Government Test Environmental Data. Fuel consumption figures mpg (litres/ 100km) 34.9 (8.1). CO₂ emissions 189g/km#.

Model shown Astra VXR 2.0i 16v Turbo (280PS) £27,315 plus optional VXR Aero Pack £995 and Metallic Paint £545. Total cost £28,855. Vauxhall does not condone irresponsible driving. #Official EU-regulated test data

VXR.co.uk



VAUXHALL

and CO₂ emissions (g/km). Astra VXR: Urban: 26.2 (10.8), Extra-urban: 43.5 (6.5), Combined:

are provided for comparison purposes and actual performance will depend on driving style, road conditions and other non-technical factors.

THE RACE REPORT

QUALIFYING • TRACKSIDE VIEW • RACE HISTORY • TEAM BY TEAM • RESULTS

How Hamilton took the initiative

There have been times in his F1 career when Lewis Hamilton has had to be told what to do. At Monza, he was the master of his own destiny. **EDD STRAW** reports



AT A GLANCE



“Clearly today I had the pace on everyone and on Nico, and I felt that way all weekend”

LEWIS HAMILTON

ITALIAN GP
Monza

ROUND 13/19

LAPS 53

WINNER
Lewis Hamilton
1h19m10.236s

POLE POSITION
Lewis Hamilton
1m24.109s

FASTEST LAP
Lewis Hamilton
1m28.004s

RACE RATING
★★★★★ A decent intra-Merc scrap, plus loads of overtaking behind them for minor placings

DRIVERS' STANDINGS

1 Nico Rosberg	238pts
2 Lewis Hamilton	216pts
3 Daniel Ricciardo	166pts



Hamilton presses on through Parabolica for fifth pole of 2014



ETHERINGTON/LAT

QUALIFYING 14:00, 06.09.2014

16



Even before a gearbox-related electronic problem ruined Nico Rosberg's Saturday morning practice session, Lewis Hamilton was favourite for pole position at Monza. A day earlier, Hamilton had lapped just 61-thousandths of a second slower than his team-mate even though he lost an hour of running to a similar problem. He was simply quicker, and so it proved on Saturday afternoon.

While Rosberg was consistently faster in the short first sector, comprising the first chicane and the flat-out Curva Grande and ending on the run to the Roggia chicane, Hamilton had the edge over the balance of the lap, his ability to carry speed through the two Lesmo right-handers impressing many.

Having breezed through to Q3, topping the first two segments of qualifying, Hamilton banged in a lap

almost four-and-a-half tenths quicker than his team-mate could manage on the first runs in the top 10 shoot-out. He didn't know it at the time, but he'd done enough to guarantee his first pole position since May's Spanish GP.

Rosberg went back out again and improved, ending up 0.274s off Hamilton. But although he was quicker in the first sector, by 0.156s on his best lap compared to Hamilton's first run, he was not quick enough elsewhere. But had missing Saturday morning practice, and therefore his qualifying simulation, cost him?

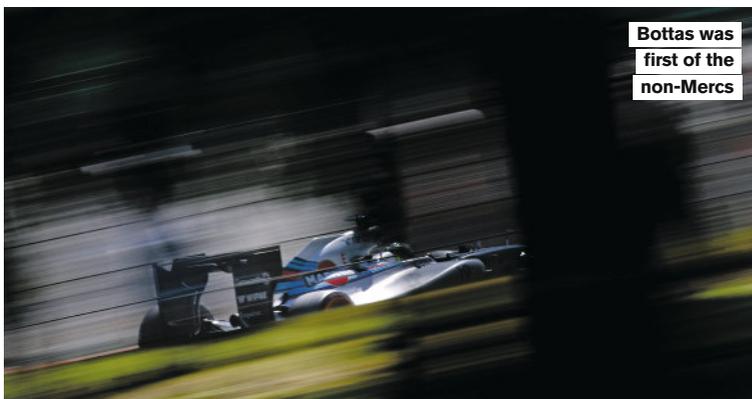
"It's very hypothetical, so it's not really worth going into that," said Rosberg. "What I can say is that I felt comfortable with the car in qualifying, which is very positive because I didn't really know what to expect. We made the right changes from yesterday."

Hamilton didn't improve on his second lap, but didn't need to.

He already had a pretty good idea that Rosberg was not going to outpace him by halfway round the attempt, so it proved to be one of the more comfortable pole positions of his career, even though the gap was small.

The two Williamses, as expected, locked out the second row. Valtteri Bottas looked mighty and was a couple of tenths quicker than Felipe Massa. But with few improving on their second Q3 runs, the real star turn was Kevin Magnussen, who leapt from eighth to fifth with a big improvement, again putting him ahead of McLaren team-mate Jenson Button.

With Kimi Raikkonen falling in Q2 after mistakes at the second chicane on both of his quick laps, the Tifosi's hopes rested on Fernando Alonso. His commitment was breathtaking and he did well to beat both Red Bulls, later observing that even with 100 sets of tyres he would have gone no quicker.



Bottas was first of the non-Mercs

DUNBAR/LAT

THE GRID

1 HAMILTON MERCEDES 1m24.109s Medium	2 ROSBERG MERCEDES 1m24.383s Medium
3 BOTTAS WILLIAMS 1m24.697s Medium	4 MASSA WILLIAMS 1m24.865s Medium
5 MAGNUSSEN McLAREN 1m25.314s Medium	6 BUTTON McLAREN 1m25.379s Medium
7 ALONSO FERRARI 1m25.430s Medium	8 VETTEL RED BULL 1m25.436s Medium
9 RICCIARDO RED BULL 1m25.709s Medium	10 PEREZ FORCE INDIA 1m25.944s Medium
11 RAIKKONEN FERRARI 1m26.110s Medium	12 VERGNE TORO ROSSO 1m26.157s Medium
13 HULKENBERG FORCE INDIA 1m26.279s Hard	14 SUTIL SAUBER 1m26.588s Hard
15 GUTIERREZ SAUBER 1m26.692s Hard	16 MALDONADO LOTUS 1m27.520s Medium
17 GROSJEAN LOTUS 1m27.632s Hard	18 KOBAYASHI CATERHAM 1m27.671s Medium
19 BIANCHI MARRUSSIA 1m27.738s Medium	20 CHILTON MARRUSSIA 1m28.247s Medium
21 KVYAT TORO ROSSO 1m26.070s Hard	22 ERICSSON CATERHAM 1m28.562s Hard

KEY
+10 10-place grid penalty
P Required to start from pitlane



P28 FULL RESULTS & POINTS



TEE/LAT



Turn 1: Rosberg leads Magnussen, Massa and Hamilton

RACE 14:00, 07.09.2014



The Lewis Hamilton of old might have failed to convert his Monza supremacy into Italian

Grand Prix victory.

There have been occasions when Hamilton has not seized control of his own destiny on track, as exemplified in the infamous 2007 Chinese GP, when McLaren left him out too long on shot wet rubber and the world championship was effectively lost as he buried himself in the gravel in the pit-entry. Sometimes, it's too easy to let the pitwall do all the thinking.

But at Monza he used his most potent weapons – sheer speed and a razor-sharp racer's instinct – to strike a vital blow in the title race.

The bare facts suggest that he lucked in, his victory the consequence of a blunder by Mercedes team-mate Nico Rosberg. But it was a mistake Hamilton drew out of the German by

knowing exactly when to attack. This was more a race won by Hamilton than lost by Rosberg.

The four laps after both had completed their one and only pitstop were decisive. And it was all thanks to Hamilton choosing his own strategy, as opposed to the one the pitwall suggested, that gave his best chance.

Hamilton knew Rosberg was vulnerable. Hamilton knew he was the faster Mercedes driver. Hamilton knew Rosberg had already made one mistake and gone off at the first chicane. Hamilton knew when to strike.

"I reckon the race will be at the end," race engineer Pete 'Bono' Bonnington told him over the radio. "So suggestion is we sit 2-2.5s [behind] so we get the benefit of the tow without losing downforce. So we are going to need the tyres at the end."

The advice was perfectly sound, certainly not analogous to McLaren's

Hamilton: 'My team gives me advice.

It doesn't mean you have to take it'

terrible call at Shanghai. But during the second half of the first stint, Hamilton had been unable to get within DRS range of Rosberg.

That was on older medium-compound Pirellis, but Hamilton – now on hards like his team-mate – knew that if he didn't press home his advantage now, he would probably end up in the same position.

"My team of people are working just to guide me to the end of the race as fast as possible and I want them to give me advice," said Hamilton. "It doesn't mean you have to take it every time. It's not an order.

"It's 'you might want to do this because that might be your best chance'. I felt differently and it worked out. You know whether the tyres are going to be the optimum now to overtake, or later on. I knew I had the pace, so I wanted to utilise it."

After his stop at the end of lap 25, one later than his team-mate, the deficit to Rosberg was 1.8s. On lap 27 the gap was down to 1.384s. At this point the advice from the pitwall changed in recognition of what Hamilton had already realised was the best time to attack.

The gap came down again, to 0.764s, on lap 28. For the first time, Hamilton had the advantage of the DRS to attack his team-mate.

Rosberg knew he had to break the DRS somehow and pushed hard. Too hard, as it turned out. He went straight on at the chicane and, by the time he had snaked his way through the slalom in the run-off area, he was behind.

Afterwards, Mercedes motorsport boss Toto Wolff suggested Rosberg's offs at the first chicane were a consequence of having to wind the brake bias forward to protect the rear brakes. But Rosberg admitted that they were simply a combination of his mistakes and the knowledge that a big flatspot could cost him far more than just one position.

"No," said Rosberg when asked about the brake-bias theory. "They [the two offs at the first chicane] might look a bit strange because when you start locking up there, I could make the corner no problem. But there is an extremely high probability that my tyre will be square afterwards.

"So what I do is release the brake, especially when the lock-up comes so early. If it's a late lock-up, it's not a problem, but when it comes early you are still at high load with a long way to go. Then, the probability is massive that it's going to be square and then I need to do two pitstops and lose a lot of time. So at that point, I just decided to go straight on.

"Maybe with Lewis I should have tried and see how it goes. But ▶



Rosberg held a big lead by Ascari on the opening lap



Rosberg's second trip down the Rettifilo escape road...

▶ anyway, I just messed up. He was quick from behind so I had to up my game, I had to find a bit of pace and I messed up."

Rosberg had no chance of making it through the escape road and back out onto the circuit ahead of Hamilton. He was now just over two seconds behind and, while the pitwall suggested he sit there and bide his time for an attack late on, he never had the pace to do so.

Hamilton's only slight error came near the end, when his brakes were overheating and he locked the front-left wheel at the first chicane. But he controlled the car beautifully, made the corner and had enough of a cushion to have taken the escape road and re-emerged ahead anyway. This was his race.

In the circumstances, it was a brilliant weekend for Hamilton. After a disastrous Belgian GP and amid the fallout over the clash with Rosberg in that race, Hamilton had reflected on the uphill struggle he faced to close a 29-point gap in the championship. This was a race he had to win, doubly so given his supremacy, but the circumstances of the weekend might have broken a lesser man.

On Friday he lost an hour of afternoon practice with an electronic problem. Once fixed, he served notice

of his intent by going out and banging in a lap just 61 thousandths of a second slower than his team-mate on his medium-tyre run.

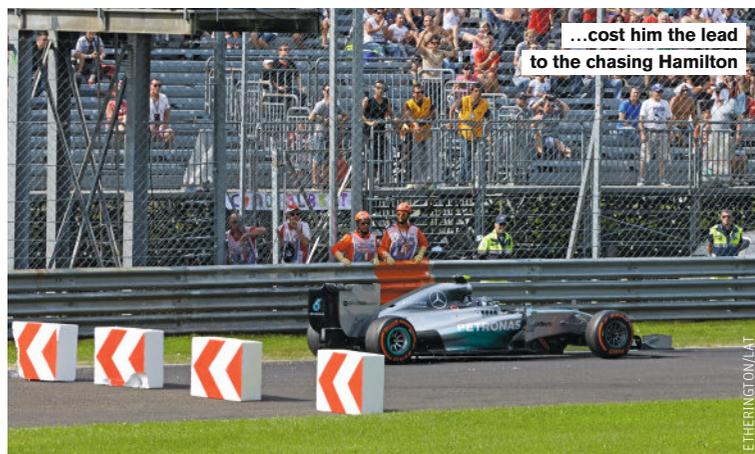
Having bounced back from that, he was tested again when his car would not allow him to go into the correct engine mode for the race start. The power delivery was savage and he dropped to fourth. Under those conditions, it was actually a remarkable getaway.

"At the start, there's a button that you press which engages the launch sequence and for the formation lap, it didn't work," explained Hamilton. "I thought, 'No problem, I'll just put it on for the race', and when I got to the grid I put it on and again it didn't work."

"It was very strange, I've never really had that happen before. There was a different sequence of lights that were on [on the dash] that weren't ever on before! Anyway, I tried to pull away as fast as possible. The rpm was all over the place and fortunately I managed not to lose too many places."

"We never did a practice start like that where you don't have the launch sequence. I had no idea what I was supposed to do, so I just floored it and hoped for the best."

So before he had the chance to pressure Rosberg into his error,



...cost him the lead to the chasing Hamilton

Hamilton had some work to do. With Valtteri Bottas having dropped from third to 11th on the first lap thanks to what appears to be problems with the engine mode at the start, the two cars separating Hamilton from Rosberg were Kevin Magnussen's McLaren and the Williams of Felipe Massa.

Initially he made little impression on Massa, but on lap five he saw his opportunity to move up to third. The Brazilian attacked second-placed Magnussen, who had made a great start from fifth on the grid after a superb qualifying performance, into the first chicane. The Dane defended,

which compromised his exit and allowed Massa to get a run on the McLaren and pass him around the outside into the second chicane.

Again, Magnussen's line was compromised and Hamilton used his superior exit speed to blast ahead of him on the short run to the Lesmos. Five laps later – one lap after seeing Rosberg go off at the first chicane for the first time, cutting the gap between them from just over four seconds to around 2.4s – Hamilton got alongside Massa on the run to the first chicane.

This was no easy DRS-assisted pass, for it was completed in the



Massa celebrates first podium since the 2013 Spanish GP with Sir Frank



Bottas duels with Magnussen during charge to fourth place



Hamilton lords it over Rosberg on the podium



Lewis shares a moment with dad Anthony as step-mum Linda looks on

corner, not on the straight. Hamilton's outstanding feel for braking allowed him to stay alongside Massa on the turn-in, the Williams driver quite rightly giving enough room for both to get through safely. That was the last Hamilton saw of Massa, who spent the rest of the race cruising to a lonely, but very well-deserved, third place.

The gap to Rosberg was still 2.4s and Hamilton set about closing the gap. In the 15 laps that followed, he never got closer than 1.4s, with Rosberg having an advantage of almost 1.8s when he dived into the pits. That was the period of the race

that showed Hamilton the attack needed to come early in the second stint, not late.

This was a weekend that showed Hamilton at his best. If he's going to win this world championship – and it's a big if, because Rosberg is a formidable competitor who has driven superbly all season – he will do it by playing to his own strengths.

His sheer speed, brilliant racing brain, virtuoso overtaking and the experience of title battles won and lost carried him to a victory that could well prove to be a turning point after a tumultuous mid-season. And, of

course, he showed that he really is his own man and capable of taking matters into his own hands.

And don't underestimate that mental strength it took to bounce back with pole position, his first since May's Spanish GP, and what was only his second victory in eight races. Fortune gave him every chance to crack. But it was Rosberg, not Hamilton, who choked.

Rosberg described it as "horrible" to lose the lead to his own mistake. But he knew that this was a weekend during which Hamilton had a potentially decisive advantage. Had he not made the error, it's possible that he could have stayed ahead. But the figures from the speed trap located on the run to the first chicane reveal just how difficult it would have been.

Thanks to leading and then immediately dropping two seconds behind Hamilton when he went off, Rosberg never picked up the DRS from following Hamilton. Despite backmarkers also offering a DRS assist, the way the race panned out he never had the chance to use it on the start-finish straight.

Hamilton's advantage in the speed-trap rankings over Rosberg was a massive 17.1mph (222.8mph to 205.7mph). He had the momentum,

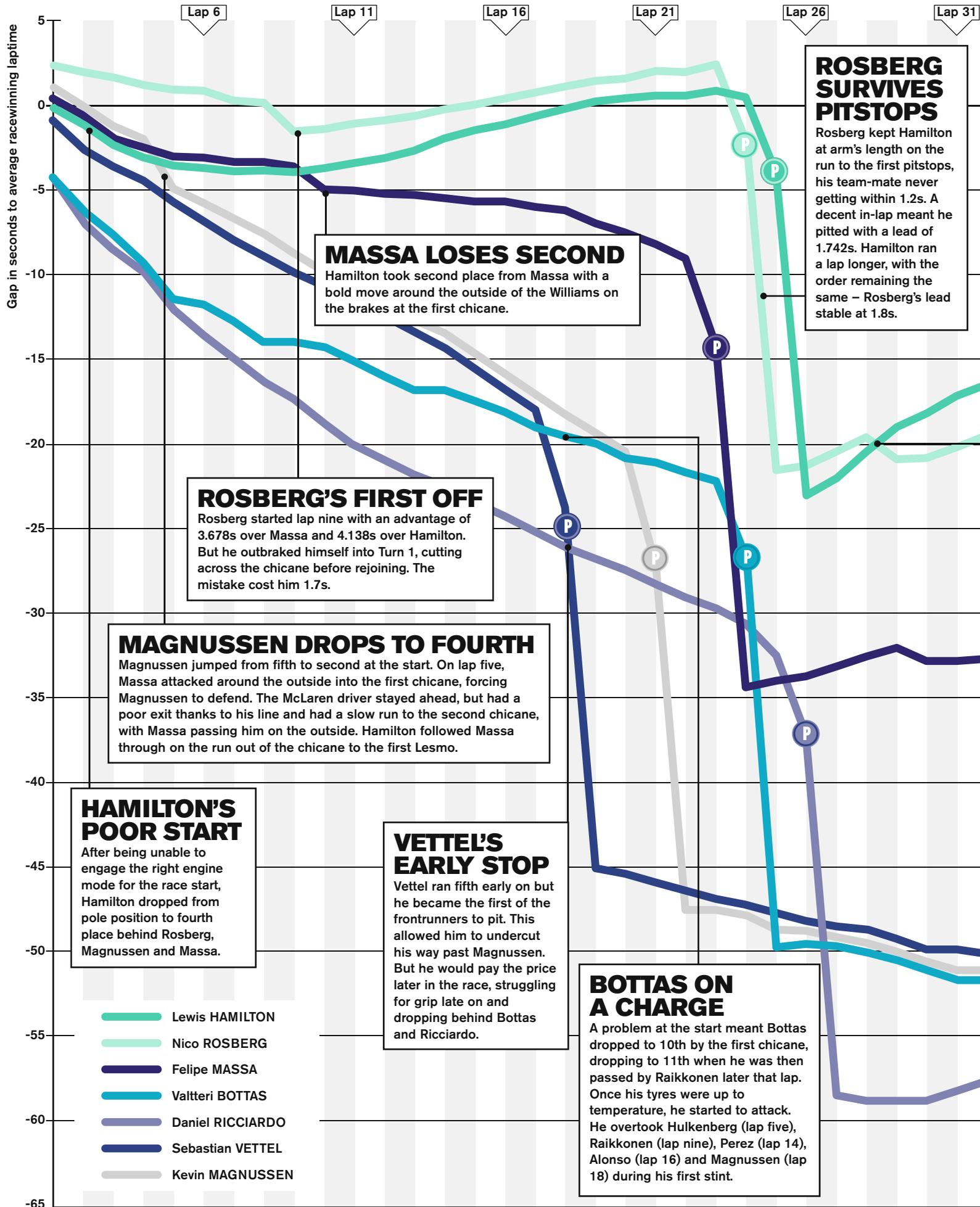
he was on a charge and, in all probability, would have been able to pass Rosberg anyway. Perhaps to the relief of Mercedes' top brass, we never had the chance to find out for certain.

But what is beyond doubt is that Hamilton had a clear edge. Stunningly fast through the two rapid Lesmo right-handers, this conferred a compound advantage thanks to the complexity of the 2014 engines, as extra exit speed allows drivers to save a little of the ERS power they would otherwise use for deployment elsewhere. The same was often true of his precision through the Ascari chicane, which allowed him to carry consistently high speed onto the straight to Parabolica.

Realistically, Monza was always going to play to the advantages Hamilton has had for much of the season, notably the fact that his braking style allows him to very efficiently harvest energy using the MGU-K. It was no coincidence that, once again, Rosberg was using his fuel at a greater rate.

The whole weekend was a reminder that, if Hamilton is to win the world championship, he must keep playing to his strengths and not get distracted by an increasingly acrimonious battle with his team-mate. ❧

HOW THE RACE WAS WON



Lap 36

Lap 41

Lap 46

Lap 51

HOW THE GRAPH WORKS

↓ This graph plots the positions of the key players in the race, relative both to each other and the average race-winning pace (0 seconds). The race-winning pace is calculated by taking the winner's race time and dividing it by the number of laps (except first and SC laps).

HAMILTON TAKES THE LEAD

He could have held station and attacked later, but after the pitstops were completed, Hamilton took just over a second out of Rosberg in two laps. Hamilton was in DRS range for the first time on the start/finish straight at the end of lap 28. Rosberg, pushing, again outbraked himself at Rettifilo, losing the lead and dropped just over two seconds behind Hamilton. He dropped back even further after that, taking the chequered flag 3.175s behind.

BOTTAS SURGES TO FOURTH

After his pitstop, it took Bottas just 16 laps to climb from ninth to fourth. He overtook Perez, Magnussen and Vettel on track which, combined with Kvyat pitting (who had stayed out the longest) completed his recovery.

RICCIARDO STARS AGAIN

Ricciardo ran 12th in the early stages after a poor start from ninth on the grid, but by running long – to lap 26 – before stopping he gained a tyre advantage over the field. He was still 12th after his stop, 10.127s behind Vettel, who effectively held fourth. Of those ahead, only Kvyat still had to pit, so that once Alonso retired Ricciardo still had to pass Raikkonen, Button, Perez, Magnussen and Vettel to take fifth.

MAGNUSSEN PENALISED

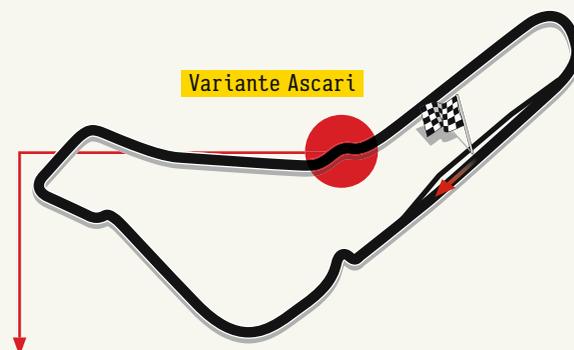
For forcing Bottas off the track while battling on lap 31, Magnussen was handed a five-second penalty. This was applied post race, relegating him from seventh to 10th.

TRACKSIDE VIEW

EDD STRAW
GRAND PRIX EDITOR

edd.straw@haymarket.com

@eddstrawF1



Saturday morning, Variante Ascari. The Tifosi are expectant. All is quiet. Silent engines? Not a bit of it. Before you see him, you hear him. Fernando Alonso, their Spanish hero, more samurai than torero, blasts into view. His prancing horse gallops towards the left/right/left sweep.

The 100-metre board, over 200mph. The samurai stands on the brakes. The fresh, medium Pirellis bite. The Ferrari squirms. The line between maximum deceleration and locking up is danced. The Ferrari bucks. Countless tiny adjustments to the steering. The gravel trap beckons.

But no. The samurai is in control. Four downshifts in 50 metres. He has the grip. He turns in. The speedbumps inside the first kerb lie in wait. He gets close, so close, but brushes safely past. The line is perfect.

Left turns to right. The rear breaks away. The samurai corrects. The horse can't keep up with him. He's always ahead of it. Right turns to left. His steed is beautifully settled and gathering speed. The rear again tries to break away, but he won't allow it. He's gone.

'The Ferrari squirms and bucks, with countless steering adjustments'

The Tifosi know they have witnessed greatness.

But there is another hero. An ice-cool Finn, not the old legend in red, the other one. The samurai is a fighter, bending the car to his will. The Finn is an artist. Under braking, Valtteri Bottas' brilliance is in rotating the rear. It's perfectly poised in the first left-hander.

The Williams is on a knife-edge. Its connection with the track seems insubstantial. But the artist's tiny, imperceptible brush strokes are enough. He makes the car dance. Only the best can do that. One day, will he be back at Monza in red?

But the silver machines were faster. The Samurai and the Finn were brothers in arms in an uneven fight.



Bottas: artistry at work at Ascari

STALEY/LAT

STORIES OF THE RACE

Rounding up the action from the Italian GP

EDD STRAW
GRAND PRIX EDITOR



Ricciardo stars with late charge to fifth

DANIEL RICCIARDO'S DRAMATIC CHARGE TO FIFTH lit up the second half of the Italian Grand Prix, culminating in a superb pass on Red Bull team-mate Sebastian Vettel.

While the Australian did not demonstrate quite the same raw pace as Vettel during the weekend, qualifying just under three-tenths slower, the team decided to leave him out until lap 26 before pitting to change to hard-compound Pirellis.

This allowed him to attack in the second half of the race. With Ferrari struggling, the crowd appeared to co-opt Ricciardo, whose family hails originally from Sicily, cheering his every pass as he climbed from 12th to fifth.

Helped by prodigious straightline speed, topping out at a race-best 225mph with DRS in the speed trap on the start/finish straight, Ricciardo passed Kimi Raikkonen, Jenson Button, Sergio Perez and Kevin Magnussen before finally closing on Vettel.

As Red Bull had opted to bring Vettel into the pits early – on lap 18 – to gain track position relative to Magnussen and to stay ahead of Button and Perez, he was struggling with tyre performance in the closing stages. Ricciardo's decisive attack on his team-mate started at the Rettifilo chicane on lap 47.

He attacked around the outside into the chicane, Vettel locking up as he defended on the inside. This allowed Ricciardo to get a stronger exit and have a run on Vettel through Curva Grande. But instead of keeping his foot in, as they approached the Roggia chicane, he lifted to allow

himself to cut back inside Vettel, who thought any chance of Ricciardo attacking had been covered off. It was the most spectacular pass of an exciting race.

"The battle with Seb was good," said Ricciardo. "Coming into the first chicane, he covered the inside and I knew it was going to be tricky around the outside, so I tried to set him up. Again, he covered for the second chicane, but I did a bit of a dummy and managed to slip through on the inside."

Vettel, whose pace was around two seconds slower than Ricciardo's in the closing stages, was able to hold onto sixth.

RICCIARDO V VETTEL

In the nine races in which both Red Bulls have finished, Ricciardo has beaten Vettel eight times.

	RICCIARDO	VETTEL
Bahrain	4	6
China	4	5
Spain	3	4
Canada	1	3
Britain	3	5
Germany	6	4
Hungary	1	7
Belgium	1	5
Italy	5	6



COATES/LAT



Button enjoyed his battle with Perez

TRIENTIZ/XPB

Perez prevails in battle with Button

SERGIO PEREZ PREVAILED IN A DRAMATIC battle with former team-mate Jenson Button in the second half of the Italian Grand Prix, beating the 2009 world champion to seventh place.

Button's McLaren held sixth in the first stint, with the Force India of Perez running eighth for much of the early stages. Perez, who was having to manage rear-tyre life and monitor brake temperatures, undercut his way past Button at the pitstops, then kept him at bay in the closing stages.

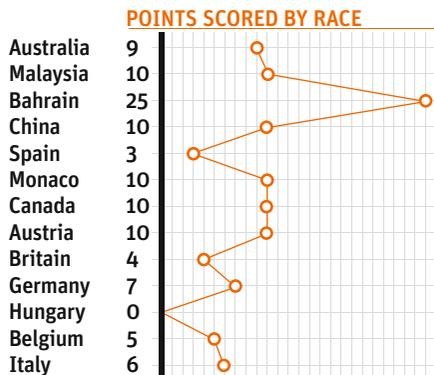
"To have a world champion chase you from behind like that and stave him off, and not for one or two laps, for 15-16 laps, that's called a gutsy drive," said team principal Vijay Mallya.

At one stage, the pair ran side-by-side through the Lesmo 1 right-hander.

"It was amazing, going side-by-side," said Button. "It was really good fun and I really enjoyed it. I certainly wouldn't have been able to do that with him last year!"

FORCE INDIA'S FORM

Force India holds fifth in the constructors' championship, but its form is dropping off.



Ericsson punished for flag blunder

CATERHAM DRIVER MARCUS ERICSSON WAS condemned to start from the pits after ignoring yellow flags during practice.

The Swede was deemed not to have slowed for double waved yellows at the flat-out Curva Grande. These were deployed because of the need to recover Sergio Perez's Force India from the track, with marshals having to push the car to safety after it stopped on circuit.

Stewards analysed the telemetry, which showed that Ericsson did not slow. He was also hit with three superlicence penalty points for the error, taking his tally to the season for five. He was previously given penalty points for hitting Felipe Massa's Williams during qualifying in Monaco.

Ericsson finished last on the road in the race after his pitlane start, but moved up to 19th after Esteban Gutierrez was given a time penalty.



Practice foul meant Ericsson started in pitlane

COATES/LAT



Ricciardo dives by Raikkonen during his charge to fifth spot

Massa bags first Williams podium

FELIPE MASSA CLAIMED HIS FIRST PODIUM FOR Williams, and his first in F1 since the Spanish Grand Prix in May 2013, at Monza.

The Brazilian qualified fourth, climbing to third at the start ahead of slow-starting team-mate Valtteri Bottas. He then overtook Kevin Magnussen for second on lap five on the outside of the second chicane before dropping back behind the recovering Lewis Hamilton on lap 10. From there, he had a lonely run to third.

"He needed to get the car up there and fighting at the front and to finish at the front because it's psychologically good for him," said Williams performance chief Rob Smedley. "It's a great team result because we finished third and fourth. Felipe got a podium out of it. We need him to be positive and to get his mojo back and start scoring the big points again."

Despite a pole position in Austria, Massa's best 2014 result prior to Monza was fourth.

Q&A

FELIPE MASSA

"IT'S SO SPECIAL ON THE PODIUM HERE"



DUNBAR/LAT

It's an important podium for you?

It's a great day for us. It was a great race and a great start. Also the pace was very good. It was not enough to fight with Mercedes but we had very good pace. It's so special to be on the podium here in front of these amazing people. It's a very positive result in that we passed Ferrari [in the constructors' championship] as well.

How do you feel being on the podium at Monza without Ferrari?

Ferrari will always be in my heart because I had an incredible time there but now I am in another team and we need to fight with everybody. It's a message that we are competitive, that we are fighting. But it's not that I'm not in red anymore so I don't have the same pleasure and happiness to be in front of these incredible people.

How were the tyres for a one-stop strategy?

The tyres worked pretty well, maybe a bit more degradation on the medium so I was suffering a little bit more at the end of the stint. But no problem with the hard tyres.

Is it possible to beat Mercedes at a different track like Singapore?

It's very difficult. Singapore is maybe the track that is going to be more negative than the others for us. But in Singapore, you never know, many things can happen. I hope we can do a good job there as well.



THOMPSON/GETTY

Start disaster costs Bottas

VALTTERI BOTTAS RECOVERED to finish fourth in the Italian Grand Prix after a problem at the start dropped him to 10th.

The Finn, who was struggling to get temperature into his tyres early on, then slipped to 11th behind Kimi Raikkonen before starting to climb the order, eventually passing Vettel for fourth on lap 40.

Bottas's poor start was initially attributed to Hamilton's slow getaway ahead. But the Finn suffered from huge amounts of wheelspin that made him a sitting duck on the run to the first corner.

"At the moment, it's not 100 per

cent clear," said performance chief Rob Smedley of the reason for the poor start. "Initially, we thought it was a clutch problem but then, looking at the clutch delivery and the torque delivery on both cars, they seem to have worked OK.

"He just seemed to have an awful lot of wheelspin. I think the grip was low and he couldn't feel the peak of grip and struggled getting the tyres up to temperature. We have to look to see how Felipe [Massa] was able to start better."

Bottas eventually finished 10s clear of fifth-placed Daniel Ricciardo, and 15s behind Massa.



DUNBAR/LAT

Bottas (left) had to recover from poor getaway



COATES/LAT

STORIES OF THE RACE

Ferrari has disastrous home race

FERRARI ENDURED A disastrous Italian Grand Prix, scoring just two points thanks to Kimi Raikkonen's ninth place.

While the Finn had an underwhelming weekend, Alonso posted his first retirement since last April's Malaysian Grand Prix. This was the first time a mechanical failure had put him out of a race since an engine problem in Malaysia 2010.

Alonso ran seventh early on, but fell to 11th behind Raikkonen thanks to an ERS problem that could not be fixed, which forced him to retire.

"The battery was not working for some laps and I lost a little bit of distance with the group of cars in front," said Alonso. "And then, the car switched off completely.

"Obviously, we are not happy with the results in front of our people. To have a mechanical failure is never nice because the team is working hard to give us the best car possible."



Everybody had reliability issues this year [except] Ferrari, so we joined a group. But it's not any kind of comfort



Marco Mattiacci on his first Italian GP as Ferrari boss

24



Chilton heads for Monza exit

Chilton ends up in gravel after error

MAX CHILTON RETIRED FROM A GRAND prix for only the second time in 32 starts after an error at the Roggia chicane.

Chilton was running 20th, under pressure from Romain Grosjean, on lap six when he outraked himself into the second chicane. He cut across the inside kerb and hit the two speed bumps, launching his Marussia across the track and into the gravel.

"I made a mistake," he admitted. "I was braking there on Friday on the heavy fuel, but it was probably too late for this early on in the race. I hit both sleeping policemen, which launched me. I've never had it like that before. When you're off the ground, you can't turn the car."

Initial radio communications indicated he was winded, with Chilton later describing the impact with the ground as painful. But checks indicated no problems as a result of the off.

Magnussen loses seventh spot to penalty

MCLAREN DRIVER KEVIN MAGNUSSEN WAS HIT with a post-race penalty, relegating him from an on-the-road seventh to 10th place.

Magnussen had qualified superbly in fifth and ran second in the early laps before becoming embroiled in a dramatic battle that raged behind the top three. On lap 31, he was in fifth place when Valtteri Bottas, recovering after a poor start, attempted to pass him around the outside into the first chicane.

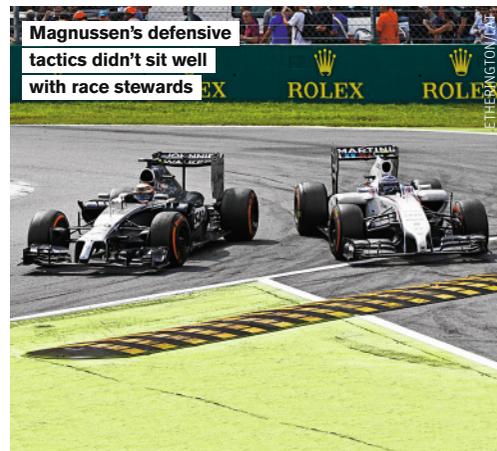
Magnussen, who was defending, used the full width of the track in the middle of the corner, making Bottas cut across the chicane and drop behind him. Stewards deemed him to have forced Bottas off the

track, issuing a five-second penalty. As Magnussen had already made his pitstop, the time was added after the race.

"I don't want to comment because it doesn't matter what I think, those are the rules," said Magnussen. "If they [the stewards] give me that penalty, it means that I broke the rules, simple as that."

McLaren racing director Eric Boullier described the penalty as "unfortunate" and the defence "legitimate", while Bottas was unsure whether or not it was worth a penalty even though he said he had nowhere to go.

It is understood that the stewards did not take Magnussen's previous incidents into account



Magnussen's defensive tactics didn't sit well with race stewards

MAGNUSSEN'S PENALTIES

Magnussen has been hit with several penalties during his rookie season.

- 


Five-second penalty and two licence points for hitting Kimi Raikkonen
- 


20-second penalty for forcing Fernando Alonso onto the grass
- 


Five-second penalty for forcing Valtteri Bottas off track



Gary Anderson, technical consultant

DRAWING BOARD



Gutierrez's move cost himself a puncture

S. BLOKHAM/LAT

Gutierrez punished for hitting Grosjean

ESTEBAN GUTIERREZ WAS HANDED A

20-second penalty for hitting Romain Grosjean's Lotus. The incident happened with five laps of the race left, with the Sauber driver overtaking Grosjean for 16th place on the run to the first chicane. But he moved across on Grosjean before he was clear, clipping the front wing of the Lotus.

"We were under braking and he turned a little bit to the right," said Grosjean. "He moved a little bit too much to the right."

Gutierrez complained about inconsistency of the car under braking and insisted that the clash – which team principal Monisha Kaltenborn branded "unnecessary" – was not a deliberate weave.

"It was not on purpose to move my line, but this is how it was," he said. "It's an unfortunate moment."

Gutierrez finished 19th on the road, but the penalty dropped him to 20th behind Marcus Ericsson's Caterham. Grosjean sustained minor wing damage and finished 16th.



Kvyat hangs on to wild 200mph ride

V. ARGENTI/UPDPI

Brake problem costs Kvyat a point

DANIIL KVYAT WAS ROBBED OF A POINT BY A

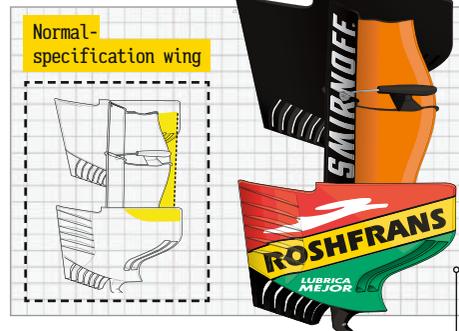
front-left brake problem that led to him going off at the first chicane on the penultimate lap.

The Russian Toro Rosso driver became the first driver to get a 10-place grid penalty for using a sixth power unit after his Renault engine was changed. He started 21st, but a long first stint on hard rubber lifted him into contention.

With Kevin Magnussen facing a five-second penalty post-race, Kvyat moved up into 'virtual' 10th place on lap 51, only to fly up the escape road at Rettifilo a lap later and drop to 11th.

"Everything was under the limit and our brake temperature looked pretty good," said Toro Rosso technical director James Key. "Everything looked healthy and there was nothing reported from the drivers about being strange. It was completely out of the blue."

Kvyat was also catching Kimi Raikkonen at the time, meaning he could also have taken ninth.



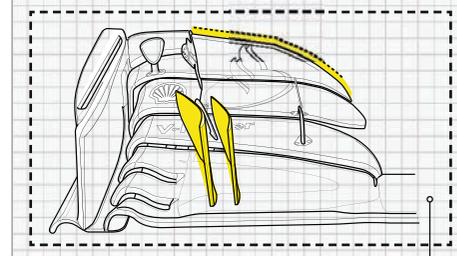
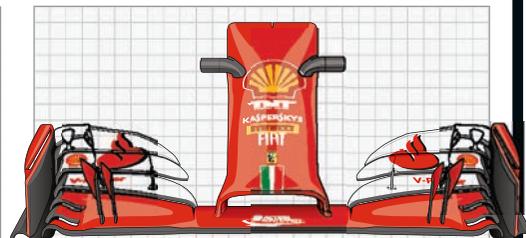
Force India plays shorter chords

➔ Force India shortened the chord of the main plane of its rear wing to suit the low-downforce demands of Monza.

The yellow section and the dotted line indicate where the normal-specification wing is.

If you have a very long-chord main plane and a short flap, the centre of pressure isn't that far rearward on the wing. You are trying to get leverage from the rear onto the wheels and the centre of pressure dictates that leverage. So by shortening the main plane, you push the centre of pressure back a bit. It reduces the amount of downforce you are creating, and therefore the drag, but because you are increasing the leverage to the wheels, you don't get the same reduction in force on them.

Force India also tried to run without the louvres, which are there to minimise the draggy vortex created by the pressure differentials. But the team eventually opted to run them in the race.



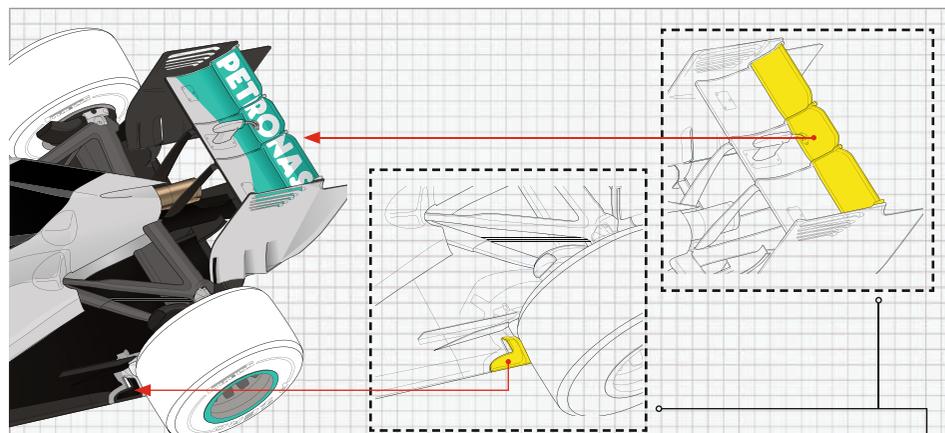
Ferrari wing wins beauty contest

➔ If you look at this front wing, or that of the Red Bull, they look beautifully clean.

It's a shame nobody takes a walk down the pitlane and writes a regulation to make them the norm, rather than just for low-downforce circuits.

By removing the cascades and shortening the upper lip, it trims out the downforce without hurting the airflow to the back of the car. This makes sense because it cuts the drag without changing the airflow characteristics that the car is conceived around.

Ferrari did stick with the two turning vanes, which help turn the airflow around the front wheels.



Mercedes tweaks wings and floors

➔ Mercedes ran a modified version of its arched rear wing, going from three arches to two, with a straight section leading to the endplates.

The arches are there because the splitters, which separate the main plane and the flap of the rear wing, affect the airflow on the surface of the wing as the airflow on the two surfaces doesn't travel at the same speed. The arches reduce the risk of airflow separation. The low-drag wing

means the team could drop from three to two arches as the interaction with the endplate doesn't create a vortex so easily.

There was also a modification to the floor, with a slot now a similar shape to that on the Red Bull. There is low pressure underneath the floor and low pressure on the top. The airflow dispersed by the tyre wants to take that airflow under the floor, which hurts the diffuser, so this slot reduces the amount of air going underneath the car.

Illustrations by Craig Scarborough

TEAM BY TEAM

RED BULL



RED BULL-RENAULT RB10

1
8/10

SEBASTIAN VETTEL

Start 8th Finish 6th
Strategy 1 stop
(medium/hard)

3
8/10

DANIEL RICCIARDO

Start 9th Finish 5th
Strategy 1 stop
(medium/hard)

This was harder work, with no rain to do Red Bull a favour as it had done in qualifying at Spa, but the team did a decent job to emerge as the strongest non-Mercedes-powered team at Monza with fifth and sixth.

Once again, the decision was made to trim back the aero to improve the top speed, with Daniel Ricciardo clocking a mighty 225mph in the main speed trap in the race. That certainly paid off, with the Australian able to climb from 12th in the early going to a superb fifth place after some great passing moves.

Vettel paid the price for a strategic gamble that left him struggling badly for grip late on. But overall it didn't cost the team much as it likely could do no better than fifth.

MERCEDES



MERCEDES F1 W05

6
7/10

NICO ROSBERG

Start 2nd Finish 2nd
Strategy 1 stop
(medium/hard)

44
10/10

LEWIS HAMILTON

Start 1st Finish 1st
Strategy 1 stop
(medium/hard)

The Silver Arrows again dominated after a tricky run through practice, seemingly able to get away without trimming as much downforce from its package as others thanks to how well the team has harnessed the engine. Realistically, Hamilton always looked to be the faster of the two drivers and he proved that with pole position and a superb recovery from fourth, after an engine-mode problem at the start, to win.

As for Rosberg, he made an error while trying to make up for his pace disadvantage. This wasn't, however, the consequence of a conspiracy to give Hamilton back a win as some of the more imaginative suggested, merely that his team-mate was the better driver on the day.

FERRARI



FERRARI F14 T

7
4/10

KIMI RAIKKONEN

Start 11th Finish 9th
Strategy 1 stop
(medium/hard)

14
9/10

FERNANDO ALONSO

Start 7th Finish DNF
Strategy Retired
(medium/hard/retired)

This was always the weekend that the Scuderia was dreading. Not only did the long straights of Monza highlight the weaknesses of its engine package but, with the extreme scrutiny of the home press and rumours surrounding Ferrari president Luca di Montezemolo's future, it was always going to be a weekend to be endured.

Alonso, as always, looked absolutely stunning on track and would have picked up a decent result, potentially in among the Red Bulls in the vicinity of sixth place, had he not suffered an ERS failure. As for Raikkonen, he was lacklustre even though he looked pretty happy with the characteristics of the car, but he struggled badly for grip in qualifying and the race.

SAUBER



SAUBER-FERRARI C33

21
4/10

ESTEBAN GUTIERREZ

Start 15th Finish 20th
Strategy 3 stops (hard/medium/medium/medium)

99
7/10

ADRIAN SUTIL

Start 14th Finish 15th
Strategy 1 stop
(hard/medium)

The Swiss team continues to make steady progress but, after some improved showings in recent races, was once again further from the points in Monza. This was largely down to the Ferrari engine, which appeared to be weaker than the Renault on the long straights of the Milanese track.

Sutil did his usual tidy job, while Gutierrez looked to have good pace in fits and starts only to squander it with a disappointing Q2 performance. He struggled with grip from the tyres, switching to a two-stopper that was always going to leave him close to the back, but there was no excuse for hitting Grosjean while passing the Lotus late in the race. His 20-second penalty cost him only one place.

TORO ROSSO



TORO ROSSO-RENAULT STR9

25
6/10

JEAN-ERIC VERGNE

Start 12th Finish 13th
Strategy 1 stop
(medium/hard)

26
8/10

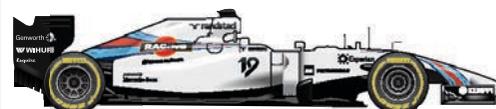
DANIIL KVIAT

Start 21st Finish 11th
Strategy 1 stop
(hard/medium)

The ex-Minardi team, which won at Monza with Sebastian Vettel back in 2008, was again a borderline top-10 team. Kvyat always looked the man most likely, with team-mate Vergne performing solidly but unspectacularly, but an engine change meant the Russian took a 10-place grid penalty. Fortunately, he mitigated his losses by qualifying 11th, ensuring the penalty did not carry over to Singapore.

After a long first stint on hards, Kvyat had got close enough to Magnussen to take 10th once the Dane's five-second penalty was factored in, only for a front-left brake problem to cause him to go off at the first chicane and cruise home at heavily reduced pace. Another weekend where points went begging.

WILLIAMS



WILLIAMS-MERCEDES FW36

19
9/10

FELIPE MASSA

Start 4th Finish 3rd
Strategy 1 stop
(medium/hard)

77
9/10

VALTTERI BOTTAS

Start 3rd Finish 4th
Strategy 1 stop
(medium/hard)

This was always going to be a strong circuit for Williams and Bottas's startling long-run pace on Friday suggested that it might be possible for a run at victory. That proved to be asking too much, but it was certainly best of the rest. To the team's credit, it delivered its potential with Massa taking third ahead of the recovering Bottas, who'd slumped from third on the grid to 11th at the start.

Bottas's poor start was not fully understood by Williams after the race. He picked up a huge amount of wheelspin, potentially compounded by the tyres not being up to temperature. Even so, a good weekend for Williams – while Bottas would have liked the chance to attack the Mercs, he would have been hard pressed to beat them.

For the reasons behind the driver weekend ratings, visit AUTOSPORT.COM

LOTUS



LOTUS-RENAULT E22

8
7/10



ROMAIN GROSJEAN

Start 17th Finish 16th
Strategy 1 stop
(hard/medium)

13
9/10



PASTOR MALDONADO

Start 16th Finish 14th
Strategy 1 stop
(medium/hard)

Watching the Lotus trackside on Friday at the Ascari chicane, AUTOSPORT technical expert Gary Anderson declared it to be "without a shadow of a doubt, the worst racing car I've seen in my life". Ascari certainly showed up its shortcomings, with the diffuser stalling as it hit the bump in the braking zone, sending Maldonado and, in particular, Grosjean, on a lurid battle to keep the car on track and pointing vaguely in the right direction.

An intercooler problem on Saturday compromised Grosjean's qualifying, with a downshift problem blighting his race, but Maldonado drove an outstanding grand prix. That 'outstanding' meant 14th place tells you everything you need to know about the Lotus E22 at Monza.

McLAREN



McLAREN-MERCEDES MP4-29

20
7/10



KEVIN MAGNUSSEN

Start 5th Finish 10th
Strategy 1 stop
(medium/hard)

22
7/10



JENSON BUTTON

Start 6th Finish 8th
Strategy 1 stop
(medium/hard)

It was no surprise to see the McLaren weaker in the speed traps than some of its fellow Mercedes-powered teams, although an upgraded Mobil fuel specification helped to squeeze a bit more power out of the engine. In qualifying Magnussen was the star, leaping to fifth on his final lap, and a great start meant he was able to run second in the early going.

Inevitably he slipped back, but on his way to finishing seventh on the road he forced Bottas off the track at the first chicane. The result was a five-second penalty from which he was fortunate to escape with a point. As for Button, his peaks of performance weren't as impressive as the Dane's, but he drove solidly.

FORCE INDIA



FORCE INDIA-MERCEDES VJM07

11
8/10



SERGIO PEREZ

Start 10th Finish 7th
Strategy 1 stop
(medium/hard)

27
5/10



NICO HULKENBERG

Start 13th Finish 12th
Strategy 1 stop
(hard/medium)

The Silverstone squad's single-lap pace continues to fall short of its race form, but Perez produced a great effort on his first Q2 run to secure a place in the top-10 shoot-out that didn't look on. By contrast, Hulkenberg struggled, lacking grip and being compromised by traffic in Q2, condemning him to a lowly grid position that he didn't recover from.

Perez had a tough time in the race but acquitted himself well, keeping himself in the thick of the battle on the periphery of the top six. Particularly impressive was his racecraft when battling with Jenson Button, spectacularly going wheel to wheel with him through the first Lesmo and beating him to seventh.

MARUSSIA



MARUSSIA-FERRARI MR03

4
3/10



MAX CHILTON

Start 20th Finish DNF
Strategy retired
(medium/retired)

17
7/10



JULES BIANCHI

Start 19th Finish 18th
Strategy 1 stop
(medium/hard)

Monza was always going to be a difficult weekend for Marussia in its eternal battle with Caterham, as the green squad has generally been stronger on the straights this season. Even so, it was a surprise to see Bianchi outqualified by Kobayashi and finishing 12 seconds behind the Japanese in the race. Only in the second sector, including the two Lesmo right-handers, did the Marussia seem to have the edge.

It was a disappointing weekend for Chilton, who was half a second off Bianchi in qualifying. Then, after doing well to repass Grosjean, he overcooked it into the second chicane and, instead of taking to the escape road, he clattered over the speed bumps and dumped himself in the gravel.

CATERHAM



CATERHAM-RENAULT CT05

9
5/10



MARCUS ERICSSON

Start 22nd/pits Finish 19th
Strategy 1 stop
(hard/medium)

10
8/10



KAMUI KOBAYASHI

Start 18th Finish 17th
Strategy 1 stop
(medium/hard)

Kobayashi did a superb job for Caterham, which was not entirely expected given that he only arrived from Japan at the eleventh hour, having expected to sit out the weekend in favour of 2011 F3 Euro Series champion Roberto Merhi. But with Merhi granted only a provisional superlicence to allow him to run in free practice, and Andre Lotterer turning down the chance to return because he didn't want to race with the handicap of missing FP1 at a track he doesn't know as well as Spa, Kobayashi was in.

He did all that could be asked, beating Bianchi's Marussia, while team-mate Marcus Ericsson started from the pits after ignoring yellow flags in practice. He was promoted from last thanks to Gutierrez's post-race penalty.



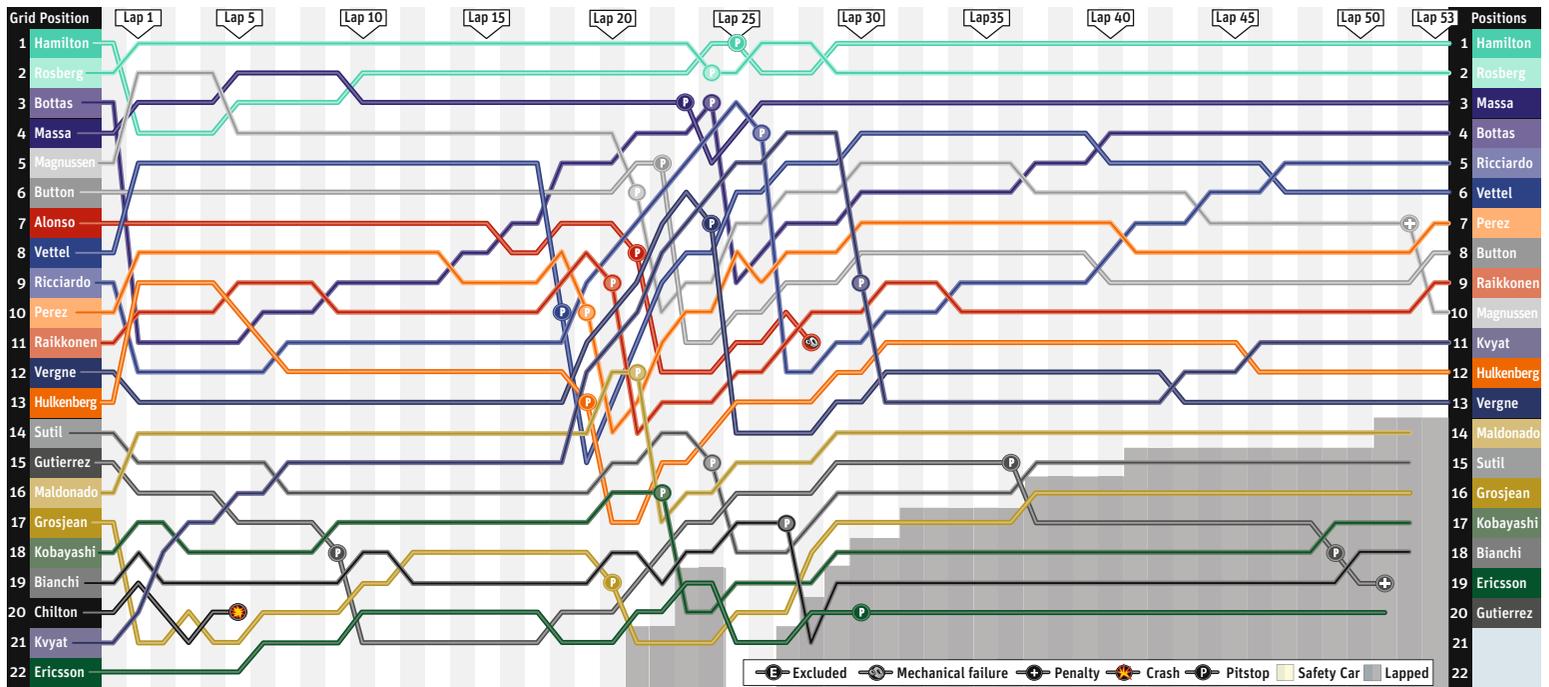
STANDOUT PERFORMANCE

Lewis Hamilton

Had the speed and racecraft to know when to attack and to force Rosberg into a mistake. And, after the setback of Spa, showed he was mentally strong enough to overcome further problems by recovering from lost practice mileage and a poor start. Probably his most complete performance of the season, rivalled only by his dominance in April's Malaysian GP.

"I came here with a positive attitude hoping for no issues. The cool thing about today is that I had another serious one and managed to pull through it."

RESULTS



PRACTICE 1: Friday

POS	DRIVER	TIME
1	HAMILTON	1m26.187s
2	BUTTON	1m26.810s
3	ROSBERG	1m26.995s
4	ALONSO	1m27.169s
5	MAGNUSSEN	1m27.228s
6	VETTEL	1m27.271s
7	RAIKKONEN	1m27.493s
8	PEREZ	1m27.687s
9	KVYAT	1m27.741s
10	HULKENBERG	1m28.112s
11	GUTIERREZ	1m28.114s
12	BOTTAS	1m28.148s
13	MASSA	1m28.150s
14	VERGNE	1m28.300s
15	VAN DER GARDE	1m28.429s
16	RICCIARDO	1m28.487s
17	JUNCADELLA	1m29.192s
18	MALDONADO	1m29.512s
19	CHILTON	1m30.017s
20	BIANCHI	1m30.081s
21	PIC	1m30.125s
22	MERHI	1m30.704s
23	ERICSSON	1m30.948s

Weather: 19C, cLOUDY

PRACTICE 2: Friday

POS	DRIVER	TIME
1	ROSBERG	1m26.225s
2	HAMILTON	1m26.286s
3	RAIKKONEN	1m26.331s
4	ALONSO	1m26.565s
5	BOTTAS	1m26.758s
6	BUTTON	1m26.762s
7	VETTEL	1m26.762s
8	MAGNUSSEN	1m26.881s
9	MASSA	1m26.935s
10	RICCIARDO	1m26.992s
11	PEREZ	1m27.079s
12	HULKENBERG	1m27.227s
13	KVYAT	1m27.476s
14	GUTIERREZ	1m27.840s
15	VERGNE	1m27.929s
16	SUTIL	1m28.029s
17	BIANCHI	1m28.659s
18	MALDONADO	1m28.700s
19	CHILTON	1m28.786s
20	GROSJEAN	1m29.085s
21	KOBAYASHI	1m29.178s
22	ERICSSON	1m29.275s

Weather: 24C, cLOUDY

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	HAMILTON	1m25.519s
2	ALONSO	1m25.931s
3	BOTTAS	1m26.090s
4	MASSA	1m26.114s
5	BUTTON	1m26.242s
6	VETTEL	1m26.290s
7	RAIKKONEN	1m26.327s
8	KVYAT	1m26.437s
9	RICCIARDO	1m26.482s
10	HULKENBERG	1m26.608s
11	MAGNUSSEN	1m26.829s
12	GUTIERREZ	1m27.207s
13	PEREZ	1m27.312s
14	VERGNE	1m27.479s
15	SUTIL	1m27.498s
16	BIANCHI	1m28.025s
17	MALDONADO	1m28.137s
18	KOBAYASHI	1m28.265s
19	GROSJEAN	1m28.459s
20	CHILTON	1m28.579s
21	ERICSSON	1m29.251s
22	ROSBERG	no time

Weather: 23C, sunny

FRIDAY TESTERS

	1 VAN DER GARDE	1m28.429s
	2 JUNCADELLA	1m29.192s
	3 PIC	1m30.125s
	4 MERHI	1m30.704s



QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	HAMILTON	1m25.363s (1)	1m24.560s (1)	1m24.109s
2	ROSBERG	1m25.493s (2)	1m24.600s (2)	1m24.383s
3	BOTTAS	1m26.012s (4)	1m24.858s (3)	1m24.697s
4	MASSA	1m25.528s (3)	1m25.046s (4)	1m24.865s
5	MAGNUSSEN	1m26.337s (8)	1m25.973s (10)	1m25.314s
6	BUTTON	1m26.328s (7)	1m25.630s (6)	1m25.379s
7	ALONSO	1m26.514s (10)	1m25.525s (5)	1m25.430s
8	VETTEL	1m26.631s (12)	1m25.769s (7)	1m25.436s
9	RICCIARDO	1m26.721s (14)	1m25.946s (9)	1m25.709s
10	PEREZ	1m26.569s (11)	1m25.863s (8)	1m25.944s
11	KVYAT	1m26.261s (6)	1m26.070s	-
12	RAIKKONEN	1m26.689s (13)	1m26.110s	-
13	VERGNE	1m26.140s (5)	1m26.157s	-
14	HULKENBERG	1m26.371s (9)	1m26.279s	-
15	SUTIL	1m27.034s (16)	1m26.588s	-
16	GUTIERREZ	1m26.999s (15)	1m26.692s	-
17	MALDONADO	1m27.520s	-	-
18	GROSJEAN	1m27.632s	-	-
19	KOBAYASHI	1m27.671s	-	-
20	BIANCHI	1m27.738s	-	-
21	CHILTON	1m28.247s	-	-
22	ERICSSON	1m28.562s	-	-

Weather: 25C, sunny

QUALIFYING STATISTICS

	HEAD TO HEAD	
VETTEL	6	7 RICCIARDO
ROSBERG	8	5 HAMILTON
RAIKKONEN	2	11 ALONSO
GROSJEAN	11	2 MALDONADO
MAGNUSSEN	7	6 BUTTON
PEREZ	4	9 HULKENBERG
GUTIERREZ	6	7 SUTIL
VERGNE	6	7 KVYAT
MASSA	4	9 BOTTAS
CHILTON	3	10 BIANCHI
ERICSSON	2	11 KO'ASHI/LOTTERER

Monza kerbs take a bite out of Sutil



POLE POSITION TROPHY

DRIVER	BRN	MC	CDN	GB	D	H	B	TOTAL
ROSBERG							7	7
HAMILTON							5	5
MASSA							1	1



SUPERLICENSE PENALTY POINTS

Drivers	1	2	3	4	5	6	7	8	9	10	11	12
BIANCHI	X	X	X	X								
BOTTAS	X	X										
ERICSSON	X	X	X	X	X							
MAGNUSSEN	X	X	X	X								
MALDONADO	X	X	X	X								
PEREZ	X	X										
SUTIL	X	X										
VERGNE	X											

Anyone who gets to 12 points will be suspended for one race

Will radio silence make drivers the stars again?

Amid much communication between engineers and drivers, F1 is considering a radio restriction. **JONATHAN NOBLE** looks at why and what it could mean



Formula 1 pit-to-car radio communication is set for a dramatic clampdown as part of a push by the sport's chiefs to make drivers work harder.

Amid ongoing discussions related to winning back audiences, there is a growing consensus that the way F1 is evolving is hurting the image of drivers. A common complaint this year has been that increased radio instructions from the pitwall to those behind the wheel – relating to driving advice, engine mapping modes, fuel saving and tyre conservation – have gone too far.

Of special concern is that some drivers are relying more and more on their engineers on the pitwall to give them information about where they are losing performance – or where their team-mate is doing better. It is giving the impression that drivers are simply following

instructions and have little influence over their own performance.

During a meeting of F1's Strategy Group at Monza last weekend, team chiefs agreed that the explosion of radio instructions in 2014 had turned off fans. The FIA has now been tasked with finding a way to sort the matter out – and changes could be in place as early as the Singapore Grand Prix next week.

THE CRITICISMS

It has been common, especially among the intense title battle between Lewis Hamilton and Nico Rosberg, to hear both drivers demanding help from the pitwall to find out where their rival is quicker. During second free practice at Monza last weekend, Rosberg came on the radio to his team and asked: "Driving style advice?"

It is conversations like this that



"If modern F1 has a negative it is the radio communication. It sends very bad messages to the spectators"

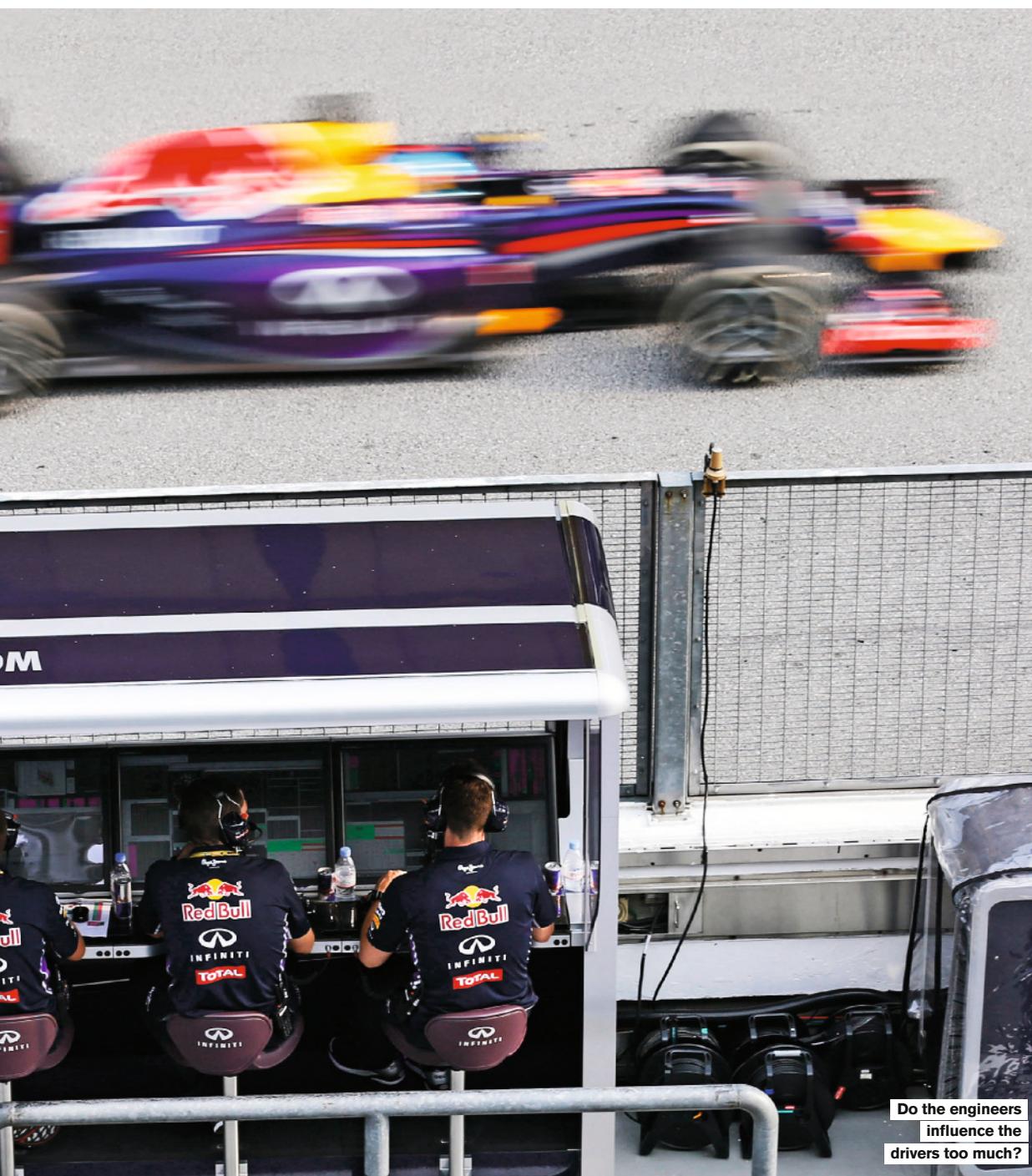
ALAIN PROST

have angered fans and media, because they give the perception that drivers are no longer masters of their own destiny.

Four-time world champion Alain Prost joined in with those criticisms last weekend. "If I have something negative to say about the modern

Formula 1 it is really the radio messages," he told AUTOSPORT.

"The messages for the public, the spectators, the people watching TV, these messages are very negative. Even if it's not completely true, people can think Formula 1 has become something too assisted,



Do the engineers influence the drivers too much?

easy and controlled by somebody else than the driver. That is the worst you can have.”

CLAMPDOWN RATHER THAN BAN

Although a total ban on pit-to-car radio would completely sort out the issue, such a dramatic move would have two negative consequences. First, the use of radio does have safety benefits: drivers are often advised on potential danger zones if a car or debris is in the middle of the track, or of an imminent car problem that could pose a threat. Secondly, the broadcasting of in-car radio – especially when drivers get emotional about rivals or incidents on track – does provide great drama.

A compromise needs to be found. One idea being looked at is to make it clear that teams cannot provide straight assistance to drivers from the pitwall. This would end

immediately the tips about where drivers need to be quicker but still allow the more entertaining calls.

Such a change could be achieved through a strict enforcement of Article 20.1 of F1's Sporting Regulations which states: “The driver must drive the car alone and unaided.”

Talks between the teams and the FIA are expected to take place ahead of the Singapore Grand Prix where, if there is agreement, a change could take place.

McLaren racing director Eric Boullier believes a tweak to radio chatter, either through rules or in better filtering by television broadcasters, would not be a bad thing for teams or F1. “Radio messages and instructions, they have always been done since the radio was first in place,” he says. “It is something new now because it

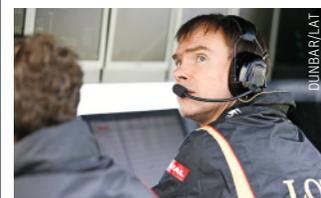


Boullier supports a radio change

has only been broadcast for the past three years.

“FOM could switch it off, or filter it. But why not go with another rule that is going to make it simpler and let the driver express himself a bit more on track? That would be better, of course.” ❧

Q&A



ALAN PERMANE TRACKSIDE OPERATIONS DIRECTOR, LOTUS

Is there more radio chatter this year than in the past?

Yes, because there is so much more for the driver to do in terms of energy management and things like that. With these cars – the way they and the power units are designed – you need to be either charging more or charging less, and keeping it in the right position.

Some drivers say if you stop radio instructions then the cars will break down because faults will not get rectified. Is that true?

I suspect in very extreme cases it could be, but it is more the way that the regulations and power units are designed, because they need constant management. We need to tell the driver what to do and what switches to change. It is affecting the performance in the end, because you want things in the right position, but it isn't a huge amount. And it lets the driver get on with the driving – while the housekeeping and maintenance is all done here in the pits.

How much harder will it be to maximise performance if there are radio limits?

The driver will just have to read information from a display. I know there is talk of things like driver coaching over the radio, that you are missing out on this corner and that corner – and I can see the merits of the view that it goes against the article [20.1]. I think we are expecting some sort of clarification on that – but how far Charlie [Whiting, F1 race director] will go I don't know. Whatever we have to do, we will have to adapt to it.

Would banning radio completely be an option?

There has been some talk of removing radios altogether, and I think that would be a bad move for safety. Primarily for telling them there is a yellow flag, or a car in the middle of the track, or oil, or debris. Teams are not getting big advantages from it. If and when it is limited, we will adapt to it.

Why London's Formula E venue could change

The finale of Formula E's inaugural season is set to take place somewhere in London, but exactly where is open to question. **AUTOSPORT** investigates



32

The ExCeL exhibition centre in East London has emerged as a credible alternative to Battersea Park as the venue for London's round of the Formula E Championship after putting forward plans for a circuit that would include an indoor section.

AUTOSPORT has learnt that ExCeL London, which is located between Canary Wharf and London City Airport, has made an approach to host the final round of the inaugural season of the one-make electric-vehicle championship next summer. It is understood to have suggested running the event on a circuit that combines external sections with a loop through one of the facility's multiple exhibition halls.

The plan is at an advanced stage and appears to be regarded as a genuine alternative to Battersea by the Formula E organisation, even though boss Alejandro Agag's preference is for the race to be held in Battersea. AUTOSPORT's sources have revealed that a delegation, which included FIA head of safety Jacques Berger and MSA technical director John Symes, visited ExCeL to give a verdict on the alternative venue's proposed layout on the same

day as they inspected Battersea.

A spokesman for the MSA stated that the governing body of British motorsport had "assisted the FIA with inspecting a number of potential sites for the UK round of the new Formula E championship, including Battersea Park", without expressly naming ExCeL as one of those alternatives.

ExCeL executive director Jeremy Rees would only confirm the facility's interest in hosting a Formula E race without going into detail of its plans. "We have been carefully tracking the progress of this exciting project since the public launch and believe that London will be a fabulous host city for the final race of the 2014/15 series, and we would obviously welcome the opportunity to host it," he said.

"ExCeL London has a proven track record of delivering complex world leading events, including Olympic and Paralympic events in 2012."

A spokesman for Formula E would not comment on the ExCeL plans. "We have a back-up plan but it is not something we can divulge," he said. "There is a plan B because a London race is important given the UK is such a motorsport stronghold."



"Formula E clearly wants to come to Battersea Park and we still have to see if that is possible, depending on the interested parties"

Wandsworth Council spokesman

It has also emerged that a Formula E Spark-Renault SRT_01E one-make racer has run on the proposed layout at Battersea, the test run to assess its suitability taking place at 5am in the morning sometime last month. But plans for the Battersea Park race, scheduled for June 27 next year, have not moved on substantially since Formula E announced at the end of June that the venue in the Borough of Wandsworth was its "chosen

JAN BARTLETT



ExCeL has approached Formula E about hosting the London round...

HIGH LEVEL/REX



...but Battersea is currently the leading contender



Agag's preference is Battersea, but he has options

location" for the London round.

The Conservative-controlled council is still undertaking what a spokesman described as "an informal consultation process" with local residents, the Friends of Battersea Park pressure group and English Heritage, which lists Battersea as a park of special historic interest.

"Formula E clearly wants to come to Battersea Park and we still have to see if that is possible," the spokesman

continued. "Our decision will largely be based on the responses from interested parties."

The next stage would be for the council to move onto more formal consultation. If successful, the plan would then be voted on by the local authority's Community Services Overview and Scrutiny Committee and go to Wandsworth's executive committee to be rubber stamped.

The spokesman said this was unlikely to happen until "much later in the year". He suggested that the decision would likely be made at a meeting scheduled for November 27 rather than when the committee convenes at the end of this month.

Only at this stage could the formal application for the planning consent for the circuit and the infrastructure necessary for the race be made. That process would normally take between two and three months, which would take Formula E into 2015 before it could officially confirm the London round.

What is not known is whether ExCeL would still be in a position at that stage to put on the race at short notice, should the application for planning permission prove unsuccessful or be delayed. ❧

AUTOSPORT SAYS...

The idea of a motor race taking place in Battersea sounds brilliant. It would put Formula E right in the heart of the city in a Thameside setting that would give the event a real taste of London. But the question remains: Is it viable?

The obstacles needing to be cleared before the event can take place in a public park are not insignificant, and more could be thrown in front of the Formula E freight train by a group or individuals looking to derail the event.

Should Formula E decide to switch its focus to ExCeL, the route to the first motor race in London since the Crystal Palace circuit closed its doors in 1972 would be much more straightforward, simplistic even. ExCeL exists to put on major events, so there would be no public consultation process — Formula E doesn't have to worry about noise, remember — and the route to planning consent much more direct.

There is another factor. Formula E is acting as the promoter of the London event, which means it is shouldering

the financial risk. A race at ExCeL would be cheaper to put on because much of the infrastructure (grandstand seating and amenities such as toilets) is already in place. It would also be able to accommodate more paying spectators, which must be a significant consideration if Formula E wants to see any return on its investment.

ExCeL might be further from the centre of London, but it would be easier to get to. The 100-acre complex is served by three Docklands Light Railway stations, has 3700 car parking spaces and, from 2018, will have a 40-minute connection with Heathrow Airport once Crossrail is complete.

The fact that the Formula E race would be taking place in what is an anodyne exhibition complex could be regarded as a drawback. On the other hand, the there would be a visually stunning backdrop afforded by the proximity of Canary Wharf, the Millennium Dome, Victoria Dock and the Emirates Air Line cable car.

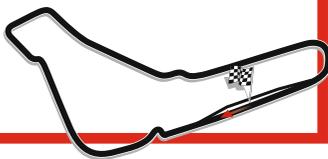


P64 FORMULA E GUIDE AND SEASON PREVIEW

GP2

Monza (I)

September 6-7



Round 9/11

RESULTS

RACE 1: 30 LAPS, 107.796 MILES

1	STOFFEL VANDOORNE (B)	48m02.203s
ART Grand Prix; Grid: 1st-1m31.707s		
2	ARTHUR PIC (F)	+0.673s
Campos Racing; Grid: 2nd-1m31.926s		
3	MITCH EVANS (NZ)	+4.102s
Russian Time; Grid: 3rd-1m31.934s		
4	STEPHANE RICHELMI (MC)	+9.502s
DAMS; Grid: 6th-1m32.150s		
5	ANDRE NEGRAO (BR)	+11.140s
Arden International; Grid: 9th-1m32.354s		
6	FELIPE NASR (BR)	+11.605s
Carlin; Grid: 7th-1m32.310s		
7	MARCO SORENSEN (DK)	+14.458s
MP Motorsport; Grid: 14th-1m32.419s		
8	JOLYON PALMER (GB)	+15.049s
DAMS; Grid: 26th*-1m32.010s		
9	STEFANO COLETTI (MC)	+16.704s
Racing Engineering; Grid: 12th-1m32.412s		
10	JOHNNY CECOTTO JR (YV)	+17.164s
Trident; Grid: 23rd** -1m32.533s		

Winner's average speed: 134.612mph. Fastest lap: Julian Leal, Carlin, 1m33.473s, 138.634mph. * - qualifying time disallowed. ** - three-place grid penalty for impeding.

RACE 2: 21 LAPS, 75.370 MILES

1	PALMER	36m38.991s
Grid: 1st		
2	COLETTI	+1.501s
Grid: 9th		
3	RICHELMI	+3.024s
Grid: 5th		
4	SORENSEN	+4.881s
Grid: 2nd		
5	NEGRAO	+7.980s
Grid: 4th		
6	NASR	+10.602s
Grid: 3rd		
7	PIC	+11.238s
Grid: 7th		
8	ADRIAN QUAIFE-HOBBS (GB)	+12.453s
Rapax; Grid: 14th		
9	DANIEL DE JONG (NL)	+16.157s
MP Motorsport; Grid: 25th		
10	DANIEL ABT (D)	+20.311s
Hilmer Motorsport; Grid: 22nd		

Winner's average speed: 123.458mph. Fastest lap: Coletti, 1m33.258s, 138.954mph. All drivers in Dallara-Mecachrome GP2/11.

DRIVERS' CHAMPIONSHIP

1	PALMER	231	6	COLETTI	114
2	NASR	190	7	PIC	90
3	VANDOORNE	164	8	LEAL	66
4	CECOTTO	128	9	RICHELMI	63
5	EVANS	125	10	MARCIELLO	57

TEAMS

1	DAMS	294	4	RACING ENGINEERING	171
2	CARLIN	256	5	TRIDENT	150
3	ART GRAND PRIX	190	6	RUSSIAN TIME	131

POINTS SYSTEM EXPLAINED

Race 1: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers. Race 2: 15-12-10-8-6-4-2-1 to top eight. Pole for race one: 4. Fastest lap of top 10 finishers in each race: 2.

Coletti (left) had this race one drama



PHOTO:K/XPB

FOR IN-DEPTH RESULTS
forix.autosport.com



Palmer gets it back to front

After being banished to the rear of the grid, points leader Jolyon Palmer had it all to do. And the manner in which he did it was emphatic. By CHARLES BRADLEY

CHAMPIONSHIP LEADER JOLYON PALMER TURNED a 32-point GP2 Series lead into 41 at Monza, but how he managed that after being slung to the back of the grid after qualifying was a turnaround of epic proportions. His sprint race victory on Sunday, his third win of the season, was the icing on his comeback cake following a charging drive from the back to eighth on Saturday.

The DAMS driver had qualified fourth but, when his car returned to parc ferme with less than the requisite one litre of fuel to satisfy the scrutineers, he went to bed seething. "More motivated than ever," he tweeted. "Head down, move on." And how.

Despite starting on the slightly slower hard-compound tyre, he gained six places on the opening lap of Saturday's feature race, then another five on the second tour. By lap seven he was up to 12th, and then outraked Rio Haryanto with ease for 11th at Rettifilo on lap 10, as those who'd started on the medium tyre began the mandatory pitstop sequence.

Running a long first stint, Palmer pitted on lap 20, at the same time as the top hard-to-medium runner Marco Sorensen, who was 3.7s ahead at the time. Palmer rejoined 10th with 10 laps to go, but was now on the quicker tyre; this was his moment and eighth place was the clear target.

Palmer passed Julian Leal around the outside at Rettifilo, just before the Colombian served a drivethrough for punting Daniel Abt at Lesmo 2. Amid a sequence of fastest laps, Palmer passed Stefano Coletti's battered Racing Engineering car at Roggia with five laps remaining to obtain the prized reversed-grid pole spot for Sunday.

"The race went nearly perfectly," he reported. "The car was good, the strategy was good." On his

in-lap he told his team: "It feels better than a win."

Palmer got to compare those feelings directly on Sunday. Although he didn't make the best of starts to the sprint race ("They don't tend to be at the moment," he rued) he went deep under braking at the first corner to fend off the attacking Sorensen. With Palmer having compromised his exit, the Dane came back at him into the Roggia, only to lock up and go straight on.

That promoted Palmer's team-mate Stephane Richelmi to second, and Palmer pulled away with ease after a five-lap safety car period following a 180mph crash (that could have been so much worse) between series debutant Pierre Gasly and Artem Markelov on the back straight. That was sparked by Sergio Canamasas (who was later black-flagged) straightlining Ascari and rejoining, in video-game style, by hitting Adrian Quaife-Hobbs and causing a logjam behind.

Palmer was now out in front, team-mate riding tailgunner and all the chaos was going on behind him. This was going to be simple now. Or was it?

Having been thwarted by Palmer in his quest for reversed-grid pole, a fired-up Coletti emerged



Vandoorne celebrates third win of the season

BLOXHAM/GP2



Palmer leads Sorensen and Richelmi on way to crucial sprint race win

as his closest challenger. From ninth on the grid he rocketed up to sixth at the start, and pulled off some remarkable outbraking moves at Rettifilo, passing Mitch Evans, Andre Negrao, Sorensen and Richelmi there with consummate ease.

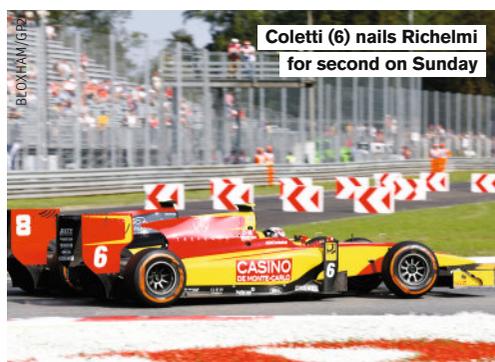
Coletti clawed back the deficit of 2.1s to Palmer to 0.7s with three laps to go, but couldn't get close enough to launch one of those amazing lunges. "I almost went off a few times trying to catch him," admitted Coletti, who settled for second after a sensational drive that echoed that Monzameister of old in GP2, Giorgio Pantano.

Rewind to Saturday's race, and it was all about ART's Stoffel Vandoorne and Arthur Pic of Campos Racing. After taking his second pole position on the trot, McLaren protege Vandoorne controlled the feature race like a veteran – especially when Pic slashed into his advantage in the closing stages.

"I upped my game and pushed really hard in the end, and finally managed to hold him off," said Vandoorne. Pic, who bemoaned a much slower pitstop, added: "It was really hard to find a place to overtake him. The only way was if he did a mistake, but he did not."

Evans rounded out the podium for Russian Time, and reckoned he'd have been more of a threat if he'd pitted earlier, but his radio connection wasn't working. He just managed to fend off Richelmi after his stop, while the much-improved Negrao of Arden International finished a best-ever fifth.

It wasn't such a great weekend for Palmer's title rival Felipe Nasr, who must've thought all his Christmases had come at once when Palmer was disqualified from qualifying. That promoted the Carlin driver to seventh on the grid, and Nasr



Coletti (6) nails Richelmi for second on Sunday

finished sixth, right on the tail of Negrao, after a hectic opening race for him packed with wheel-to-wheel dices.

With Palmer finishing just two places behind, it was imperative for Nasr to finish ahead of the Briton again on Sunday. But he made a terrible start from P3 and was swamped down to ninth place.

Nasr picked up a place when Pic made a porridge of Roggia, and gained another when Evans's attempt to pass Negrao around the outside of Rettifilo damaged his suspension, forcing the Kiwi out. Nasr finished seventh, but the stewards did him a favour by penalising Jon Lancaster for passing Pic over the white line on the start-finish straight, so he was classified sixth again. But that's simply not good enough form if he's to overcome the points deficit.

So Palmer had the last laugh on a weekend that served only to tighten his grip on the title with only two race weekends remaining: "It's been a weekend of massive lows but it ended in a perfect way." 🏆



Muller (middle) with Bachler (left) and Bamber

PORSCHE SUPERCUP MONZA (I),
SEPTEMBER 7 RD 8/10

Muller's magic Monza mastery

PORSCHE JUNIOR SVEN MULLER SCORED AN immaculate maiden Supercup victory at Monza on Sunday, his lights-to-flag performance from pole position making up for his throwing away a certain win with a spin while leading at the Red Bull Ring earlier in the season.

While 22-year-old Muller was unchallenged up front and made no such mistakes this time, it was another youngster, 23-year-old Klaus Bachler, who surged up from fifth on the grid to third at the first corner. Points leader Earl Bamber had also made a fine getaway from third on the grid to run second behind Muller, but Bachler attacked Bamber at Rettifilo at the start of lap two.

After making contact, Bamber straightlined the corner and was forced to cede the position to Bachler as they ran through Curva Grande. That meant he slipped back into the clutches of title rival Kuba Giermaziak, and the pair fought out an intense duel to the finish.

Bachler had pulled clear of Bamber and Giermaziak until he ran through the gravel on the exit of Ascari at half distance. Bamber challenged into Roggia on the following lap, but outbraked himself and took the run-off again. He rejoined aggressively in front of Giermaziak, for which he received a black-and-white warning flag, but this allowed Bachler to escape clear in second.

Giermaziak was stronger through Ascari, and that set him up with strong runs into Parabolica, and latterly Rettifilo. The Pole attacked Bamber into Rettifilo twice in the last five laps, but both times the Kiwi was able to repel him and clung to third, which extends his slender points lead with just two races to go.

Behind Giermaziak, Michael Ammermuller held off the early challenge of Clemens Schmid. But when Ammermuller ran wide at Rettifilo, it was Nicki Thiim (who started down in 11th) who took advantage to jump past Schmid for sixth. Schmid's attempts to fight back ended when he ran wide at Ascari on the penultimate lap.

Britain's Ben Barker finished ninth, despite overshooting Rettifilo, but he has lost significant ground in the points standings.

● Charles Bradley

RESULTS

1 Sven Muller (Team Project 1), 14 laps in 26m35.255s;
2 Klaus Bachler (Konrad Motorsport), +1.399s; 3 Earl Bamber (Fach Auto Tech); 4 Kuba Giermaziak (Lechner Racing Team); 5 Michael Ammermuller (Lechner); 6 Nicki Thiim (Lechner); 7 Clemens Schmid (Lechner); 8 Philipp Eng (Team Project 1); 9 Ben Barker (Lechner); 10 Matteo Cairoli (Antonelli Motorsport).
Points 1 Bamber, 123; 2 Giermaziak, 118; 3 Bachler, 84; 4 Muller, 81; 5 Ammermuller, 76; 6 Barker, 73.



WELCOME TO THE TW STEEL DMAX CHAMPIONSHIPS



Prices are **£190*** per Endurance

Round **£165*** per Heats Round

£295* to enter both

Cumulative Loyalty Discount of
2.5% for each round entered.

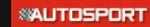
A full season of Heats Racing
for **£1476*** or Enduro Racing for
£1699*

NEW
Weight Classes
for 2014
Lights Min 70Kgs
Inters Min 85Kgs
Heavies Min 100Kgs

17 August 2014	Clay Pigeon
21 September 2014	Whilton Mill
19 October 2014	Daytona Milton Keynes
16 November 2014	Daytona Sandown Park

*all prices include VAT

Tel: **0845 644 5504**
www.daytonamax.co.uk



BROOKSPEED BENTLEY RACING CLUB

“GET INVOLVED”

Own a share of a Bentley Continental GT3 race car.

Supported and endorsed by Derek Bell, five times Le Mans Winner, three times Daytona Winner and two times World Sportscar Champion.



www.brookspeedbentley.co.uk





Stoneman (leading) and Lynn fought out epic duel for victory

MAUGER/GP3

GP3 SERIES MONZA (I), SEPTEMBER 6-7 RD 7/9

Stoneman defies title favourite Lynn

NO WINS FOR ALEX LYNN AT MONZA, but the Red Bull junior left Italy with his championship hopes stronger than ever. Jimmy Eriksson kept his faint title dream alive with victory on Saturday, while Dean Stoneman kept Lynn off the top step of the podium in race two with a resolutely stubborn defence of his lead.

Eriksson had suffered a barren run of results in recent times: in the past seven races, he'd scored just seven points and slipped from second (four points behind Lynn) to fifth in the points (68 in arrears).

He took pole position by three tenths of a second, as Lynn's final lap – which was 0.27s quicker at the second sector – had to be aborted due to Alex Fontana's Parabolica crash. That restricted Lynn to sixth, and he compounded that by going straight on at the first corner and completing the opening lap eighth.

Although Eriksson led, it wasn't all bad for Lynn, as his closest points rival, Richie Stanaway, flirted with the gravel at Roggia on lap one and then clipped Pal Varhaug at

Lesmo 1, plunging him to 13th.

Eriksson's Koiranen car led from start to finish, ahead of ART's Dino Zamparelli, who scored his fourth runner-up finish in seven races. Despite his win Eriksson admitted, "To be honest I'm not looking at the standings anymore," and his poor start to Sunday's race only yielded a single point after a dreadful start.

Marvin Kirchhofer finished the opener in third, after Robert Visoiu, with whom he was battling, was judged to have overtaken him under yellows on the approach to the Roggia. Kirchhofer started down in eighth, but had Stoneman to thank for shoving him, NASCAR-style, up to fourth at the first corner.

Emil Bernstorff finished fourth, ahead of Stoneman and Lynn. Stanaway recovered to ninth, missing out on reversed-grid pole, which went to Matheo Tuscher.

On Sunday morning Stoneman "nailed" his start from P3 to lead, with Lynn right on his tail. Front-row men Tuscher and Patrick Kujala fell back, and would later take each other out at Roggia.

The battle for victory was a cracker, as Lynn – running less wing – towed past the Manor car of Stoneman on the pit straight. But Stoneman regained the lead with a super move at Roggia, which opened the door for Bernstorff to pass team-mate Lynn at the Lesmos.

Lynn grabbed second back around the outside of Bernstorff at Parabolica, and kept Stoneman



Eriksson scored his first win since Silverstone

BLOXHAM/GP3

right in his sights until the finish.

"I knew Dean had nothing to lose and I had everything to lose," said Lynn, who takes a 50-point lead to the penultimate round at Sochi. "It was better to be safe than sorry."

Kirchhofer finished third again, getting the better of Bernstorff when the Brit went off briefly at Lesmo 2. Behind Bernstorff, Nick Yelloly bounced back to finish fifth after a poor race one, but Status GP team-mate Stanaway failed to score due to an engine failure.

● Charles Bradley

RESULTS

Race 1 1 Jimmy Eriksson (Koiranen GP), 17 laps in 28m35.462s; 2 Dino Zamparelli (ART Grand Prix), +0.674s; 3 Marvin Kirchhofer (ART); 4 Emil Bernstorff (Carlin); 5 Dean Stoneman (Marussia Manor Racing); 6 Alex Lynn (Carlin); 7 Patrick Kujala (Manor); 8 Matheo Tuscher (Jenzer Motorsport); 9 Richie Stanaway (Status Grand Prix); 10 Nick Yelloly (Status). **Race 2 1 Stoneman**, 17 laps in 28m27.813s; 2 Lynn, +0.908s; 3 Kirchhofer; 4 Bernstorff; 5 Yelloly; 6 Kevin Ceccon (Jenzer); 7 Luis Sa Silva (Carlin); 8 Eriksson; 9 Zamparelli; 10 Alex Fontana (ART). **Points 1 Lynn, 173**; 2 Stanaway, 123; 3 Eriksson, 115; 4 Bernstorff, 111; 5 Kirchhofer, 107; 6 Yelloly, 102.



Kirchhofer blamed Bernstorff for this flight at Rettifilo

BLOXHAM/GP3

FORMULA RENAULT 2.0 ALPS

FORMULA RENAULT 2.0 ALPS 2014 // ROUND 11+12 // MUGELLO



Formula Renault 2.0 ALPS has crowned its new champion at Mugello: Nyck de Vries. The young Dutchman, by winning Race One, lived up to the expectation everyone held for him before the start of the season. By winning the title with three races still to go, the Koiranen GP driver ended the championship hopes of Charles Leclerc (Fortec Motorsports), who was aiming to continue the winning streak he started at Monza in July, and which carried him to Mugello as the runner-up in the standings. On the bottom step of the podium in Race One was Prema wild card Bruno Bonifacio. Points for third place were thus awarded to another Brazilian, Pietro Fittipaldi (MGR Competition), who can be named as another surprise of the season. He joined the series only halfway through, at Spa, but has improved race by race.

Mugello Race 2 proved once more that de Vries is the man to beat in the series, as he led from flag to flag. Leclerc was once again second but, rather than trying to catch up the leader, he had to keep an eye on his mirrors for JD Motorsport's young Russian driver Matevos Isaakyan (third). These two will also duel for second overall in the Championship in the last round at Jerez at the beginning of October. There were also some impressive performances from the Prema wild cards at Mugello: Brazilian Bruno Bonifacio and Norwegian Dennis Olsen were respectively fourth and fifth. Right behind them were Russian Egor Orudzhev (Tech 1 Racing) and Briton George Russell, driving a Koiranen GP car.



Next Race // Jerez, Spain // 4-5 October 2014 // www.flp-renault.com
// Twitter @flp_renault // Facebook www.facebook.com/flp_renault

ALPS 2014

MUGELLO, ITALY



renaultsportitalia.it
fast.lane.promotion

FORMULA RENAULT 2.0 ALPS

Nyck de Vries is the 2014 Formula Renault 2.0 ALPS champion. At Mugello the Dutchman, who races with Koiranen GP, joined the series' Roll of Honour along with Javier Tarancon (2011), Daniil Kvyat (2012) and Antonio Fuoco (2013). De Vries, the rising talent of the McLaren Young Driver Programme, therefore follows in the footsteps of a Red Bull Junior driver (Kvyat) and a Ferrari Driver Academy member (Fuoco). The 19-year-old de Vries contested six races in the two-litre single-seater series in 2013, with two second places at Mugello as his best results. The Dutch driver seized the 2014 title with one round still to go after taking so far four pole positions, seven wins, two thirds and eight fastest laps out of 12. It's an impressive streak that put him ahead of Charles Leclerc and Matevos Isaakyan for a thrilling finale.

After winning the title in 2012 with Kvyat (now in F1 with Toro Rosso), the Finnish Koiranen team led by Afa Heikkinen is back on top. The goal now is to also win the last round, to be held on the 4/5 October at Jerez (Spain).

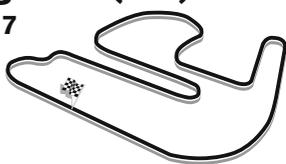
DRIVER	TEAM	PTS
Nyck de Vries	Koiranen GP	250
Charles Leclerc	Fortec Motorsports	166
Matevos Isaakyan	JD Motorsport	147
George Russell	Koiranen GP	101
Simon Gachet	Arta Engineering	68
Alessio Rovera	Cram Motorsport	65
Dario Capitanio	BVM Racing	58
Luke Chudleigh	Tech 1 Racing	36
Pietro Fittipaldi	MGR Motorsport	35
Akash Nandy	Tech 1 Racing	33



BTCC

Rockingham (GB)

September 7



Round 8/10

RESULTS

RACE 1: 18 LAPS, 34.92 MILES

1	COLIN TURKINGTON (GB) WSR BMW 125i M Sport	27m07.926s
2	SAM TORDOFF (GB) MG (Triple Eight) MG6	+3.334s
3	JASON PLATO (GB) MG (Triple Eight) MG6	+6.832s
4	ALAIN MENU (CH) BMR Volkswagen CC (S)	+9.390s
5	ADAM MORGAN (GB) Ciceley Mercedes A-class	+11.481s
6	ANDREW JORDAN (GB) Eurotech Honda Civic	+13.724s
7	FABRIZIO GIOVANARDI (I) Motorbase Ford Focus ST	+13.925s
8	GORDON SHEDDEN (GB) Honda (Dynamics) Honda Civic Tourer	+18.916s
9	MAT JACKSON (GB) Motorbase Ford Focus ST	+19.011s
10	JACK GOFF (GB) BMR Volkswagen CC (S)	+23.100s
11	ROB COLLARD (GB) WSR BMW 125i M Sport	+23.461s
12	ROB AUSTIN (GB) Rob Austin Racing Audi A4	+23.773s
13	TOM INGRAM (GB) Speedworks Toyota Avensis	+24.334s
14	HUNTER ABBOTT (GB) Rob Austin Racing Audi A4	+24.669s
15	NICK FOSTER (GB) WSR BMW 125i M Sport	+24.996s

Winner's average speed: 77.22mph. Fastest lap: Turkington, 1m23.508s, 83.63mph. Pole: Tordoff, 1m22.471s, 84.68mph. (S) = soft tyres used in this race.

RACE 2: 16 LAPS, 31.04 MILES

1	TURKINGTON BMW	22m47.650s
2	PLATO MG	+8.081s
3	TORDOFF MG	+8.389s
4	JORDAN Honda (S)	+8.944s
5	AUSTIN Audi	+14.530s
6	MENU VW	+14.921s
7	M JACKSON Ford	+16.413s
8	SHEDDEN Honda	+19.368s
9	COLLARD BMW	+19.574s
10	ABBOTT Audi	+21.431s
11	GIOVANARDI Ford	+25.016s
12	MARTIN DEPPE (GB) Eurotech Honda Civic (S)	+32.037s
13	GOFF VW	+33.566s
14	MATT NEAL (GB) Honda (Dynamics) Honda Civic Tourer	+36.072s
15	JACK CLARKE (GB) Motorbase Ford Focus ST	+36.959s

Winner's average speed: 81.70mph. Fastest lap: Turkington, 1m23.873s, 83.26mph. Pole: Turkington.

RACE 3: 16 LAPS, 31.04 MILES

1	AUSTIN Audi (S)	22m47.734s
2	MENU VW	+2.720s
3	JORDAN Honda	+5.862s
4	TURKINGTON BMW (S)	+7.382s
5	M JACKSON Ford (S)	+8.245s
6	COLLARD BMW (S)	+8.440s
7	PLATO MG (S)	+11.173s
8	TORDOFF MG (S)	+13.547s
9	NEAL Honda (S)	+15.977s
10	DAVE NEWSHAM (GB) AmD Tuning Ford Focus ST (S)	+25.037s
11	INGRAM Toyota	+25.103s
12	ARON SMITH (IRL) BMR Volkswagen CC (S)	+25.651s
13	GIOVANARDI Ford (S)	+28.680s
14	CLARKE Ford	+30.980s
15	ROBB HOLLAND (USA) Rotek Audi A3	+40.394s

Winner's average speed: 81.70mph. FL: Smith, 1m23.945s, 83.19mph. Pole: Menu.

CHAMPIONSHIP

1	TURKINGTON	366	6	M JACKSON	234
2	PLATO	311	7	NEAL	199
3	SHEDDEN	302	8	TORDOFF	184
4	JORDAN	255	9	AUSTIN	139
5	COLLARD	242	10	SMITH	138

Wood's weekend was bad and brief



POINTS SYSTEM EXPLAINED

In each race: 20-17-15-13-11-10-9-8-7-6-5-4-3-2-1 to top 15 finishers. Additional points for starting from R1 pole, setting fastest lap, and leading a lap.

FOR IN-DEPTH RESULTS
forix.autosport.com



Turkington's sucker punch

Rockingham was not viewed as a favourite for the championship leader's BMW, but he won twice anyway and took a huge step to the title. By **SCOTT MITCHELL**



SEVENTEEN YEARS. THAT'S HOW LONG IT'S BEEN since the British Touring Car Championship leader had an advantage greater than Colin Turkington's right now.

Matt Neal held a 53-point lead with two rounds to go in 2006 over Jason Plato, and went on to win by 48, but you have to go back to Alain Menu's all-conquering 1997 season to find a bigger gap than the 55 points separating Turkington and Plato heading to Silverstone.

We're arguably quibbling over semantics here, but the point is that the Turkington is ripping up the BTCC form book. It is usually much, much closer than this.

Turkington and his West Surrey Racing-run BMW 125i M Sport seems to have become the proverbial unstoppable force. That he lined up on the front row despite a mistake on his fastest

qualifying lap, on a circuit that was not expected to be one of the car's strongest and in a session that ended with barely a second covering him in second and team-mate Rob Collard in 16th is as convincing a testimony to that as any.

It will – indeed, it already has – further stoke the rear-wheel drive debate that has overshadowed the job done by Turkington and WSR this season. But you need only look at the team's qualifying performance overall to see this was a performance that had its roots in Turkington's class as much as it did with the strengths of the BMW.

With Nick Foster 15th and Collard 16th (albeit a few places lower than the team had hoped), Dick Bennetts said on Sunday morning that to earn second in qualifying – with maximum ballast and a lock-up at Tarzan on his flying lap – was arguably two rows higher



Plato moved into second in the points with battling drives

ALL PICS: EBREVILAT



Another great BMW showing took Turkington's 2014 victory tally to eight...



...and the double has moved him within touching distance of the crown

than Turkington's BMW should have been.

"Even last night I didn't think we had that type of performance," admitted Turkington on Sunday afternoon. "We didn't have the car we've had at other races this year. We worked hard last night and that set up my weekend."

The 2009 champion duly made the most of his front-row starting position as he easily blasted past poleman Sam Tordoff's MG before they reached the Turn 1 banking for the first time.

From there, it was a case of easing clear and managing a brief attack from Tordoff following a safety car period to clear Warren Scott's BMR Volkswagen CC, after it was collected in crushing fashion at Deene by an out-of-control Lea Wood, whose Toyota Avensis had been pitched into a spin under braking following slight contact with Aiden Moffat's Chevrolet Cruze.

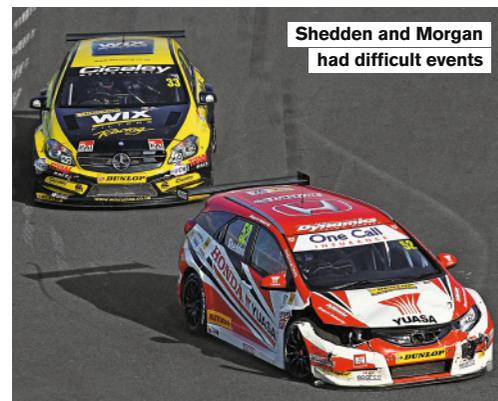
Another victory in race two – by an even more

commanding margin this time – and a fourth in race three with Plato behind him again means Turkington can wrap up the title if he can pull another 12 points on the MG driver over the Silverstone weekend – but the BMW ace is still refusing to get carried away.

"We're working hard and getting the merits," he admitted. "But I've been about long enough to know how quickly things can turn. Silverstone is probably the track that we would see as being a bit more hard work."

As Turkington clinched win number eight of 2014 in race two, again it was an MG6 that gradually shrank in his mirrors. This time, though, it was Plato heading the chase, having passed Tordoff on the opening lap.

The MGs proved the strongest of the front-wheel drive contingent over the weekend as a whole, though they came under attack from



Shedden and Morgan had difficult events

Andrew Jordan's soft-tyre shod Eurotech Honda Civic by the end of race two. On soft tyres they could only manage seventh and eighth in the finale, Plato leading Tordoff home again.

"We've had the best weekend we could," said Plato. "We're the best of the rest [and] leave Rockingham as leaders of the BTCC front-wheel-drive championship.

"Credit to the team, they have been brilliant this weekend and the results show that; it's been a big effort. We're doing a better job than anyone else that is in the same boat as us."

Finishing third, second and seventh means Plato does at least head into the final two rounds with a monopoly on second in the championship, a twisted kind of solace for the 2001 and 2010 champ.

"It's great to be ahead of Gordon [Shedden], but it isn't what it seems," he said. "There are two championships here; there's a championship for one car and a championship for the rest.

"We can't fight them the way it stands, and you may as well give Colin the championship now. My aim as the season has progressed has been to become the best of the rest. Realistically I can't do any more than that."

Holding off Tordoff and Jordan for second in race two drew Plato level on points with Shedden in the title race as the Honda driver struggled to a pair of eighths in his Civic Tourer, courtesy of a grassy excursion on the opening lap of race one and a general lack of straightline speed.

Plato then made second in the standings his own despite falling from fifth to seventh in the final race, in which Shedden retired after the first lap.

To say the Scot cut a disconsolate figure would be an understatement. He damaged the steering on his Dynamics-run Civic Tourer after hitting the rear of Hunter Abbott's Audi A4 at Pif Paf, and was in mood to debrief a troubled weekend.

That non-finish marked Shedden's first point-less race of the season, and leaves him 64 points adrift of Turkington with 67 on offer at each of the remaining rounds. In two visits to Silverstone with the hatchback NGTC Civic he has not qualified in the top 10, and on several occasions this season he and Matt Neal have laid the estate version's struggles firmly at the feet of perceived disparity between its Neil Brown Engineering engine and the TOCA powerplant (see page 43).

Top speed is not the Tourer's friend, and Shedden will do well to even mathematically remain in the title fight after Silverstone. But at least he fared better at Rockingham than team-mate Matt Neal.

After qualifying ninth, a sideways moment through Turn 1 dropped him to 13th on the opening lap and a fuel pick-up issue stymied his progress thereafter, leaving him 17th at the flag.

He managed to sneak into the points in the second encounter with a laboured drive to 14th, and made better progress in the third race on the soft tyre to round off a difficult weekend with ▶



Austin scored a popular win in the finale

► ninth – and is now mathematically out of the title race he himself had forfeited long ago.

By contrast, Jordan and his hatchback Civic ended Sunday back on the podium for the first time since his race-three victory at Croft in June, and the 2013 champion was quick to point out he had not “lost his mojo” after trying trips to Snetterton and Knockhill.

“I haven’t forgotten how to drive,” he said after a superb defensive drive kept him ahead of Turkington, who shot from sixth to fourth at the start, for the entirety of the race despite a tyre disadvantage. “And that was one of my best. It was hard work.

“If you’d have said before that I’d keep Colin behind me with him on soft tyres and me on hards I’d probably have told you to sod off. When I saw him behind me I thought ‘bloody hell’...”

Turkington soon had Mat Jackson’s Motorbase Ford Focus to keep an eye on though. Jackson, though disappointed not to follow up his Knockhill victory with more than a trio of top 10 finishes at Rockingham, had survived the aggressions of team-mate Fabrizio Giovanardi in the first two races and harried Turkington for all his worth, though fifth was his limit.

That ongoing scrap meant the train fell away from the leading duo of Rob Austin and Alain Menu, allowing both to claim their best results of the season.

That duo had played starring roles behind the leaders in the first two races, with Menu charging from 10th on the opening lap of the first encounter to fourth by the finish as one of only a few to opt for the soft-compound Dunlops.

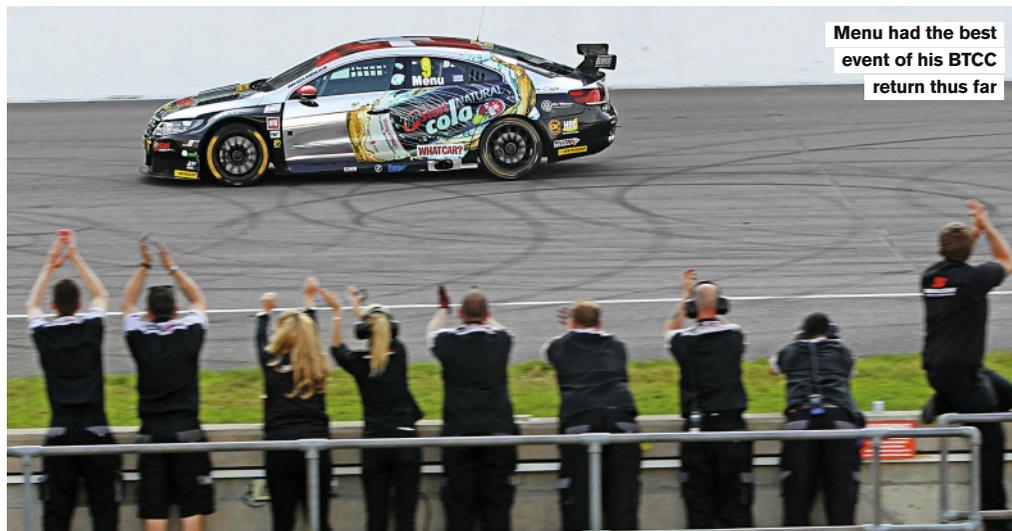
He dropped back slightly in race two with regular rubber on his BMR Volkswagen CC, and was passed by Austin on the final lap as the Audi ace continued his recovery from a difficult qualifying session to move from 12th on the grid to fifth.

That put those two on the front row for the reversed-grid finale, and Austin used his RWD advantage to convert second into the lead almost immediately. Holding off Menu in the first few laps was key, and once his soft tyres were up to temperature Austin was able to creep clear to record a second BTCC win, 12 months on from the scene of his maiden triumph.

“I’m chuffed,” he said. “You’ve got to play the long game if you don’t qualify well. In the first few laps I was trying to manage the gap to Menu and also look after the tyres, but by the end I was absolutely flat out, there was nothing left.”

Menu kept no company on his way to second, his first podium of a sometimes tumultuous comeback season, and the ’97 and ’00 champion was pleased to finally put a full weekend together.

“It’s the first weekend without any issues so I’m very happy,” he said. “A win would have been the icing on the cake but second is very good.”



Menu had the best event of his BTCC return thus far



Jordan put in a defensive masterclass in the third encounter

DRIVER BY DRIVER



1 ANDREW JORDAN
Qualifying: 5 Race: 6/4/3
Comfortably the strongest Civic in the races and returned to the podium with superb defence in the finale.



30 MARTIN DEPPER
Qualifying: 26 Race: 19/12/19
Off in qualifying put him near the back of the field but had the pace to be higher. Race two was a highlight.



5 COLIN TURKINGTON
Qualifying: 2 Race: 1/1/4
Insisted wins were not on the agenda but doubled up anyway. Could have won the third too if not for Jordan.



10 ROB COLLARD
Qualifying: 16 Race: 11/9/6
Moved forward in R1 and R2 after a difficult qualifying and finished with a flourish after soft-tyre run to sixth.



9 ALAIN MENU
Qualifying: 8 Race: 4/6/2
Excellent drive on softs in the first race and solid race two set him up for a deserved R3 podium.



40 ARON SMITH
Qualifying: 14 Race: 20/17/12
Had to pit in R1 to check for damage after a clash. Fought hard thereafter but largely anonymous.



80 TOM INGRAM
Qualifying: 12 Race: 13/R/11
Starred in practice then had brake issues in qualifying. Charged from 24th to 11th in R3 after R2 retirement.



11 SIMON BELCHER
Qualifying: 27 Race: 28/20/18
Quicker than his usual rivals in the bottom half of the field and came the closest he's been to a points finish.

IN THE PADDOCK

SCOTT MITCHELL
ASSISTANT EDITOR

@ScottMitchell189



IT DOES NOT TAKE MUCH TO STOKE A debate about rear-wheel drive versus the alternative in this year's BTCC paddock.

So you can imagine the atmosphere in some quarters on Sunday afternoon after Colin Turkington swept to a dominant brace and put himself in with a chance of wrapping up the title with a round to spare.

It's that time of year when 2015 plans become more of a pressing concern. So if you're pushing for investment into a FWD product when the RWD BMW 125i M Sport is looking increasingly in a class of its own, it's not difficult to imagine the frustration.

As well as not wishing the job being done by Turkington and WSR to be punished instead of rewarded, I'm also unsure what TOCA officials could have done halfway through the year.

I've never been a fan of tweaking the rules during the season and I don't agree that the BMW should have been reined in already. That package has been the best this year and its title march is the reward.

Going forward, I'd be amazed if the situation remained the same, but what will be done will be the interesting bit. Can you apply a Balance of Performance to the BTCC? I wouldn't want to see it.

Honda duo blames engine regs

Honda drivers Matt Neal and Gordon Shedden blamed engine disparities for their struggles at Rockingham.

Neal scored a best of ninth and Shedden bagged two eighths. It means Neal is mathematically out of the title fight while 2012 champion Shedden has fallen to third, 64 points behind leader Colin Turkington.

"The car's great but it's not got a TOCA engine," said Neal. "The first speed trap is fine because it's halfway through a corner but there's not a single Honda in the top 20 in the middle speed trap."

Neal claimed the lack of action from organisers could force Honda's hand as the Japanese marque continues negotiations over whether to continue in 2015. "Honda will pull out of the championship," he warned.

"So they [TOCA officials] have done their job because what they want is Honda out of the championship."

However, a Honda spokesperson said: "We haven't finished our deal for 2015, but it is absolutely our intention to run in the BTCC again next year, especially with the launch of the new Civic Type R."

On the subject of engine disparity, series boss Alan Gow said: "We've heard those two drivers moaning for the last three seasons about their engine power. And in that time the Honda Civic has won every drivers', teams' and manufacturers' title.

"Clearly they need to direct their frustration elsewhere, but if they think I'm going to sit back and accept their comments, then they need to think again."



Neal is not happy with the turbo boost levels



Plato was allowed to start at the front

Plato escapes third strike

JASON PLATO WAS ABLE TO TAKE his third place on the grid for the first Rockingham race after avoiding a penalty for a race-three clash with Rob Austin at Knockhill's previous round.

The MG driver had received a verbal warning from TOCA officials on Saturday morning for the clash two weeks previously, which triggered the series' automatic three-strike rule.

Plato, who had already been penalised for clashes with Colin Turkington at Oulton Park and Alain Menu at Croft, appealed the decision, which a panel of MSA stewards overturned.

"You're never confident with these things because it's people's opinions but I was disappointed and surprised they apportioned any blame to me," said Plato, who finished the races third, second and seventh to move into second in the points.

"What happened is Rob didn't know I was there. So why are we even discussing it?"



4 MATT NEAL

Qualifying: 9 Race: 17/14/9

Fuel pick-up issue hurt him in R1 but was not happy with speed figures. Rise to ninth in R3 scant consolation.



52 GORDON SHEDDEN

Qualifying: 4 Race: 8/8/R

Superb qualifying effort rewarded with an off on the opening lap in R1, two eighths and retirement in the finale.



99 JASON PLATO

Qualifying: 3 Race: 3/2/7

Didn't get the speed out of his MG his team-mate could in qualifying but edged him overall on Sunday.



88 SAM TORDOFF

Qualifying: 1 Race: 2/3/8

Pole lap was flawless and gamely chased Turkington in R1. Held Jordan at bay in R2 and fought well in R3.



88 MARC HYNES

Qualifying: 7 Race: 22/16/R

Best Saturday of his debut season was followed by a torrid Sunday that ended in a DNF after someone else's accident.



33 ADAM MORGAN

Qualifying: 6 Race: 5/R/R

The Merc looked as good as any of the FWD cars out there but engine issues prevented a first podium.



18 NICK FOSTER

Qualifying: 15 Race: 15/R/NS

Was in the thick of the R1 action but contact with Ingram in R2 damaged the front subframe and he missed R3.



6 MAT JACKSON

Qualifying: 10 Race: 9/7/5

Wasn't happy with Gio's aggression at times but led Motorbase's charge again with fine R2 and R3 drives.



7 FABRIZIO GIOVANARDI

Qualifying: 11 Race: 7/11/13

Felt Knockhill masked progress made at Snetterton and looked that way in R1 but was shuffled back later on.



44 JACK CLARKE

Qualifying: 19 Race: 18/15/14

In the points again after surviving the intense midfield fight and looked much happier on the softs in R3.



17 DAVE NEWSHAM

Qualifying: 20 Race: 16/18/10

Quiet weekend for the most part after Knockhill flourish but came to life with charge to 10th in the last race.



43 LEA WOOD

Qualifying: 22 Race: R/NS/NS

Frightening shunt at Deene in R1 ended his day early but thankfully the Toyota driver avoided serious injury.



31 JACK GOFF

Qualifying: 17 Race: 10/13/R

Set-up issue hampered qualifying, but charged to 10th on softs in R1. Car failure forced R3 retirement.



39 WARREN SCOTT

Qualifying: 18 Race: R/NS/R

Only 0.001s behind Goff in qualifying but wiped out by Wood in R1. Missed R2 with damage, which curtailed R3.



101 ROB AUSTIN

Qualifying: 13 Race: 12/5/1

"Played the long game" to avoid midfield angst in race one before R2 charge set up popular R3 win.



54 HUNTER ABBOTT

Qualifying: 31 Race: 14/10/R

Clutch failure left him last in qualifying but drove superbly to net points before Shedden whack forced R3 retirement.



20 JAMES COLE

Qualifying: 23 Race: R/23/R

Furious after being wiped out by Stockton in R1, had a drive-through in the sequel and contact in R3.



21 GLYNN GEDDIE

Qualifying: 25 Race: 26/R/R

Running was limited in qualifying and had a driveshaft failure in R2. Lost points thanks to contact in finale.



28 CHRIS STOCKTON

Qualifying: 28 Race: 25/NC/20

Thinks the engine problems are behind his team now but not happy with the car. Hit Cole in R1 after error.



16 AIDEN MOFFAT

Qualifying: 21 Race: 23/R/R

Played a part in Wood spinning off and clouting Scott in R1 and failed to finish the next two races.



48 OLLIE JACKSON

Qualifying: 30 Race: 27/22/17

Engine failure in qualifying continued a season of misery for Jackson, who lagged a bit behind his team-mate.



12 DAN WELCH

Qualifying: 29 Race: 24/21/16

Had the edge on Jackson throughout and came very close to dragging the underpowered Proton to a point.



67 ROBB HOLLAND

Qualifying: 24 Race: 21/19/15

Didn't seem to have the pace of those around him but did enough to claim a point in the attritional finale.

P44
ALL THE ACTION FROM THE BTCC SUPPORTS

**Kruger doubled up but
race-two retirement
hurt his title push**



BRITISH FORMULA FORD ROCKINGHAM (GB), SEPTEMBER 6-7 RD 8/10

Kruger and Marshall clean up for JTR

CONSISTENCY HAS BEEN THE KEY FOR HARRISON

Scott this year and the Falcon Motorsport driver extended his points lead with three more podiums.

Scott was thrice third at Rockingham and while Jayde Kruger won twice, the South African lost ground in the title race thanks to a race-two retirement caused by a fuel-pump failure.

Kruger just maintained his lead at the start of the opener from Ashley Sutton while the fast-starting Ricky Collard attempted to progress forward. He tried to make a move at Brook but clipped the back of Sutton's MBM Motorsport car leaving his Falcon machine with a damaged front wing.

This cost Collard dear as he was passed first by Scott and then by JTR's Max Marshall, while at the front Kruger maintained a steady gap ahead of Sutton and Scott. Four cars were running very close for fifth and on the final lap Michael O'Brien and debutant Clay Mitchell made contact at Deene when fighting with Collard.

The son of BTCC racer Rob had a much better

start from the reversed-grid race-two pole, with Marshall giving chase as Kruger pulled off early on. Marshall passed Collard for the lead at Deene just before the safety car came out, with O'Brien stuck in the Yentwood gravel.

A good restart gave Marshall a massive lead and he went on to win from Sutton and Scott as Collard was caught napping and lost two places.

Sutton's joy was short-lived though, as he had been forced to manage an overheating engine that ultimately forced him to miss the final race.

"Following the safety car a stone was flicked up and that punctured the radiator," he said. "It did more damage than we thought."

In Sutton's absence, the final race was a tame affair with Kruger dominating from Marshall to make it three wins from three for JTR, and Scott third yet again. Despite extending his lead Scott admitted the weekend had been "frustrating", and said: "I got another three podiums and have been consistent all year which has been a highlight.

"I just didn't quite have the pace of Kruger

and that's something we need to work on."

Further back Collard's day ended in disappointment as he retired towards the end when there was an electrical fire in his cockpit. He had been having a good fight with Louise Richardson for fourth but his issues meant she took the place ahead of O'Brien.

● Stephen Lickorish

RESULTS

Race 1 (15 laps) 1 Jayde Kruger (Mygale M12-SJ) 19m50.387s (88.00mph); 2 Ashley Sutton (M12) +0.998s; 3 Harrison Scott (M13); 4 Max Marshall (M12); 5 Ricky Collard (M12); 6 Louise Richardson (M12). **Fastest lap** Sutton 1m18.434s (89.04mph).

Race 2 (14 laps) 1 Marshall 20m34.894s (79.17mph); 2 Sutton +3.346s; 3 Scott; 4 Collard; 5 Richardson; 6 Clay Mitchell (M12). **FL** Marshall 1m18.470s (89.00mph).

Race 3 (16 laps) 1 Kruger 21m13.906s (87.71mph); 2 Marshall +1.679s; 3 Scott; 4 Richardson; 5 Michael O'Brien (M12); 6 Mitchell. **FL** Kruger 1m18.752s (88.68mph).

Points 1 Scott, 582; 2 Kruger, 565; 3 Marshall, 491; 4 Juan Rosso (M13), 459; 5 James Abbott (M13), 437; 6 Sutton, 435.

PORSCHE CARRERA CUP GB ROCKINGHAM (GB), SEPTEMBER 6-7 RD 8/10

Meadows burned by fuel-pump issue

IT WAS A CONTROVERSIAL WEEKEND AS FUEL-pump problems plagued the Porsches and title contender Michael Meadows was one to lose out.

The weekend started well enough for Meadows as he claimed pole from European Formula 3 racer and series debutant Nicholas Latifi.

The Canadian made a poor start to the opener and his race didn't last much longer as he spun into retirement at Yentwood, which brought out the safety car.

Paul Rees had jumped Latifi at the start but was given a drive-through penalty for getting away too hastily, a punishment he would have to serve twice after initially taking it illegally while under the safety car. He eventually finished eighth.

At the front Meadows was in control as he won from points leader Josh Webster with Victor

Jimenez rounding out the podium. Pepe Massot was a distant fourth, clear of Justin Sherwood.

There was an early caution period in race two as Sherwood and Jordan Witt collided at Tarzan, leaving the latter's car beached in the gravel.

Before that incident Rees (legally) passed Meadows off the line, and was in control even before Meadows began suffering from the fuel problem, which dropped him to a lapped 11th.

Rees thus claimed his first win in the championship, comfortably clear of Webster behind while Massot just edged Latifi for fourth.

Latifi had passed Jimenez at Deene when the Spaniard ran wide under braking. He then hit the guesting David Walley on returning to the circuit, forcing himself into retirement.

● Stephen Lickorish



RESULTS (both 18 laps)

Race 1 1 Michael Meadows 26m04.300s (80.36mph); 2 Josh Webster +3.298s; 3 Victor Jimenez; 4 Pepe Massot; 5 Justin Sherwood; 6 Jordan Witt. **FL** Meadows 1m21.335s (85.86mph).

Race 2 1 Paul Rees 26m17.962s (79.66mph); 2 Webster +4.916s; 3 Massot; 4 Nicolas Latifi; 5 David Walley; 6 Will Goff. **FL** Meadows 1m21.820s (85.35mph).

Points 1 Webster, 282; 2 Meadows, 268; 3 Rees, 199; 4 Jimenez, 187; 5 Massot, 113; 6 Peter Kyle-Henney, 108.

CLIO CUP UK ROCKINGHAM (GB), SEPTEMBER 6-7 RD 8/9

Bushell brace compounds Cook's woe

MIKE BUSHELL TOOK FULL ADVANTAGE OF A horrendous weekend for Josh Cook to claim the championship lead with just two races of the season left.

Cook was on the backfoot from the very start as he served a 10-place penalty for contact with Paul Rivett at Knockhill, and his race was properly wrecked when he was punted off at Brook by James Colburn on the opening lap, dropping him to the rear of the field.

At the front Bushell and Ant Whorton-Eales went side-by-side into the first corner and Whorton-Eales was the one to lose out as he got sideways and dropped a handful of places.

The order at the front remained unchanged until the flag with Bushell comfortably winning from Jordan Stilp and Ash Hand.

Colburn was initially classified sixth but was handed a five-second time penalty for his contact with Cook that dropped him one place behind the KX Academy ace, who could only manage ninth.

Any chance Cook had of bouncing back from his misfortune went awry pretty quickly in race two. He lost out from pole almost instantly as both Bushell and Stilp passed him off the line, while Rivett got through at Deene.

There was more misery for Cook when he – along with Hand, Alex Morgan and Simon Horrobin – were handed drive-through penalties for jumping the start, and a truly miserable weekend for the erstwhile points leader was capped off when he went straight on at Tarzan and was stuck in the gravel.



Bushell out front – where he stayed in both races

Back at the front Bushell was unstoppable and comfortably claimed his fourth win of the year, while Rivett passed Stilp at Chapman mid-race to seal second. Behind the top three Whorton-Eales won a tight battle with Colburn for fourth, while Hand, Morgan and Horrobin recovered to ninth, 10th and 12th respectively.

● Stephen Lickorish

RESULTS (Both 14 laps)

Race 1 1 Mike Bushell 21m34.648s (75.52mph); 2 Jordan Stilp +4.144s; 3 Ash Hand; 4 Paul Rivett; 5 Alex Morgan; 6 Ant Whorton-Eales. **FL** Bushell 1m31.167s (76.60mph). **Race 2 1 Bushell 21m34.908s (75.50mph);** 2 Rivett +3.143s; 3 Stilp; 4 Whorton-Eales; 5 James Colburn; 6 Charles Ladell. **FL** Josh Cook 1m31.276s (76.51mph). **Points 1 Bushell, 376;** 2 Stilp, 342; 3 Cook, 340; 4 Colburn, 327; 5 Whorton-Eales, 325; 6 Morgan, 277.



Watson returned to the top step in race two

GINETTA GT4 SUPERCUP ROCKINGHAM (GB), SEPTEMBER 6-7 RD 8/10

Robertson, Watson take GT4 victories

CHARLIE ROBERTSON TOOK A WIN AND A SECOND at Rockingham to increase his points lead to nearly 50 as Andrew Watson won for the first time since Thruxton in May.

Robertson, the 2012 Ginetta Junior champion, was in control throughout race one as he took a lights-to-flag victory ahead of David Pittard, while his chief title rival Carl Breeze claimed third despite a last-lap Deene lunge from Watson.

Robertson shot into an early lead in the second race too as Pittard made a poor getaway and fell to fourth. The order stayed that way until the safety car was deployed on lap five to recover Dennis Strandberg's stricken car at Yentwood.

Despite getting a good restart, Robertson started to struggle with tyre wear and ceded the place when Watson attacked at Deene. As the Douglas Motorsport youngster took his third win of the

season ahead of Robertson, a last-corner move on Breeze gave Tom Oliphant third by 0.03s.

Jamie Orton was the victim of contact in the opener and made the smart move to retire and save his tyres for the second race. This paid dividends as he stormed up through the order from last to take sixth, just behind Pittard.

● Stephen Lickorish

RESULTS

Race 1 (18 laps) 1 Charlie Robertson 25m06.436s (83.44mph); 2 David Pittard +3.206s; 3 Carl Breeze; 4 Andrew Watson; 5 Will Burns; 6 Tom Oliphant. **FL** Robertson 1m22.710s (84.43mph). **Race 2 (17 laps) 1 Watson 25m23.628s (77.92mph);** 2 Robertson +5.749s; 3 Oliphant; 4 Breeze; 5 Pittard; 6 Jamie Orton. **FL** Orton 1m23.790s (83.35mph). **Points 1 Robertson, 593;** 2 Breeze, 545; 3 Watson, 482; 4 Pittard, 475; 5 Oliphant, 436; 6 Luke Davenport, 373.

GINETTA JUNIOR ROCKINGHAM (GB), SEPTEMBER 6-7 RD 8/10

Mitchell extends lead after clash

DESPITE ANOTHER WINLESS WEEKEND FOR JACK Mitchell, the JHR driver still extended his championship lead.

The opening race was a thriller with James Caroline and Lando Norris continuously switching places at the head of a very close top six. That battle ended in tears though when on the final lap Norris punted Caroline off at Brook, costing both a handful of places and giving HHC rookie Norris a five-place grid penalty for the second thrash and a nine-point deduction.

JHR's Dan Zelos was the man to profit, winning from Mitchell. Jamie Chadwick rounded out the podium having benefited from a spin for Ryan Hadfield at Deene towards the end.

The second race was dull in comparison as Norris's HHC team-mate James Kellett led throughout from Norris, despite his grid penalty for his move in race one. Mitchell finished seventh, his worst result of the season.

● Stephen Lickorish

RESULTS

Race 1 (10 laps) 1 Dan Zelos 16m47.981s (69.28mph); 2 Jack Mitchell +0.252s; 3 Jamie Chadwick; 4 Jamie Caroline; 5 Jack Rawles; 6 Ben Pearson. **FL** James Kellett 1m38.473s (70.92mph). **Race 2 (8 laps) 1 Kellett 13m14.052s (70.36mph);** 2 Lando Norris +2.987s; 3 Zelos; 4 Caroline; 5 Ryan Hadfield; 6 Chadwick. **FL** Norris 1m37.967s (71.28mph). **Points 1 Mitchell, 434;** 2 Kellett, 354; 3 Norris, 344; 4 Zelos, 308; 5 Hadfield, 304; 6 Pearson, 256.



Grasser Lambo gets the jump from victorious HTP Merc

BLANCPAIN SPRINT SERIES ALGARVE (P), SEPTEMBER 6-7 RD 5/7

Buhk turns page to help Gotz to win

IT'S DIFFICULT NOT TO SYMPATHISE with Maxi Buhk. No matter how well he performs in the remainder of the Blancpain Sprint Series, he will not be able to win the title.

Algarve saw the young German return to the series after missing the previous round in Slovakia, when the DMSB suspended his licence pending an investigation into potential misconduct with marshals at an ADAC GT Masters round. It emerged in the build-up to the Portuguese event that the case had been dismissed and Buhk was able to return, now 16 points behind the man he shares a car with, Maxi Gotz.

As a result, Buhk was a much more subdued presence in the paddock. He continued to drive outstandingly, but when he and Gotz dominated the main race in their HTP Mercedes to move Gotz 23 points clear at the top of the championship, it was the satisfaction of a job well done – rather than the elation of

taking a step closer to the title – that emanated from the reigning Blancpain Endurance champion.

It was Gotz's performance in the first half of the race that brought victory to HTP. The Grasser Lamborghini had won the previous day's qualifying race, but Gotz fought his way past Hari Proczyk into the lead and left Buhk with a 13-second advantage after the pitstops. That was a margin that even Jeroen Bleekemolen couldn't reduce, once he took over from Proczyk, and the Dutchman would provide the main talking point of the race.

Cesar Ramos had started the #1 WRT Audi, but his R8 engaged neutral after an early safety car – caused by a collision between WRT's Vincent Abril and the Fortec Mercedes of Armaan Ebrahim – and that dropped the Brazilian to eighth. Laurens Vanthoor took over the car and made his way back up the order, to the point where he was on the

tail of Bleekemolen for second place in the final laps.

Vanthoor made the pass on the penultimate lap, outbraking the Lamborghini into the Turn 5 hairpin, and looked to have sealed second position. But on returning to parc ferme Bleekemolen was furious. "I hate it when we come to circuits like this, where track limits are always an issue," he raged. "Laurens is maybe the best driver in this field, but he ran wide the corner before, which gave him more speed down the straight to pass me."

The race officials agreed and handed Vanthoor a 30-second penalty, promoting Bleekemolen and Proczyk back to second position. But, on a weekend where policing seemed inconsistent, it's debatable whether the decision would have been made had Bleekemolen not been so irate.

In the Pro-Am category, it was another victory for the Phoenix

Audi of Marc Basseng and Alessandro Latif in eighth overall, while David Fumanelli and Stefano Colombo took Silver Cup honours, despite only finishing 15th overall, thanks to high attrition in the class.

The three points the Grasser pair recovered after being reinstated to second place may be crucial come the end of the season. Their deficit to Gotz is 23 points and, with Lamborghini stronghold Zolder up next, followed by the unpredictability of the Baku streets, the title fight is far from over. But the domination of the HTP Mercedes in Portugal sends a clear warning signal to its pursuers. And it does seem a shame that Buhk, one of the stars of the series, will not be champion.

● Jack Nicholls

RESULTS

1 Maximilian Gotz/Maximilian Buhk (Mercedes SLS AMG GT3), 33 laps in 1h00m19.617s; 2 Jeroen Bleekemolen/Hari Proczyk (Lamborghini Gallardo FLII), +11.576s; 3 Stephane Ortelli/Fabian Hamprecht (Audi R8 LMS ultra); 4 Tomas Enge/Roman Rusinov (Lamborghini); 5 Rene Rast/Enzo Ide (Audi); 6 Markus Winkelhock/Niki Mayr-Melnhof (Audi); 7 Marc Basseng/Alessandro Latif (Audi); 8 Laurens Vanthoor/Cesar Ramos (Audi); 9 Alex Zanardi (BMW Z4 GT3); 10 Giorgio Pantano/Fabio Onidi (McLaren MP4-12C GT3). **Qualifying race 1 Bleekemolen/Proczyk**, 32 laps in 1h01m29.099s; 2 Gotz/Buhk, +0.819s; 3 Rast/Ide; 4 Vanthoor/Ramos; 5 Stef Dusseldorp/Sergey Afanasiev (Mercedes); 6 Enge/Rusinov. **Points 1 Gotz**, 116; 2 Buhk, 100; 3 Bleekemolen/Proczyk, 93; 4 Rast/Ide, 65; 5 Sergio Jimenez/Caca Bueno, 51; 6 Dominik Baumann/Thomas Jager, 45.



Post-race penalty cost WRT Audi second place



Buhk (with helmet) hugs Gotz after decisive win

GIVE YOUR CAR THE BEST

SUPERIOR AIRFLOW, SUPERIOR POWER

Designed to **Improve** Engine Power

Cotton – brought to you by Mother Nature and used for filtration by K&N, the leader in washable performance air filters. Cotton breathes easier than paper and that can help improve engine performance by reducing airflow restriction. Another natural feature of cotton is its durability. It can be washed again and again. That means a K&N stock replacement air filter can last for the life of your car reducing waste and saving money.



Washable & Reusable

Up To 50 000 miles Between Cleanings
Under Normal Motorway Driving Conditions

Lifetime Product



5 minute install



savings



reusable



more power

OVER 45 YEARS OF EXPERIENCE
MILLION MILE LIMITED WARRANTY

WWW.KNFILTERS.CO.UK® | TEL.: 01925 636 950



K&N
THE WORLD'S BEST AIR FILTER

Is this your race seat for season 2015? If yes, have a great season. If no, it can still be yours!

As the 2015 season is fast approaching are you fully equipped to market yourself to potential sponsors who can potentially get your backside in this seat and your hands on the wheel?

Are you confident that your current branding and image are up to scratch or could it do with a fresh spray of paint?

Starting out or need a change, we can help give you a great new look and show your audience you are ready to race and ready to win.

Take a look at what we can do to help you get in your seat and get racing in 2015.

#getracing2015

www.brandkreativ.com



0141 280 2386

hithere@brandkreativ.com

kreativ

complete branding package

- Website
- Logo Design
- Social Media Set Up
- SEO
- Stationary*
- & Much More!!

£350*
All Inc

* Stationary design * Ecommerce £450 All inc.

Enaam Ahmed 2014 CIK Europ



Congratulations to Enaam for his outstanding racing and continuous hard work - we're with you all the way.

Web Design & Media Studio - Webintrix - designers for Enaam Ahmed, European CIK-FIA Karting Champion 2014.

sales@webintrix.com / www.webintrix.com / +44(0)845 057 3221

Congratulations Enaam!! Team ZigZee have believed in you from the start and know this is just the beginning of an amazing career. Well done for being the youngest driver ever to receive this coveted award. Founder of Social Media group ZigZee and Entrepreneur Mahmood Mawjee. www.ZigZee.com. ZigZee provides bespoke social media solutions to clients worldwide.

www.zigzee.com



Congratulations Enaam for a great drive and adding the European championship crown to your already long list of titles achieved this year. Well done all RFM team members great job

rflynn51@aol.com

www.rickyflynnmotorsport.co.uk / TEL/FAX : + 44 01992 892829

Congratulations on a superb performance.

Well done and we wish you every success for the future.

amari@amarisupercars.com / www.amarisupercars.com / Tel: 01772 663 777



Congratulations to Enaam Ahmed!

info@fa-kart.com / www.fa-kart.com / 0039-030-6804601

Congratulations to Enaam Ahmed!

info@vortex-engines.com / www.vortex-engines.com / 0039-030-680460



Stevenage Sheet Metal would like to *Congratulate* Enaam on his stunning season and unprecedented success and thank him for his professionalism as an ambassador for our business

sales@stevenagesheetmetal.co.uk / stevenagesheetmetal.com / + 44 (0) 1462 67 47 94

European Champion at 14 years old





PRI 2014

Indianapolis

December 11-13, 2014

- The World's Largest Racing Trade Show
- 1,100 Exhibiting Companies
- 72 Countries Represented



ONLY RACE

Credentials Required

www.pri2014.com

14



Keselowski (2) and Gordon:
one-two in the race;
one-two in the standings

NASCAR SPRINT CUP RICHMOND (USA), SEPTEMBER 6 RD 26/36

Keselowski lays down marker for Chase

BRAD KESELOWSKI DOMINATED

Saturday night's Sprint Cup race at Richmond to secure the number-one-seed position for the Chase.

Keselowski started from pole and was in command all the way through the evening, leading 383 of the 400 laps to become the only four-time winner so far this season. In doing so, the 2012 champion delivered the 400th major win across all series for team owner Roger Penske.

"What a night," he said. "I pulled into Victory Lane and pinched myself to make sure I wasn't dreaming. As a driver, these are

the nights you live for."

Jeff Gordon capitalised on slow stops from Kevin Harvick, who led a handful of laps early on, and Chase aspirant Clint Bowyer to finish 0.797s behind Keselowski in second place with his Hendrick Chevrolet.

Bowyer aside, it was a quiet night for most of the drivers who were facing their final opportunity to qualify for the 'final 16' run-off, which starts this weekend. Ryan Newman's ninth place was enough to do the job, while Greg Biffle managed to squeak over the line by just seven points — narrowly

denying Bowyer — despite finishing two laps down in 19th place.

The race was interrupted by a handful of cautions, the most bizarre coming just after three-quarter distance when a fan managed to climb to the top of the catchfencing at Turn 4.

There was additional drama after the chequered flag when Jimmie Johnson, who finished eighth, had to be rushed to the infield medical centre to be treated for severe dehydration. He was released and cleared an hour and a half later.

● Mark Glendenning

RESULTS

1 Brad Keselowski (Ford Fusion), 400 laps in 2h51m55s; 2 Jeff Gordon (Chevrolet SS), +0.797s; 3 Clint Bowyer (Toyota Camry); 4 Jamie McMurray (Chevy); 5 Kevin Harvick (Chevy); 6 Joey Logano (Ford); 7 Kurt Busch (Chevy); 8 Jimmie Johnson (Chevy); 9 Ryan Newman (Chevy); 10 Aric Almirola (Ford). **Points**
1 Keselowski, 2012; 2 Gordon, 2009; 3 Dale Earnhardt Jr, 2009; 4 Johnson, 2009; 5 Logano, 2009; 6 Harvick, 2006; 7 Carl Edwards, 2006; 8 Kyle Busch, 2003; 9 Denny Hamlin, 2003; 10 Kurt Busch, 2003; 11 Kasey Kahne, 2003; 12 Almirola, 2003; 13 AJ Allmendinger, 2003; 14 Matt Kenseth, 2000; 15 Greg Biffle, 2000; 16 Newman, 2000.

**FRENAULT ALPS MUGELLO (I),
SEPTEMBER 6-7 RD 6/7**

De Vries scales ALPS

DIMINUTIVE DUTCHMAN NYCK DE VRIES secured his first title since graduating to cars by winning Saturday's race at Mugello.

From pole position, McLaren junior de Vries led all the way to win quite comfortably in his Koiranen GP machine.

Fortec-run rookie Charles Leclerc continued his recent strong form, holding off Bruno

Bonifacio for second. Behind them, series latecomer Pietro Fittipaldi was able to keep George Russell at bay for fourth, the Brit having passed Matevos Isaakyan on the second lap.

De Vries doubled up by winning again on Sunday, once more leading Monegasque Leclerc from start to finish.

Isaakyan was leading Bonifacio in the fight for third when rain a few minutes before the end resulted in the Russian and Brazilian skating off the track. Luckily for them, immediate red flags left them off the hook and still in the results.

● Jurgen Stiftschraube

RESULTS

Race 1 1 Nyck de Vries, 16 laps in 28m28.931s; 2 Charles Leclerc, +4.835s; 3 Bruno Bonifacio; 4 Pietro Fittipaldi; 5 George Russell; 6 Anthoine Hubert. **Race 2 1 de Vries**, 12 laps in 21m27.530s; 2 Leclerc, +4.809s; 3 Matevos Isaakyan; 4 Bonifacio; 5 Dennis Olsen; 6 Egor Orudzhev. **Points 1 de Vries, 250;** 2 Leclerc, 166; 3 Isaakyan, 147; 4 Russell, 101; 5 Simon Gachet, 68; 6 Alessio Rovera, 65.



Dutch cheese:
de Vries is #1

SCANDINAVIAN TOURING CARS SOLVALLA (S), SEPTEMBER 6 RD 5/6

Bjork leads to final furlong

TWO MAXIMUM SCORES FROM THE adapted trotting track enabled Thed Bjork to extend his series lead.

Qualifying carries the same points as the weekend's two races in the STCC, and Bjork emerged on top in his Volvo. He played a tactical waiting game in the opening race — featuring a top-10 reversed grid — and stayed out of trouble for fifth.

Up front, young Andreas Wernersson kept his Kia ahead of the Dacia of veteran Mattias Andersson by half a second. Linus Ohlsson claimed third after close contact

with title contender Fredrik Larsson.

There was trouble for triple champion Fredrik Ekblom, whose Volvo hit the spinning Saab of four-time title winner Richard Goransson and damaged its radiator.

Bjork led all the way in the second race from pole. Goransson was a close second until he briefly got stuck in first gear, allowing the BMW of Philip Forsman up into second. Goransson managed to keep ahead of a charging Ekblom by 0.1s.

Larsson was a distant fifth to strengthen his series runner-up spot.

● Tege Tornvall

RESULTS

Race 1 1 Andreas Wernersson (Kia Optima), 26 laps in 21m48.301s; 2 Mattias Andersson (Dacia), +0.558s; 3 Linus Ohlsson (Kia); 4 Fredrik Larsson (BMW SR); 5 Thed Bjork (Volvo S60); 6 Mattias Lindberg (Kia). **Race 2 1 Bjork**, 26 laps in 19m09.777s; 2 Philip Forsman (BMW), +5.291s; 3 Richard Goransson (Saab 9-3); 4 Fredrik Ekblom (Volvo); 5 Larsson; 6 Wernersson. **Points 1 Bjork, 231;** 2 Larsson, 200; 3 Ekblom, 170; 4 Andersson, 140; 5 Goransson, 135; 6 Forsman, 132.



Wernersson's
Kia leads the way

TEAMBILD



Hamilton combined well with his team-mate at Spa

INTERNATIONAL GT OPEN SPA (B), SEPTEMBER 6-7 RD 6/8

Hamilton bounces back from Spa drama

AN UNPREDICTABLE WEEKEND OF twists and turns ended with Archie Hamilton claiming his maiden GT Open victory alongside Isaac Tutumlu after a fine drive in the Selleslagh Racing Team's Corvette.

Hamilton and Tutumlu claimed a pole apiece, but a power-steering issue on Saturday caused the Briton to slide down the order, with Maxime Soulet in the V8 Racing Corvette making the early running.

As he left the pits after the mandatory driver change, Tutumlu was caught out by the recalcitrant steering and was pitched into the barriers at Eau Rouge. This prompted a safety car right in the middle of the

pit window, and resulted in a lottery.

Once it had all shaken out the other V8 Racing Corvette of Nicky Pastorelli (sharing with Miguel Ramos) was clear out front from Pasin Lathouras (in for Richard Lyons) and AF Corse Ferrari team-mate Duncan Cameron (who replaced Matt Griffin). With those three cars essentially a lap up on the opposition the order held to the flag.

An all-nighter from SRT saw Tutumlu leading off from pole position. With Pastorelli retiring early, Tutumlu and then Hamilton led throughout. Their closest pursuer, the SMP/Russian Bears Ferrari of Daniel Zampieri and

Roman Mavlanov, was hamstrung by ailing tyres. Third went to Andrea Montermini and Niccolo Schiro. Added to their sixth position from Saturday, the result was enough to give the Villorba Corse Ferrari pairing the series lead by a solitary point from Pastorelli and Ramos.

GTS honours went the way of Griffin and Cameron after an inspired drive from Irishman Griffin, the pairing's race strategy aided by a safety car just before the pit window opened. It was a more frustrating day for Saturday GTS winners Lyons and Lathouras, who were forced out by mechanical issues.

● Ben Evans

RESULTS

Race 1 1 Nicky Pastorelli/Miguel Ramos (Chevrolet Corvette C6.R), 27 laps in 1h11m11.192s; 2 Richard Lyons/Pasin Lathouras (Ferrari 458 Italia GT3), +5.200s; 3 Matt Griffin/Duncan Cameron (Ferrari); 4 Stefano Gattuso/Stefano Costantini (Ferrari); 5 Paolo Ruberti/Giorgio Roda (Ferrari); 6 Andrea Montermini/Niccolo Schiro (Ferrari). **Race 2 1 Isaac Tutumlu/Archie Hamilton (Corvette)**, 24 laps in 1h02m06.922s; 2 Daniel Zampieri/Roman Mavlanov (Ferrari), +8.060s; 3 Montermini/Schiro; 4 Griffin/Cameron; 5 Cesar Campanico/Aditya Patel (Audi R8 LMS ultra); 6 Joel Camathias/Matteo Beretta (Porsche 911 GT3-R). **Points 1 Montermini/Schiro, 158**; 2 Pastorelli/Ramos, 157; 3 Zampieri/Mavlanov, 147; 4 Maxime Soulet, 125; 5 Tutumlu, 102; 6 Roda, 96.

FRENCH GT MAGNY-COURS (F), SEPTEMBER 6-7 RD 5/7

Ayari wins Police chase

EX-FORMULA 3000 RACE WINNER Soheil Ayari took his second win of the season with Jean-Claude Police in their Team Duqueine Ferrari.

Ayari was part of a frantic five-car scrap early in the race, in which he took turns to lead with the Audis of Gregory Guilvert (Sainteloc) and Mike Parisy (Sebastien Loeb Racing).

Police emerged from the driver changes with David Hallyday (who replaced Guilvert) on his tail, but a spin for Hallyday dropped him to ninth, and allowed the Sofrev ASP Ferrari of Philippe Giaouque (and started by Morgan Moullin Traffort) to take second place.

Their Sofrev ASP team-mates had won on Saturday. Ludovic Badey, driving the Ferrari started by Jean-Luc Beaubelique, leapt to the head of the field during the pitstops. Raymond Narac was the early leader in the Imsa Porsche, and co-driver Nicolas Armindo chased Badey home. Parisy passed Ayari for third.

● Julian Carax

RESULTS

Race 1 1 Ludovic Badey/Jean-Luc Beaubelique (Ferrari 458 Italia GT3), 34 laps in 59m59.098s; 2 Nicolas Armindo/Raymond Narac (Porsche 911 GT3-R, +3.210s); 3 Mike Parisy/Henry Hassid (Audi R8 LMS ultra); 4 Soheil Ayari/Jean-Claude Police (Ferrari); 5 Anthony Beltoise/Roland Berville (Audi); 6 Arno Santamato/Eric Cayrolle (Ferrari). **Race 2 1 Ayari/Police**, 35 laps in 1h00m27.952s; 2 Morgan Moullin Traffort/Philippe Giaouque (Ferrari), +0.825s; 3 Armindo/Narac; 4 Olivier Panis/Eric Debard (Ferrari); 5 Parisy/Hassid; 6 Badey/Beaubelique. **Points 1 Armindo/Narac, 132**; 2 Parisy/Hassid, 124; 3 Gregory Guilvert/David Hallyday, 120; 4 Moullin Traffort/Giaouque, 119; 5 Ayari/Police, 106; 6 Panis/Debard, 87.



Duqueine Ferrari scored a win

BARCELONA 24 HOURS
BARCELONA (E),
SEPTEMBER 6-7

Bohemian rhapsody

CZECH TEAM SCUDERIA PRAHA enjoyed a perfect weekend with its Ferrari, rebuilt after its big crash at Zandvoort in May.

Matteo Malucelli was the team's quick man, putting the car on pole and setting the fastest race lap as he combined with Peter Kox, Jiri Pisarik and Jaromir Jirik to trounce the 65-car field and take victory by seven laps.

Kessel Racing's Ferrari took second from last year's race winner, the Hofer Racing Mercedes featuring father-and-daughter drivers Michael and Chantal Kroll.

Top Brit was BTCC veteran James Kaye, who was part of the line-up in the Aussie V8-powered Marc Cars Ford Focus lookalike that won the silhouette class and took



Prague-based Ferrari leads way

seventh overall. Ginettas finished one-two in GT4, with Henry Fletcher in the second-placed team and both in the top 10 overall.

● Rene de Boer

RESULTS

1 Matteo Malucelli/Peter Kox/Jiri Pisarik/Jaromir Jirik (Ferrari 458 Italia GT3), 653 laps in 24h01m16.458s; 2 Niki Cadei/Giacomo Piccini/Dimitri Enjalbert/Jonathan Sicart/Frederic Delpit (Ferrari), -7 laps; 3 Kenneth Heyer/Christiaan Frankenhout/Michael Kroll/Roland Eggmann/Chantal Kroll (Mercedes SLS AMG GT3); 4 Gustav Edelhoff/Johannes Kirchoff/Elmar Grimm/Ingo Vogler/Wiggo Dalma (Mercedes); 5 Ralf Oeverhaus/Jens Richter/Stefan Aust/Peter Posavac (BMW Z4 GT3); 6 Matteo Cressoni/Luca Magnoni/Luis Scarpaccio/Fabio Ghizzi/Salvador Tineo Arroyo (Ginetta G50).



Solberg dives inside Nitiss to take lead...

WORLD RALLYCROSS LOHEAC (F), SEPTEMBER 6-7 RD 8/12

Solberg supreme to extend series lead

PETTER SOLBERG LED THE FINAL throughout to take his third win of the season and extend his championship lead.

The Norwegian former rally king trailed single-seater graduate Timmy Hansen at the intermediate classification. But, while Solberg's Citroën led its semi-final from start to finish, Hansen made a poor start

to his and had to recover to second.

The OlsbergsMSE Fiesta of Reinis Nitiss jumped from fourth to second at the start of the final, and the Latvian trailed Solberg throughout, with Hansen's Peugeot third.

Gymkhana star Ken Block made the cardinal rallycross sin of forgetting to take his joker lap in the first heat, but recovered to make the final and finished fourth in his Ford.

Front-row starter Pontus Tidemand looked on for the first podium of his short rallycross career, but a puncture in the final thwarted the efforts of the EKS Audi driver. At least he got further than reigning European champion Timur Timerzyanov, whose Peugeot got squeezed into the barrier on the outside of Turn 3 on the first lap and suffered broken steering.

Of the Britons, Andy Scott made the semi-finals for the fifth time in six starts, taking fifth in his race behind Andreas Bakkerud. Jacques Villeneuve's stand-in David Binks finished in 21st place.

Blancpain Endurance Audi racer Edward Sandstrom made his second appearance, and wound up 14th in Mattias Ekstrom's Audi after having troubles getting it off the line.

● Hal Ridge

RESULTS

1 Petter Solberg (Citroen DS3), 6 laps in 3m48.241s; 2 Reinis Nitiss (Ford Fiesta), +1.447s; 3 Timmy Hansen (Peugeot 208); 4 Ken Block (Ford); 5 Pontus Tidemand (Audi S1); 6 Timur Timerzyanov (Peugeot). **Points**
1 Solberg, 185; 2 Nitiss, 157; 3 Toomas Heikkinen, 147; 4 Andreas Bakkerud, 126; 5 Anton Marklund, 124; 6 Hansen, 118.



...and gets his appropriate reward

SUPERTC2000 SANTA FE (RA), SEPTEMBER 6-7 RD 8/12

Peugeot's man stars for Santa Fe double

NESTOR GIROLAMI DROVE HIS Peugeot 408 to two wins at the series' only double-header of the season to wrest the points lead from Norberto Fontana.

Girolami led Saturday's night race from pole on the unforgiving street circuit. He kept his cool through a two-lap safety car period and constant pressure from the Toyota Corolla of Matias Rossi to claim his second win of the year.

Rossi in turn was stalked firstly by Christian Ledesma's Fiat, and then

the Renault of Leonel Pernia. Rising engine temperatures spelt the end for Ledesma, while Pernia ran out of steam and settled for third.

Girolami sprinted away again in Sunday's race from pole. Rossi was again second, only for a misfire to strike and curtail his race just after an early safety car.

The safety car came out once again when a brakeless Emiliano Spataro violently barged into the Fiat of Mariano Werner.

Any hopes that second-placed

Agustin Canapino might have had of chasing after team-mate Girolami were swiftly dispelled as the leader raced clear, while Canapino instead was forced to fend off Ledesma, who nearly edged him out of second, before two badly parked cars brought the safety car out once more and the race finished under caution.

The brake pads of Ledesma's Fiat have been taken away for checks, so the results remain provisional.

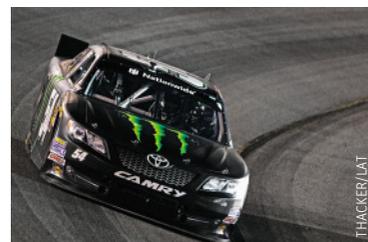
● Tony Watson

RESULTS

Race 1 1 Nestor Girolami (Peugeot 408), 24 laps in 43m18.563s; 2 Matias Rossi (Toyota Corolla), +3.807s; 3 Leonel Pernia (Renault Fluence); 4 Julian Santero (Peugeot); 5 Norberto Fontana (Chevrolet Cruze); 6 Franco Vivian (Chevy). **Race 2 1 Girolami**, 23 laps in 52m30.673s; 2 Agustin Canapino (Peugeot), +2.637s; 3 Christian Ledesma (Fiat Linea); 4 Pernia; 5 Vivian; 6 Facundo Arduso (Fiat). **Points 1 Girolami, 141**; 2 Fontana, 129; 3 Arduso, 114; 4 Mariano Werner, 114; 5 Canapino, 109; 6 Emiliano Spataro, 98.



Girolami out front on streets



NASCAR NATIONWIDE

Kyle Busch (above) led everyone one of the 250 laps at Richmond. Busch's Joe Gibbs Racing Toyota finished 1.3s ahead of the JR Motorsports Chevy of Chase Elliott, who extends his series lead. Title rival Regan Smith was sixth, behind Kevin Harvick, Ryan Blaney and Brian Scott.

EUROFORMULA OPEN

Two victories at Spa extended Sandy Stuvik's championship lead. The RP Motorsport driver dominated the weekend, although he was challenged by Alex Palou during a damp first race. John Simonyan was a distant third. On Sunday Stuvik was dominant, as a super scrap behind rewarded Artur Janosz and Yu Kanamaru with podiums.

BRAZILIAN F3

An eighth win in 12 races and a fourth place gave Pedro Piquet the title with four races remaining. The 16-year-old son of three-time world champion Nelson Piquet led the first race at Velopark all the way from pole position. He was followed home by Lukas Moraes and Class B winner Matheus Leist. Sixth on the reversed grid, Piquet had the lead of race two in eight laps, but lost it to a drive-through for passing under yellow flag. Team-mate Vitor Baptista inherited the lead and became Class B champion.

BRAZILIAN TOURING

Alceu Feldmann came home second at Velopark, but got his first win of the season after fellow Honda racer Ricardo Mauricio suffered a 40-second penalty for jumping the start, dropping him to fourth. Denis Navarro made a spectacular recovery from last to first in the second race, his Toyota beating Mauricio in the final metres. With four races to go, reigning champion Mauricio is 41 points ahead of Feldmann.

FRENCH CARRERA CUP

Ex-Formula BMW/Renault racer Come Ledogar had a dominant weekend at Magny-Cours, winning both races to extend his championship lead. A great battle for second between Maxime Jousse and Vincent Beltoise in race one ended in Jousse's favour, with Gael Castelli also passing Beltoise. In race two, a superb manoeuvre by Tom Dillmann on Alexandre Cougnaud gave the GP2 veteran second place.

FRENCH FORMULA 4

Anglo-Swiss Felix Hirsiger took two wins at Magny-Cours, the first from Danish series leader Lasse Sorensen and the second from Australian Joseph Mawson. Denis Bulatov won the reversed-grid race.

ASTON ST

Aston Martin took a dramatic RAC TT win last year with DP212 – in the firm's centenary year. Which

TRACK TEST

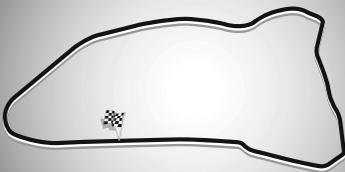
ASTON MARTIN PROJECT 212

CIRCUIT Goodwood

DATE September 3

DRIVEN BY Darren Turner

PHOTOGRAPHY Malcolm Griffiths/LAT



54



STARS ALIGN

made factory Aston racer Darren Turner want to try the famous car. KEVIN TURNER went along to watch



55



Turner enjoyed 212's cockpit, but found driving more tiring than expected

Time was when the legends of Aston Martin and the RAC Tourist Trophy were inextricably entwined. During the 1950s the iconic British marque won the famous award three times, and its celebrated 1959 success at Goodwood secured the World Sports Car Championship. Yet, when it comes to the recent

two-driver TT Celebration races at the Goodwood Revival, Aston Martin has been outshone by Jaguar, Shelby and Ferrari.

That was until last year when, on Aston's 100th birthday, Project 212 won a remarkable rain-hit event thanks to the efforts of Simon Hadfield and Wolfgang Friedrichs (see page 59).

Ahead of this year's extravaganza, it therefore seemed right to take the 1962 car back to Goodwood for a track test. And who better to

drive it than modern-day Aston Martin works driver Darren Turner?

Not only has the former McLaren AUTOSPORT BRDC Award winner been one of Aston's stars over the past decade – he's twice won the GT1 class at Le Mans – but he also has experience of a range of historic machines. That includes the AC Cobra owned by Gavin Henderson, which Turner drove against 212 in the TT last year and will do so again this weekend.

Project 212, or DP212, is something of an unsung hero. A one-off, it led Le Mans in 1962 (see panel, right) and has racked up scores of wins and podiums in more than 40 years of historic racing. Technically a prototype, with some DB4GT DNA, it runs in the highly competitive pre-1966 or pre-1963 GT packs.

"I know more about 212 from last year because of the TT win," says Turner after arriving in West Sussex for the run. "I know how special the event is, and it won on Aston's centenary, so it's fantastic to get the chance to drive it."

Historic ace Hadfield is on hand to give some pointers despite the fact "it's a bit weird *me* telling *him* things!", the main one being that the Aston runs narrower rear tyres than its rivals due to the suspension geometry. "You can't attack as



Bottom left: Aston DP212 is in mostly original condition. Turner and owner Wolfgang Friedrichs examine the 4.2-litre six-cylinder engine



hard as you can in the Cobra because you melt the rubber," warns Hadfield.

Beyond a more modern seat and seatbelts, 212 is in remarkably original condition for a car that has been campaigned as much as it has.

"It's one of the few cars that hasn't been hot-rodged," confirms Hadfield. "It's still got the original chassis and largely the original bodywork. It's a special car and we aim to do it justice."

Climbing into the cockpit, Turner soon starts to find things he prefers over the GTE Pro-class Aston Martin Vantage he races in the World Endurance Championship: "It's such a different machine and some aspects are better, like the visibility. The modern cars have big rollcages and padding that get in the way, 212 has a spacious cockpit. I can see more of the circuit than I have done for years!

"The seat position is nice and comfy, too. It's not as supportive as we have now, it feels more like a road car or your sofa at home."

Turner does, however, have to get used to a different order of doing things, like firing up the 4.2-litre six-cylinder engine before getting fully strapped in. The Aston is from ▶



57

“It’s got the original chassis and largely the original bodywork. We aim to do it justice” SIMON HADFIELD

AN ACTIVE RACER

DP212/1 has been pretty active over its 52-year life. After Aston Martin’s 1959 Le Mans and world championship successes, the factory withdrew from sportscar racing, but returned to the French endurance classic in 1962.

A GT prototype, 212 was driven by Graham Hill and Richie Ginther, and briefly held the lead in the early stages. “The presence of [Aston owner] David Brown’s newest machine was certainly adding spice to the contest and was the only car capable of dealing with the Ferraris and Maseratis,” wrote AUTOSPORT’s Gregor Grant. Sadly, dynamo issues

dropped it back before piston failure – caused by a fractured oil pipe – put it out.

The car never raced again as a works entry, though it did do the 1963 Le Mans test while Project 215 was readied. Thanks to substantial aerodynamic lift, 212 had by then undergone rear-end changes, with a chopped Kamm tail and spoiler.

The future Viscount Downe acquired the car, entering himself and Mike Salmon in speed and sprint events before Salmon started racing it in

1973. It was in Salmon’s hands that 212 won the 1974 Classic Car Championship, and took a fine second in the wet at Brands Hatch in 1977 against more modern machines, including Ford GT40s.

The car has been a regular at the Goodwood Revival and other events, with Wolfgang Friedrichs acquiring 212 in 2002. Sharing with Simon Hadfield or David Clark, Friedrichs has scored a number of podiums, with the highlight being last year’s RAC TT win at Goodwood.

‘The car has been a regular at the Goodwood Revival, winning in 2013’



Sporting the original tail on race debut at 1962 Le Mans



Jaguar's greatest triumph

Grand Prix d'endurance Vingt Quatre Heures du Mans 1957

The D type Jaguar finished 1st, 2nd, 3rd, 4th and 6th

The Mintex Le Mans record up to 1957 was eleven victories. Famous Marques such as Aston Martin, Bentley, Bugatti, Maserati, Ferrari and of course Jaguar have all used Mintex for motorsport. 1953 saw the innovation of Disc brakes and Mintex Pads producing an advantage for the winning Jaguar C Types. This technology was further developed with the D Types not just winning Le Mans but also other endurance races like Sebring and Rheims. This heritage has led to TMD Friction having many more racing success in the intervening years in all aspects of motorsport through BT Bremsen Technik GmbH with Pagid RS and Mintex Racing brands.

TMD Friction Services GmbH, Schlebuscher Str. 99, 51381 Leverkusen, Germany. T. +49 2171 703 0 F. +49 2171 703 23 88

MINTEX®

TEXTAR

PAGID

DON SERIOUS
STOPPING
POWER

COBREG®

COSID
INDUSTRIAL FRICTION

DYNOTHERM
INDUSTRIAL FRICTION



“It moves around under braking, but it’s very stable compared to other cars from the period” DARREN TURNER

► an era before seatbelts, so not all the controls are within reach once the driver is strapped in with the modern belts. Nevertheless, the only thing he’s not really enthused about in the Aston cockpit is the lack of headroom.

“It’s one of the few cars I’ve driven where I’ve had my helmet touching the rollcage and I’m not as tall as Simon or Wolfgang,” he says. “It’s probably the only negative inside the car.”

That negative melts away after Turner closes the door and drives away. It doesn’t take him many laps of the high-speed Goodwood circuit to see where the strengths of the car are.

“It’s very easy to drive from the word go and the

balance is nice,” he says after his runs. “As you’d expect with that type of car it moves around a bit under braking, but it’s still very stable compared to others I’ve driven from the period.

“Quite often with the Cobra you hustle it and it can surprise you. The Cobra’s more brute force and angrily goes along the racetrack. This car does it with some grandeur and serenity. It needs to be delicately pointed in the right direction.

“The pull all the way through the rev range was very good too. We were limited to 6000rpm to make sure it’s in good condition for the Revival, but that’s still enough.”

There was one thing Turner found

disconcerting, however: “It’s got a vibration, from the rear axle and differential. You get used to it pretty quickly, but it’s a bit strange to have that sort of vibration.”

Given its power disadvantage up against the more developed Jaguar E-types, bigger Cobra V8s, and Ferrari V12s, perhaps the biggest surprise is how swiftly 212 eats up the straights, helped by its slippery shape. Indeed, all the Project cars – 212, 214 and 215 – were remarkable for their straightline speed down the Mulsanne Straight at Le Mans. The last win of the David Brown era was at pre-chicane Monza, when Roy Salvadori used 214 to beat ►

HADFIELD ON HIS 2013 RAC TT VICTORY

“If you’d said we’d be in the top 10, I’d have said that was a good, competent job. The number of things that had to happen to make a win possible was unbelievable.

“At the first safety car we didn’t bring [co-driver] Wolfgang [Friedrichs] in – it’s his car! Then I took over and had a spin. But I was fortunate because Tom Kristensen spun in front of me. I saw him start to go and got out of the throttle. If Tom hadn’t been in front I’d have been in the gravel – I have no idea what was making the track slippery.

“The rain got harder and harder. The car then came alive so I thought, ‘Go for it!’”

“Because they couldn’t move Tom’s Jaguar E-type we had the second safety car and that allowed me to close up. And then it started to rain.

“It got harder and harder and the car then came alive. We quickly got up to sixth and I was just passing cars everywhere. My pitboard said P4 and then I passed Tom Coronel, Romain Dumas and Oliver Bryant, but the next lap it said P2 and I was quite pissed off!

“Then I saw the Lister of Anthony Reid was leading on the big screen and I thought ‘Let’s go for it’. He came back to me so quickly.

“It was a very special moment to win, especially for Wolfgang, who has been taking proper cars to Goodwood for years. We were incredibly fortunate.”





Brands Hatch FESTIVAL OF Porsche



Porsche Club GB's National Event 2014

- Packed programme of races
- On track demos and parades
- Star guests including Derek Bell
- Iconic machinery on display
- Club stands
- Family entertainment
- Children 12 & under FREE



Brands Hatch Sunday 21 September

The world famous Brands Hatch race track will be firmly in the spotlight, as the Kent circuit hosts a Festival of Porsche and Porsche Club GB's 2014 National event on Sunday 21 September. Classic and contemporary models from the brand's history - from both road and race backgrounds - will be seen on and off the track!

ONLINE TICKET PRICES

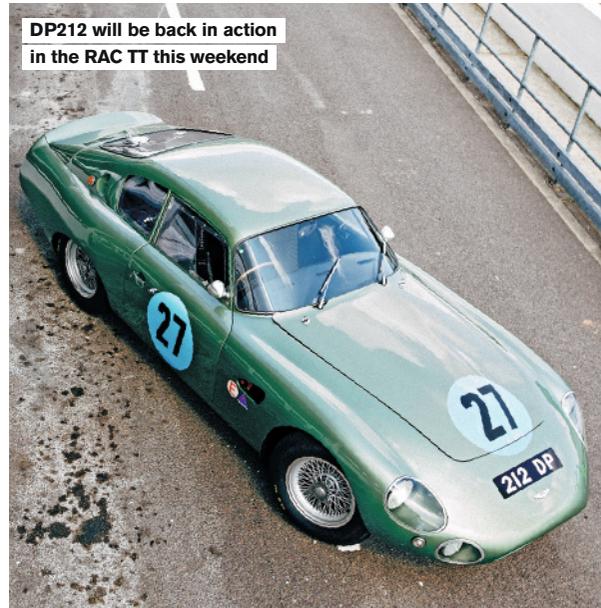
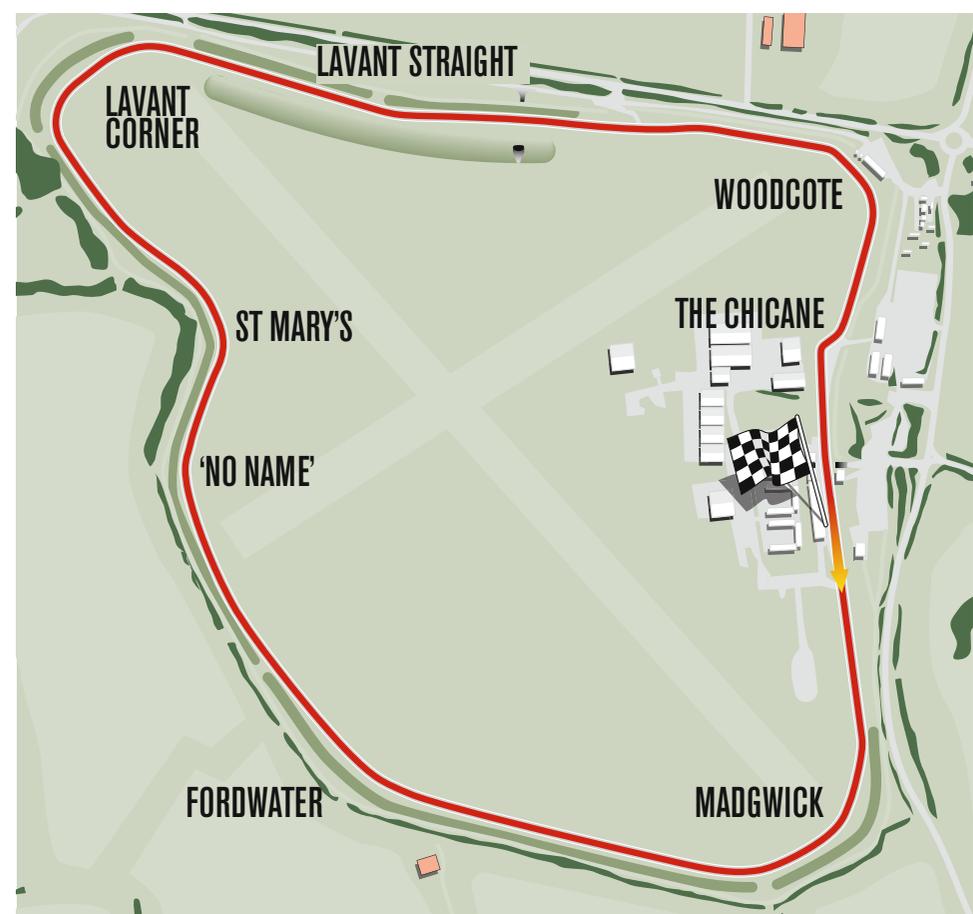
Sunday Admission	£25
Camping (per person)	£18
Children under 13	FREE



www.festivalofporsche.com



Brands Hatch 



DP212 will be back in action in the RAC TT this weekend

GOODWOOD TRACK GUIDE

MADGWICK

Darren Turner "It's not a heavy brake, it's just to get the car into the corner and to get the rear to take a set. You can then steer it on the throttle. It's a good, challenging, corner."

Simon Hadfield "I stay in top gear here in 212 – it saves the rear tyres."

FORDWATER

DT "Some cars like the Minis are easy flat, but in this I had a lift. The corner falls away on the exit and you have to judge exactly what you can get away with – you don't want to be on the grass at 120mph."

SH It can be *just* flat in 212, but

often I'll have lift. The important thing is to be on the throttle through the corner."

'NO NAME'

DT "You could carry more speed but you'd compromise your entry to St Mary's."

SH "It's a brake, but I stay in fifth through 'no name', then go down to fourth gear for St Mary's."

ST MARY'S

DT "You get the car turned in, up against the kerb, and then it falls away. It's a lovely little complex."

LAVANT CORNER

DT "One of those corners you feel you could do more, but the important thing is to get to the

apex. Coming out, the rear is moving around and you've got to change gear – it's a challenge."

SH It's terribly easy to overdrive Lavant. You're trying to balance forward motion with going sideways."

LAVANT STRAIGHT

DT "The straight winds its way down to Woodcote. You go from one side of the track to the other, with hardly any moving of the steering wheel. In the Aston you are virtually at top speed when you arrive at Woodcote."

WOODCOTE

DT "Because of the speed you approach, you have to have a bit of respect, as there is very little space."

SH "You go through the kink and then hit the brakes and take fourth gear in 212, which is really well-balanced through there."

THE CHICANE

DT "It's so tight and very easy to get too close to the walls, but once you've got past the second apex, you can get on the power. Hopefully the back kicks out, you run out to the kerb, and you're away – ready for another lap."



Hadfield and Turner compare circuit notes

▶ the Ferraris on home turf in 1963. "What was surprising was how quickly it accelerated," adds Turner. "There is no drag and it's quite a small car. You can't push one of our GTE cars around – you need three or four people because of the wide tyres – but a couple of people can easily push 212. Its rolling resistance and aerodynamic resistance are a lot less."

Turner lapped at a competitive pace, enough to see one of the key differences between racing past and present: "Our cars now are designed to be driven flat-out from start to finish and hopefully make it through 24 hours. Even after my second run in 212 I can understand why drivers from that era say they had to drive at 60 or 70 per cent. The cars wouldn't be able to cope with continuous driving on the edge. You've got to have respect and look after them."

"It's small things, like the feel of the gearbox. It's a lovely 'box, but it doesn't feel like you can take liberties with it. Same with the brakes."

Considering the car has no downforce, Turner also found 212 more tiring to drive than he anticipated. "It's fairly warm and physically it's more demanding than I expected," he says. "With the new cars the movements are fairly small – in the wrists and arms – but in the older cars they dance more underneath you. You're doing more behind the wheel."

"It's interesting to see what the equivalent of my racing was like and how great the guys were back in the day. It's a different world. It's great to get that experience."

Beyond the Revival this weekend, chances to see 212's aggressive-looking stance on racetracks may reduce over the next few years. "It's getting old and Wolfgang wants to use it sparingly," admits Hadfield.

Turner knows this has been a rare opportunity. And even though five decades separate 212 from the Vantage and DBR9s he has driven in modern GT events, he can see the family traits.

"All the Aston GT cars have similar DNA in the way they handle," he says. "Project 212 certainly feels like an Aston in terms of how easy it is to find the limit and how easy it is on the limit. It felt special."

"I've been lucky enough to drive some great cars over the years and this, partly through what it did in the day and partly thanks to the TT win last year, is one of them." ❖

AUTOSPORT would like to thank Wolfgang Friedrichs, Simon Hadfield, Aston Engineering, Goodwood Motor Circuit and Darren Turner.

Worshipping the icons of Goodwood

This weekend's Revival celebrates 100 years of an Italian marque among many other highlights. MARCUS PYE is your Goodwood guide



Stunning Maseratis will ensure a centenary treat

BLOXHAM/LAT

62

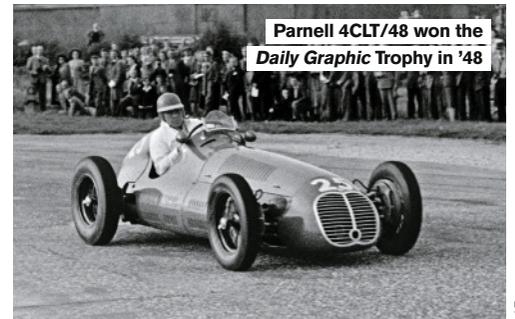
Maserati's centenary and an exclusive race for Jaguar D-types set the tone for Lord March's 17th Goodwood Revival Meeting as motor sporting icons from around the world make the annual pilgrimage to West Sussex's cathedral of speed to take on the world's top historic racers and current stars of tomorrow.

Sixteen 250Fs – including Juan Fangio's '57 German Grand Prix winner, two V12-engined versions, the mighty Eldorado Special (which Stirling Moss crashed, following steering failure, in the '58 Race of Two Worlds at Monza) and Valerio Colotti's ultimate Tec-Mec evolution – are set for daily demonstrations. Twelve are currently due to race, too.

The Maserati trident was a fixture at Goodwood throughout its first heyday. Reg Parnell raced a 4CLT/48 to victory in the opening meeting's *Daily Graphic* Trophy feature on September 18, 1948 – where 4CL, 4CM and 6CM models also competed – while Richard Bergel raced the Hon. Patrick Lindsay's 250F '2527' to fourth place in an historic race in May '66.

A seven-strong Modenese contingent faces ERAs, Alfa Romeos and a Ferrari in Saturday's Goodwood Trophy race this time. Indeed, svelte Maserati sports cars booked the racecard, with 250Si, 300S and Tipo 61 'birdcage' models in Friday evening's Sussex Trophy enduro and three A6GCSs in Sunday's Freddie March Memorial race.

The finned Jaguars will be under the Lavant Cup spotlight. While D-types won the '55-'57 Le Mans 24 Hour races, the best of four entered for the third and final Goodwood Nine Hour race in '55 – Ninian Sanderson/Desmond Titterington's Ecurie Ecosse entry – curiously



Parnell 4CLT/48 won the *Daily Graphic* Trophy in '48

LAT

failed to prevent rival Aston Martin from completing its domestic hat-trick.

With 16 races for magnificent (many priceless) cars, which only outstanding skill will tame on the super-fast 2.4-mile former airfield perimeter track, sportsmanship and decorum of a bygone era on both sides of the spectator fences, it's no wonder the Revival is the world's ultimate motor racing theatre.

TRIBUTE TO STEWART

When Goodwood Motor Circuit closed on July 2, 1966, its period lap record stood indelibly to Scotland's finest racing drivers at 1m20.4s (107.46mph). Jimmy Clark (Lotus 25) and Jackie Stewart (BRM P261) were competing in the '65 Sunday Mirror Trophy event, the circuit's last Formula 1 race. Clark won that Easter Monday; Stewart's engine failed.

Having won two sportscar races in a day for Ecurie Ecosse at Goodwood in September '63, Jackie's first shot in a single-seater – an F3 Cooper-BMC test – was there in early '64. He famously outpaced Bruce McLaren and signed for Ken Tyrrell's team. The rest – three F1 world championships, 27 grand prix wins (from 99



Stewart's BRM P261 shared '65 lap record

LAT

starts) and so much more – is history.

This weekend's homage to Sir Jackie Stewart, 75, is a daily cavalcade of cars spanning his career, from AC Ace to March 701, via Matra MS80, Tyrrell 002 and Tyrrell 006 from his F1 title-winning seasons of '69, '71 and '73.

LOOKING THE PART

Turning the clock back to the 1950s and '60s by dressing in period style has been a Revival tradition since its inaugural running in 1998. Whether you opt for military uniform or natty civilian clobber you will be part of the Goodwood set.

A pre-1966 vehicle code (for all bar emergency vehicles) on site – with a dedicated car park near Lavant corner for spectators arriving in style – increases the pathos and ensures period-accurate backdrops for stunning photos.

There is even a High Street, with period Tesco 'supermarket' and Haymarket Newsagent to visit before you relax at the DeLonghi Coffee Bar or Kenwood Corner House. Top-quality catering round the campus ensures that you won't go hungry.

VINTAGE VOITURETTES

Founded by Raymond Mays and Peter Berthon – who later collaborated to start BRM – the fabled English Racing Automobiles marque from Bourne, Lincolnshire, first appeared at Brooklands in 1934 and its voiturettes with blown Riley-based engines and pre-selector 'boxes were the mainstay of early single-seater races.

Chassis R1A (David Hampshire), R2A (George Nixon), R7B (Peter Walker), R8C (Cuth Harrison), R9B (Geoffrey Ansell), R10B (Graham Whitehead), R11B (John Bolster) and R14B (Bob Gerard) raced at the first Goodwood meeting on September 18, 1948, but R5B 'Remus' broke under Bolster in practice.

Four of those wonderful old warhorses are back for Saturday's Goodwood Trophy event, R5B (Charles



McCabe), R9B (Heinz Bachmann), R10B (Paddins Dowling) and R11B (David Morris) joined by R1B (Michael Gans/John Ure), R3A (Dick Skipworth/Mark Gillies), R4A (Nick Topliss), R4D (Mac Hulbert/James Baxter) and R12C (Terry Crabb). Duncan Ricketts joins them with GP1, the sole-running E-type ERA.

STUNNING SIDESHOWS

First run in 2012, the Settrington Cup event for youngsters in lavishly restored Austin J40 pedal cars is now a 'must-see' Revival feature. If emotions run high among the lads and lasses jostling furiously down the start straight on Saturday and Sunday, just watch their parents! It will end in tears...

Breathtaking aviation displays are synonymous with Goodwood. As befits its former life as RAF Westhampnett, warbirds are a major draw. Watch for Spitfire, Mustang and the Battle of Britain Memorial Flight. On the ground, the Freddie March Spirit of Aviation competition features the Hiller UH-12E4 helicopter from *Goldfinger*.



THE GOODWOOD GRID

LAVANT CUP

Jaguar D-types

No sports-racer is more iconic than Jaguar's D-type, winner of three Le Mans 24 Hours in 1955-'57, extending the marque's tally to five in seven years. Andy Wallace, one of TWR Jaguar's '88 heroes at La Sarthe, five-time victor Derek Bell, Gary Pearson, Christian Glaesel and Gregor Fisken head the 20-strong entry.

RICHMOND TROPHY

2.5-litre front-engined GP cars, 1954-'60

Twelve Maserati 250Fs (nine factory-built, including Max Werner's V12) and the Tec-Mec star in the marque's centenary, but most will be outgunned by three Scarabs – Julian Bronson's fresh from victory at Zandvoort – Michael Steele's Connaught and Roger Willis's Lotus 16. Expect Andy Newall to be a factor in a Lancia-Ferrari D50.

SUSSEX TROPHY

World Championship Sportscars, 1955-'60

A Friday-evening, two-driver dash to dusk pits Aston Martin DBR1 (Simon Hadfield), Ferraris (Danny Sullivan, Bobby Verdon-Roe), Maseratis (Frank Stippler, Marino Franchitti), Listers (Emanuele Pirro, Gary Pearson, Sam and Ollie Hancock, Chris Ward) and Lotus 15s (Rob Hall, Ewan McIntyre) against Julian Mazub's Sadler-Chevy.

RAC TT CELEBRATION

Closed-cockpit GT cars, 1960-'64

Sunday's high-octane showpiece looks wide open this year. Rob Huff, Giedo van der Garde, Jason Plato, Darren Turner and several Le Mans winners – plus bold Japanese debutant Katsu Kubota – are in the power struggle embracing AC Cobras, Aston Martins, Chevrolet Corvettes, Iso Bizzarini A3Cs, Ferrari GTOs, Maserati 151s and Sunbeam Lister Tiger.

WHITSUN TROPHY

Unlimited sports-prototypes to 1966

McLaren ace Chris Goodwin (ex-works M1B) has the ability to win the V8 slugfest, but outright lap-record holder Andrew Smith's Lola T70 is stiffer and more powerful, with Canadian Jay Esterer's rampant Chinook, winner in 2011, perhaps quicker still. Six Ford GT40s and Italian Piero Tonetti's Huffaker Genie Mk8 should be in the mix too.

GOODWOOD TROPHY

GP, F1, F2 & Formule Libre, 1948-'55

A fascinating confrontation between James Baxter (in Mac Hulbert's R4D) and John Ure (in Michael Gans's R1B) among 10 ERAs is talk of the paddock, thus Mark Gillies (R3A) won't have it easy. Rob Huff saddles the Parnell-MG and Andy Wolfe Gans's Maserati V8RI in this awesome field, redolent of early Goodwood Libre clashes.

SHELBY CUP

Small-block V8 saloons to 1966

BTCC champions Andrew Jordan (sharing Oliver Bryant's Plymouth Barracuda), Gordon Shedden (Ford Mustang) and Matt Neal (Studebaker Lark), past masters Steve Soper and Anthony Reid, Le Mans winners Jackie Oliver, Henri Pescarolo, Jochen Mass and Emanuele Pirro, plus Marussia F1 racer Max Chilton saddle Americana, but Leo Voyazides' Falcon missed out.

GLOVER TROPHY

1.5-litre GP & 1-litre F2 cars, 1961-'65

Two-dozen shrieking 1500cc V8s and a Ferrari V12 is a Revival record and many more top-line F1 machines than graced period Glover Trophy races. Andy Middlehurst (Lotus 25) has won the past three, but American star Duncan Dayton (in Sid Hoole's Cooper T66), Martin Stretton (Lotus 24) and Mark Piercy (Lola Mk4) may end the Classic Team Lotus racer's monopoly.

ST MARY'S TROPHY

Production Saloons 1950-'59

Where else can you see Andrew Jordan and Darren Turner (Austin A40s) go head-to-head with Gordon Shedden (A35), Rob Huff (A95), Jason Plato (Ford Prefect), Sam Tordoff (Standard Pennant), Tom Chilton (Gaz Volga) and Fabrizio Giovanardi (Alfa Romeo Giulietta T)? The Jaguar Mk1s start hot favourites in the two-parter, with owners racing on Sunday.

CHICHESTER CUP

Formula Junior, rear-engined disc-braked, 1960-'63

The youngest – and quickest – set in FJ's three-crop rotation should feature a mighty dust-up between Jon Milicevic (Cooper T59), Sam Wilson (Lotus 20), Dave Methley and Jonathon Hughes (Brabham BT6s). The Hibberds and Manfredo Rossi (Lotuses), James Murray (Lola) and Westie Mitchell (de Tomaso) are capable of joining in.

BARRY SHEENE TROPHY

Motorcycles, 1951-'54

Twenty years after defending 500cc champion Kevin Schwantz won the British GP at Silverstone with Suzuki, Troy Corser, Mick Grant, James Haydon, Jeremy McWilliams, Steve Parrish, Michael Rutter, Charlie Williams and Tommy Hill are gunning to beat the Manx Norton-mounted Texan. Duncan Fitchett (teamed with McWilliams) is the top classic racer.

FORDWATER TROPHY

Production-based Sports & GT cars, 1960-'66

From sublime Ferrari 275 GTB/C to obscure Gilbern 1800GT, Ogle SX1000 and Tornado Talisman, via rotary Iso Rivolta, zippy Ginetta G4s and Lotus Elites, 16 marques will do battle. Podium tips include Bill Wykeham (Porsche 911), Darren Turner (Turner), Tony Sinclair (TVR Grantura) and the evergreen Murray Smith (Morgan +4).

FREDDIE MARCH TROPHY

Goodwood 9 Hour cars, 1952-'55

Reverting to sprint format this year, the entry stars Martin Melling's Aston Martin DB3, the inaugural Nine Hours winner with Peter Collins/Pat Griffith. It won't keep up with the Jaguar C-types – which it outlasted 62 years ago – Rob Newall's Cooper-Jaguar, Adrian Willmott's Austin-Healey 100S or Ben Shuckburgh's Cunningham C4R rep, but is a joy to behold.

TIMETABLE

FRIDAY, SEPTEMBER 12

0730	Gates open
0825	Opening ceremony
0900-1750	Official practice & parades
1815-1915	SUSSEX TROPHY
2030	Gates close

SATURDAY, SEPTEMBER 13

0730	Gates open
0915	Track opens with demonstration
1000-1755	Racing and parades
	GOODWOOD TROPHY
	CHICHESTER CUP
	SETTRINGTON CUP, Part 1
	BARRY SHEENE MEM. TROPHY, r1
	ST. MARY'S TROPHY, r1
	SHELBY CUP
	LAVANT CUP
	WHITSUN TROPHY
1900	Gates close

SUNDAY, SEPTEMBER 14

0730	Gates open
0915-1745	Racing and demonstrations
	FORDWATER TROPHY
	RICHMOND TROPHY
	SETTRINGTON CUP, Part 2
	BARRY SHEENE MEMORIAL TROPHY, r2
	ST. MARY'S TROPHY, r2
	RAC TT CELEBRATION
	GLOVER TROPHY
	FREDDIE MARCH MEMORIAL TROPHY
1815	Prize-giving
1930	Gates close

TICKETS

Admission is by pre-ordered tickets only and general admissions are now sold out. Hospitality packages remain available for each of the three days. Contact the Goodwood Hospitality team on 01243 755054 for late availability.

OUR FRIENDS ELECTRIC

Formula E has attracted a quality field as it kicks off in Beijing this weekend. **MARCUS SIMMONS** plugs in to rate likely form



Like it or not, electric racing is here. And, like it or not, you've got to admit to being interested in how it pans out. Ten teams, featuring a host of top professional drivers – plus leading engineers and management from across the highest

levels of the sport – set out on their adventure in Beijing this weekend. OK, we're purists, and we can't get our heads around FanBoost. But here's the crucial thing: there may be no sound, but it'll be proper racing. This is your guide to the contenders...

AMLIN AGURI



FIGUREHEAD Aguri Suzuki

WHO ARE THE TEAM?

Plenty of DNA from the old Super Aguri Formula 1 team, including team principal Mark Preston and tech director Peter McCool (plus their old pal Sato). Don't be shocked to hear that Mercedes F1 have nicked their aero ideas (as happened in Honda days in 2007!)



TAKUMA SATO

Japanese folk hero who's been battling it out in IndyCar in recent years



KATHERINE LEGGE

Plenty of Indycar experience; racing DeltaWing in United SportsCar in 2014

WHAT CHANCE HAVE THEY GOT?

The driver line-up all seems a bit last-minute. Initially Fabio Leimer was stepping in for Beijing in place of Antonio Felix da Costa, who's on DTM BMW duty, but just as we went to press we heard it's old Aguri favourite Sato. Legge isn't sure to do all of them either.

ANDRETTI FORMULA E



FIGUREHEAD Michael Andretti

WHO ARE THE TEAM?

It's a British-assembled cast, many of whom orbit team manager Rob Arnott (who with Status GP won A1 GP as Team Ireland) and Nick Wirth (whose firm designed the HPD LMP cars). Plenty of links to the US and there is full info-sharing with the Andretti IndyCar team.



FRANCK MONTAGNY

Long-time Andretti associate who's been sadly underused in recent years



CHARLES PIC

Trying to get back on the radar after a year in Formula 1 with Caterham

WHAT CHANCE HAVE THEY GOT?

A fairly decent one. Montagny has been reasonably rapid and the team has been getting quietly on with its programme. Pic is easily good enough to slot in effectively despite only one test day. His seat may be a revolving one though – Scott Speed occupied it in early tests.

AUDI SPORT ABT



FIGUREHEAD Hans-Jurgen Abt

WHO ARE THE TEAM?

No film stars or rich, bearded entrepreneurs here: it's a down-to-earth, hugely successful German race team best known for masterminding Audi's DTM success, and also runs the whole VW Scirocco R-Cup series. Team manager is ex-KMS F3 chief, Swiss Gianni Bianchi.



LUCAS DI GRASSI

Ex-F1, now Audi Le Mans star and initially Formula E series' development driver



DANIEL ABT

Former GP3 runner-up and now competent GP2 battler. Also son of the team boss

WHAT CHANCE HAVE THEY GOT?

Look no further than di Grassi for a winner. Not only is he an ace driver, but Audi is in the background, likely with plenty of useful simulation software. Reports suggest that the Brazilian is the one whose race pace has everyone worried.

CHINA RACING



FIGUREHEAD Steven Lu

WHO ARE THE TEAM?

The ownership is the same people who masterminded the Chinese attacks on those other left-field single-seater series, A1 GP and Superleague. But team operation is in the hands of GP2 and WTCC squad Campos Racing, led by Adrian Campos himself.



NELSON PIQUET JR

Maverick who now leaps around American stadia for his day job in rallycross cars



HO PIN TUNG

Dutch-born racer mainly races sportscars now, but has decent single-seater pedigree

WHAT CHANCE HAVE THEY GOT?

You're not going to look at this team first as a likely winner, but a good result wouldn't be a complete shock. Piquet joined the party quite late, Tung is handy and reserve driver Antonio Garcia may do some races – the GT star was pretty quick in single-seaters in his youth.

DRAGON RACING



FIGUREHEAD Jay Penske
WHO ARE THE TEAM?

Dragon is the squad set up by Roger Penske's son Jay in 2006 – under the Luczo Dragon banner – to compete in IndyCar, but which has not raced since last year. The Formula E team is being run by ex-Tyrrell/Penske engineer Nigel Beresford.



JEROME D'AMBROSIO 

Ex-F1 driver has been racing house-sized Bentley in Blancpain Endurance this year



ORIOL SERVIA 

Handy IndyCar racer who these days does part-programmes in the States

WHAT CHANCE HAVE THEY GOT?

It's been a bit turbulent behind the scenes, with a late split with Mike Conway meaning that Servia – who owns a stake in the team – gets a late call-up for the opening round in Beijing. Luckily he's done a fair bit of testing. D'Ambrosio should be quick – and has been.

E.DAMS-RENAULT



FIGUREHEADS Jean-Paul Driot/Alain Prost
WHO ARE THE TEAM?

Quite simply, one of the leading motorsport operations in the world outside F1. Drivers run by DAMS are leading the way in GP2 and Formula Renault 3.5, so there's tons of expertise here under the leadership of technical chief Francois Sicard.



SEBASTIEN BUEMI 

Red Bull refugee who's become an ace in the WEC with Toyota



NICOLAS PROST 

Son of Alain, and these days a very respectable 'pedaleur' in the WEC

WHAT CHANCE HAVE THEY GOT?

An excellent one. The team seems to have an advantage in qualifying spec of up to half a second, so expect Buemi to take pole. The team's backing from series technical partner Renault and excellent relationship (via Prost Sr) with tyre supplier Michelin won't hurt either.

MAHINDRA RACING



FIGUREHEAD Anand Mahindra
WHO ARE THE TEAM?

Enormously enthusiastic backing from India, with Dilbagh Gill as team principal, but appropriately run by Carlin, the team that brought the nation's Narain Karthikeyan to prominence at the turn of the millennium. A fair smattering of Carlin FR3.5 and F3 staff are involved.



BRUNO SENNA 

Ex-HRT victim, latter-day sportscar racer, great ambassador for the sport



KARUN CHANDHOK 

Also ex-HRT victim, latter-day sportscar racer, great ambassador for the sport

WHAT CHANCE HAVE THEY GOT?

You'd count on strong points from both drivers. Both Senna and Chandhok have been in the top-six mix behind the dominant Buemi in testing. There's enough expertise at Carlin and tactical nous from the drivers to do a very good job.

TRULLI



FIGUREHEAD Jarno Trulli
WHO ARE THE TEAM?

It was pretty late in the day when Trulli took over this entry from Lord Drayson, and the team was only just scrambled together in time for the first test. It's 100 per cent Norfolk's finest in the form of Super Nova, ex-A1GP leading light and these days active in Auto GP.



JARNO TRULLI 

F1 veteran is sufficiently excited by Formula E for this to be his first race in three years



MICHELA CERRUTI 

Auto GP race winner and Blancpain Endurance pro-am class contender

WHAT CHANCE HAVE THEY GOT?

Difficult to say. The brilliant Trulli was at the old-school-artistry end of the spectrum as far as F1 drivers are concerned, which doesn't seem to tie in with point-and-squirt FE tracks. Cerruti has done well in Auto GP, but now faces higher class of opposition.

VENTURI



FIGUREHEAD Leonardo DiCaprio
WHO ARE THE TEAM?

As you might have guessed, there's no one who's snogged Kate Winslet on the silver screen actually involved in running the cars. Instead it's French team Signature, which has had titanic success in F3 and had a crew ready to roll after its 2014 season capsized.



NICK HEIDFELD 

Underrated F1 veteran who scored 13 podiums, and still races on in the WEC



STEPHANE SARRAZIN 

What hasn't he done? Sarrazin is one of the most versatile drivers in the world

WHAT CHANCE HAVE THEY GOT?

Definitely contenders. One of the more stable line-ups in the paddock, with one of the most evenly matched driver line-ups too. Heidfeld has always been good on street circuits since his junior days (he scored F3 race wins in Monaco and Macau), and Sarrazin will shine too.

VIRGIN RACING



FIGUREHEAD Alex Tai
WHO ARE THE TEAM?

Tai is Richard Branson's space-travel guru initially put in charge of the F1 team that is now Marussia. The squad he has now has a smattering of Oxfordshire-based blokes with F1 team kit in their wardrobes, plus the inevitable Oxon/Norfolk GP2 axis.



JAIME ALGUERSUARI 

Another Red Bull refugee. This year's he's been racing a GT Mercedes in Germany



SAM BIRD 

Wore his knuckles out knocking on F1 door. Now in sportscars, most notably as GT Ferrari ace

WHAT CHANCE HAVE THEY GOT?

For Venturi, read Virgin really. Both Alguersuari and Bird have good reputations and the potential to do well. It's the Briton who's had the edge in the intra-team battle as far as quick testing times are concerned, and he also has fantastic street-circuit form in his career to date.



DOMINATE THE TRACK. RULE THE STREET.



IMPERIAL RANGE



METRIC RANGE



TENDER | HELPER



OFF ROAD



COIL SLEEVE



BUMP STOPS

ERS | Eibach Race Spring System

- Over 1,300 single components - main and tender springs - metric and imperial, various auxiliary race suspension accessories, ready and in stock on 5 continents
- Comprehensive Program of single components
- Single Main Springs with highest rate-linearity and lowest rate tolerance
- Progressive Characteristics via set-up of different springs serially - double or even triple spring combinations
- Extreme Low Weights achieved through Super Hi-Ten materials and manufacturing technology
- Smallest Solid heights, maximized spring travels and higher maximum loads
- Spring Surface Stabilization through specialized shot peening
- Every ERS Spring preset to block
- Block and Sag Resistant
- Smallest Tolerances and precise plane parallelism of spring ends
- High Dynamic Durability - under Motorsports conditions
- High quality corrosion protection by phosphating and epoxy coating
- Springs Printed with part-number (speaking code = rate and dimensions)
- Individual protective single box packaging



eibach.com

TEN THINGS YOU SHOULD KNOW ABOUT FORMULA E

1 Drivers are allowed to use 200kW (270bhp) from the McLaren powertrain/Williams battery in qualifying trim, but a maximum of only 150kW (202.5bhp) in races.

2 Even then, a driver will struggle to go above 120kW (162bhp) for the bulk of a race, meaning it could turn into a tactical battle. Do you go flat-out at the start if you're on pole and then throttle back? Or if you qualify badly, do you play it cool until gunning it when others pit?

3 FanBoost, voted for on social media, will allow three drivers five seconds each at 180kW (243bhp) – 30kW more than the regular race maximum – for overtaking. A driver can use this for either of their two cars, or across both.

4 Want to know what the laptimes difference is between those alternative levels of power? Based on Donington tests, it's reckoned to be about 0.1 seconds per 1kW. So your difference between 200kW qualifying and 120kW race average will be around eight seconds.

5 Speeds at the end of the start-finish straight at Donington in testing using the 150kW maximum race power were only around 105mph. In qualifying mode, laptimes just pip a Formula Ford EcoBoost: the quickest test time was 1m31.083s, while the FFord pole from 2012 was 1m31.589s.



Final touches are put to Beijing street circuit



Series boss Alejandro Agag. Pressure? (see #10)

6 But don't forget that the cars run on Michelin treaded tyres and the batteries weigh a hefty 320kg, so performance isn't that bad considering...

7 The smooth track surface and flowing corners of Donington did not allow much regenerating via the MGU, and the stop-start street circuits on which Formula E will race should produce more 'regen'. Then again, this will be more rapidly consumed by the harder acceleration from tight chicanes and hairpins.



GRIFFITHS/LAT

8 A driver must spend a minimum of 50 seconds in their pit awning while changing cars mid-race. In testing, teams have got car-change times down to 37/38 seconds, meaning they should have breathing space to deal with any glitches. There will also be a minimum time in the pitlane, which will vary from circuit to circuit.

9 Drivers reckon the biggest difference between qualifying and race trim comes from brake balance. This needs to be moved 16 to 18 per cent towards the front to prevent the rears locking, thanks to the regenerating and the heavy weight at the rear.

10 As if Formula E wasn't enough of a step into the unknown, the FIA is holding its World Motor Sport Council in Beijing on Friday (tomorrow). That means that a thousand blazers will be watching the action on Saturday. No pressure then... ❄



Backdrop to Long Beach, which hosts race on April 4

DAVID ZAITZ

CALENDAR

DATE	LOCATION
September 13	Beijing (PRC)
November 22	Putrajaya (MAL)
December 13	Punta del Este (ROU)
January 10	Buenos Aires (RA)
March 14	Miami (USA)
April 4	Long Beach (USA)
May 9	Monte Carlo (MC)
May 30	Berlin (D)
June 27	London (GB)

Plus one other race to be decided

Watch the opening round from live on ITV4 at 0800-1030 on Saturday, with highlights at 1800-1900, and at 2100-2200 on BT Sport 2.

GOODWOOD FEATURE

Dorset Vintage & Classic Auctions

Next Auction 16 October 2014

Athelhampton House
Near Dorchester, Dorset, DT2 7LG
Sale starts at 11.00 am
Catalogue price £12 – admits two (by post £15)

Vintage & Classic Cars, Motorcycles,
Historic Commercials, Automobilia & Memorabilia



1956 Lancia Aurelia B20 GT Series 6 2.5 V6 Coupe by Pininfarina
Guide: £60000 – 70000



E: info@dvca.co.uk

Contact Brian R. Chant:
Station Road, Stalbridge
Dorset, DT10 2RH
T: 01963 363353
F: 01963 363626

W: www.dvca.co.uk

SPECIALISTS IN CAR SHIPPING AND TRANSPORTATION

Worldwide export and import services

- Customs clearance • UK & European collection & delivery
- SAFE • SECURE • COMPETITIVE

t: 01394 695566 f: 01394 673031
kevin.lewis@rjffreight.co.uk chinita@rjffreight.co.uk www.rjffreight.co.uk

Classic insurance redefined.

Tailor your classic vehicle insurance policy to suit your needs.

Footman James
We share your passion

0843 357 1307
visit footmanjames.co.uk

45 years of experience in pre & post war cars

TRIPLE m
motor sport
manufacturing
& machining

JSWL

SOUTHSHORE
COACHWORKS

Work from drawings or original components
Full CNC 4-axis machining capabilities
Full pattern shop association
Full foundry association
Digitising facility

Restorations
Recreations
Engine building
Circuit support
Storage

Restoration of aluminium or steel bodywork
Manufacture of complete bespoke coachwork
Chassis restoration and complete production
Wings, radiator grilles, fuel tanks, etc.
Design service available

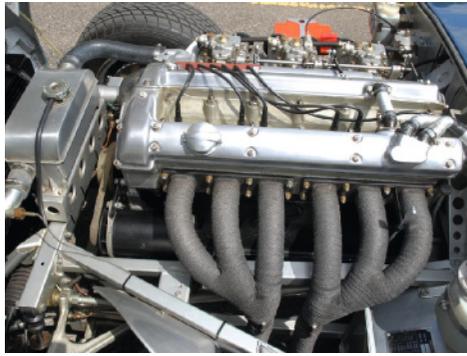
Telephone +44 (0) 2392 254 488
Fax +44 (0) 2392 254 489
Email info@jswl.co.uk

Pipers Wood Industrial Park,
Waterlooville, Hampshire,
PO7 7XU, England.




www.jswl.co.uk

GOODWOOD FEATURE



1963 Jaguar E-Type Series 1
3.8 litre Semi-lightweight
 Chassis Number 850648



An opportunity to acquire a unique car with only around 700 miles completed since it was re-built by LWR (Paul Webb & Mike Harris). Using the original lightweight as inspiration it was built with aluminium bonnet, doors, roof and boot lid as per the factory cars. Jaguar's former competition engine builder George Hodge took care of the engine, built for power and reliability. Brakes are AP with Leda suspension making this E-type just as comfortable on the road as it is on the track. Also suitable for any of the many historic road rallies. Only 11 chassis numbers from the original Lightweight E-Types, the car is finished in Flag Blue Metallic (Ecurie Ecosse Colours) and carries its original Jaguar registration number of 3857WK. Featured in the 4th edition of Jaguar World Monthly in 1989 and now in the August 2014 edition.

Genuine enquiries only - Please call 07711 423496

Woodbridge Classic Cars



Internationally Acclaimed Classic Car Restoration

We offer a comprehensive service to owners of Vintage & Classic Cars



Classic Car Servicing and Tuning



Full or Part Restoration



Classic Cars For Sale



Military Vehicle Bodywork Repairs

...in fact, all aspects of automotive care.

- Luxuriously restored original specification classic cars.
- Bespoke classic car custom build best-in-show awards.
- Upholstery, trimming, bodywork & resprays.
- Over 25 years experience in classic car restoration.
- Covering all aspects of classic car motoring.
- Built to customers exact specifications.
- Our high levels of enthusiasm are matched by the high quality of our services.

Call us for a friendly chat to discuss your requirements
 tel: 01728 746413 or email: sales@tr6.com



www.tr6.com - www.woodbridgeclassiccars.org - www.ultimate-mini.co.uk
 Blomvyle Hall Garage, Easton Rd, Woodbridge, Suffolk, IP3 0DY. Find us on Facebook



1969 Maserati Ghibli 4.7 CN115/922

Executed in the most tasteful trim combination blue sera/magnolia, this car originally supplied 1/70 to Modena, and spent the rest of his life in Austria. Undergone a well documented 3,200 hours nut and bolt restoration by a well recognized specialist. Gear box upgraded to 4.9 spec. Testing km only; comes with books and tools. £POA

ghibli02012@gmail.com or 0043 676 704 79 79



Many body shops do not have the time or interest in jobs that require that special attention to detail. At Premier Paintwork I am happy to tackle the more specialised jobs and have gained experience by working on many cars over the years, including: Rolls Royce, Bentley, Ferrari, Lamborghini, Jaguar & Lotus.
Karl Gosney



RECENT JAGUAR E-TYPE PROJECT



High Quality Motor Body Repairs & Restorations. Please Contact Karl Gosney

07786 487717 www.premier-paintwork.co.uk

WEB DIRECTORY

CAR BROKERAGE

RACING CARS FOR SALE
ALAN CORNOCK FCS
BUYING - SELLING - BROKERAGE
www.racingcarsforsale.co.uk
TEL: 01480 891212

ENGINES



www.atpower.co.uk
+44 (0)1953 857800

JULIAN GODFREY
ENGINEERING
visit our new online shop www.racetuners.com

EXHAUSTS

Inconel & Stainless Steel Specialists
SIMPSON
Race Exhausts
Tel: 01753 532222
www.simpsonraceexhausts.com



Rally & Race
Gearboxes, GearKits,
LSDs and Driveshafts
Tel: 01782 280136 Fax: 01782 269913
Email: sales@eliteracingtransmissions.com
www.eliteracingtransmissions.com

GEARBOXES

Gearboxman.com
COMPETITION TRANSMISSION SERVICES
Gearboxes & Axles for Road, Race, Rally and more
Telephone: 01582 840008 Fax: 01582 840007

HELMET GRAPHICS

Mike Fairholme Designs
Sole approved painter of Arai helmets.
Silver Birches, Corby Birkholme, Nr Grantham, Lincs NG33 4LE.
Tel: 01476 550630. Fax: 01476 550029.
email: fairholmedesigns@btconnect.com
www.fairholmedesigns.co.uk



For Everything Formula One
www.finallap.net **WE BUY AND SELL**
+44 (0) 1245 287588 / 07771 920345

PARTS & SPARES DIRECTORY

Competition Cylinder Heads
www.cylinderheaddevelopments.co.uk
Tel 01527 870472

RACE PARTS



ARMSTRONG RACE ENGINEERING INC.
WWW.DRYSUMP.COM (916) 652-5282

THINK
AUTOMOTIVE
call: 0208 568 1172 visit: www.thinkauto.com

PORSCHE SHOP
10% off with website
voucher code AUTOTEN
Or Call: 0121 585 6088

RACE PRODUCTS

Pit to Car **Autotel**
Radio solutions **Digital Race Radio**
0044(0)1508 528837
www.raceradio.co.uk

demon tweeks
MOTORSPORT Direct
www.demon-tweeks.co.uk

CROYDON RACE & RALLY CENTRE
www.croydonraceandrally.co.uk
220-222 Portland Road
South Norwood
London SE25 4QB
For Racewear & Motorsport equipment
Tel: 020 8656 7031
FORECOURT PARKING

RACEWEAR

AUTHORISED DISTRIBUTOR
OMP **YBRACING**
MOTORSPORT & PERFORMANCE
WWW.YBRACING.COM

JJC race and rally
PASSIONATE ABOUT MOTORSPORT
www.jjcraceandrally.com

Grand Prix Racewear THE RACEWEAR EMPORIUM
WWW.GPRDIRECT.COM
08435 070 858
sparco, uvex, OMP, Arai, BELL, SCHOTT, hons-seal

TRAILERS

PRG TRAILERS
www.prgtrailers.co.uk
Phone no: +44 (0) 1270 812402

BRIAN JAMES TRAILERS
» Connected to you
www.brianjames.co.uk

WORKSHOP EQUIPMENT

Image Manufacturers of bespoke split rim alloy wheels
www.imagewheels.co.uk
IMAGE WHEELS INTERNATIONAL LTD.



TO ADVERTISE IN THE WEB DIRECTORY
PLEASE CALL 020 8267 5992
OR EMAIL: autosport.ads@haymarket.com

BRIAN JAMES TRAILERS

»» Connected to you



Photograph courtesy of Litchfield Motors.

www.brianjames.co.uk

Night shift

High performance, cutting edge technology, Race Transporter enclosed designs offer fast, safe and efficient vehicle transportation. Crossing continents, travelling through many years our trailers have served at every race or rally.

With bright LED ambient lighting, and carefully designed interior space Race Transporter trailers operate day and night.

Main photograph, Race Transporter 6 with double assistor ramps, interior LED lighting, high level tyre rack and work bench combination.

Race Transporter range from £ 7,099 (excl. VAT).



RACE TRANSPORTER

T +44 (0)1327 308 833

For more information and details of your local BJT dealer please call or visit our website.

TRAILERS & TRANSPORTERS

STUNNING RACE TRAILER,
REPRESENTING AN UNMISSABLE
OPPORTUNITY.



Pristine 4-bay awning with windows, 2-tonne tail-lift, full bespoke living space, and endless features. Exceptional condition throughout, MOT April-2015. Very reluctant retirement sale.



PRICE REDUCED

OFFERS OVER **£44,995**+VAT
WILL BE CONSIDERED.

SENSIBLE PART EXCHANGE/CASH EITHER WAY OFFERS WILL ALSO BE
TAKEN INTO CONSIDERATION.

Visit teamwrihtracing.com for full specification/price.
To Include all equipment and Hospitality

Richard Wright - 07900681161

PRG TRAILERS

Finest Built British Trailers.



PRG Trailers | Cheshire | UK | Tel: +44 (0) 1270812402
Web: www.prgtrailers.co.uk | Email: info@prgtrailers.co.uk

AUTOSPORT

IF YOU'D LIKE TO ADVERTISE
YOUR PRODUCTS AND SERVICES

PLEASE CALL:

0208 267 5367

**WELCOME TO YOUR
MOTOR HOME!**
HOSPITALITIES FOR CHAMPIONS



BISCHOFF SCHECK AG

WWW.BISCHOFF-SCHECK.COM



BEN Ball 2014

Grosvenor House, Park Lane, London

10.12.14

Glitz, glamour and a night of action packed entertainment is in store for our guests, as we kick start the festive season. Enjoy a lavish four course dinner, first class entertainment and mingle amongst some of the biggest names of UK automotive.

To book your place, or for more information, visit:

ben.org.uk/benball2014



01344 294755



warren.neal@ben.org.uk



[@BENMotorCharity](https://twitter.com/BENMotorCharity)



facebook.com/BENMotorCharity

TRAILERS & TRANSPORTERS



www.WOODFORDTRAILERS.com

HIGH QUALITY TRAILERS FOR CLUB, PRIVATE AND PRO MOTORSPORTS



Email: Sales@woodfordtrailers.com

CALL US NOW 01327 263 384

COMPETITION & RACE CARS FOR SALE



ROVER 3500 SD1 GROUP 1 RACE CAR

Ex-Tim Harvey production saloon car, now in Triplex livery as raced at 72nd Goodwood Members Meeting with Oliver Gavin. Qualified second and finished sixth. 2013 & 2012 Classic Group One Touring Car Champion. Rebuilt 300bhp 3.5 V8, close ratio box, TWR Bilstein suspension. Ready to race.

£52,500 or best offer | Ph: +44 (0)7720 844452



The R32 GT-R was introduced into the Australian Touring Car Championship in 1990 and promptly ended the reign of the previously all-conquering Ford Sierra Cosworth, winning Bathurst 1000 Classic in 1991 and 1992.

This success led to the Australian motoring press nicknaming the car Godzilla due to it being a "monster from Japan".

As Australia was the first export market for the car the name quickly spread. Such was GT-R's dominance that it is seen by some as a significant factor in the demise of Group A Touring Car racing, the formula being scrapped soon after.

The BNR32 (R32 GT-R) would end up winning 29 straight victories out of 29 races in the Japanese motorsport. The GT-R proceeded to win the JGTC Group A series championship 4 years in a row, and also had success in the Australian Touring Car Championship winning from 1990-1992, until a regulation change excluded the GT-R in 1993

This car was originally imported from Japan in September 2005. Since being in the UK it has had 2 owners. The car has several old MOT's and lots of receipts with it, so lots of history. It seems that a lot of the work has been carried out by Norris Designs, JDM Garage & was mapped by Thor Racing. It was mapped on 26th June 2013 when it made a conservative 510bhp. This car was originally a red car but has now been sprayed the blue that you see in the pictures to create a replica of the hugely successful CALSONIC R32 of the early 1990s.

I am asking 12,750 but am open to reasonable offers. Give me a call: Tel: 01769 560 503 or email: capt.andygale@btopenworld.com if you would like any further details and spec of car, or to discuss the price.

1962 Lotus 22 FJ



Chassis No. 22-J-5, Restored to a high standard, Race ready subject to individual set-up, 1 hour on fresh Ivey/Richardson (test time only) U.S.

125K o.n.o.

Jon Fossi 503-708-1183 or Jon@jonfossi.com

MARKETPLACE

CAR TYRES

FOR ALL YOUR
AVON
 TYRES
MOTORSPORT
 RACING TYRES
 Inc. ACB 10 Formula Ford
 Contact

BMTR LTD

Tel: 0121 331 1122
 Fax: 0121 331 1144
 email: sales@bmtr.co.uk
 see our new website at www.bmtr.co.uk

MEMORABILIA

F1 COLLECTORS .COM



#1 FOR F1 MEMORABILIA
 & AUTOGRAPHS

We buy and sell F1 items
 AYRTON SENNA specialists

Call CHRIS GRINT

01763 274448

email:- sales@f1collectors.com

AUTOCOURSE

Here is a unique opportunity to acquire a complete set of AUTOCOURSE from the first issue in 1951/52 up to 2009/10 a total of 59 years. The first 10 years are professionally bound in BRG Leatherette. All other years are complete in first class condition with dust covers except 1965 & 1966. which do not have dust covers



The price is **£5500.00** or best offer to John at email.

jab777@btinternet.com

All enquiries will be replied to.

Buyer to collect from South East London.

SPARES & ACCESSORIES

Levelling Feet & Castors



All Goods In Stock, Next day delivery, Buy Online.

01327 312664

www.stainless-feeet.co.uk

RACE PRODUCTS

- EXPERT ADVICE
- MASSIVE STOCK
- RAPID DELIVERY

demon tweeks
 MOTORSPORT Direct

hans engineered by stand21

SCHRUTH
 RACING

hans
 HEAD AND NECK SUPPORT



CALL TODAY **0844 375 2196** LOW CALL RATE CALLS MAY BE RECORDED FOR TRAINING PURPOSES MEDIA CODE: PZ252A

www.demon-tweeks.co.uk

AUTOSPORT

IF YOU'D LIKE TO ADVERTISE YOUR PRODUCTS AND SERVICES IN THE

MARKETPLACE CALL:

0208 267 5865

THINK Automotive

t: 0208 568 1172 e: info@thinkauto.com

Manufacturers of the MOCAL range the most popular component in motorsport



Distributors of

Hose & Fittings



Hose & Fittings



Oil to Water Coolers



Quick Disconnect



Oil & Fuel Pumps



Water Pumps & Fans



visit us online www.thinkauto.com

or like us on facebook



MARDI GRAS MOTORSPORT
 Saloon Car Preparation

Unit 45, Silverstone Circuit
 Towcester
 Northampton NN12 8GZ

tel: 01327 858006 fax: 01327 858800
 email: info@mardigras.co.uk
 web: www.performanceclutch.co.uk

Distributors and agents for:



MARKETPLACE

THE VERY BEST IN MOTORSPORT & ENGINEERING WORKSHOP STORAGE SOLUTIONS



SYSTEM STORE SOLUTIONS LTD



- ☑ New race bays
- ☑ Machine shops
- ☑ Mobile storage units
- ☑ Stand-alone workstations
- ☑ Workbenches, trolleys & racking for workshops

The latest design and installation of motorsport storage solutions for workshops and transporters to teams in classic/historic racing right through to Formula One.

Our Services Include:

Total design, layout and installation, including project management, consultation, technical advice & no obligation site surveys.

01622 859522 | sales@systemstoresolutions.com | www.system-store.com



UK Distributor / Warehouse

Tel: +44 (0)1784 493 555
 Fax: +44 (0)1784 493 222
 Email: sales@glencoeltd.co.uk

Made in the USA

"Fuel Pumps for the Professionals":-
 Original Equipment
 Formula One
 Race Teams
 Rally Teams
 Military



FAST ROAD
 'IN TANK PUMP'
 UPGRADES
 From **£56.08**
 Pump kits..... **£60.40**



From **£94.10**
FAST ROAD
 'OUT OF TANK'
 (3 BAR) REPLACEMENT PUMPS

**400
450** LITRES / HR



EXTREME FUEL
 For
EXTREME POWER

**190
255** LITRES / HR

MOTORSPORT
 'IN TANK PUMP'
 From **£65.80**
350 BHP
 From **£74.64**
500 BHP
 Kit prices From **£75.90**



325 LITRES / HR
MOTORSPORT
 'OUT OF TANK'
325 LTR / HR
5 BAR FUEL PUMP
 (180 LTR / HR @ 3 BAR)
 From **£99.50**

MOTORSPORT
400 LTR/HR
 Upto 600 BHP
 Pt.No. GST400 (PUMP ONLY)
 GST400K (PUMP KIT)
 From **£92.40**



MOTORSPORT
450 LTR/HR
 Upto 750 BHP
 Pt.No. GST450 (PUMP ONLY)
 GST450K (PUMP KIT)
 From **£112.00**



Prices exclude VAT @ 20%

www.glencoeltd.co.uk

MOTORSPORT JOBS

ELECTRICAL TECHNICIAN



This is an exciting opportunity to join McLaren GT as a Full-Time Electrical Technician based at our Head Office in Woking, Surrey.

In this role you will be responsible for building, maintaining and servicing Race Car and Automotive electrical looms, sub looms and sensors to the highest quality and safety. You will be assisting with the preparation of GT race cars to the highest standards of competitiveness, presentation and safety.

You will have experience in electrical work within an Automotive/Motorsport environment, have knowledge of Raychem System 25 and contra-helically wire lay-up, and have good diagnostic/problem solving skills with excellent attention to detail. You will have good teamwork skills and be computer literate. NVQ Level 3 in Motor Mechanics is desirable. All applicants must have the right to work in the UK on applying.

Please email or post a covering letter, explaining why you would be the best candidate for this role, together with your CV and salary expectation to:

Human Resources, McLaren GT, Unit 22 Woking Business Park, Albert Drive, Woking GU21 5JY
e-mail: paula.karter@mcclaren.com

Closing date for applications is **Friday, 19th September 2014**

SENIOR COMMERCIAL ROLE

An international racing team based near Silverstone is seeking an experienced candidate for the role of Senior Commercial Manager, possibly to Director level, with overall responsibility for the team's commercial activities including negotiations with drivers, agents, sponsors and key suppliers.

The successful candidate will have at least 5 years' experience in a commercial role within motorsport, with a proven track record in the negotiation of key commercial agreements. They should ideally possess an established network of contacts and have the credibility and gravitas necessary to represent a racing team at the highest levels.

Candidates must be IT literate, willing to work at race weekends, travel as required and will report directly to the team's owners.

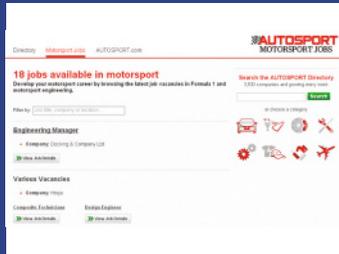
All applications will be responded to on a one-to-one basis by a team director only and handled in the strictest of confidence.

Please apply to:

**Jonathan Whitehead PO Box No 1112 Haymarket Media Group
Teddington Studios, Broom Rd, Teddington, Middlesex TW11 9BE, United Kingdom**

LOOKING TO RECRUIT FOR 2014? THE LATEST SELECTION OF MOTORSPORT JOB VACANCIES UPDATED EVERY WEEK.

- The Motorsport Jobs page of the website receives on average 200,000 page impressions per month
- The magazine you are looking at has a readership of 144,000 (Source: NRS Survey Q3)
- All appointment adverts placed in Autosport magazine are listed on the website.



Sales Engineer

PWR is an Australian world leading supplier of advanced automotive cooling solutions for the Motorsport and Niche Automotive market sectors. PWR supply leading teams in Formula 1, World Rally, World Touring Cars and more.

As part of our continued growth we are looking to expand our UK based Sales team. The ideal candidate should have a strong business to business track record, ideally within the motorsport sector. A strong engineering background is essential.

PWR is committed to recruiting people with the relevant passion and skills but more importantly the right attitude and approach. The successful candidate will be part of a small team based in the UK, therefore we are seeking a flexible person with a "can do" attitude who is prepared to turn their hand to all aspects of our operation as required. This is an exciting opportunity for the successful candidate. There will be a requirement to travel inside and out of the UK and some weekend work.

Apply either in writing or email, including a copy of your CV and a covering letter to:

**Andy Burton / PWR Europe Ltd
Unit 4, Heron Court
Kettlebrook Road, Kettlebrook, Tamworth, B77 1AG
Email: andy@pwreurope.com**



ENGINEERING THE UNFAIR ADVANTAGE



Marketing Executive - Job Description

Job Title: Marketing Executive, Autosport International & Performance Car Show
Department: Exhibitions
Hours: 9.30am – 5.30pm (plus extra hours as and when necessary)

Job Location: Teddington Studios
Direct Reports: N/A

Job description last updated:

Appraisal: Regular structured annual appraisal with Marketing Manager

Overall Purpose of the Job: To help the Marketing Manager develop and implement all marketing activities for Autosport International including the Performance Car Show and all brand extensions as agreed by the Marketing Manager and Show Director in order to promote the event to the maximum and highest possible standard to both visitors and exhibitors within a given and fixed budget. This will include anything from planning market research to organising the distribution of literature, or bespoke projects.

Specific Duties:

- To support the Marketing Manager, Show Director and Sponsorship Manager with the marketing campaigns across all mediums
- To develop a good understanding of the market in which the show competes, of the visitor and the exhibitor profiles and of the brand values and positioning of the show
- Fulfilment of pre, at and post show research
- To work closely with the data team and the Marketing Manager to help in segmentation plans and data analysis
- Website updates using the CMS system, to ensure the site includes regular news, show updates and celebrity profiles. Work alongside the Marketing Manager to deliver content to the website ensuring best practice is delivered
- To commission design, repro and print promotional materials relating to the show ensuring materials are approved by relevant parties and delivered on time
- To proof copy, advertorials and publicity material etc to ensure they are accurate and convey key communication messages
- Fulfilment of email campaigns including copy writing assistance and basic reporting systems.
- Fulfilment of media plan. Working closely with the Manager to ensure the materials are provided in time.
- Fulfilment of media partnerships
- Fulfilment of Direct Mail campaigns
- Work closely with the PR agency on the PR plan and update new developments
- To work closely the Marketing Manager to set up the Box Office Briefs and ensure all ticket packages and information is briefed in appropriately
- To work closely with the sales and sponsorship team to maximise relationships
- To liaise with the Marketing Manager and Show Director on a regular basis to ensure they are informed on all projects
- To be actively present onsite at show as a working member of the Marketing Team, handle visitor enquiries pre-show, at Show and post-show, including complaints

- Exhibitor Support - manage website competitions, offers and exhibitor logos and adding of new page content as requested. Manage the return of marketing and publicity guide forms and action any on website.
- Social Media - monitor the social media sites and ensure we are maximising on any content our competitors are doing that we to may be able to suggest to PR agency.
- Enquiries from website and general inbox and send to sales for leads
- Management of comp tickets send out and management – a temp may be offered to support with this task
- Assistance to Marketing Manager with administration tasks; meeting prep, diary management, booking, answering phones and presentations
- Market research including attendance of other shows, events and exhibitions
- May be required to help and support the marketing and operations teams on additional Haymarket Shows. Support may be required in the busy build up times, when quiet on ASI/PCS Live and attend the exhibitions.

Skills & Personal Competencies

Ability to work independently
Adaptable and flexible – open to new ideas and concepts
Ability to work on several projects simultaneously
Detail-focused
Understanding of marketing activity within the exhibition show cycle
Able to operate confidently with both UK and international clients via telephone, written communication and face to face
Excellent communicator, in both written and verbal form
Strong team player, results focused and success oriented
Sets high personal standards for success
Knowledge of the motorsport industry or an interest in performance cars preferred but not essential

haymarket



**At McLaren we are totally committed to one objective.....
To Win.**

Within the inspirational McLaren Technology Centre we are constantly striving to develop a high performance culture. This focus and passion to encourage innovation, and the uncompromising commitment to achieve extraordinary things has enabled us to create one of the most successful and prestigious race teams in world motorsport.

We currently have the following exciting opportunities:

- MRL 367 SENIOR MODEL DESIGN ENGINEER**
- MRL 416 SIMULATION DEVELOPMENT ENGINEER**
- MRL 420 CNC MACHINE TOOL PROGRAMMER/
SETTER/OPERATOR - DAYS + NIGHTS**
- MRL 421 QUALITY ENGINEER - CONCEPT & DESIGN**

We currently have the following exciting opportunities in our Aerodynamic Technology Group:

- MRL 437 MECHANICAL DESIGNER**
- MRL 438 AERO TECHNICIAN**
- MRL 439 SOFTWARE ENGINEER**
- MRL 441 DATA ANALYST**

If you have what it takes to make a difference and the drive to shape the next chapter of our story, we would like to hear from you. Please visit www.mclaren-jobs.com Please quote Autosport when applying for the above vacancies.



Henry Surtees Challenge, Buckmore Park, 8 October 2014

A Race You Can't Afford To Miss

Now in its fourth year, this unique, annual event brings together the best of young motorsport talent to compete for a fantastic array of prizes, that will aid them in their race programme preparation for 2015. Importantly, the Challenge also raises much needed funds to support the work of the Henry Surtees Foundation (HSF); saving lives, improving quality of life for people with injuries and inspiring young people to fulfil their potential. In the first twelve months of the new HSF-supported service, Kent, Surrey and Sussex Air Ambulance have performed 69 emergency blood transfusions.

The Challenge will once again be using the superb Club100 Birel karts and seeks to attract karters, with cars in mind, and for returning racers from all classes of motorsport wishing to progress their career. Drivers must hold an MSA National B licence and be in their 16th year or above, be a member of Club 100 Premier and Clubman Spirit members or a Buckmore Park Elite driver. Entry costs £500.

A list of the superb prizes awarded in 2013:

- A full kit of Puma race clothing – 1 suit, 3 pairs



of gloves, 2 pairs of shoes and 3 pairs of lifestyle shoes for the winner – donated by Puma SE

- 2 pairs of lifestyle shoes for second place – donated by Puma SE
- 1 pair of lifestyle shoes for third place – donated by Puma SE
- Visit to Red Bull Racing in Milton Keynes for a maximum of four people, with a half day simulator experience for two people and evaluation by an F1 race engineer, donated by Christian Horner
- A fully-funded race drive in the Michelin Clio Cup Series with Protyre's upcoming 'Autumn Cup' event. The winner also has the opportunity to secure an assisted drive in the 2014 Michelin Clio Cup Road Series.
- Test Day, donated by Ginetta
- Formula Renault Eurocup Test with Manor Competition
- A test for two drivers in Eco Boost Formula Ford cars. The two winners will each be offered a full day of testing, including both video and data analysis with Falcon motorsport in conjunction with Ford
- A BARC Formula Renault or BRDC Formula 4 test, donated by Hillspeed
- GP3 test in Abu Dhabi, donated by Carlin Motorsport. Travel and accommodation donated by others
- An Arai GP6 S helmet prepared and painted to drivers own design – donated by Arai
- Shell Pilota Experience at Ferrari, Maranello, Italy – driving on their Fiorano test track plus visit to the F1 facility – donated by Shell. Travel arrangements made and donated by Travel Places
- A pair of VIP F1 tickets for British Grand Prix including Paddock entry - donated by Bernie Ecclestone
- A supply of Teng Tools to the value of £1,000.00 - donated by IQ Supplies (Teamwise Limited)
- Motorsport custom-fit Driver Communication Earpieces together with Hearing Healthcare Package – donated by Hearing Electronics Limited valued at £500



- A session on a simulator at iZone - donated by Andy Priaulx
- Full website package and online branding, plus a three month social media package, donated by 5G Creative
- A simulator session at the Ferrari Driver Academy and a Ferrari Racing Department factory tour for two people - donated by Ferrari. Air travel - donated by Travel Places.
- A full motorsport fitness assessment - donated by Porsche Human Performance



CLUB AUTOSPORT

NATIONAL RACING • HISTORICS • RALLYCROSS • HILLCLIMB • TRACK TESTS



Welsh track nears construction

Circuit of Wales project reaches final stage of planning permission

THE CONSTRUCTION OF THE £315 million Circuit of Wales could start as early as this December after developers began the final process for securing planning permission.

Delays over securing the right to build on common land has substantially set back the beginning of building work on the Blaenau Gwent project, but that legal process is set to come to an end next month.

Last month project bosses announced a five-year deal to host the British MotoGP round from 2015, and agreed a deal for Donington Park to host next year's race while the Welsh track is built.

Developers last week submitted an application to the planning inspectorate to commence the process for deregistration of common land in Rassau near Ebbw Vale, which should allow construction to begin.

AIMING FOR RACES IN 2016

The confirmation of the MotoGP deal had previously been labelled make-or-break for the project by Michael Carrick (pictured below), the CEO of the Heads of the Valleys Development Company behind the plans.

Carrick's HotVDC co-director Chris Herring said the focus was now on clearing the final hurdle for the planning process, and claimed that a winter start date for construction would mean the circuit would be completed by autumn 2016.

"It's quite a complex process really," he said. "That's where we are at now. It's a maximum of 28 days but that's without allowing for any objections. It's the last process but not the last hurdle by any means."

"There'll be 101 things to deal with in the coming months but it means we can start closing things down. We're looking at December or January to begin construction work, and for a fully operational circuit we're looking at 18 months. That's the sort of time that's in the back of everyone's mind."

"We just want to get on with it to be honest. We originally envisaged it being operational this summer. We didn't ever think it was unachievable."

"Now we're looking at 2016. It's amazing how you can lose that time. We've got hurdle after hurdle to get over but now we are definitely looking at hosting racing in 2016."

Several concerns have been raised over the project in recent months, including criticism for a lack of transparency over its funding sources and links to a Welsh government minister whose involvement with the project led to him breaching the ministerial code and ongoing delays.

There have also been calls from environmental groups to reassess the impact the venue would have on the area's biodiversity.

SCEPTICS DISMISSED

Herring said the negative publicity this had generated for the project was "frustrating", but claimed there was no requirement on the part of either the officials or the Welsh Government to disclose confidential information on its investors.

"I don't think there's any easy way to approach big projects like this so we have gone along quietly," he added. "Criticism is unavoidable but the people it hurts the most are the people in the area who then start to doubt the project and their own futures. There are confidentiality issues with private funding but it's not an issue with the Welsh Government, so why should people ask that question? What business is it to anyone else?"

"We would not have come this far if we didn't have the plans in place for construction and investment. The project would have died, undoubtedly."

SCOTT MITCHELL
ASSISTANT EDITOR

scott.mitchell@haymarket.com
@ScottMitchell189



CHRIS HERRING DESCRIBES

himself as a glass-half-full character, which is probably essential given some of the concerns raised in recent months surrounding the Circuit of Wales project.

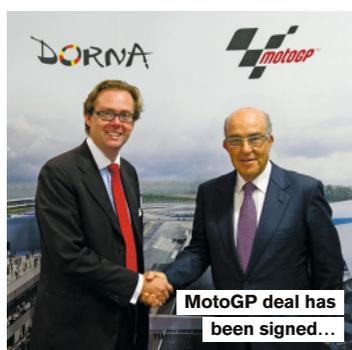
I've heard less-than-savoury things from some quarters and, in addition to the concerns from existing circuit bosses and environmental agencies, there was the concerning link to the Welsh Government minister who lost his position due to a breach of ministerial code directly related to the Ebbw Vale project.

Given that construction's not even begun on the circuit, that's not the best start. But last month's announcement that it had landed a five-year deal to host the British MotoGP round was a welcome bit of positive PR for those concerned.

Will it happen? That's the question I keep being asked. And, lacking a crystal ball, I can't give a proper answer. I've had my concerns – outside the walls of meeting rooms at HotVDC HQ, who hasn't? – and yet it keeps trucking along, with this step forward in the planning process the latest announcement in its favour.

I've been taken in at times by the positives the Circuit of Wales would bring to a poverty-stricken area but I'm not the kind of glass-half-full person Herring professes himself to be, so I've not jumped on the bandwagon as some might have.

That's not to say I'm dismissing the project; nobody should all the while it remains in motion and positive steps are being taken. It's just that this is a huge undertaking that has had many hurdles to deal with already. It's moving forward, certainly, but until I hear of brickwork being laid in Rassau, I will have to reserve judgement.





Factory Ginetta's last British GT race was the 2013 finale

British GT

Factory Ginetta makes British GT return

THE FACTORY GINETTA SQUAD will return to the British GT grid for this weekend's Donington Park finale, at which Ollie Hancock will also rejoin the championship.

Steve Tandy will partner Ginetta works driver Mike Simpson in the Team LNT G55 GT3 at Donington after the Generation Bentley team with which he was previously

competing withdrew before Brands.

Tandy, who raced a G50 in the inaugural season of the series' GT4 sub-class, is evaluating a 2015 schedule with the Yorkshire marque.

Podium finisher Ollie Hancock will also compete in the series for the first time since claiming pole and finishing third on the debut of Fortec Motorsport's Mercedes SLS

AMG GT3 at Oulton Park last year.

The ex-Formula Renault BARC champion will join Gary Eastwood at FF Corse – which is expanding to two Ferrari 458 Italias with Ron and Piers Johnson – in place of ex-GP2 race winner Adam Carroll, who has a clashing ELMS commitment.

Wolfgang Reip will partner Sir Chris Hoy in Nissan's GTR-NISMO

and Mark Patterson is set to rejoin Matt Bell in the United Autosports Audi R8 LMS ultra.

The Brands Hatch-winning pair of Porsche factory driver Nick Tandy and David Ashburn will continue in Trackspeed's Porsche 997 GT3-R. The GT4 Porsche of James May and Alex Osborne also returns to the grid.

Clio Cup Series

Club Clio champions to get prize test in latest model

RENAULT CLIO CUP ROAD SERIES champion Anton Spires will test the French marque's turbocharged Clio used in the main UK series next month.

Spires will get to drive the fourth-generation Clio at Brands Hatch on October 10 as a prize for being the inaugural champion of the new club championship's sub-class for converted road cars. The champion of the main Race class, currently led by Mike Robinson, will also test the car.

"To now have the opportunity to test a fourth-gen Clio is amazing," said Spires. "I'll take the experience as a major learning curve first of all, but hopefully use the day to prove myself.

"The Race class is the short-term goal, then hopefully Renault UK Clio

Cup after that with touring cars and GT racing as a goal for the future."

Robinson raced in the main series from 2008-10 and said the opportunity to test the new car would be unmissable.

"I've wanted to drive the fourth-gen Clio since it was launched," he said. "I've kept an eye on the TOCA guys to see how the new car compares."



Willhire Revival

Willhire Revival race canned but could be run next year

PLANS FOR A WILLHIRE REVIVAL meeting are still alive despite the 2014 race being cancelled.

Organiser Julius Thurgood had planned to run a two-hour event at Donington Park for production cars that competed in the Willhire 24 Hours at Snetterton between 1980 and '94.

The hope was to build the event so that longer races could take place in future years, but Thurgood has been forced to postpone the project due to a lack of firm entries.

Saloons fight out Willhire in 1986



"We were getting a lot of interest with people wanting to build cars, but I think a lot of people were holding back, saying 'you first,'" said Thurgood, who still plans to try again in the future and is open to the possibility of holding the race at its original venue.

"I couldn't get enough cars out there to commit and the costs for us were pretty high. I'd like to keep the thing going. Maybe we came out with it too soon. It might just be better to revive it at a later date, perhaps at Snetterton."

Comprehensive motorsport insurance products to keep you on track;

- ✔ Worldwide On Track
- ✔ Personal Accident
- ✔ Storage and transit
- ✔ Track day
- ✔ Liability
- ✔ Commercial



Please complete an online quote request form at – www.ryanmi.com

Email – info@ryanmi.com Tel – +44 (0)1799 524202

Ryan Motorsport Insurance Limited is an appointed representative (557405) of Independent Broking Solutions Limited who are authorised and regulated by the Financial Services Authority, registration number 312026

Radical Euro Masters

SR8 drivers boycott second Spa race over safety fears

RADICAL SR8 DRIVERS REFUSED to take part in the second European Masters race at Spa-Francorchamps on safety grounds after Marcello Marateotto crashed heavily when he suffered a rear-tyre failure.

The Swiss driver was in fourth place when a suspected Dunlop failure at Eau Rouge left him with broken ribs and heavy bruising after a 120mph crash.

Marateotto briefly lost consciousness

and was kept in overnight at Liege hospital before returning to the circuit the following morning.

Concerns had been raised prior to the Spa races over the suitability of the tyres after other teams had problems during pre-race testing on Wednesday, while Marateotto – who claimed he was “lucky to survive with a few broken bones and bruises” – had already had a rear tyre explode during free practice on Friday.

A Dunlop spokesperson said: “It’s still under discussion and we can’t say anything yet.”

In the race, Bradley Smith was closing on championship leader Tristan Vidas when the red flags came out, but no points were awarded. Roger Bromiley just lost out to Fabrizio Fassinelli in the SR3-class battle but dominated race two, which was run without the SR8s.



Second Spa race was SR3-only

Barcelona 24 Hours

Hughes takes 24H podium

BRDC FORMULA 4 CHAMPION and BMW junior Jake Hughes made his night-race debut last weekend in the Barcelona 24 Hours.

Hughes finished second in the A5 class and 11th overall at the Spanish venue driving a BMW M235i alongside Jesse Krohn, Emin Akata and Michael Schrey.

A brake-pad problem dropped the quartet out of the class lead, but the Formula Renault racer lauded the result and said it made him eager to sample

bigger endurance racing events.

“It was tiring, but I’ve got a bit of a bug for 24-hour races straight away,” said Hughes. “Second was a massive overachievement for the class we were in. Some of the other cars were about three seconds a lap quicker than us so to finish second was unbelievable.”

“That was the first time I had driven at night and it was really, really cool – I wish every race was at night. I would love to do Le Mans now.”



Hughes BMW was P2 in Spain

HUMBLE PYE

The voice of club racing



Rob Stevens's SR4 sports racer took the car victory

Back to Brighton for one of Britain's best clubbies

Motorsport events don't come more English than the Frosts Brighton National Speed Trials. Today's seafront dash, over a standing-start quarter-mile on Madeira Drive, is a different kettle of fish to the challenge faced by Clifford Earp when he thudded his 90hp Napier down a flying kilometre in 23 seconds to win the inaugural Motor Trials in July 1905. But the favoured Georgian south-coast resort's charms remain.

Saturday's 76th running was a resounding triumph for organiser Brighton & Hove Motor Club, under chairman Tony Johnstone. Following a sidecar passenger's death in 2012 there was enormous political pressure to stop permanently. Buoyed by overwhelming public support – 12,500 people e-petitioned the council – and backed by the Motor Sports Association, BHMC was given the green light to continue this year.

I first attended in the 1970s, when competitors raced over a standing-start kilometre. The '78 event, in which Dave Harris (Formula 5000 McRae GM1) and Terry Smith (March-Repco 761) shared BTD on 17.48s with Dutchman Henk Vink on his triple Kawasaki-engined drag bike Big Spender, remains fresh in my memory.

Back then Brighton was an RAC British Sprint Championship round but, having been shortened to half a mile, then a quarter in the wake of experienced driver Simon Law's death, it was dropped after 1993 when Scot John Gray (SPA-Judd V10) set the car record, which still stands at 8.90s. Since then it has been hailed as one of Britain's most enjoyable clubbie events.

This time three road cars, two Sports Libre contenders and a

racing car qualified for the Top Six Shootout. Justin Nicholson's Porsche 996 and indefatigable veteran Jim Tiller's fearsome Allard J2 'dragster' (the 2004 and '06 winner) did not run, but the Nissan Skyline GT-Rs of Paul Kenney and Tony Bunker cut identical 11.41s runs.

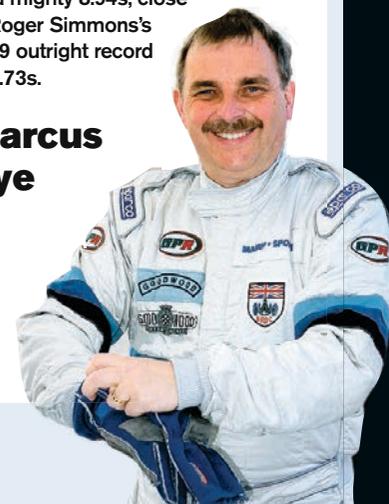
They were eclipsed by Ian Catt's Wealdstone Empire single-seater (11.35s) before 2012 victor Rob

“12,500 people e-petitioned the council to save the Speed Trials”

Stevens posted a fine 9.87s in his supercharged Suzuki Hayabusa-engined Force SR4, the first sub-10s BTD since Mike Endean's (Gould X-Trac Puma) in '09.

Of the five hairy bikers who ran, four went faster still in their shootout. Craig 'Mad Dog' Mallabone's 9.07s on a 1300cc Suzuki Hayabusa turbo – with 168mph terminal velocity, compared to Stevens's 144mph – won the day! Mallabone qualified on a mighty 8.94s, close to Roger Simmons's 2009 outright record of 8.73s.

Marcus Pye



AUTOSPORT GOLDEN HELMET

A SUMMER OF success in Legends has pushed Dean Brace to the top of our table of winners in the British Isles so far in 2014. The 28-year-old Berkshire racer has moved ahead of ex-leader Matthew Palmer, with James Blake-Baldwin's Croft treble last weekend in MX5s lifting him to third.

POS	DRIVER (CAR/CARS)	O/ALL	CL	TOT
1	Dean Brace (Ford Coupe)	16	0	16
2	Matthew Palmer (Toyota MR2 Mk2)	11	3	14
3	James Blake-Baldwin (Mazda MX5 Mk1)	12	0	12
4	Mark Charteris (Mallock U2 Mk20/21)	12	0	12
5	Mike Gardner (Cossle 30F)	10	2	12
6	Shane Stony (Mini Cooper)	0	12	12
7	Russell McCarthy (MGB GTV8)	11	0	11
8	Paul Sibley (MG Midget/Lotus Elan)	6	5	11
9	Steve Burgess (Radical SR3)	3	8	11
10	Jim Davies (Toyota MR2 Roadster)	3	8	11
11	Chris Knox (Mini JCW)	10	0	10
12	Jeremy Webb (Caterham Sigma Graduate)	10	0	10

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

SUBSCRIBE TO AUTOSPORT AND GET... A FREE 1970 PORSCHE 917 T-SHIRT



+ PLUS +

**FREE DIGITAL EDITION
SUBSCRIPTION & UNLIMITED
ACCESS TO AUTOSPORT.COM**

FREE GIFTS

- ✓ **Free 1970 Porsche 917 T-shirt**
The 917 – the iconic car that gave Porsche its first overall win in the Le Mans 24 Hours.

Available in the following sizes (one choice only)

- **Medium** • **Large** • **X-large**

- ✓ **Free subscription to the
AUTOSPORT Digital Edition
and unlimited access to
AUTOSPORT.com**

SUBSCRIBE NOW!



- ✓ Save 25% on the cover price
- ✓ Pay just £34.99 every 13 issues by direct debit

Visit: www.themagazineshop.com/taspo/m0914p

08448 488 817

Or call and quote **M0914P**
Please have your bank details ready.

Offer ends October 2 2014.

themagazineshop.com

THE BENEFITS OF SUBSCRIBING!

- ✓ Never miss an issue
- ✓ Free delivery direct to your door
- ✓ Unlimited access to news and views from the paddock
- ✓ Access to subscriber-only analysis and comment

This offer is open to UK residents only. If you require any assistance following the purchase of your subscription, then you can speak to a member of our customer service team on 01795 592 974, calls are charged at local rate. Overseas rates are available on +44 (0) 1795592 974. Please allow 35 days for delivery of your gift and first issue. The gift will be sent under separate cover from the magazine. Should we run out of gifts, you may be offered an alternative gift – there is no cash alternative. To activate your AUTOSPORT online account visit <https://secure.autosport.com/subs/activate.php> and enter your activation code (your personal magazine subscriber number which will be included in your welcome email/letter) along with your email address to access your extra AUTOSPORT content. Direct Debit rates are valid for one year after which they are subject to change – should prices change we will inform you in writing. We ask that you enter into a Direct Debit agreement with the intention that your subscription will continue for a minimum period of 12 months, even if the frequency of payment is for a shorter period, however, you will still have the right to cancel your Direct Debit in accordance with Direct Debit Guarantee. Should you wish to cancel your subscription it will be cancelled on expiry of the current term which will not be refundable, other than in exceptional circumstances. If a gift is included as part of the subscription offer we reserve the right to request the return of the gift. Details of the Direct Debit Guarantee are available on request. Savings are based on the standard UK cover price of £3.60. Offer ends October 2 2014. Haymarket Media Group Ltd uses a best-practice layered privacy policy to provide you with details about how we would like to use your personal information. To read the full privacy policy please visit our website www.haymarket.com/privacy or call us on 08448 482 800. Please ask if you have any questions as submitting your personal information indicates your consent, for the time being, that we and our partners may contact you about products and services that will be of interest to you via post, phone, email and SMS. You can opt out at ANY time by emailing the datacontroller@haymarket.com or by calling 08448 482 800.



Vivion Daly Trophy winner Barrable will join Leinster grid



In brief

Graham joins Strakka

BRDC Formula 4 winter champion Matthew Graham will switch to the Strakka Racing squad as the team makes its Formula Renault Eurocup debut in Hungary this weekend. Graham (above), who will join Jake Hughes at the Hungaroring, has already made two appearances in the series this year for AV Formula.

Team USA shortlist

The shortlist for this year's Team USA scholarship has been announced. The drivers fighting for Formula Ford Festival and Walter Hayes Trophy entries are: Canadian F1600 Championship top two Tristan DeGrand (18) and Garth Rickards (21); Skip Barber Summer Series race winners Ben Auriemma (16) and Michai Stephens (22); USF2000 rookie of the year Aaron Telitz (22); and SCCA Mazda MX-5 Cup points leader Kenton Koch.

Porsche boss to leave

Porsche Great Britain motorsport manager Marion Barnaby will leave her post at the end of the season. Barnaby, who has held the post for almost 14 years, has headed the marque's UK Carrera Cup series since its launch in 2003.

Supercup grid boost

Carl Boardley made his Ginetta GT4 Supercup return at Rockingham after surgery sidelined him for some rounds. Several drivers made their debuts in the series, including GT5 ace Dennis Strandberg and ex-Ginetta Junior race winner Tom Howard.

Academy plots return

Ginetta squad Academy Motorsport is planning to return to British GT next year. The team did not compete in the Brands Hatch round two weeks ago after engine issues curtailed its 2013 season. Team boss Matt Nicoll-Jones said the team should be on the grid with a "one or two-car" team in 2015.

Leinster Trophy

Leinster Trophy returns to FFord

MONDELLO PARK'S FAMOUS

Leinster Trophy will be fought out by Formula Ford 1600 competitors for the first time since 2008.

Organisers have confirmed that the September 21 event on Mondello's International circuit will revert back to the FF1600 category after five years as a race for Formula Sheane machinery.

Double Irish FFord champion Niall Murray is set to compete, as is Champion of Mondello leader Stephen Daly.

European Rally Championship driver Robert Barrable, who won the last Ford-based Leinster Trophy in 2008 and also triumphed in the inaugural Vivion Daly Trophy at Mondello earlier this year, will also take part.

Previous winners of the trophy include world champions Ayrton Senna (when it was for Formula Ford 2000) and Mika Hakkinen (Opel Lotus). Organiser Bernard Dolan, who hopes to have a grid of 20-plus, said: "There's a huge history

there. There are very few trophies young drivers can try and get their hands on that have Senna's name on them.

"The history of the trophy has always been that it's for up-and-coming drivers. While we haven't be attracting the international drivers we have in the past, it's now for our own market.

"FF1600 has been up and down over the years but it's the class to compete in if drivers want to establish themselves. The plan is to try and build for next year."



Buri won 2012 Ford title

Walter Hayes Trophy

Geva eyes Buri WHT entry

LEADING DUTCH FORMULA

Ford team Geva Racing could run ex-British champion Antti Buri in this year's Walter Hayes Trophy.

Geva has converted one of its three Mygale Duratec chassis to 1600cc Kent-engined specification, using its own wishbones and body modifications, in a bid to land a Formula Ford Festival and WHT

double in England this autumn.

Geva principal Gert Valkenburg, a leading FFord figure since the 1970s, revealed that Buri is keen to chase another crown.

The Finn, who won the inaugural EcoBoost FFord crown and the 2012 Duratec race at the Festival, would race a GV14K that the team may also field in more British events in 2015.

Spa 6 Hours

Latif to make historic debut

UP-AND-COMING BRITISH

sportscar driver Alessandro Latif will make his historic debut at the wheel of a Jaguar D-type in one of this month's Spa 6 Hours support races.

The 18-year-old, who leads the Pro-Am points with Phoenix Racing Audi team-mate Marc Basseng in the Blancpain Sprint Series, will race the Valentine Lindsay-owned car with Harry Wyndham.

Latif, who was at school with Lindsay's son Patrick, and Wyndham will bid for honours in the Royal Automobile Club's Woodcote Trophy for pre-1956 machinery at the Belgian event, which takes place on September 20.

Latif, who has already tested the car at Silverstone, said: "It's an amazing piece of machinery. It's 60 years old, but the braking and power are amazing."



Combe infield will be utilised

Castle Combe

Proposal for solar farm at Castle Combe

PLANS HAVE BEEN SUBMITTED

for a solar wind farm to be built on the infield at Castle Combe.

A proposal from solar companies Solafields and Vogt Solar would use part of the land at the Wiltshire circuit to create the 55-acre site.

It is hoped that the venture, which would take four months to complete, could enable the circuit to host all-electric car racing in the future by installing power hubs around the track.

New crash barriers would be put in place to protect the panels, which would

be 45 metres inside the track.

The local council is expected to make a decision on the proposal – which claimed the farm would produce enough renewable energy to power 4000 homes, and would include a £50,000 community benefit fund – by the end of this year.

Luti leads the tight
MG Trophy field
at Oulton Park



MG TROPHY OULTON PARK, SEPTEMBER 6 MGCC

Wins shared between Luti and Makar

WALKER

PAUL LUTI AND ROSS MAKAR STOLE the spoils in the MG Trophy, as Fergus Campbell took a win and a second in Class C to further his championship push with only one round remaining.

The meeting was dominated by unfortunate circumstances with a big crash in race one. Jack Roberts was airlifted to hospital for precautionary tests after hitting the stationary car of Paul Savage at the exit of Old Hall and bouncing off into the tyre barriers.

The resulting safety car meant the field reformed on the grid, and Luti mirrored the fantastic start he had made first time around, but this time he didn't run wide at Old Hall and plummet down the order as he had done previously.

Luti led a tight four-car duel, his closest challenger being Colin Robertson, who muscled his way past polesitter Ross Makar for second on the last lap. He reduced the lead margin to 0.421 seconds at the end, but Luti held on to

take a brilliant victory.

In race two, Makar and Robertson battled it out early on, with Luti just behind. Midway through the race, Chris Bray joined the fray in fourth and the quartet went nose to tail for the remaining four laps.

Luti took the lead briefly, but after some rubbing and shoving he was booted down to fourth.

Bray made the most of a brilliant slingshot off Lodge on the last lap to take second at the line, ahead of Robertson and Luti but behind

Makar, who drove an excellent race to score a fine win.

● Jack Benyon

RESULTS (6 LAPS) (all in ZR 190 unless stated)

1 Paul Luti 12m01.780s (80.56mph); 2 Colin Robertson +0.421s; 3 Ross Makar; 4 Chris Bray; 5 Graham Ross; 6 Robin Walker. **Class winners** Andrew Ashton (ZR 170); Ian Boulton (ZR 160).

Fastest lap Bray 1m57.989s (82.13mph). **RACE 2 (10 LAPS)** **1 Makar 19m52.630s (81.25mph)**; 2 Bray +0.250s; 3 Robertson; 4 Luti; 5 Doug Cole; 6 Jake Fraser-Burns. **CW** Fergus Campbell (ZR170); Boulton. **FL** Bray 1m57.368s (82.57mph).

COCKSHOOT CUP OULTON PARK, SEPTEMBER 6 MGCC

Simm cards win and title

IT WAS A FANTASTIC DAY FOR THE Cockshoot Cup, with Silver Trophy winner Jason Simm claiming the title along with the race victory.

Going into the nine-lap encounter, Simm, Jeremy Toes (from the Class A ranks) and Ian Winstanley (from Class B) all had a mathematical chance of winning the trophy. But Winstanley could only manage eighth on the grid and required a disaster to befall his rivals, whereas Simm knew a class victory would suffice. He duly qualified on pole, two places ahead of his nearest class rival Paul Clackett.

A perfect getaway aided Simm's bid, and he set about building an

early lead ahead of Sean Peters's MG Midget. On lap four Simm shattered the Class C lap record in his ZS and extended his margin to eight seconds, which he maintained until the finish.

Peters maintained second, with Clackett's ZS crossing the line third. Toes claimed a class win in his Midget, but it was not enough.

● Jack Benyon

RESULTS (9 LAPS) **1 Jason Simm (MG ZS) 18m18.995s (79.36mph)**; 2 Sean Peters (Midget) +8.789s; 3 Paul Clackett (ZS); 4 David Morrison (Midget); 5 Simon Lowery (ZS 180); 6 Howard Hunt (ZS). **CW** Peters; Jeremy Toes (Midget); Volker Eickmeyer (F VVC). **FL** Simm 1m59.937s (80.80mph).



Simm dominated in his MG ZS

WALKER



Sanderson missed out on win

METRO CUP OULTON PARK, SEPTEMBER 6 MGCC

Sanderson jumps the gun

TOM SANDERSON WAS LEFT licking his wounds at Oulton Park, as a 10-second penalty cost him a certain victory.

Sanderson was an incredible 1.7s ahead of his nearest rival in qualifying, but points leader Jonathan Woodcock was also comfortably top of his class, in seventh place overall.

Sanderson made a good start, but the stewards deemed he jumped the gun and this meant Mike Williams was the net leader.

Despite pumping in some fastest laps, Sanderson could not extend his lead to the 10s needed

to overturn the penalty, and it was Williams who won despite finishing second on the road.

Woodcock took a clear class win in seventh overall to maintain his march to the title.

● Jack Benyon

RESULTS (10 LAPS) **1 Mike Williams (Rover Metro) 21m07.090s (76.48mph)**; 2 Tom Sanderson (Rover Metro GTi) +2.657s; 3 Ben Rushworth (Rover 100); 4 Jack Ashton (Rover Metro GTi); 5 Philip Gough (Rover 114 GTi); 6 Simon White (MG Metro). **CW** Jonathan Woodcock (Rover Metro GTi); John Gould (MG ZR 105). **FL** Sanderson 2m04.483s (77.85mph).

Bradshaw on the way to yet another win at Oulton Park



PORSCHE CLUB CHAMPIONSHIP OULTON PARK, SEPTEMBER 6 MGCC

Another two wins for in-form Bradshaw

TOM BRADSHAW EARNED HIS SECOND successive double victory, after his hugely successful Donington Park meeting three weeks ago.

Bradshaw started in style with two pole positions and pulled out a healthy lead in the first race, but trouble was brewing in the stewards' room as they deemed Bradshaw to be out of position at the start and handed him a 10-second penalty.

"I had no idea. I backed off to manage the gap," said Bradshaw. "The lads put it on the pit board, but the board is right on the braking point for Old Hall so I couldn't really read any of it," he added.

Luckily for Bradshaw the penalty was overturned after the race before

any appeal was necessary, and he was allowed to keep the win. "It's pretty frustrating but I'm glad I got it back," he mused.

Mark Sumpter was second, ahead of championship leader Peter Morris, who still hasn't finished off the podium this season.

The second race was a more relaxed affair, and perhaps Bradshaw was sending a message that if he had known about the penalty in the first instalment, he could have built up a greater advantage, as his lead by the end of race two was an outrageous 14.8s.

The real battle in this race was between Sumpter and Morris, as Morris used the intriguing strategy

of starting on fresh tyres for the second race, but he struggled to pass Sumpter.

He made the move stick with two laps to go, but it was too late to reduce the gap to Bradshaw, whose lead continued to increase.

● Jack Benyon

RESULTS (BOTH 13 LAPS) 1 Tom Bradshaw (996 C2) 26m36.926s (78.89mph); 2 Mark Sumpter (964 C2) 4.658s; 3 Peter Morris (996 C2); 4 Adrian Slater (964 C2) 5 John McCullagh (Boxster S); 6 Richard Ellis (993 C2). **CW** Stuart Ings (Boxster 2.7). **FL** Bradshaw 1m50.512s (87.69mph). **RACE 2 1 Bradshaw 24m07.703s (87.02mph);** 2 Morris +14.801s; 3 Sumpter; 4 McCullagh; 5 Slater; 6 Ellis. **CW** Ings. **FL** Bradshaw 1m50.417s (87.77mph).

Oulton in brief



MGBCV8s

Russell McCarthy converted pole position into another race victory. The two yellow MGB V8s of Russell and brother Spencer broke away from the rest of the pack, with Russell winning by just 0.208 seconds after a late safety car. Simon Cripps took third.

Midget/Sprite Challenge

It took all of a few seconds for the drama to ignite at Oulton, as Stephen Pegram's bright-orange Midget speared off into the barriers a few hundred yards from the start line after a fraught beginning. After a brief safety-car period, poleman Paul Sibley took a lights-to-flag win, with the top six finishers all Midgets.

Ecurie GTS

The Ecurie GTS Challenge provided a thrilling encounter in its penultimate round, with a last-lap pass for the win in the 40-minute race. Andrew Bentley's MGB led by eight seconds after the pitstops but the Triumph TR4 of Pete Foster hunted it down to take the victory by less than three tenths. Will Limley's MGB rounded out the podium.

BRITISH HILLCLIMB CHAMPIONSHIP PRESCOTT, SEPTEMBER 6-7

Great Hall triumphs before Goodyear smashes record

PRESCOTT'S ROUND OF THE BRITISH championship was a display of real quality, with the hill record lowered on four occasions and bonus points awarded to four drivers.

Jos Goodyear was at his unpredictable best. He crashed in the morning and then took his class record mid-afternoon, before fixing the hill record in place on the last run of the weekend only four hours after he had hit the barriers heavily.

In the opening run-off, Trevor

Willis, holder of the old record, was first to reset the mark, but two starts later Will Hall went into the 35s for the first time ever.

In the second run-off Scott Moran went under the old record and another two starts later Goodyear took four tenths out of Hall's time, with more than seven tenths shaved from the old record.

Goodyear said: "After this morning's failure I needed to do something and we always felt there



was a 35s in the Raptor," but he was unable to explain exactly how he had achieved it.

After the record-breaking success of Goodyear and Hall, Moran still pulled a further two points ahead of Willis, his long-term closest rival, who was only fifth in round 30.

Moran is cruising towards his fifth title but mathematically Willis can still nick it. The outlandish scenario is no score from Moran in the last four rounds, with Willis having to take four victories inside

the hill records to win by a point, with Hall only 11 points back.

Amid all the record-breaking weekend and scored two more points than Goodyear to maintain his fourth place overall.

Wallace Menzies was also steady ahead of Tom New, who failed to qualify for round 30 with an excursion in his second class run but maintained seventh in the points ahead of John Bradburn.

● Eddie Walder

ROUND 29

1 Will Hall (3.5 Force-Nissan WH) 35.95s; 2 Trevor Willis (3.2 OMS-RPE 28) 36.04s; 3 Scott Moran (3.5 Gould-NME GR61X) 36.26s; 4 Tom New (4.0 Gould-Judd GR55) 37.06s; 5 Alex Summers (1.3s DJ-Suzuki Firehawk) 37.18s; 6 Roger Moran (3.5 Gould-Cosworth GR55) 37.25s; 7 John Bradburn (3.5 Gould-Cosworth GR55) 37.49s; 8 Oliver Tomlin (4.0 Pilbeam-Judd MP97) 38.00s; 9 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 38.01s; 10 Alastair Crawford (2.8 Gould-NME GR55) 38.48s; 11 David Uren (1.3t Force-Suzuki PC) 38.78s; 12 Paul Haines (1.3s Gould-Suzuki GR59) 38.99s.

ROUND 30

1 Jos Goodyear (1.3s GWR-Suzuki Raptor 2) 35.51s Record; 2 S Moran 36.03s; 3 Hall 36.48s; 4 Summers 36.98s; 5 Willis 37.03s; 6 R Moran 37.47s; 7 Menzies 37.71s; 8 Tomlin 37.87s; 9 Uren 37.99s; 10 Crawford

38.39s; 11 Bradburn 38.44s; 12 Steve Owen (1.6 OMS-Suzuki 28) 38.47s. **CW** Ken Williamson (1.8 Lotus Elise) 53.04s; Roy Standley (2.0t Mitsubishi Evo 5) 46.42s Record; Simon Jenks (1.6 Caterham-Suzuki) 43.97s; Carl Jones (1.3 Austin Mini) 49.11s; Keith Murray (1.4t Audi 80 Quattro) 45.69s; Mike Turpin (2.2s Vauxhall VX220) 45.01s; Ian Howel (1.7 Westfield-Ford Eleven) 53.93s; David Strange (2.0 Crossle-Ford 95) 49.87s; Graham Wynn (1.4t Force-Suzuki LMO1) 39.42s; Harry Pick (0.6 OMS-Yamaha Hornet) 42.00s; Chris Aspinall (1.0 Empire-Suzuki Wraith) 39.86s; Owen 38.98s; Goodyear 36.39s Record; Hall 36.39s Record.

POINTS

1 S Moran 251; 2 Willis 230; 3 Hall 219; 4 Summers 170; 5 Goodyear 151; 6 Menzies 112; 7 New 109; 8 Bradburn 100; 9 R Moran 95; 10 Richard Spedding 60.

Marvellous McLoughlin doubles up

JIM McLOUGHLIN FOUGHT BACK from two slow starts to defeat Roger Stanford and score a superb Pre-'93 Touring Car double victory in his Ford Sierra Cosworth.

In Saturday's first race Stanford's son Jack turned pole into an immediate lead, while second-on-grid McLoughlin slipped back to fourth behind Stanford Sr's BMW E30 M3 and Richard Millar's Sierra.

McLoughlin was promoted to third on lap two when Millar ran wide into the Clearways gravel. Two laps later Stanford Jr made a similar mistake at Paddock, handing the advantage to his father.

McLoughlin took the lead at Druids a lap later and fended off Stanford Sr for the remainder, as Stanford Jr recovered to claim third ahead of Brian Lilley's Ford Escort.

Stanford Sr got the jump on poleman McLoughlin at the start of the second event on Sunday, but they had switched places again by Druids on the first lap.

David Hickton's M3 was up to third by lap eight, with Millar having climbed to fifth from the back row.



HAWKINS

McLoughlin's Sierra was the class of the Pre-'93 Touring Cars field

A sideways moment at Paddock for the M3 of fourth-placed Andy Davies helped Millar move ahead and chase after Hickton.

Despite Hickton's best efforts, Millar snatched third at Surtees in the closing laps and took the last podium spot behind Stanford Sr and the victorious McLoughlin, as Hickton held onto fourth. Behind

Davies, Malcolm Wise's Sapphire Cosworth again took sixth.
● Mark Libbeter

RESULTS (BOTH 17 LAPS) 1 Jim McLoughlin (Ford Sierra Cosworth) 15m43.758s (78.33mph); 2 Roger Stanford (BMW E30 M3) +3.909s; 3 Jack Stanford (M3); 4 Brian Lilley (Ford Escort); 5 Andy Davies (M3); 6 Malcolm Wise (Ford Sapphire Cosworth). Class winners

R Stanford; Lilley; Simon Ward (Vauxhall Astra GTE); Stephen Turner (Honda Civic); Allan Weyman (Chevrolet Camaro IROC-Z).

Fastest lap J Stanford 54.041s (80.46mph). **RACE 2 1 McLoughlin 15m38.965s (78.73mph); 2 R Stanford +2.135s; 3 Richard Millar (Sierra Cosworth); 4 David Hickton (M3); 5 Davies; 6 Wise. CW R Stanford; Lilley; Alexander Owen (Sierra Cosworth); Turner; Weyman. FL R Stanford 54.308s (80.07mph).**

Smith spins then wins

BEN PALMER TOOK ADVANTAGE OF A spin by early pacesetter Gary Smith to win the opening race after soaking up intense pressure from Lee Sullivan, before Smith bounced back to claim the spoils in race two.

After grabbing the lead at the start, Smith lost his advantage when he spun at Surtees and was collected by Andrew Rogerson, forcing both out of contention. Palmer inherited first place but had Sullivan and Vince Pain in close company. Palmer held on to the finish, with the trio covered by just over 0.5 seconds.

Eager to make up for the frustration of race one, Smith

immediately grabbed the lead again in the second race, chased by Palmer. Engine issues hampered Palmer's hopes, enabling Smith to take the victory after holding off the close attentions of Rogerson and Sullivan.
● Mark Libbeter

RESULTS (BOTH 16 LAPS) 1 Ben Palmer (ZR 160) 15m43.277s (73.76mph); 2 Lee Sullivan (ZR) +0.204s; 3 Vince Pain (ZR 160); 4 Ian Evans (ZR); 5 Harjinder Bhambra (ZS); 6 Mick Weidner (ZR). FL Sullivan 57.145s (76.09mph).

RACE 2 1 Gary Smith (ZR 160) 15m34.111s (74.48mph); 2 Andrew Rogerson (ZR 160) +0.866s; 3 Sullivan; 4 Pain; 5 Stephen Williams (ZR 160); 6 Bhambra. FL Rogerson 57.400s (75.75mph).



HAWKINS

Smith had close company in race two



Gardner claimed Class A title

HAWKINS

Gardner sweeps to crown

MIKE GARDNER PRODUCED another faultless performance at Brands last weekend, dominating both races and securing the Class A championship.

In both races, poleman Gardner blasted into leads he didn't surrender, leaving Leandro Guedes and Stuart Kestenbaum to battle for second both times.

In race one, Brazilian Guedes made the decisive move on lap 14 of 23, having initially been passed by Kestenbaum at Paddock on the second tour. As the two tussled, fourth-placed Ted Pearson closed up, but the order didn't change.

Kestenbaum made amends in

the second race, wrestling the position from Guedes with a fine overtaking move on the outside of Druids on lap eight.

● Mark Libbeter

RESULTS (BOTH 23 LAPS) 1 Mike Gardner (Crosle 30F) 20m07.030s (82.86mph); 2 Leandro Guedes (Van Diemen RF80) +18.167s; 3 Stuart Kestenbaum (Van Diemen RF79); 4 Ted Pearson (Crosle 32F); 5 Andrew Smith (Van Diemen FA73); 6 Chris Stuart (RF80). CW Smith.

FL Gardner 51.811s (83.93mph). RACE 2 1 Gardner 20m09.314s (82.70mph); 2 Kestenbaum +20.730s; 3 Smith; 4 Pearson; 5 Stuart; 6 Matt Wrigley (Merlyn Mk20). CW Smith. FL Gardner 51.879s (83.82mph).



HAWKINS

Howard was pushed hard in both Brands races



HAWKINS

In brief

Thunder Saloons

Dale Gent's hopes of victory in the first Brands race literally went up in smoke as his engine blew on the penultimate lap, handing victory to the SEAT Leon of Lee Allen (above). Adie Hawkins, who had taken second in the opening race in his Alfa Romeo 33, led throughout race two before suffering his own engine problems, handing victory to Andy Robinson's monstrous Ford Falcon.

MGOC A&F

Matt Baker recorded a fine win in race one at Brands, taking full advantage of a spin by fellow championship contender Simon Kendrick at Paddock. Kendrick recovered to finish third behind Peter Highton in the opening encounter, before coming out on top in a race-long battle for the lead with Baker in the second race, which was stopped prematurely.

Allcomers

Missing qualifying and having to start at the back didn't stop Peter Cook's monster Mitsubishi Evo IX from tearing through to win the first race at Silverstone, denying Simon Deaton's Porsche 911 GT3 at Copse on the final lap. Cook led every lap of race two, again ahead of Deaton and Bennett.

Atom Cup

Martin James broke his win duck in a thrilling race one at Silverstone, crossing the line just ahead of Andrew Smith after a hectic final lap. The fight for third was just as fraught but Nick Whitehead prevailed from Marc Mercer. Heavy rain caught out just about everyone in the second but Smith eased clear of the battling James and Whitehead.

Trackday Trophy

Latest GT Academy winner Gaetan Paletou built a substantial lead, but Ricardo Sanchez in the second Nissan 370Z (below) swallowed up the asphalt to pass Ahmed Bin-Khanen, who'd taken over the lead car. A couple of moments at Becketts in as many laps dropped the erstwhile leaders to sixth, promoting the Renault Clios of Paul Ivens/Darren Langeveld and Aaron Harding/David Slater to the podium.



HAWKINS

PRE-'83 TOURING CARS BRANDS HATCH, SEPTEMBER 6-7 BARC

Howard withstands high tin-top pressure

HE WAS KEPT HONEST THROUGHOUT by the Ford Escort of Stephen Primett, but David Howard held his nerve to power his Jaguar XJ12 to a pair of hard-fought wins in the Pre-'83 Touring Car contests.

Howard led race one from pole, chased by Primett, the XJS of Andrew Harrison and Mark Fowler's Ford Capri. The quartet embarked on a thrilling battle in the early laps, swapping positions on a number of occasions as each driver exploited the strengths of their cars.

Harrison used the brute force of his XJS to take second at Paddock by the second lap, but Primett's ability to brake late in his Escort helped him retake the position on lap four.

Fowler retired with mechanical

problems a lap later, before Harrison made an even more dramatic exit from the contest. On lap 10 of 16, his left-rear wheel fell off and he spun into the Clearways gravel.

This left Primett alone to hound Howard to the flag, with David Osborne inheriting third in his Triumph Dolomite Sprint.

Howard led Primett again as race two got underway, while Osborne just held third. Further back, Harrison and Fowler were charging through from the back of the field.

By lap six Harrison had worked his way up to fourth, with Fowler not far behind. Harrison relieved Osborne of third on the approach to Paddock a lap later, and Fowler followed through shortly after.

Back at the front, Primett continued to apply relentless pressure to Howard, staying within two seconds of him throughout the race. Once again though, Howard withstood the pressure and claimed his second win of the weekend.

● Mark Libbeter

RESULTS (BOTH 16 LAPS) 1 David Howard (Jaguar XJ12) 15m16.906s (75.88mph); 2 Stephen Primett (Ford Escort) +1.052s; 3 David Osborne (Triumph Dolomite Sprint); 4 Nic Strong (Ford Capri); 5 Ian Clark (Capri); 6 Alan Roper (Rover SD1 Vitesse). **CW** Primett; Strong. **FL** Howard 55.976s (77.68mph). **RACE 2 1 Howard 15m14.142s (76.11mph);** 2 Primett +1.332s; 3 Andrew Harrison (Jaguar XJS); 4 Mark Fowler (Capri); 5 Osborne; 6 Strong. **CW** Primett; Fowler. **FL** Howard 55.745s (78.00mph).

F3 CUP SILVERSTONE, SEPTEMBER 6 MSVR

Lloyd wins but Sowery takes the title

TOBY SOWERY TOOK HIS WIN TALLY into double figures with a brace of championship victories that earned him the F3 Cup title, although guest racer Hywel Lloyd took the chequered flag first in both races.

British F3 veteran Lloyd, competing in the Invitation Class in a newer Dallara F308, had Sowery in proximity for much of the opener, before Sowery's F305 faded.

Henry Chart had the best getaway as he and Louis Hamilton-Smith swamped Tristan Cliffe to squabble over third. Chart slowed, leaving Hamilton-Smith and Cliffe to fight alone. The recovering Chart's day got worse when he spun, but he managed to battle up to sixth.

Cliffe made the pass on Hamilton-Smith for third at Woodcote, but it wasn't enough to deny Sowery his maiden title.

Sowery suffered a wretched start to the wet race two, which allowed



CLIFFE

Lloyd gatecrashed Sowery's title party

Lloyd to cruise away for an untroubled double. Sowery got away in fifth and made short work of passing Hamilton-Smith. Cliffe then handed him third when he pirouetted out of second.

Chart spun out of the 'lead' for the second time this year to giftwrap the class win for Sowery, only for Sowery to have an off-track excursion of his own. Having passed Chart at Luffield, the new champion ran wide at Becketts to hand the poisoned chalice of the lead back to Chart. When Sowery regained the lead, he avoided further issues to pick up a 10th win of 2014.

Cliffe and Hamilton-Smith were right together for second in class but, when Cliffe tried to pass, he

spun into retirement at Brooklands. He almost collected Hamilton-Smith, who was forced off the road to avoid a collision. He nursed the car home, but Chart managed to catch and pass him to steal second in class to cap his eventful day.

● Tom Carter

RESULTS (23 LAPS) 1 Hywel Lloyd (Dallara-Mugen F308) 20m51.908s (108.49mph); 2 Toby Sowery (D-VW F305) +7.458s; 3 Tristan Cliffe (D-Mugen F307); 4 Louis Hamilton-Smith (D-VW F307); 5 Tony Bishop (D-Mercedes F307); 6 Henry Chart (D-Opel F305). **FL** Lloyd 53.860s (109.64mph). **RACE 2 (20 LAPS) 1 Lloyd 20m33.312s (95.76mph);** 2 Sowery +18.455s; 3 Chart; 4 Hamilton-Smith; 5 Stuart Wiltshire (D-Mugen F307); 6 Bishop. **FL** Lloyd 1m00.870s (97.02mph).



JONES

Croft in brief

Caterham Roadsport

Jack Sales looked to be on his way to the opening honours in a closely fought affair, but dropped down the order with three laps to go. This left William Smith (leading above) to take the victory, closely followed by Henry Heaton and Lee Bristow. In race two Smith just held off Chris Hutchinson, Heaton and Dan Gore in a typically close encounter.

Caterham Tracksport

Stephen Nuttall claimed his sixth victory of the year after starting eighth on the grid, although he was never allowed to relax once in the lead as Andres Sinclair applied constant pressure. The following day Nuttall was on form again, adding a dominant lights-to-flag victory from pole position and leaving Christian Szaruta to hold off Pete Fortune, who was third in race one, for second.

Caterham Supersport

The first encounter was dominated by a classic race-long battle for the lead between Mike Hart and James Robinson, with the pair exchanging places multiple times. It finished in Hart's favour, with Clive Richards completing the podium trio. Hart looked to be heading to a comfortable victory in race two before having to resist the threat of the pursuing Richards in the closing stages. Jonathan Mortimer finished third with Steve Day fourth.

Academy Group 1

Olly Wigg looked set to take the Group 1 laurels until the chasing Alistair Calvert and Benjamin Wigg swept by at the Jim Clark Esses on the final lap. Olly Wigg was excluded post-race for a track-limits offence, which also resulted in four penalty points being added to his licence. This meant Nick Cozzi completed the top three.

Academy Group 2

Points leader David Webber (below) didn't have it all his own way as, although he claimed the victory, he was tracked throughout by Paul Aram. Robert Ryder was the best of the rest, ahead of Joe Draper.



JONES



JONES

Blake-Baldwin just leads from Baldwin

MAZDA MX-5 CROFT, SEPTEMBER 6-7 BRSCC

Blake-Baldwin triumphant in trio of races

JAMES BLAKE-BALDWIN CONTINUED his 2014 winning spree by emerging on top of all three championship-counting races.

The Farnham-based driver had to work for his victory in the first race. Brian Chandler had started on pole, but Blake-Baldwin was soon ahead on the first lap and remained so to the chequered flag.

Right in his wheeltracks were Chandler and Alan Henderson, and on the seventh tour Henderson swept into second at Tower before the duo harried the victor to the finish.

The second event was dominated

by Blake-Baldwin, who led from start to finish. The real excitement occurred just behind him as Simon Baldwin and Henderson battled for second. Henderson applied the pressure throughout but he was never able to find a way past.

Baldwin led at the start of race three with Blake-Baldwin just behind. The winner of the two previous races hit the front at mid-distance as Baldwin tumbled to sixth, promoting Chandler and Henderson onto the podium.

Stephen Craggs was the winner of the handicapped Trophy race.

● Graham Read

RESULTS (ALL 12 LAPS) 1 James Blake-Baldwin 20m30.522s (74.60mph); 2 Alan Henderson +0.269s; 3 Brian Chandler; 4 Johnathan Clements; 5 Sam Smith; 6 Simon Baldwin.

Fastest lap Henderson 1m41.485s (75.38mph).

RACE 2 1 Blake-Baldwin 20m36.110s (74.26mph); 2 Baldwin +5.069s; 3 Henderson; 4 Chandler; 5 Clements; 6 Charlie Charman.

RACE 3 1 Blake-Baldwin 20m41.500s (73.94mph); 2 Chandler +6.356s; 3 Henderson; 4 Simon Goddard; 5 Smith; 6 Baldwin.

FL Chandler 1m42.175s (74.87mph).

TROPHY RACE 1 Stephen Craggs 21m31.499s

(71.08mph); 2 James Harris +0.327s; 3 Clive Powles; 4 Jake Simpson; 5 Bruce Carter; 6 Henderson. **FL** Henderson 1m42.256s (74.81mph).

CATERHAM R300s CROFT, SEPTEMBER 6-7 BRSCC

Head and shoulders above his rivals

CHAMPIONSHIP LEADER AARON

Head claimed victory in both races by comfortable winning margins, but he had to work hard for his success.

In the wet qualifying session Head claimed pole for the first race ahead of closest rival David Robinson by 0.6 seconds, but conditions had improved come the start of the opening encounter and the track was almost dry. When the lights went out it was Robinson who gained an early advantage, with Head dropping to fourth behind Lee Wiggins and Andrew McMillan.

By the third lap Head had recovered to second. He then applied pressure to the leading Robinson before slipping ahead on lap five. Head consolidated his lead thereafter and cruised to victory, commenting afterwards: "I had to be cautious early on, but once ahead I never looked back."

Behind the victor there was tremendous action as Robinson, McMillan and a charging Danny Winstanley fought for the runner-up spoils.

McMillan swept into second at



JONES

Winstanley leads the pack away in race two

Tower just after half distance, and two laps later Winstanley claimed third at the same corner. From this point to the flag the pair traded places before Winstanley finished second, repassing McMillan on the final tour, with Robinson completing the top quartet.

The following day Winstanley

made the early pace before Head hit the front at Tower on lap 12 of 20. Thereafter he extended his lead, but in his wake there was a superb battle for runner-up honours, from which Jon Barnes emerged on top ahead of Robinson and Winstanley.

● Graham Read



JONES

Head was a double winner at Croft

RESULTS (19 LAPS) 1 Aaron Head

30m43.140s (78.86mph); 2 Danny Winstanley +5.527s; 3 Andrew McMillan; 4 David Robinson; 5 Jon Barnes; 6 Lee Wiggins. **FL** Head 1m34.375s (81.06mph).

RACE 2 (20 LAPS) 1 Head 30m14.956s (84.30mph); 2 Barnes +4.574s; 3 Robinson; 4 Winstanley; 5 Sean Byrne; 6 Terry Langley. **FL** McMillan 1m29.254s (85.71mph).

NATIONAL RESULTS ROUND-UP

OULTON PARK
SEPTEMBER 6, MGCC



MGBCV8 CHAMPIONSHIP (all GTV8s unless stated) (9 LAPS) 1 Russell McCarthy 20m28.433s (71.00mph); 2 Spencer McCarthy +0.208s; 3 Simon Cripps; 4 Rob Spencer; 5 Ian Prior; 6 Neil Fowler. **Class winners** Ken Deamer; Benjamin Tovey (B); Richard Wilson (Roadster). **Fastest lap** S McCarthy 1m54.277s (84.90mph).

ECURIE GTS (19 LAPS) 1 Pete Foster (Triumph TR4) 42m00.180s (73.06mph); 2 Andrew Bentley (MGB Roadster) +0.283s; 3 Will Linley (B Roadster); 4 Steve Naish (B Roadster); 5 Alex Quattlebaum (Elva Courier); 6 Allan Cameron (Austin Healey Ashley GT). **CW** Bentley; Cameron. **FL** Foster 2m07.120s (76.23mph).

MG MIDGET AND SPRITE CHALLENGE (9 LAPS) 1 Paul Sibley (Midget) 18m59.175s (76.56mph); 2 David Weston (Midget) +6.040s; 3 Martin Morris (Midget); 4 Andy Southcott (Midget); 5 Nigel Pratt (Midget); 6 Richard Wildman (Midget). **CW** Southcott; Richard Homer (Midget); Neil Cameron (Austin Healey Arkley Sprite); Paul Campfield (Austin Healey Frogeye Sprite). **FL** Sibley 1m55.208s (84.12mph).

THOROUGHBRED SPORTSCAR CHAMPIONSHIP (10 LAPS) 1 S McCarthy 19m12.158s (84.11mph); 2 R McCarthy +0.248s; 3 Cripps; 4 Ian Prior (GT V8); 5 Neil Fowler (GT V8); 6 Ken Deamer (GT V8). **CW** Deamer; Babak Farsian (B Roadster); Martyn Clews (Midget). **FL** R McCarthy 1m53.592s (85.31mph).

BRANDS HATCH
SEPTEMBER 6-7, BARC



BLUE OVAL SALOONS (BOTH 17 LAPS) 1 Craig Rainer (Ford Escort Mk2) 15m28.745s (79.59mph); 2 Ashley Bird (Sierra XR4i) +7.843s; 3 Olly Allen (Fiesta); 4 Andrew Williams (Sierra Sapphire); 5 Simon Beament (Escort); 6 Demetris Neophytou (Fiesta). **CW** Allen; Neophytou; Brian Long (Fiesta). **FL** Rainer 53.131s (81.84mph).

RACE 2 1 Bird 15m34.016s (79.14mph); 2 Allen +4.170s; 3 Jason Davies (Sierra Cosworth); 4 Beament; 5 Williams; 6 Matt Edwards (Escort Mk2). **CW** Allen; Edwards; Long. **FL** Davies 53.273s (81.62mph).

PRE-2005 TOURING CARS/YTEC CHALLENGE (BOTH 17 LAPS) 1 Robert Burkinshaw (Honda Integra Type-R) 15m46.888s (78.07mph); 2 Stewart Hutchinson (Integra Type-R) +3.442s; 3 Marc Kemp (Honda Civic Type-R); 4 Simon Jessop (Integra Type-R); 5 Chris Boon (Civic Type-R); 6 Dawn Boyd (Civic Type-R). **CW** Hutchinson; Kemp; Jessop; Phil Jose (Renault Clio Sport); Steve Rowles (Proton Satria GTi); Mario Neophytou (Peugeot 106 GTi). **FL** Hutchinson 54.540s (79.73mph). **RACE 2** 1 Burkinshaw 15m44.997s (78.22mph); 2 Hutchinson +12.792s; 3 Boon; 4 Jessop; 5 Boyd; 6 Darren Smees (Integra). **CW** Hutchinson; Jessop; Boyd; Jose; Rowles; Neophytou. **FL** Burkinshaw 54.730s (79.45mph). **CLASSIC FF2000 (25 LAPS)** 1 Ian Pearson (Van Diemen



Steve Sprigg took Classic Saloon and Touring Cars victory at Brands Hatch

RF83) 20m43.998s (87.39mph); 2 Paul Wighton (Van Diemen RF82) +7.636s; 3 Chris Lord (RF82); 4 Anthony Hancock (RF82); 5 Jon Finch (RF82); 6 Paul Burt (RF82). **FL** Pearson 49.179s (88.42mph). **RACE 2 (24 LAPS)** 1 Pearson 19m58.947s (87.04mph); 2 Wighton +14.457s; 3 Lord; 4 Richard Wallington (RF83); 5 Gavin Smith (RF82); 6 Philip Hart (RF82). **FL** Pearson 49.472s (87.90mph).

THUNDER SALOONS (BOTH 18 LAPS) 1 Lee Allen (SEAT Leon) 15m28.474s (84.30mph); 2 Adie Hawkins (Alfa Romeo 33) +8.814s; 3 Arthur Thurtle (Chevrolet Camaro); 4 Andy Robinson (Ford Falcon V8 Supercar); 5 Vaughan Fletcher (Subaru Impreza); 6 Ilsa Cox (SEAT Cupra). **CW** Hawkins; Thurtle; Fletcher; Paul Bellamy (BMW M3). **FL** Hawkins 50.222s (86.58mph). **RACE 2** 1 Robinson 15m39.141s (83.34mph); 2 Fletcher +8.591s; 3 Alex Sidwell (Holden Commodore VZ); 4 Cox; 5 Bradley Gelman (Ford Sierra Cosworth); 6 Tom Knight (BMW E36 M3). **CW** Fletcher; Cox; Mike Chittenden (E36 M3); Bellamy. **FL** Hawkins 50.737s (85.70mph).

CLASSIC SALOON & HISTORIC TOURING CARS (BOTH 15 LAPS) 1 Steven Sprigg (Ford Lotus Cortina Mk1) 15m10.060s (71.67mph); 2 Jason Brooks (Austin Mini Cooper) +4.105s; 3 Roger Ebdon (Cooper S); 4 Roger Stanford (Cortina); 5 Ken Lark (Alfa Romeo GT Junior); 6 David Hall (Cortina). **CW** Brooks; Pietro Caccamo (Lancia Fulvia); Gary Fletcher (Hillman Imp); Tony Preston (Morris Minor); Robert Strutt (Jaguar S-type). **FL** Sprigg 58.670s (74.11mph). **RACE 2** 1 Sprigg 15m00.495s (72.43mph); 2 Ebdon +1.722s; 3 Brooks; 4 Stanford; 5 Hall; 6 Lark. **CW** Ebdon; Preston; Fletcher; Caccamo; Strutt. **FL** Ebdon 58.758s (74.00mph). **MGCC CLASSES A & F (15 LAPS)** 1 Mark Baker (MGF VVC)

14m52.800s (73.06mph); 2 Peter Highton (F VVC) +2.634s; 3 Simon Kendrick (F VVC); 4 Paul Wisbey (F VVC); 5 Philip Espinasse (F VVC); 6 Brian Butler (F VVC). **CW** Jim Baynam (B Roadster). **FL** Kendrick 58.215s (74.69mph). **RACE 2 (11 LAPS)** 1 Kendrick 10m55.819s (72.93mph); 2 Baker +0.313s; 3 Highton; 4 Wisbey; 5 Baynam; 6 Espinasse. **CW** Baynam. **FL** Kendrick 58.587s (74.22mph).

MN SALOONS/CANNONS TIN-TOPS (18 LAPS) 1 Rod Birley (Ford Escort WRC) 15m52.215s (82.20mph); 2 Alex Sidwell (Holden Commodore VZ) +6.319s; 3 Jack Tetley (Opel Manta); 4 Tom Knight (BMW E36 M3); 5 Mike Chittenden (E36 M3); 6 Tony Skelton (Renault Clio). **CW** Chittenden; Skelton; Tom Bridger (Rover 220 Turbo); Kenny Coleman (Honda Civic Type-R); James Ross (Ford Fiesta); Cliff Pellin (Fiesta); Peter Osborne (Clio); Neal Gardiner (MG Metro). **FL** Birley 51.326s (84.72mph).

SILVERSTONE
SEPTEMBER 6, MSVR



ATOM CUP (19 LAPS) 1 Martin James 20m25.228s (91.58mph); 2 Andrew Smith +0.093s; 3 Nick Whitehead; 4 Marc Mercer; 5 Lee Cunningham; 6 Richard Marler. **FL** James 1m03.753s (92.63mph). **RACE 2 (18 LAPS)** 1 Smith 21m13.720s (83.45mph); 2 Whitehead +5.202s; 3 James; 4 Mercer; 5 Paul Donkin; 6 Cunningham. **FL** Smith 1m04.904s (90.99mph). **SILVERSTONE ALLCOMERS (15 LAPS)** 1 Peter Cook (Mitsubishi Evo IX) 15m35.191s (94.72mph); 2 Simon Deaton (Porsche 911 GT3) +3.453s; 3 Anthony Bennett

(Caterham R300); 4 Philip Ledger (Crosle 9S); 5 Mark Hobbs (9S); 6 Rick de Blaby (9S). **CW** Ledger; Mark Flower (BMW E46 M3); Ed Fuller (Tiger Super 6). **FL** Cook 59.967s (98.48mph). **RACE 2 (13 LAPS)** 1 Cook 15m12.452s (84.13mph); 2 Deaton +6.280s; 3 Bennett; 4 Gwyn Pollard (9S); 5 Peter Kennerley (9S); 6 de Blaby. **CW** Pollard; Fuller; Ian Smythe (Ford Fiesta). **FL** Cook 1m07.994s (86.85mph). **MSVT TEAM TROPHY (52 LAPS)** 1 Mark Flower (BMW M3) 1h00m31.676s (84.56mph); 2 Ben U'Ren/Adam U'Ren (SEAT Leon Cupra Cup) +56.301s; 3 Rick Bromley/Andy Montgomery (E36 M3); 4 Simon Hogg/George Wright (Porsche 944S2); 5 Chris Oakman (Mini Cooper S JCW); 6 Jason Mann/Cliff Mann (Renault Clio). **CW** Hogg/Wright; Ahmed Bin-Khanen/Gaetan Paletou (Nissan 370Z); Mark Calder/Perry Tubb (Proton Satria GTi); Colin Brackley/Phil Vere (Porsche 924 S). **FL** Flower 1m06.235s (89.16mph). **MSVT TRACKDAY TROPHY (30 LAPS)** 1 Ricardo Sanchez/Paul Brown (Nissan 370Z) 46m00.465s (64.18mph); 2 Paul Ivens/Adam Langeveld (Renault Clio) +26.482s; 3 Aaron Harding/David Slater (Clio); 4 Gordon Cooper (Clio 197); 5 Charles Angrave/Mark Witherington (Ford Mondeo ST202); 6 Ahmed Bin-Khanen/Gaetan Paletou (Nissan 370Z). **CW** Ivens/Langeveld; Mick De-Jesus (BMW 318ti Compact); Gary Johnson (SEAT Ibiza R); Mark Tranter (Citroen Saxo). **FL** Sanchez 1m18.299s (75.42mph).

GROFT
SEPTEMBER 6-7, BRSCC



CATERHAM ROADSPORT (BOTH 13 LAPS) 1 William Smith 21m37.948s (76.62mph); 2 Henry Heaton +0.469s; 3 Lee Bristow; 4 Dan Gore; 5 Chris Hutchinson; 6 Timothy Dickens. **FL** Smith 1m38.064s (78.01mph). **RACE 2** 1 Smith 21m32.376s (76.95mph); 2 Hutchinson +0.521s; 3 Heaton; 4 Gore; 5 Jack Sales; 6 Dickens. **FL** Heaton 1m37.764s (78.25mph).

CATERHAM TRACKSPORT (BOTH 19 LAPS) 1 Stephen Nuttall 30m44.705s (78.79mph); 2 Andres Sinclair +1.014s; 3 Pete Fortune; 4 Tony Mingioia; 5 David Russell; 6 Alistair Weaver. **FL** Fortune 1m35.677s (79.95mph). **RACE 2** 1 Nuttall 30m49.249s (78.60mph); 2 Christian Szaruta +4.571s; 3 Fortune; 4 Mingioia; 5 Weaver; 6 Sinclair. **FL** Sinclair 1m36.474s (79.29mph).

CATERHAM SUPERSPORT (20 LAPS) 1 Mike Hart 31m33.861s (80.78mph); 2 James Robinson +0.272s; 3 Clive Richards; 4 Jonathan Mortimer; 5 Martin Amison; 6 Steve Day. **FL** Hart 1m33.700s (81.64mph). **RACE 2 (19 LAPS)** 1 Hart 30m08.548s (80.36mph); 2 Richards +0.194s; 3 Mortimer; 4 Day; 5 Oscar Rovelli; 6 Amison. **FL** Mortimer 1m33.831s (81.53mph).

CATERHAM ACADEMY GROUP 1 (9 LAPS) 1 Alistair Calvert 15m27.234s (74.25mph); 2 Benjamin Wigg +3.689s; 3 Nick Cozzi; 4 Duncan Higgins; 5 Kevin Tarrant; 6 Anthony Barnes. **FL** Cozzi 1m41.012s (75.73mph). **GROUP 2 (8 LAPS)** 1 David Webber 15m58.619s (63.84mph); 2 Paul Aram +0.341s; 3 Robert Ryder; 4 Joe Draper; 5 Matthew Bird; 6 Tim Gascoyne-Day. **FL** Aram 1m40.073s (76.44mph).



Rod Birley (44) topped Brands Hatch's huge Saloons/Tin Tops field

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

ART EDITOR
Lynsey Row ext.5914
lynsey.row@haymarket.com

SENIOR DESIGNER
Michael Cavalli ext.5381
michael.cavalli@haymarket.com

PHOTOGRAPHS
LAT Photographic

PRESENTER/SUB-EDITOR
Henry Hope-Frost ext.5835
henry.hope-frost@haymarket.com

ASSISTANT EDITOR
Scott Mitchell ext.5370
scott.mitchell@haymarket.com

GROUP PICTURE EDITOR
Peter Mills ext.5918
peter.mills@haymarket.com

AUTOSPORT.COM TECHNICAL TEAM LEADER
Geoff Creighton
geoff.creighton@haymarket.com

AUTOSPORT.COM DEVELOPER
Tomasz Trznadel
tomasz.trznadel@haymarket.com

OFFICE MANAGER
Joanne Grove ext.5804
joanne.grove@haymarket.com

SPECIAL CONTRIBUTORS

Gary Watkins	Dieter Rencken	Pablo Elizalde
Marcus Pye	Gary Anderson	
Mark Glendenning	Alan Eldridge	

CORRESPONDENTS

ARGENTINA Tony Watson	ITALY Roberto Chinchero	David Phillips, Robin Miller, Jeremy Shaw
AUSTRALIA Phil Branagan	JAPAN Iiro Takahashi, Len Clarke	UK & EIRE Jack Benny, Jonathan Crawford, Dan Cross, Kerry Dunlop, Leanne Faly, Paul Healy, Linda Keen, Jamie Klein, Mark Libbeter, Stephen Lickorish, Marc Orme, Graham Read, Hal Ridge, Peter Scherer, Ian Sooman, Oliver Timson, Ian Titchmarsh, Matt Lipton, Eddie Walder, Richard Young
AUSTRIA Gerhard Kuntzsch	NEW ZEALAND Bernard Carpenter	
BELGIUM Gordon McKay	RUSSIA Gregory Golyshev	
BRAZIL Lito Cavalcanti	SOUTH AFRICA Richard Asher	
FINLAND Esa Ilmnen	SPAIN Raimon Duran	
GERMANY Rene de Boer	SWEDEN Tjege Torvall	
GREECE Dimitris Papadopoulos	USA Jonathan Ingram,	

ADVERTISING
Tel: +44 (0) 20 8267 5389
Fax: +44 (0) 20 8267 5850
E-mail: autosport.ads@haymarket.com

AD PRODUCTION
Tel: +44 (0) 20 8267 5588 Fax: +44 (0) 20 8267 5320

DISPLAY SALES MANAGER
Martin Lee, ext.5399
martin.lee@haymarket.com

DISPLAY ADVERTISING
Gary Lee Hoebeek, ext.5576
gary.lee.hoebeek@haymarket.com

CLASSIFIED ADVERTISING
Rachelle Francis-Dottin, ext.5992
rachelle.francis-dottin@haymarket.com

AUTOSPORT.COM SALES MANAGER
Alex Newberry, ext.5551
alex.newberry@haymarket.com

ONLINE ADVERTISING
Leah Minniss, ext.5946
leah.minniss@haymarket.com

SALES MANAGER
Matt Simpkin, ext.5820
matt.simpkin@haymarket.com

CLASSIFIED SALES MANAGER
Jonathan Whitehead, ext.5908
jonathan.whitehead@haymarket.com

SALES MANAGER
James Robinson, ext.5384
james.robinson@haymarket.com

ADVERTISING DIRECTOR
Matthew Witham

PRODUCTION MANAGER
Alisa Donovan, ext.5639
alisa.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

PUBLISHING MANAGER
Samantha Jempson

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

MANAGEMENT
GROUP DIRECTOR
Tim Bulley

GROUP COMMERCIAL DIRECTOR
Ben Guynan

GROUP EDITOR
Anthony Rowlinson

PUBLISHER
Stuart Williams

CIRCULATION TRADE ENQUIRIES
Frontline Ltd, Park House, 117 Park Road, Peterborough, Cambs, PE21 2TS. Tel: +44 (0) 1733 555161. Printed in England by Wyndeham Heron Ltd. Cover and centre sections printed by CSM Impact, Basingstoke. Colour origination: PMG, 90-92 Pentonville Road, London N1 9HS. ISSN 0269-946X. AUTOSPORT, incorporating Autoclassic, is published weekly by Haymarket Consumer Media. Teddington Studios, Broom Road, Teddington, TW11 9BE, UK.

© 2014, HAYMARKET MEDIA GROUP LTD
Publishing, trade and further subscription details on www.autosport.com While due care is taken to ensure the contents of AUTOSPORT are accurate, the publishers and printers cannot accept liability for errors and omissions. Advertisements are accepted for publication in AUTOSPORT only upon Haymarket Media Group Ltd's Standard Terms of Acceptance of Advertising, copies of which are available from the Advertising Sales Department of AUTOSPORT.

EDITORIAL DIRECTOR
Mark Payton

CREATIVE DIRECTOR
Paul Harpin

STRATEGY AND PLANNING DIRECTOR
Bob McDowell

PUBLISHING DIRECTOR
Patrick Fuller

MANAGING DIRECTOR
David Prasher

CHIEF EXECUTIVE
Kevin Costello



Haymarket is certified by BSI to environmental standard ISO14001

THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

What you think of the motorsport news of the past week



IndyCar shows F1 the way

Once again IndyCar shows Formula 1 how things should be done (AUTOSPORT, September 4). A thrilling finale, actually boosted by the chance of double points, an emotional champion, a runner-up in a team-mate who still (as always) grinned like he'd just won the lottery, a fairytale return to Victory Lane for another driver and actually seeing the new champ being crowned

immediately after the race podium. You just know the F1 season will end in acrimony and sour grapes. Such a shame the IndyCar season ended so early this year. Roll on 2015 for an even better show when the aero kits are in use. No wonder the likes of Jack Harvey are focusing their sights on the US. **David Herron, Tyne and Wear**

What a cracker Monza served up for us. Great fightback by Lewis, and a crucial psychological victory over his championship rival. Brilliant dicing further down the pack, too. And it's great to see him listening to his own racer's instinct rather than his team's cautious advice. Let that be the template for the rest of the season. **Frances Stewart London SE13**

I have to agree with Craig Jardine (Letters, August 28). It appears I'm the only person in the North East who thinks Spa was also a racing incident and not entirely Nico Rosberg's fault. I can't imagine Toto and Niki publicly lambasting Lewis Hamilton if the roles were reversed and feel Nico has been

treated unfairly and used as a scapegoat for the fact that they clearly aren't as skilled as Ross Brawn was at keeping the team's employees in check! I would like to see Nico win the drivers' championship this season. **Jessica Kelly By email**

Formula 1 is not only too slow (September 4), but too quiet. The strange thing is that F1 cars use 1.6-litre V6 turbo engines whereas GP2 cars use 4-litre V8 normally aspirated engines. Surely it should be the other way round? Wouldn't it have been better to try out eco-friendly formulas in the lower categories of the sport first, in order to iron out any controversial issues, before inflicting the damage that has been done

to the top echelon of motor racing? Anyone still wondering why viewers are switching off? **Nicholas Bateman Guildford, Surrey**

Re closed-road motorsport (September 4). I remember a few years ago an April fool story with Alain Prost sitting on Nelson Piquet's Williams coming out of a Croydon underpass. We have a circuit ready to go! **Chris Adams By email**

We're still holding out for AUTOSPORT's own design using the twists and turns (and tunnel!) of the Kingston One-way system. Monaco by the Thames - ed

In pictures

Images around the globe, from Italy to Australia via Northamptonshire



TIN-TOPS' FORMATION FLY-PAST
Andrew Jordan (Honda), Colin Turkington (BMW) and Mat Jackson (Ford) run together at Rockingham, the #5 WSR man taking two more wins to extend his points lead to 55

EBREY/LAT



BALTHASAR IN BIG-AIR BUST-UP
Sebastian thinks-he's-Loeb Balthasar gets it all wrong in his Hilmer Motorsport car during the first GP3 race at Monza. The 18-year-old went no further.

PHOTO4/APB

FORCE INDIA REMEMBERS ONE OF ITS OWN

The Force India cars ran at Monza with a tribute to long-time team member Gary 'Gadget' North, who recently died of cancer



WRC ACES PLAY GAME OF SNAP

Kris Meeke (l) and Jari-Matti Latvala met a few locals ahead of Rally Australia, while Mads Ostberg and Andreas Mikkelsen opted to just watch them



In the shops

Desirable new releases

MARQUEZ BALANCE BIKE

£129.99 – autosport.com/shop
The latest addition to Kiddimoto's 'Heroes' range of wooden balance bikes is this Marc Marquez #93 Honda replica. Suitable for children aged two to six, balance bikes are great for practising balancing before moving onto pedal bikes. We mustn't encourage any junior Marquez wannabes to get their knees and elbows down but we can't stop you...



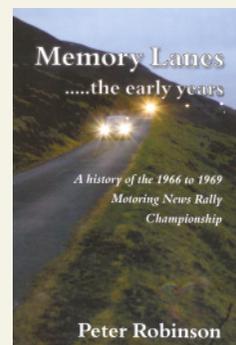
REVELL BMW M1 PLASTIC KIT

£22.99 – revell.de/en
For two seasons – 1979 and 1980 – the BMW M1 Procar series pitted Formula 1 drivers against stars from sportscars and touring cars in a horde of identical M1 supercars. Now, thanks to plastic model firm Revell, you can recreate a little bit of the world's greatest-ever one-make series, with this 1:24-scale Nelson Piquet replica in BMW Motorsport colours.



MEMORY LANES RALLY BOOK

£55 – photohistoric.com
There are niche books, and then there's this: Peter Robinson's latest tome on the Motoring News Rally Championship of 1966-1969. It's an exhaustive, 460-page black-and-white account of an amazing era when rallies were a huge test of endurance and adventure. For diehard fans of Minis, Escorts, Anglias, Cortina GTs only.



WHAT'S ON

ON TRACK IN THE UK

GOODWOOD REVIVAL

September 12-14
grrc.goodwood.com

This weekend's highlight is undoubtedly the Goodwood Revival, with a plethora of historic cars in action at the popular event. A host of British Touring Car champions will join Marussia F1 driver Max Chilton racing some iconic machinery, along with no less than eight Le Mans 24 Hours winners. Full preview on page 62.

DONINGTON PARK

BRSCC
September 13-14
donington-park.co.uk

The Midlands venue plays host to the final round of the British GT Championship, which is a single two-hour race on Sunday afternoon. Marco Attard has a commanding lead at the top of the standings but the Ecurie Ecosse BMW driver is far from guaranteed the title. Supporting the GTs will be the British Formula 3 cars, with Fortec duo Martin Cao and Matt Rao battling for the title as their fight reaches its climax. Providing support action will be the VW Cup, Aston Martin GT4 Challenge, Ginetta GT5 Challenge and Ginetta Racing Drivers Club.



Ah, Dusty Springfield's in the charts, and England are good at football...

CADWELL PARK

750MC
September 13-14
cadwellpark.co.uk

The 750MC's eclectic range of well-supported championships head to Lincolnshire with many titles still up for grabs. Among the regular range of tin-top and single-seater categories there will also be some 500cc Formula 3 action.

BRANDS HATCH

MSVR
September 13-14
brandshatch.co.uk

Overseas drivers will be making an appearance at Brands Hatch this weekend as the Dutch Supercar Challenge visits the UK. Among the regular MSVR series in action are the Mini Challenge and Monoposto.

RALLY ISLE OF MAN

British Rally Championship
September 11-13
rallybrc.co.uk



British GT reaches climax at Donington

SILVERSTONE

Ferrari Racing Days
September 13-14
silverstone.co.uk

If you're a fan of Prancing Horses then Silverstone is the place to be this weekend as hundreds of Ferraris descend on the venue. There will be races for Ferrari championships such as the Open and Trofeo, as well as a parade of F1 cars.

KNOCKHILL

SMRC
September 14
knockhill.com

A range of Scottish series will be racing at Knockhill on Sunday, including Legends, Minis, and Sports and Saloons.

SNETTERTON

BARC
September 13-14
snetterton.co.uk

Trucks top the bill at Snetterton this weekend, with races also scheduled for their smaller Pickup cousins, Legends and Caterham Graduates.

92

ON TRACK AROUND THE WORLD



WRC makes annual trip to other side of world

RALLY AUSTRALIA
World Rally Championship
Rd 10/13
Coffs Harbour, New South Wales, Australia
September 11-14
wrc.com

FORMULA RENAULT 3.5
Rd 7/9
Hungaroring, Hungary
September 13-14
renaultsport.com

DTM
Rd 8/10
Lausitz, Germany
September 14
dtm.com

FORMULA E
Rd 1/10
Beijing, China
September 13
fiaformulae.com

EUROPEAN LE MANS SERIES
Rd 4/5
Paul Ricard, France
September 14
europeanlemandseries.com

V8 SUPERCARS
Rd 10/14
Sandown, Victoria, Australia
September 14
v8supercar.com.au

NASCAR SPRINT CUP
Rd 27/36
Chicagoland, Illinois, USA
September 14
nascar.com

SUPER FORMULA
Rd 5/7
Autopolis, Japan
September 14
superformula.net

V8 STOCK CARS
Rd 8/12
Velopark, Brazil
September 14
stockcar.com.br



V8 Supercars remain on other side of world

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY SEPTEMBER 11

2100-2200 Sky Sports F1
F1 Classics: 1986 Spanish GP
2300-0000 Sky Sports F1
Tales from the Vault: Underdogs

FRIDAY SEPTEMBER 12

1310-1340 Motors TV
WRC: Australia day 1 highlights
1700-1730 BT Sport 2
WRC: Australia day 1 highlights
2100-2300 Sky Sports F1
F1 Classics: 1999 Austrian GP

SATURDAY SEPTEMBER 13

0100-0200 BT Sport 1 LIVE
WRC: Australia SS10
0735-0800 Channel 4
Mobil 1: The Grid
0800-1030 ITV4 LIVE
Formula E: Beijing
1245-1400 Eurosport 2 LIVE
FRenault 3.5: Hungaroring Race 1
1255-1330 Motors TV
WRC: Australia day 2 highlights
1345-1500 ESPN
FRenault 3.5: Hungaroring Race 1
1430-1605 Motors TV LIVE
Goodwood Revival
1545-1645 BT Sport 2 LIVE
DTM: Lausitzring qualifying
1625-1800 ITV4
BTCC: Rockingham highlights
1645-1715 BT Sport 2
WRC: Australia day 2 highlights
1800-1900 ITV4
Formula E: Beijing highlights
2030-2305 Motors TV LIVE
NASCAR Nationwide: Chicagoland

2100-2200 BT Sport 2
Formula E: Beijing highlights
2145-0000 Sky Sports F1
F1 Classics: Canadian GP 2007

SUNDAY SEPTEMBER 14

0030-0100 Eurosport 2
FRenault Eurocup: Hungaroring Race 1
0100-0200 BT Sport 2 LIVE
WRC: Australia SS17
0430-0815 BT Sport 1 LIVE
V8 Supercars: Sandown 500
0600-0700 BT Sport 2 LIVE
WRC: Australia Powerstage
0830-1230 Motors TV
V8 Supercars: Sandown 500
0845-1130 Sky Sports F1
GP2: Monza replay
1000-1430 ESPN LIVE
World Series by Renault: Hungaroring
1200-1300 BT Sport 1
WRC: Australia day 3 highlights
1230-1300 Motors TV
WRC: Australia day 3 highlights
1300-1500 Motors TV LIVE
Goodwood Revival
1500-1720 Motors TV LIVE
ELMS: Paul Ricard
1800-2300 Premier Sports LIVE
NASCAR Sprint Cup: Chicagoland
2100-2230 Eurosport 2
World Series by Renault: Hungaroring
2100-2315 Sky Sports F1
F1 Classics: 1982 Austrian GP

MONDAY SEPTEMBER 15

1630-1800 BT Sport 2
DTM: Lausitzring highlights

ONLINE

HOT ON THE WEB THIS WEEK

YouTube **MAX CHILTON FEELS HIS WAY AROUND GOODWOOD**



SEARCH FOR: Max Chilton tests the Alan Mann Ford Mustang On Track ready for Revival (3:39). Marussia F1 driver Max Chilton hurls the Alan Mann-liveried Ford Mustang around Goodwood in readiness for his Revival Meeting debut this weekend. Rumours that the old V8 handled better than his MRO3 not confirmed...

AUTOSPORT+

Watch the Goodwood Revival LIVE with AUTOSPORT.com

The Goodwood Revival is one of the high points on the British motorsport calendar, and this year you can watch it live for free on AUTOSPORT.com all weekend. Also, look out for Marcus Pye's preview of the event, explaining why the star-studded three days are always a must-watch.

GET AUTOSPORT ON THE MOVE

IN THE IPAD ISSUE THIS WEEK

- HIGHLIGHTS FROM BLANCPAIN GT, NASCAR, WORLD RALLYCROSS
- ON SALE ALL OVER THE WORLD FOR ONLY £2.99

DOWNLOAD IT NOW FROM AUTOSPORT.COM



Revved up over what's on the box

When you watch a grand prix, sometimes the racers look like they're on a Sunday cruise – or taxi drivers, as some megalomaniacs might say – making the task of driving a 220mph racing car look oh so simple.

Our window into their world is the onboard TV camera, but even this spy in the cab looks less than dramatic for much of the time, like when you drive a racing video game as opposed to going on a trackday. All the seat-of-the-pants experience is lost; your eyes alone cannot tell your central nervous system what the sensation actually feels like.

At least one extra sense comes from the car-to-pit radio transmissions, when you can hear the true levels of stress in

the driver's voice as he's flat-out.

"Do not tell me the gap, do not tell me the gap," snarled Nico Rosberg at Monza on Sunday, sounding for all the world like someone who was about to



crack under pressure from his faster team-mate. Earlier we'd heard Lewis Hamilton verbalise his difficulties after his car's start procedure failed him: "My RS mode's not ****ing working!" he cried, then: "My RS mode lights are still on!"

Like a father soothing a child who's just taken the skin off his knee by falling off a pushbike, his engineer 'Bono' (we assume not the lead singer of U2) replied: "OK, looks like everything's in a muddle, just leave it where everything is for a minute." There, there son, never mind, everything will be all right soon.

His oppo on the pitwall, Tony Ross (we assume not the illustrator of the *Horrid Henry* books), was also in this 'gentle touch' mode, telling Rosberg

after his first Rettifilo cock-up: "Looks like locked front and rears together."

However, my spies tell me that the FIA is about to put its hands over our ears, and inflict some kind of audio censorship on these messages. Apparently it's bad for the sport to hear driving advice from the engineers such as "earlier apex in Parabolica to avoid tyre scrubbing" or "Nico is taking more speed, entry and apex Turn 11".

In my book, any form of censorship should be frowned upon. If you must, eliminate the boring engineer-speak from the world feed, but leave our pitlane channel radio messages alone. The drivers need to be heard as well as seen.

Revved Up

Kenneth Acheson

“I passed ‘Schless’ but soon got the call to let him past. It was fair game”

■ Suzuka 480km ■ April 9, 1989 ■ Sauber-Mercedes C9/88 ■ Second place on Silver Arrows debut



Acheson took the #62 Sauber-Merc to second after strong solo drive

I WAS DELIGHTED TO GET the call from Sauber-Mercedes to do the World Sports-Prototype Championship in '89. And the first round was at Suzuka. This was the first race that the cars had run in silver since the 1950s, so to be part of the Silver Arrows was great.

I'd been racing in Japan for a number of years – in the domestic Formula 2, F3000 and sports-prototype series – so I knew, and loved, the culture. And I knew my way round Suzuka pretty well, too.

I'd done one race for the team in '88, at Fuji, so I was excited to be back in the squad, especially as I hadn't got to race at Le Mans because the cars were withdrawn after tyre problems in practice.

Group C was big then, with loads of manufacturers: Mercedes, Porsche, Jaguar, Toyota, Nissan and Aston Martin. There were huge grids and the cars were mega to drive – very fast and with good downforce.

Qualifying on the Saturday was rained off, so it took place on raceday

morning. I was shuffled around into the #62 car with Jochen Mass, while Mauro Baldi was moved alongside Jean-Louis Schlesser in the sister car. Jochen had crashed on the Saturday. He was suffering with meningitis, so only managed one lap in the repaired car on Sunday morning. As a result I had to start 30th as Jochen's laptime had been about 15 seconds off the pace.

I'd been doing pre-season training with famed fitness guru Willi Dungl, who looked after Niki Lauda at Ferrari in the 1970s. He leaned over to me on the grid and said, 'This will be the best race of your life'. We'd done a 24-hour test at Paul Ricard and I'd done 17 of the 24 hours so three hours around Suzuka, Willi assured me, wouldn't be a problem.

My expectations were low, so I

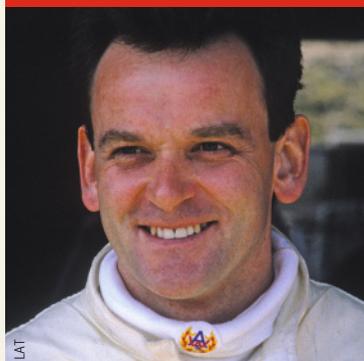
just got my head down and relaxed. I soon got up to about fifth or sixth, then had a bit of trouble passing Oscar Larrauri's Porsche that he was running on high boost, but other than that it was OK.

The pitstops came and went – Jochen telling me I was doing a great job. The cockpit was full of carbon dust as it was the first time we'd run carbon brakes, but I battled on.

Mauro had a spin in the leading car, so by the time he'd got going and handed over to 'Schless', I was right there. I passed 'Schless' at one point but soon got the call to let him back past. I was happy with that – he was the main guy going for the championship so it was fair game.

I was delighted to finish second – I was 30 years of age, my best days were behind me but it was such a fun year, with wins on the Brands Hatch GP circuit and at Spa. There are worse ways to earn money than racing Group C cars around there! *Kenneth Acheson was talking to Henry Hope-Frost*

PROFILE



IRISHMAN ACHESON WAS

a star of Formula Ford in the late '70s, progressing through F3 and F2 and reaching F1, with RAM, in '83. Sporadic outings in F1 didn't lead anywhere, so he returned to F2 and F3000 in Japan, dovetailed with sportscar racing. He competed for Mercedes, Jaguar, Toyota and Nissan in Group C before retiring after a big crash at Daytona in '96 to focus on his beauty-products business.



NF Approved
Versions for
France In Stock

If you drank 4 pints between 9pm and midnight, you could still be over the limit until 11am the following day*. That's why almost 1 in 5 drink drive accidents happen the "morning after"**.

AlcoSense quickly and accurately shows your blood alcohol level, so you know when you're clear.



**AlcoSense One
Only £29.99**

Entry level breathalyser. Provides a reading up to 1.5 times the UK drink drive limit. Accurate to +/-0.02%BAC at the drink drive limit. Recommended waiting time between tests: 1 hour



**AlcoSense Lite
Only £39.99**

Reliable
Intermediate level sensor for good accuracy, blow tubes for improved sample quality.
Clear
Results in seconds. Alerts you when close to or over the drink drive limit.



**AlcoSense Elite
Only £59.99**

Accurate
Premium semi-conductor sensor for high accuracy, blow tubes improve sample quality.
Consistent
Blow Pressure Sensor and self cleaning increases accuracy and consistency.
Clear & Future Proof
Results in seconds. Alerts you when you when close to or over the limit. Recalibratable for many years of use.

WHATCAR?

BEST BREATHALYSER UNDER £40

WHATCAR?

BEST BREATHALYSER UNDER £100

Available nationwide at Halfords & in selected Boots Stores. Find your local outlet at alcosense.co.uk/dealer-location/



that's helpful that's
halfords

alcoSense[®]
ALCOHOL BREATHALYSER

Order at www.alcosense.co.uk or call 0800 195 0088

** 17.1% of drink drive accidents are between hours of 5am and 1pm (Source: Dept. for Transport, Road Accidents and Safety Annual Report 2010)

* 4 Pints of Abbot Reserve contain 14.8 units of alcohol (Source: Greene King) and each unit takes 1 hour to leave the body (Source: NHS). Therefore 14.8 hours after 9pm the alcohol will have passed from the body.



SEAT

THE SEAT LEON

Now with **0% APR Representative[^]**
and **£1,930** of free equipment*



NAVIGATION SYSTEM

FULL LED HEADLIGHTS

DAB DIGITAL RADIO



TECHNOLOGY TO ENJOY

With **£1,000** towards your deposit.[†] 50% deposit required.

FOLLOW US ON: **SEAT.CO.UK**

Official fuel consumption for the SEAT Leon in mpg (litres per 100km); urban 32.5 (8.7) - 72.4 (3.9); extra-urban 49.6 (5.7) - 91.1 (3.1); combined 42.8 (6.6) - 85.6 (3.3). CO₂ emissions 154 - 87 g/km.

Standard EU Test figures for comparative purposes and may not reflect real driving results. Model shown is the Leon 5DR SE 1.2 TSI 110PS at £17,235 RRP with optional metallic paint at £530 RRP, electric sunroof at £765 RRP, 17" Dynamic alloy wheels at £380 RRP and full LED headlights at £1000 RRP. Offer may be varied or withdrawn at any time. Retail Sales only. [†]Deposit contribution available to customers who purchase their vehicle with Hire Purchase from SEAT Finance only. Indemnities may be required. Subject to status. Offer available until 30th September. Participating Dealers only. Over 18s. Offer may be varied or withdrawn at any time. T&Cs apply. Freepost SEAT Finance. *£1,930 RRP refers to optional specification if priced individually. [^]Based on 0% APR Representative Hire Purchase with £8,775 deposit for model shown.



SEAT recommends Castrol EDGE Professional