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**TWO HISTORIC
RACE EVENTS!**

**10-PAGE
REPORT**

**PERIOD DRAMA
AT GOODWOOD**

BACK TO THE FUTURE

**AS FORMULA E MAKES
BLOCKBUSTING DEBUT**





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POLE POSITION

A new age begins as a bygone era is celebrated

OUR SPORT ENTERED A BRAVE NEW ERA ON SATURDAY, as all-electric single-seater racing became a reality on the streets around Beijing's Olympic Park. There was plenty to talk about, from the lack of noise to the controversial mid-race car swaps, but you can't deny the racing (surely the most important element?) was exciting – culminating in that shocking final corner crash.

Like it or not, zero-emissions motorsport is clearly going to play a big part in the future, especially when it comes to racing in cities. This is only the first step, albeit a giant leap, towards what Formula E should become given time – a showcase for future technologies where rival manufacturers push the boundaries that deliver smarter engineering for us all.

If you didn't like it, then surely you would have enjoyed the Goodwood Revival (for the record, I enjoyed both). Yet again, for the 17th edition, Lord March created a veritable step back in time, not merely a feast of historic racing but incredible air shows and a cornucopia of off-track entertainment. Our 10-page review, including Ben Anderson's account on what it was like to take part in the St Mary's Trophy, begins on [page 12](#).



Bradley

CHARLES BRADLEY EDITOR

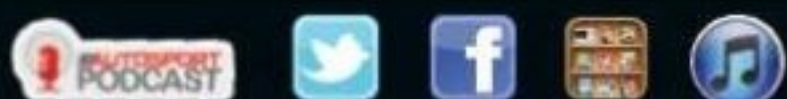
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COVER STORY



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This week in F1



EXAMPLES OF RADIO THAT IS AND ISN'T ALLOWED...

ALLOWED

- Informing the driver of their lap or sector time detail, and lap times of competitors
- 'Push hard' and 'push now' messages
- Tyre choice at the next pitstop
- Warning a driver about the traffic situation during qualifying and the race
- Safety warnings relating to yellow flags or dangerous situations on the track

NOT ALLOWED

- Informing a driver to change any settings on his car to improve performance
- Informing a driver about his fuel-flow settings (unless requested by race control) and level of fuel saving required
- Sector-time detail of a competitor and where a competitor is faster or slower
- Informing a driver about his tyre temperatures or pressures (to be enforced from the Japanese GP)
- Information on clutch maps or settings for race starts and pitstops
- Any message that appears to be coded

FIA TO ENFORCE RADIO CLAMPDOWN

Formula 1 teams will be banned from using all forms of radio transmission that help with car or driver performance, starting at this weekend's Singapore Grand Prix.

This means advice from the pitwall on where laptime is being lost, or where a team-mate is doing better, such as has been common at Mercedes this season, will now be illegal.

The change is being implemented through a strict enforcement of Article 20.1 of F1's sporting regulations, which states: "The driver must drive the car alone and unaided".

In a directive issued to teams, the FIA said: "No radio conversation from pit to driver may include any information that is related to the performance of the car or driver.

"The FIA should also remind you that data transmission from pit to car

is specifically prohibited by the F1 technical regulations."

The FIA has said it will take a zero-tolerance approach to coded messages that aim to circumvent the clampdown.

If such instructions are given to drivers then a report will be sent to the race stewards, with the potential for stop-go penalties or other sporting sanctions to be applied.

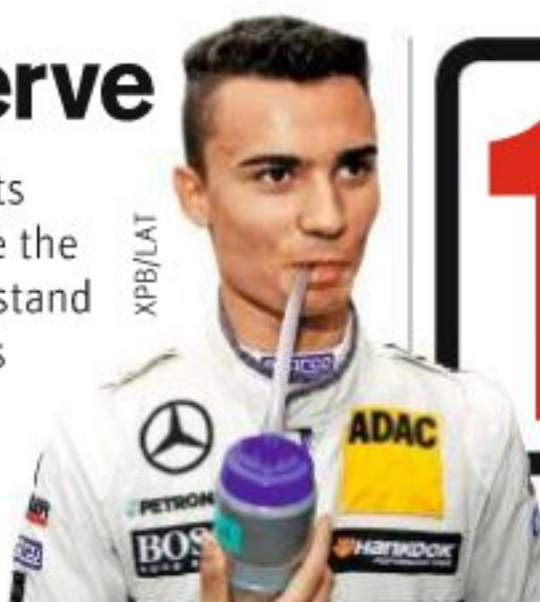
The directive is not yet clear and there will inevitably be some controversy, so it will need further clarification as to how much the essential on-track procedures will be affected - particularly before the start of the race



Mercedes motorsport boss Toto Wolff

Wehrlein named Merc reserve

Mercedes has appointed DTM race winner Pascal Wehrlein as its Formula 1 reserve driver. The 19-year-old German, who became the DTM's youngest-ever race winner at Lausitz last weekend, will stand in if either Nico Rosberg or Lewis Hamilton cannot race. He has done simulator work with Mercedes this season and last week completed a 500km test in a 2012 car at the Algarve circuit.



148

BIG NUMBER

The number of laps of the Italian Adria circuit completed by new Toro Rosso signing Max Verstappen during his first proper test for his new team in a 2012 STR7 last week.

For all the breaking news, visit **AUTOSPORT.COM**
P11 DIETER RENCKEN COLUMN

DI MONTEZEMOLO STEPS DOWN

Ferrari chairman Luca di Montezemolo announced last week that he will step down from his role with the car company and Formula 1 team, ending a 23-year spell at Maranello. He said his decision had been prompted by the flotation plans of

the new Fiat Chrysler Automobiles company, tabled for the New York Stock Exchange next month. Di Montezemolo will stay on until the flotation on October 13, when Sergio Marchionne, CEO of Ferrari parent company Fiat, will replace him.

Stroll in talks with Sauber

Sauber's F1 future could be boosted if talks with Canadian billionaire Lawrence Stroll to buy in to the team are successful. AUTOSPORT understands that Stroll, who made his money in the clothing industry with Polo Ralph Lauren and Tommy Hilfinger, is interested in getting involved in F1 and has been in discussions with the Ferrari-engined Sauber squad. Stroll has a collection of Ferraris and is a racing fan. He owns the Mont Tremblant circuit in Canada, and his son Lance (below) is Italian F4 champion and a member of the Ferrari Driver Academy.



Sirotkin to drive at Sochi

Sauber test driver Sergey Sirotkin will make his free-practice debut in next month's inaugural Russian Grand Prix. The team has yet to decide which of its usual drivers will step aside for Russian Sirotkin, who tested the C33 in Bahrain in April.

F1 UNDER REVIEW



F1 rejects customer cars

Formula 1 teams have again rejected the idea of bringing customer cars back to grand prix racing as part of an attempt to bring costs under control. The move was discussed during a recent meeting of F1's Strategy Group, but rejected on the grounds that being a championship for constructors as well as drivers was one of F1's major strengths. However, bigger teams remain open to running third cars in the event that smaller teams cannot afford to stay on the grid.



Teams question ticket prices

Mercedes motorsport boss Toto Wolff says Formula 1 teams have raised concerns about ticket prices being too high with the sport's commercial chief Bernie Ecclestone. "We have dared to discuss ticket prices, and we

discussed the impact and importance of the traditional circuits like Spa, Monza, [and] Hockenheim," explained Wolff. "Races like that need to be part of the F1 calendar. This is a global sport."

FIA to review superlicence

The FIA is to conduct a review of the superlicence system in the wake of questions about the way drivers can qualify for them. The arrival of Max Verstappen (right) into F1 next season at just 17 years old, after one season of car racing in European Formula 3, has sparked debate among the sport's chiefs. The governing body will produce a proposal for December's World Motor Sport Council meeting and implement change for 2016.



VETTEL GETS NEW CHASSIS FOR SINGAPORE

Sebastian Vettel will be handed a brand new chassis for the Singapore Grand Prix. It will be the third different chassis that the four-time champion

has used in three consecutive races. Team boss Christian Horner said: "It has been a difficult year for Seb but that's not been [of] his own making."



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Jonathan Noble

F1's newshound

Jean Todt is playing hardball over team radio. But in a sport in which consensus is anathema, it's often the only way to get things done

FIA president Jean Todt's decision to support a clampdown on Formula 1 team radio is as brazen a move as we have seen from the governing body since the Max Mosley era.

During a presidency so far typified by the following of procedure and a shying away from confrontation, it's intriguing to see Todt now so willing to give the nod to changes that he believes are for the greater good of the sport, even if they ruffle feathers in the pitlane.

In seeing eye-to-eye with Bernie Ecclestone on the need to bring the drama back and make the drivers the stars again, he is well aware that the team-radio overhaul is going to expose him to flak, and likely produce some controversial moments in weeks to come.

But his role is not to avoid criticism. It's to help the sport as a whole.

Irrespective of the consequences of the latest move, there's a sense that Todt has become frustrated by the way his previous non-aggression policy towards the teams has been exploited by them to block changes that benefit the sport. And we are not just talking about big-picture stuff like costs, and car and engine regulations; the irritation stretches across much smaller matters too.

Let's take car numbers as an example. I remember a conversation with South Korea's then new race promoter back in 2011 who cited that one of the biggest complaints from spectators was that they



to make them bigger and make the most of the new marketing opportunities. What was there to lose?

To the teams, clearly a lot. For each time Todt suggested making the numbers bigger, the response was that it was impossible to do so because larger digits would take up valuable sponsorship space. No team agreement meant no way to change the rules.

The car-number issue may seem to have little consequence, but what it demonstrates is how things

“If innocuous matters like race numbers can't be pushed through, what chance difficult issues?”

couldn't tell which driver was which – because the car numbers were too small.

To an established audience in Europe, with an F1 heritage, the size of the numbers *may* not be that important. But to Won-Hwa Park and the new Asian audience that F1 was so eager to attract, it mattered a lot. The Korean fans were new to the sport and, with helmet designs no longer useful as a means of identifying drivers, spectators in the grandstands did not know automatically whether it was a Red Bull, a Toro Rosso or a McLaren blasting by. And that, to them, was a turn-off.

Todt has long been aware of this issue and has raised the matter several times in team meetings since he became president. His wish seemed so simple: let's make the numbers bigger so the audience can tell instantly which driver is which.

Furthermore, with Todt's idea of permanent numbers for drivers having been agreed, it seemed a no-brainer

that should be easy for the sport's governing body to implement are actually nigh-on impossible if you want to play it by the book.

And if such relatively innocuous matters like race numbers cannot be pushed through, then what chance is there of solving more essential but difficult issues like cost controls, future car designs, tyre rules and engine restrictions?

F1 has been going through some soul-searching this year in response to its popularity crisis. And while everyone in the sport tends to agree that change is needed if grand prix racing is to embrace the future with optimism, no one has yet put their head above the parapet and shown a willingness to lay out that new path.

Maybe that has now changed. Maybe the FIA's radio clampdown is a sign that the time for a new approach is upon us, and that things are not going to stay the same. The time to sit back and do nothing has gone. ❧

This week in motorsport

PENSKE MOVES INTO AUSSIE V8s



US motorsport superpower Team Penske has moved into Australia's premier V8 Supercars series.

Penske will take a 51 per cent stake in the team of Queensland Ford legend Dick Johnson to enter Ford Falcons under the DJR Team Penske banner.

Two-time V8 Supercar champion Marcos Ambrose (right) will return to Australia after nine seasons in NASCAR to drive the #17 entry made famous by Johnson, who won the Bathurst 1000 in 1981, '89 and '94.

"This is a great opportunity to return home to a place that I love in

the series where I've experienced a lot of success," said 38-year-old Ambrose. "It will be an honour to race for two motorsport legends in Roger Penske and Dick Johnson."

Dick Johnson Racing currently runs Scott Pye and David Wall (pictured), who are 13th and 20th in the V8 points.



GP2 ADOPTS DRS FOR 2015

GP2 is to adopt the DRS system next year to improve its relevance to Formula 1.

The rear-wing drag-reduction system is to be fitted to the GP2/11 cars, which will be used for a further two seasons, from the 2015 campaign.

Series chief Bruno Michel said: "We've always said that GP2 was able to produce some amazing races without the addition

of DRS. However, we also have to make sure that we keep in line with our mission statement: preparing drivers for F1.

"Our DRS will be the exact copy of the one used in F1, with the same DRS zones since we're racing on the same tracks."

GP2's test car will trial the system for the first time in October, and teams will receive the kit in January.



Buhk gets latest addition

Maximilian Buhk will drive his third HTP Mercedes entry of the Blancpain Endurance Series season at the Nurburgring this weekend.

The 21-year-old German will race the #85 Mercedes SLS AMG (right) in the Nurburgring 1000Km finale alongside Stef Dusseldorp and Sergey Afanasiev. Reigning BES champion Buhk previously drove the team's #84 entry at Monza and Paul Ricard and its additional #86 car at the Spa 24 Hours.

HTP wants to give Buhk the chance to win the Blancpain GT Series, which combines points scored in the BES and the Blancpain



Sprint Series. He lost the chance of victory in the BSS after being forced to miss last month's Slovakia Ring round because his race licence had been suspended.

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



Sochi F1 circuit hosts first race

The Russian Grand Prix circuit was christened last weekend by the RCRS, the country's main touring car series. The Sochi Autodrom event ran off with minor hitches and teething problems, including heavy rain.

BRUNDLE FOR JAPAN WEC

Alex Brundle will return to OAK Racing's World Endurance Championship line-up for the Fuji round in October.

The Briton and United SportsCar team-mate Gustavo Yacamán will race a Morgan-Judd LMP2 together with Keiko Ihara in Japan. The additional entry, entered alongside OAK's G-Drive Ligier-Nissan LMP2, will then have a revolving line-up for its appearances at two of the final three WEC rounds.

Ho-Pin Tung and David Cheng will take over driving duties for Shanghai



in November along with Mark Patterson. Ihara and Cheng will then share with Patterson in Bahrain later in the same month.



Geddie sits out final rounds

British Touring Car racer Glynn Geddie has been suspended by his United Autosports squad pending the outcome of a trial for drink driving.

The former British GT champion, who

is 20th in the BTCC standings in a Toyota Avensis, denies the charges.

The trial has been set for March, meaning that Geddie will miss the final two rounds of the 2014 season.

ONYX COMMITS TO TC3 FORD

Ex-Formula 1 team Onyx Race Engineering is building a Ford Focus for the new TC3 category launched by former WTCC boss Marcello Lotti.

Onyx boss Mike Earle, whose squad built and ran Focuses in the WTCC under the Arena name, hopes to produce "between 12 and 20 cars" to sell for below €100,000 for TC3,

which is headed by a TC3 International Series, with regional and national series acting as the base of a tin-top pyramid.

Earle said: "There's nothing worse than bumping into a 45-year-old in a bar who tells you he could have been world champion. TC3 means you can

try racing and by the time you get to 45 you know whether you were any good."



It would have been amazing to come away from the first Formula E race with a victory, but instead we are leaving with nothing except a damaged car



Nick Heidfeld sums up his frustrations after the last-corner accident in Formula E's inaugural race. Full report on p40

SIMS WITH TRIPLE EIGHT

BMW factory driver Alexander Sims has been drafted into the Triple Eight Z4 line-up ahead of the team's second start in the Blancpain Endurance Series at the Nurburgring this weekend.

Sims, who helped Marco Attard seal the British GT Championship with the rival Ecurie Ecosse BMW team at Donington Park last weekend, has been brought in to drive the solo Triple Eight Z4 entered in the Pro class for the BES finale. The 26-year-old Briton will share the car with Warren Hughes and Jody Firth, who moved to the team for the final two rounds of the British series.



Premat back in ART McLaren

Former Audi factory driver Alexandre Premat will return to the ART Grand Prix McLaren team for this weekend's Nurburgring 1000Km Blancpain Endurance Series finale.

Premat has been brought back to drive the #98 ART McLaren MP4-12C in which he won the opening round of the series at Monza and also drove in round two at Silverstone.

The Frenchman, who is contesting the Aussie V8 Supercar enduros with Volvo, takes the place of Nicolas Lapierre. The Toyota LMP1 driver was brought in to share with Alvaro Parente and Gregoire Demoustier at the Paul Ricard and Spa 24 Hours BES rounds, but is unavailable for this weekend courtesy of the clashing World Endurance round at Austin.

In brief

GT BOYS IN 919 TEST

Porsche factory GT drivers Frederic Makowiecki and Michael Christensen, who respectively race for the works Manthey and CORE Autosport teams, got their first taste of the 919 Hybrid LMP1 at Magny-Cours last week. They joined Brendon Hartley and Marc Lieb for the test, during which 1200 miles were covered.

THIRD PORSCHE IN USC

Meanwhile, Makowiecki and Patrick Pilet will share a third factory Porsche 911 RSR in this weekend's United SportsCar round at Austin. The CORE-run team has entered the extra car to defend Porsche's narrow lead in the GTLM manufacturers' standings.

DERANI'S F3 ONE-OFF

Brazilian Pipo Derani will return to German Formula 3 – in which he raced in 2010 – for this weekend's Sachsenring round. The Macau GP podium finisher will contest a one-off with Italian team ADM Motorsport.

VLN FOG FOILS HONDA

Honda's bid to contest a VLN race on the Nurburgring Nordschleife with the Civic WTCC test car, to prepare for next year's World Touring Car round, was foiled when last Saturday's race was fogged off. The car had been repaired following a qualifying shunt at Flugplatz for Tiago Monteiro, who was due to share with Gabriele Tarquini. Chevrolet rival Hugo Valente was also in the field, in a Peugeot CRZ Cup.

PIC PICKED BY LOEB

GP2 race winner Arthur Pic (below) made his sportscar debut with Sebastien Loeb Racing at last weekend's Paul Ricard round of the European Le Mans Series. The Frenchman finished sixth in the team's ORECA-Nissan LMP2 with fellow prototype newcomer Andrea Roda and team regular Vincent Capillaire.



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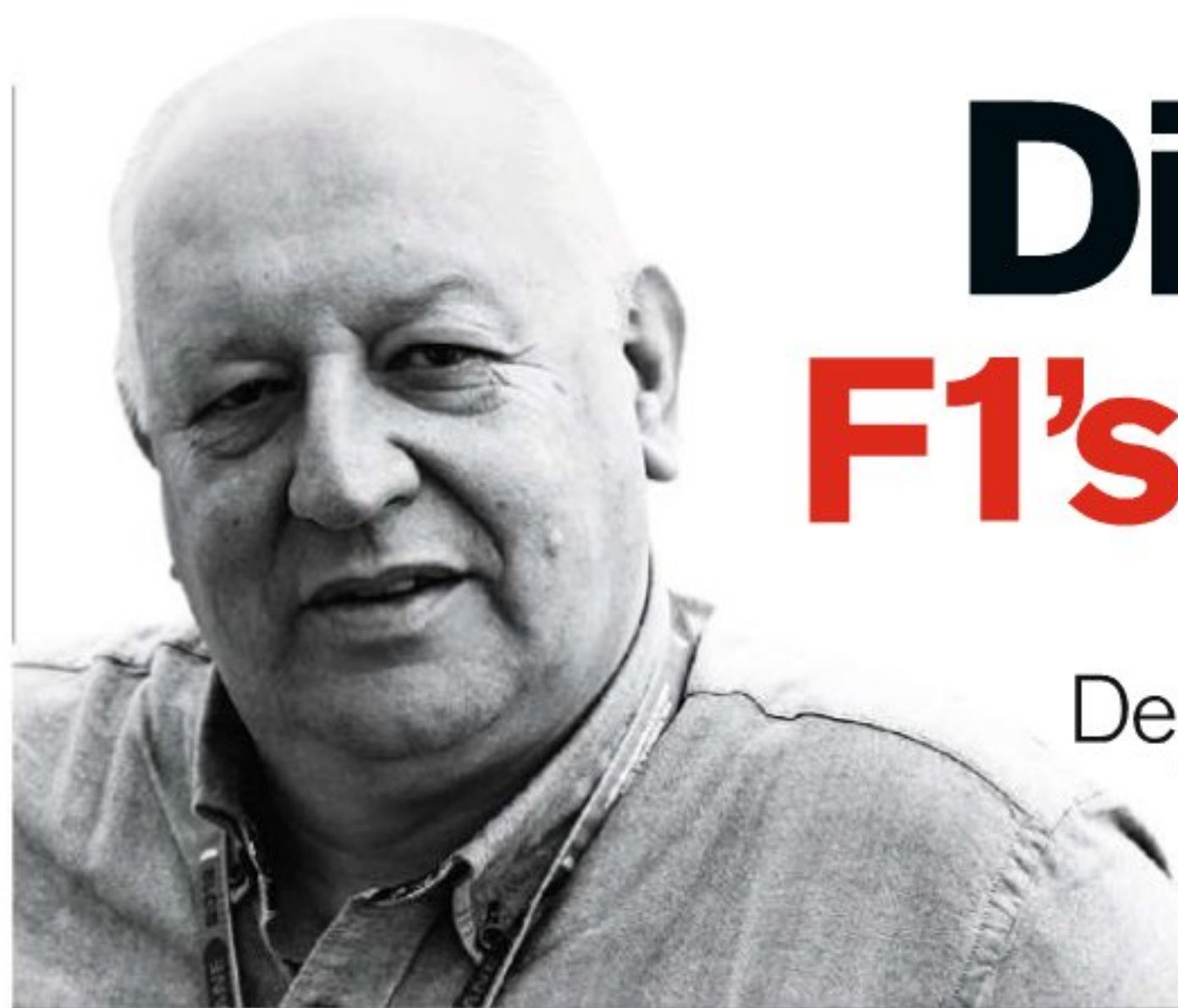
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Dieter Rencken

F1's political animal

Departing Ferrari boss Luca di Montezemolo's 'all-Latin' focus set in motion the decline in on-track form that sealed his fate

Last week's dramatic upheaval in Maranello, in which Ferrari chairman Luca di Montezemolo announced his exit from Formula 1's most visible office on October 13 – not coincidentally the very day the Rampant Stallion's parent company Fiat Chrysler Automobiles lists on New York's stock exchange – came as absolutely zero surprise, for it could be traced back to announcements made on January 28 2011.

Stung by criticism that Ferrari's early-to-mid-2000s hegemony had a distinctly non-Italian flavour, what with German and Brazilian drivers, French team director, British technical director, South African designer, Dutch fuels and oils, and Japanese tyres and engine man, the staunchly patriotic di Montezemolo announced what he called an 'all-Latin' team. Banished was the multiculturalism that once provided Ferrari's winning ways.

The 2011 car was named Italia 150° (aka 'F150' before Ford took exception) in honour of Italy's 150th national anniversary. Its rear-wing underside bore a full-sized *tricolore*, and Italian was the sole on-stage language during its launch, whether spoken by drivers (Fernando Alonso/Felipe Massa), the boss himself or team executives. It was an impressive display of Italianism, but many believed di Montezemolo had overstepped the mark by conspicuously mixing national politics with international sport.

Just 18 months earlier LdM had founded Italia Futura, a liberal-centrist thinktank with designs on mutating into a full political party – it is now an internal faction of

bestowed upon such as Henry Ford II, Chrysler saviour Lee Iacocca and Mercedes CEO Dieter Zetsche.

Clearly nationalism and F1 are uneasy bedfellows, and not purely for political reasons either. Simply put, to succeed at motor racing's highest level all constituent parts need to be in place, and be of the best available, regardless of country of origin, language or creed.

Mercedes bases its F1 race and powertrain operations in England – where most international racing talent heads, be it sporting or technical – and Red Bull, which races under an Austrian flag, took the logical decision to buy and operate a British-centric team, with obvious dividends.

By contrast, for Swiss-based Sauber it always was a battle to recruit and retain staff, even under BMW ownership, yet today it still employs around 30 nationalities. Ferrari has underperformed since 2009, after Massa lost the '08 title by the narrowest of margins – which is when the nationalistic decision was taken.

The slide has been gradual but discernible, coming to a head at Monza, where Alonso and Kimi Raikkonen qualified seventh and 11th in Ferrari's backyard. The race proved even worse, with the Finn placing ninth and Alonso retiring. Ferrari's (lack of) performance was blamed for one of the smallest turnouts of Tifosi in recent years.

Under di Montezemolo, Ferrari's road division proved highly successful, a decision taken by the trained international lawyer to restrict supply to 7000 cars per year delivering huge profits per car sold. Quality, too, increased

“When Ferrari's racing results turned red, the chairman's days were numbered”

Mario Monti's Civic Choice party – and rumours that di Montezemolo was using Ferrari as a political platform for his (oft-denied) prime-ministerial ambitions were rife. All well and good, except 2011 was an abject sporting failure, 150° winning a single (wet) race.

Since then success has consistently eluded the Scuderia. True, Alonso was title runner-up in 2012 and '13, but last year the team placed third in the constructors' championship, perilously close to cash-strapped Lotus. Indeed, Enstone's technical mainstay James Allison was recruited to spearhead an engineering revival, and of the 'Latin dream team' only Alonso and Nikolas Tombazis, the Greek chief designer, remain.

Marco Mattiacci has replaced Stefano Domenicali as team boss. While Italian by birth, 43-year-old Mattiacci brings a cosmopolitan flavour to the post, having a Canadian wife and previously heading up Ferrari North America, for which he received the (US) Automotive Executive of the Year Award, an honour previously

in leaps and bounds, while the range of cars grew, covering virtually every niche in what can be a volatile market sector.

But the company's place within Fiat always was uncertain – was it a fully-fledged division, or a stand-alone entity that simply reported its numbers to the board? Di Montezemolo's unique and flamboyant management style ensured that the company remained autonomous as long as it reported impressive black numbers – on road and track.

However, when Ferrari's (highly visible) racing results turned red, his days were numbered, for Fiat found it difficult to trumpet its glamour division ahead of an IPO when its two cars are languishing well adrift of three-pointed stars and mobile drinks cans. And thus di Montezemolo last week lost out in the power struggle against Fiat's Italo-Canadian CEO Sergio Marchionne, who soon adds Ferrari's chair to his present duties.

The seed for di Montezemolo's departure was sown that cold January day in Maranello when he committed what many view as the ultimate sporting sin... ❧

COBRAS STAR IN BATTLES OF BRITAIN

It was the turn of the AC Cobra hordes to battle it out for the RAC TT, just one of many highlights at the 17th Goodwood Revival. **MARCUS PYE** was there to see it all unfold





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Schroders



J. BLOXHAM/AT

Seventy-five years after open farmland on the Duke of Richmond and Gordon's estate was requisitioned to become RAF Westhampnett, the Tangmere satellite airfield which begat the fabled Goodwood motor circuit at Australian pilot officer Tony Gaze's suggestion in 1948, Lord March's 17th annual Revival Meeting underlined the magnificence of historic firepower on the ground and in the air with respectful grace.

Nothing was more poignant than the sight of the world's two flying Avro Lancaster bombers (of 7377 built) arcing in the blue sky over West Sussex with two Supermarine Spitfires and a Hawker Hurricane as wing guardians, reminding the capacity audience of the venue's Royal Air Force roots. Or the 23 local World War 2 veterans who headed an extraordinary military convoy to tumultuous applause from the respectful period-attired multitude on Sunday afternoon.

Sensational tributes to three-time world champion Jackie Stewart and birthday celebrations for Maserati (100), English Racing Automobiles (80), Jaguar's D-type (60) and Ford's Mustang (50) headed the track action. As ever, the racing on one of the world's most demanding high-speed circuits was top notch, with thrilling battles across the card, from Friday evening's Sussex Trophy to Sunday's Freddie March Memorial Trophy events, which recalled Goodwood's World Sportscar Championship and Nine Hours legacies of the '50s.

The Royal Automobile Club Tourist Trophy event's early 1960s' closed-cockpit GT era provided the final day's centrepiece as always, and was one of the hardest-fought in Revival history. Always Ferrari's domain as a contemporary enduro, the one-hour inter-marque celebration has been more open, but prior to Sunday an AC-shaped Cobra had not triumphed since Patrick Tambay and Henri Pescarolo prevailed in 2002.

The Bryant family's famous Cobra – Tommy Atkins' car in which Roy Salvadori led the factory Shelby cars in the '64 Goodwood TT and Roger Mac won the '65 Sussex Trophy for subsequent owner Graham Warner's Chequered Flag concern – had been close on several occasions, and wounded in combat twice. When Ollie claimed pole with a superb 1m25.247s (101.35mph) shot on Saturday, his reliable partnership in the old

warhorse with outright circuit record holder Andrew Smith looked set to finally bear fruit.

Dutchman David Hart, fourth last year behind Ollie and dad Grahame with compatriot Tom Coronel sharing his 'red stripe' Cobra, invited 2013 Caterham F1 racer (and current Sauber sub) Giedo van der Garde along this time, following a strong run in DHG team-mate Hans Hugenholtz's sister car at Zandvoort last month. Giedo qualified it third, a whisker behind the Iso Bizzarrini A3C of Jamie McIntyre and '08 race winner Bobby Verdon-Roe, but really wanted a crack at pole.

With the returning Maserati Tipo 151 of Americans Joe Colasacco/Derek Hill, Darren Turner in Rory Henderson's Cobra, and the thuggish Sunbeam Lister of Chris Beighton/Matt Neal in the 26s, and fellow touring car champions Andy Jordan, Rob Huff and Jason Plato studding a 28-car field containing Le Mans winners Jackie Oliver, Jochen Mass, [double TT Celebration victor] Richard Attwood and Derek Bell and historic aces aplenty, all the ingredients of a corking race were there. Spectators were not disappointed.

The priceless field painted Dunlop tram lines off the grid when bowler-hatted race director John Felix dropped the Union flag and Hart won the drag race to Madgwick corner. McIntyre's polished alloy-bodied Bizzarrini spun its wheels madly in the middle of the front row, thus Smith and Turner made it a Cobra 1-2-3 into the rising double apex right-hander. Colasacco and Beighton also arrived there ahead of the Scot, who picked off the Tiger within a lap.

As Hart and Smith growled clear, Turner's grassy excursion at St Mary's on lap three promoted Colasacco, McIntyre and Frenchman Ludovic Caron's Cobra. Half a minute later there was greater drama at the chicane though. Gary Pearson (Jaguar E-type) spun, as did Beighton and Robin Liddell in avoidance, while several others took to the grass to miss potential carnage.

Hart was going away from Smith as Colasacco, McIntyre, Caron and Andy Newall (in Ross Warburton's beautifully proportioned ex-Lumsden/Sargent E-type low-drag coupe) ganged-up behind. The Maserati escaped as Caron climbed to fourth, but he was back with Colasacco when they went either side of Barrie 'Whizzo' Williams' Bizzarrini passing the pits onto lap 13.

Momentarily three abreast, Caron put two wheels on the grass where the track narrows on the right and, unable to slow his black steed off the asphalt, speared back across the track and smote

the Madgwick bank a mighty blow. He emerged unscathed, but the safety car was deployed, triggering a mass dash for the narrow pitlane as the window was just open.

Hart's lead of almost six seconds duly evaporated, thus he and Smith dived in together. As David jumped out of the cockpit and British crew chief Gary Spencer sprang into action, installing van der Garde, rival Bryant was log-jammed in the car park, which resembled a colourful up-market version of a child's tile-puzzle in which one cannot be shifted until another makes the space.

In fact, the loss was limited to a few cars' lengths by the three-lap duration of the full-course caution, and Bryant capitalised on his years of Cobra experience by pressuring van der Garde into running wide onto the greensward at Lavant. Ollie pounced into a 2.5-second lead, which he extended to 3.2 with back-to-back fastest laps. Would this be the TT win that the Bryants have craved since Graham and Bill Shepherd finished second in 2004?

All went well for a few laps, but van der Garde's stunning 1m25.452s best lap coincided with Ollie's engine dropping onto seven cylinders, intermittently at first. Giedo closed in and was waved past into Lavant on lap 29. Still Bryant Jr kept him honest, but within four circuits the writing was on the wall. As *de Vliegende Hollander* sped on to a jubilant team victory, Ollie's engine cut out suddenly on the penultimate lap. He coasted onto the infield at St Mary's and, head in hands, sportingly acknowledged his conqueror.

Van der Garde was given a hero's welcome by Hart and the appreciative gallery all round the circuit. "That was only my second race with a roof over my head and the first time I've seen Goodwood, but it was great fun," said van der Garde. "It's a bit different from driving a Formula 1 car when you can brake so late. This one you have to dance into the corners."

A surprise second was a late bonus for Californian Hill – matching his cherished result with late father Phil in a Shelby Cobra at the '99 Goodwood Revival – and buoyed car owner Lawrence Auriana's hard-trying team. Matt Nicoll-Jones who had overhauled Chris Harris (after another strong TT performance, this year in Pearson's green E-type) was gaining on the bellowing Italian V8 in the Jag started by the overjoyed Liddell. Behind Pearson, Huff completed a Coventry trio in Richard Meins' ex-Dick Protheroe fixed head coupe CUT 7. ►



Shelby V8 brutes ready to go; winning Falcon lurks in fifth spot



Reid, Pirro and Jordan Jr put on a superb show in first St Mary's race...



...while Jordan Sr enjoyed last-gasp win on Sunday



Surtees hit the track in '64 title-winner

"THAT'S ONLY MY SECOND RACE WITH A ROOF, BUT IT WAS FUN"
Giedo van der Garde



Ross-Jones presses on as he heads for Fordwater triumph



Two Lancasters overhead made for a rare sight



King seemed to have Glover Trophy won but was to be denied



Minshaw/Keen
Lister topped Friday
evening enduro

J. BLOXHAM/LAT

► Verdon-Roe, less than grunted by a crump in the rump at Lavant from Nicoll-Jones that sent his Bizzarrini spinning, salvaged sixth. After a protracted struggle, snake bit tiger when Jordan (loving James Cottingham's Cobra) pipped Neal to seventh. A lap down, Plato brought John Young's Chevrolet Corvette Sting Ray home ninth, ahead of the parked Smith/Bryant.

Last year's winning Aston Martin DP212 of Wolfgang Friedrichs – the subject of works driver Darren Turner's splendid AUTOSPORT track test last week – finished 17th, two laps adrift, after Simon Hadfield suffered a left-rear puncture

at Madgwick and limped back to the pits.

Friday's Sussex Trophy enduro brought the sports-racers of the late 1950s out into a perfect warm evening during which one omnipresent yellow orb sank over the western horizon and another superseded its influence. As dusk descended, a dramatic harvest moon illuminated the backdrop as, with the aroma of hot racing oil on the breeze, drivers reflected on their hour-long efforts and weary mechanics pushed cars back into their paddock stalls and grabbed welcome beers.

Out before the start was Steve Boulton Brooks who stuffed the ex-Border Reivers/Jim Clark

Lister-Jaguar 'flat iron' into the wall before Madgwick while warming its tyres, and Maserati fans groaned when Nick Mason's T61 Birdcage (with son-in-law Marino Franchitti starting) was soon in the pits with mechanical trouble.

The dynamic of what began as a close fight between the Lister Knobbles of Jon Minshaw (Jaguar-powered) and Alasdair McCaig (first time out in Andrew Smith's Chevrolet V8-engined brute) changed when the latter slid wide onto the grass at St Mary's 11 laps in and was overtaken by Gary Pearson, who had growled the family Lister-Jag up from 11th on the grid.

Nick Leventis started the Ferrari 246S Dino – winner in 2001-'03 with Tony Dron up – from team-mate Bobby Verdon-Roe's pole position, but hopes of repeating their '09 Lavant Cup victory were quickly dashed. Outgrunted initially by bigger but less lithe cars, Leventis was eighth with the beginnings of a clutch issue when BV-R jumped in.

Minshaw led to his stop, when Trackspeed Porsche GT co-driver Phil Keen took over, leaving Pearson ahead on a longer first stint strategy that looked well-timed when Roberto Giordanelli – closing rapidly on a lapped Maserati into Woodcote – crashed his Lister-Chevrolet heavily having taken to the grass, which brought out the safety car. Thankfully, he climbed out.

Smith had relieved McCaig on the same lap as Keen, which left Ewan McIntyre (Lotus 15) and Sam Hancock (due to pass his Lister-Jag's baton to younger brother Ollie), Richard Kent (soon to pass his Lister-Jaguar Costin to Chris Harris) ahead before the stagger unwound.

Despite the transmission worry, Verdon-Roe bagged fastest lap and soon had the Ferrari back to second behind Keen, but as the clutch started to slip he was unable to challenge for victory. "It was

Hancock's Cunningham
(left) couldn't stop the
Lagonda V12 of
McWhirter (middle)



a good chase, but I wasn't going to catch Phil," admitted the former Formula Renault and FIA Historic F1 champion. Smith narrowly beat Chris Ward (who had supplanted John Young in the JD Classics Lister-Jaguar Costin) to third. In for their brothers, Jamie McIntyre and John Pearson finished fifth and sixth.

The other double-driver race was the Shelby Cup feature, brought back as a small-block American V8 showcase having been an all-Cobra affair in 2012. While there was an early shower for Marussia F1 racer Max Chilton – after the Fortec crew had changed the engine in Richard Dutton's Ford Mustang overnight – the early lead scrap between Rob Hall (Ford Falcon), Ford BTCC hotshoe Mat Jackson (Mustang), Kiwi Roger Wills (Mercury Comet Cyclone) and Mike Gardiner (Falcon) was terrific.

Following a tangle down the field, a safety car period resulted in a stampede for the pits at one-third distance, whereupon Mike Jordan (sharing Ollie Bryant's Plymouth Barracuda), James Wood (in Enrico Spaggiari's RS Mustang) and Bill Shepherd (relayed in his period Mustang by Jochen Mass) found themselves ahead of the peloton following swift early stops in an empty pitlane.

Having looked after his car's brakes and tyres, Gardiner's partner Niki Faulkner was uncatchable in the second phase. The 'James Hunt' *Rush* stunt double won by almost 15 seconds from Henry Mann, who picked up the cudgels from Jackson and did a brilliant job of which his late father Alan – who developed Mustang racers at Goodwood in period – would have approved wholeheartedly. Had he not been delayed in the busy pitlane, Mann might have provided a greater challenger to the victors.

A battle between five-time Le Mans winner Emanuele Pirro, in Wills' turquoise Bill Stroppe tribute Mercury, and Jason Minshaw in Martin Melling's Falcon that Hall started, ended with the Italian grabbing third two laps from home and narrowly repelling his rival after some wonderful synchronised fishtailing. "Normally I drive smoothly, but you have to be a rude bastard to drive this car fast," enthused Pirro after both had explored the circuit's green fringes.

The St Mary's Trophy race spotlighted 1950s saloons and Saturday's leg of the 'Pro-Am' joust – in which some teams had a distinctly 'Pro-Pro' look – was epic. As if the spectacle of Andy Jordan and Darren Turner doorhandling Austin A40s was not enough, Pirro scythed his Alfa Romeo Giulietta Ti between them at Fordwater. Then Anthony Reid rumbled up to join the fun in Don Law Racing's ex-Albert Betts Jaguar.

Reid hit the front at half-distance but Pirro kept his fellow GRRC house captain occupied and finished 1.353s down, with Jordan in tow. Turner was a close fourth, ahead of Mark Blundell – whose burly Ford Zodiac survived a knock with fellow Le Mans winner Jackie Oliver's BMW 700 at Madgwick in a tough duel. The A35s of Matt Neal (which Neil Brown had put on its side in practice!) and Steve Soper were next, but Derek Bell retired Grant Williams' Jaguar, ending its overall chances.

Justin Law had 1.748s in hand over Mike Jordan entering Sunday's decider, which Welshman Williams was determined to win. Law and Jordan stayed on his bumper initially, and Justin nipped ahead two laps before Williams had a lurid moment that dropped him from contention. Jordan Sr, mega under braking, continually made up what he lost on the straights. As they entered Lavant on the final lap Law's momentum faltered and Mike dived past to win.

"The thing just coughed, like it was out of ►

GOODWIN FOR McLAREN

Whitsun Trophy to firm's development driver

McLaren Automotive's chief road car development driver Chris Goodwin is a brilliant ambassador for the company's racing arm in his spare time too. Wearing a replica Bruce McLaren helmet in place of his "too modern" dayglo orange lid, at the place where the marque founder lost his life in June 1970, Chris drove his ex-works M1B beautifully on Saturday to record only the second Whitsun Trophy Revival win for the marque.

Piloting the spaceframe car that Chris Amon raced in the inaugural Can-Am race in 1966, the '89 FF1600 Champion of Brands Hatch snatched pole with a stellar final lap of 1m19.211s (109.07mph), 0.945 inside lap record holder Andrew Smith's best in the monocoque Lola T70 Spyder in which David Hobbs was third in the circuit's '65 Lavant Cup race.

Smith led the first eight laps under intense pressure from Goodwin, with 2011 winner Jay Esterer – back in the fierce Chinook-Chevrolet – and the T70s of David Hart and Portugal's Pedro

Macedo Silva, divided initially by Italian Formula Junior racer Pier Enrico Tonetti in the Huffaker Genie raced in period by the ill-fated Don Skogmo.

Tonetti had blasted through to third before Goodwin, having essayed relentlessly, boldly passed Smith on the inside into Madgwick. Once through, Chris snarled clear, leaving Tonetti to figure out a way round Smith, who made his Lola wide. Having ambushed Smith [boxed-in by early spinner Richard Evans's Attila] on the outside under braking for Woodcote, only to overshoot and cede second back, Tonetti plumped for an audacious pass round the outside of the right-hander before St Mary's on the penultimate lap.

Running abreast they might just have made the dipping adverse camber left with co-operation, but a tap sent the incandescent Scot spinning into the grass. Hart was handed an unexpected third, which became second when Tonetti was given a 10s penalty and fell to fourth.



Goodwin celebrates McLaren's second Revival success

STEWART CELEBRATION

Star turnout for a motorsport legend

Sir Jackie Stewart's phenomenal strike rate of 27 grands prix wins from 99 starts – plus 11 second places and five thirds – over nine seasons, in a dangerous era when Formula 1 domination was as rare as reliability, was recognised by Goodwood Hero status. "I first met Jackie in the mid-1960s as an eager 10-year-old," said Lord March. "My grandfather said keep an eye on him; he's a future world champion."

Only when spectators saw the spectrum of cars spanning the triple champion's career, on the circuit where he shared the ultimate period lap record with his friend Jimmy Clark, could enthusiasts of later generations begin to appreciate the Scot's work ethic and mastery of his craft.

Stewart's first single-seater test, in an F3 Cooper-BMC at Goodwood in 1964, demonstrated his ability to Ken Tyrrell and John Cooper. Signed

Lord March: 'My grandfather said keep an eye on him, he's a future Formula 1 world champion'

immediately, Jackie won seven of the 10 BARC championship rounds, his springboard into F1 – and a first win – with BRM in '65.

Jackie led the Friday cavalcade in the Cooper (owned by Michael Cooper, John's son, some of its parts apparently rescued from a sacrilegious fate in an autocross Hillman Imp!), with sons Paul and Mark in Matra MS80 and Tyrrell 006, which bookended his '69, '71 and '73 title years.

From the wooden Marcos in which he won his debut race at Charterhall in '62, through touring, GT and mighty sports prototypes to Lola T90 Indycar, this was an outstanding celebration, enhanced by the presence of family, Sir Stirling Moss, John Surtees, Jack Sears and many other contemporaries.

But Jackie, moved by the reception as he drove the Matra and last Tyrrell on successive afternoons, reserved his most sincere words of gratitude to his loyal mechanics, many of whom came to Goodwood, including two who ran him in the Cooper test half a century ago. "They were better at their jobs than I was at mine," was the 75-year-old's ringing endorsement.



JYS's first and last single-seaters: Cooper T72 and Tyrrell 006

► fuel, but there were nine litres in it at the end,” shrugged Law, who was close enough to seal the trophy by 0.452s. Williams, showboating, just caught a massive tankslapper out of the chicane in third, but Blundell/Kerry Michael took the place over the two days. The Alfa was fifth on aggregate after Geoff Gordon finished 10th.

Saturday’s Goodwood Trophy programme opener was for single-seaters spanning the war years, which populated early grids at the circuit. Mark Gillies stretched ERA’s winning run to eight years, four of them his in R3A and a fifth for the ex-Raymond Mays/Ernst von Delius car, now back in Dick Skipworth’s stable.

The US-domiciled Briton gave fast-starting James Baxter (in Mac Hulbert’s 2011-winning R4D) the slip in a race that continued despite two nasty incidents. Stephan Rettenmaier’s ex-Nuvolari Alfa Romeo P3 flipped when it clipped Dick Last’s Parnell-MG, which had spun exiting the chicane. Later, Klaus Lehr was ejected from his Maserati 4CLT – a sister car to Reg Parnell’s *Daily Graphic* Trophy winner on Goodwood’s

opening day in ’48 – approaching Madgwick. Miraculously, both Germans walked away, Rettenmaier with rib injuries.

Calum Lockie (Maserati 6CM) pushed Gillies hardest. “I’d trust him to within an inch of my life,” praised Mark. In a race of attrition, Duncan Ricketts brought the E-type ERA GP1 through to third after R4D went lame, with Irishman Paddins Dowling (R10B) fourth in the car Peter Whitehead raced here in ’48.

Late-model disc-braked Formula Juniors guaranteed a great Chichester Cup race, but poleman Dave Methley “made a cods of the start; I think I had the wrong first gear” and his Brabham BT6 was engulfed by the field. Methley arrived at Madgwick – where previous owner Bob Birrell shunted it comprehensively in 2011 – around 10th, while Jon Milicevic (Cooper T59), ’11 victor Sam Wilson (ex-Dave Charlton Lotus 20) and Jonathon Hughes (BT6) slugged it out for the lead.

Wilson led by lap three, by which time Methley had split James Murray (Lola Mk5A) and Andrew Hibberd (Lotus 22) in a chasing trio. When Hughes

spun, Wilson and Milicevic were enjoying their customary battle, but a series of searing laps, culminating in a 103.11mph record, got Methley back with them. As Milicevic slid wide at Madgwick, Dave shot past Sam into a lead he wouldn’t lose.

Allan Ross-Jones (Triumph TR4) rose from a cautious start and third on the grid to outflank poleman Lee Mumford (Ginetta G4) and Andrew Smith (Porsche 901) in Sunday’s Fordwater Trophy GT opener, contested by 19 marques. Nigel Winchester (G4) clung to Smith’s coat tails like a terrier but couldn’t wrest third.

Jeremy Cooke wriggled his Lotus Elan from the back row to seventh, while fourth qualifier Alan Collett – whose Iso Rivolta left crop circles on the infield as it spun at St Mary’s on lap one – recovered to ninth. Joe Allenby-Byrne’s Tornado Talisman shed a wheel, while Spaniard Carlos de Miguel backed his Ferrari 275 GTB/C into the Lavant gravel.

Fresh from a Zandvoort double, Julian Bronson dominated the Richmond Trophy 2.5-litre GP car

Rarities back on track at the 17th edition of the Revival

Some of the usual and special exotica that appeared at this year’s Goodwood extravaganza

FERRARI 125/166

Roving Briton Peter Whitehead raced successfully each side of World War 2. Having won the 1938 Australian GP in ERA R10B, he finished third in the 1950 French GP and won that season’s Jersey Road Race in this Ferrari 125. Raced with supercharged 1500cc and (as a Tipo 166) unblown two-litre V12 engines, the British Racing Green machine non-started at Goodwood in ’50. A star of Tom Wheatcroft’s Donington Collection for decades, it is now campaigned by Italian Federico Buratti.



MASERATI 250F ‘2507’

An early wide-bodied 250F supplied to Syd Greene of Gilby Engineering to replace his first, fielded in 1954, then updated by the works. Roy Salvadori raced it to second in Goodwood’s Glover Trophy race in ’56. Campaigned by Ivor Bueb, Keith Greene and Jim Russell in ’57, it’s been an historic racer since the ’70s with the Hon Amschel Rothschild, Robin Lodge, Chris Mann and Klaus Edel. It is now with the Rettenmaier brothers.



RENNMAX BN1

Rennmax cars were built by engineer Bob Britton in Sydney, Australia from 1962-’78. His first car, using the mechanical parts of Noel Hall’s flipped Cooper-Climax T51, has been rebuilt by Spectrum/Sabre manufacturer Mike Borland’s team. Expat Roger Ealand’s Formula Junior BN1 is the first of several Lotus 20 and 22-jigged machines made, for various classes. For years it changed hands as a Lotus! Britton also designed and built cars for Alec Mildren and Frank Matich under their own names.



COOPER-JAGUAR T38

Lieutenant Colonel Michael Head – father of Williams GP boffin Patrick – won a Goodwood sprint race in 1956 and the 100 kilometre sportscar event here in 1957 in chassis CJ-2-55, the second of three T38s. Alas the Revival racecard cover star – owned by Laurent Philippe – did not survive qualifying. Ben Shuckburgh spun at Woodcote and smote the barrier. Head Jr was thus denied seeing the first racecar he’d entered in 41 years start the Sussex Trophy.



JAGUAR E-TYPE ‘SEMI-LIGHTWEIGHT’

The first racing car Jackie Stewart owned – although he competed as ‘AN Other’ to avoid his mother knowing – JYS won five races at Charterhall, Rufforth, Ouston and Oulton Park in ‘Old Favourite’ and took wife Helen on honeymoon in it. In ’63 it was sold to Eric Liddell, who graduated to a Ford GT40. Newly restored by Mike Wilkinson, it was raced at Goodwood by Liddell’s experienced modern GT racer son Robin.



LOTUS-BRM 24

East German Wolfgang Seidel played a cameo role in Grand Prix racing between 1953 (Veritas RS) and ’62 when he raced this Autosport Team WS Lotus 24 in the British GP at Aintree. Following restoration by marque expert Peter Denty, with a Hall and Hall BRM V8 engine, Philip Walker entrusted it to Lotus 11 sportscar team-mate Miles Griffiths for its debut in his ownership. It arrived untried but ran third in Sunday’s Glover Trophy race before being forced to retire.

race as far as Lavant on the last lap where its final drive let go, gifting victory to Roger Wills (Lotus 16). Having lost March's Members Meeting race in similar circumstances, Wills made a detour to commiserate on his cooling-down lap.

Amazingly, all three 1960 Reventlow Scarabs had looked set to finish in the top six. Patrick Orosco slowed from third place – benefiting Stuart Rolt, who had tested his father's four-wheel-drive system by autocrossing the Ferguson P99 – but returned fourth ahead of father Don's sister car. Another F1 novelty, the unique TecMec in which Fritz d'Orey started the '59 US GP, finished a solid second in Tony Wood's capable hands.

The Glover Trophy 1500cc F1 encounter included a marvellous field of 19 V8s and a Ferrari flat-12, although the drop-out rate was high. A race of two parts proved the undoing of American James King, who was leading well in Dan Gurney's '64 French and Mexican GP-winning Brabham BT7 when pursuer Joe Colasacco (Ferrari 1512) tagged John Romano (Brabham BT11) and they both went through the lightweight chicane wall.

"I thought I had it covered," smiled King, who briefly repassed Andy Middlehurst (third before the safety car, outgunned by team-mate Nick Fennell's sister Lotus 25 that broke) on the run into Woodcote, only to leave a gap onto the first apex. Middlehurst thus won a fourth successive title, with Andrew Beaumont (Lotus 24) grateful for third behind King. "Today's driving was of Jim Clark standard," said his period mechanic Bob Dance. "The pressure was on, so Andy had to get his head down and go for it."

Dan Collins (ex-Innes Ireland '61 USGP-winning Lotus 21) was first four-cylinder finisher in fourth, with Alex Morton's ex-Neville Lederle sister car alongside! Top qualifier Sam Wilson switched cars

"I'D TRUST CALUM TO WITHIN AN INCH OF MY LIFE"

Mark Gillies



after a cam bucket failed in the BRM engine of Alan Baillie's Lotus-BRM 24, but a new oil tank in the replacement Cooper T71/73 he started from the back pumped its contents out.

The Freddie March Memorial sportscar finale saw Darren McWhirter score his fourth victory with the Lagonda V12 Le Mans, impotent in period. The Scot was pushed throughout by Sam Hancock who – deputising for the battered Ben Shuckburgh – won an all-in wrestling bout with his pal's 5.3-litre Chrysler V8-powered Cunningham C4R replica. "It's a beauty, but a beast. The free play in the steering makes it very difficult to drive consistently quickly," grinned

Historic F1 racer Hancock, who led the first few laps, "before Darren strapped on a big pair of kahunas".

Adrian Willmott (Austin-Healey 100S) finished a fine third in such company, his job completed when Rob Newall retired Vanessa Marcas' ex-Bertie Bradnack Cooper-Jaguar T33 thanks to a brake pump failure.

Saturday's Lavant Cup race, exclusively for Jaguar D-types and XKSS derivatives, was photogenic with 18 cars on the grid, but was more a high-speed demonstration as Gary Pearson and Christian Glasel yowled clear of a field enriched by Le Mans winners Derek Bell and Andy Wallace. John Young spun while splitting the leaders. ❧

RAC TT CELEBRATION: CLOSED-COCKPIT GT CARS IN THE SPIRIT OF THE GOODWOOD TT RACES 1960-'64 (41 LAPS)

1 David Hart/Giedo van der Garde (AC Cobra) 1h03m13.439s (93.38mph); 2 Joe Colasacco/Derek Hill (Maserati Tipo 151) +9.973s; 3 Robin Liddell/Matt Nicoll-Jones (Jaguar E-type); 4 Gary Pearson/Chris Harris (E-type); 5 Richard Meins/Rob Huff (E-type); 6 Jamie McIntyre/Bobby Verdon-Roe (Iso Bizzarrini A3C); 7 James Cottingham/Andrew Jordan (Cobra); 8 Chris Beighton/Matt Neal (Sunbeam Lister Tiger); 9 Craig Davies/Jason Plato (Chevrolet Corvette Sting Ray); 10 Andrew Smith/Oliver Bryant (Cobra). **Fastest lap** van de Garde 1m25.452s (101.10mph).

SUSSEX TROPHY: WORLD CHAMPIONSHIP & PRODUCTION SPORTS RACING CARS 1955-'60 (41 LAPS) 1 Jon Minshaw/Phil Keen (Lister-Jaguar Knobbly) 1h01m11.524s (96.48mph);

2 Nick Leventis/Bobby Verdon-Roe (Ferrari 246S Dino) +9.550s; 3 Alasdair McCaig/Andrew Smith (Lister-Chevrolet Knobbly); 4 John Young/Chris Ward (Lister-Jaguar Costin); 5 Ewan & Jamie McIntyre (Lotus-Climax 15); 6 Gary & John

Pearson (Lister-Jaguar Knobbly); 7 Richard Kent/Chris Harris (Lister-Jaguar Costin); 8 Sam & Ollie Hancock (Lister-Jaguar Knobbly); 9 Tony Wood/Will Nuthall (Lister-Jaguar Knobbly); 10 Fred Wakeman/Patrick Blakeney-Edwards (Cooper-Jaguar T38). **FL** Verdon-Roe 1m25.003s (101.64mph).

SHELBY CUP: SMALL-BLOCK V8 SALOONS TO 1966 (30 LAPS)

1 Mike Gardiner/Niki Faulkner (Ford Falcon Sprint) 48m48.291s (88.51mph); 2 Mat Jackson/Henry Mann (Ford Mustang) +14.464s; 3 Roger Wills/Emanuele Pirro (Mercury Comet Cyclone); 4 Rob Hall/Jon Minshaw (Ford Falcon Sprint); 5 Jochen Mass/Bill Shepherd (Mustang); 6 Oliver Bryant/Andrew Jordan (Plymouth Barracuda); 7 Jackie Oliver/Peter Hallford (Mustang); 8 John Young/Craig Davies (Mustang); 9 Enrico Spaggiari/James Wood (Falcon Sprint); 10 Josh Sadler/Barrie Williams (Falcon Sprint). **FL** Hall 1m29.937s (96.08mph).

ST. MARY'S TROPHY: PRODUCTION SALOONS 1950-'59 (16+16 LAPS)

1 Anthony Reid/Justin Law (Jaguar Mk1) 51m49.224s (88.92mph); 2 Andrew & Mike Jordan (Austin A40) +0.452s; 3 Mark Blundell/Kerry Michael

(Ford Zodiac Mk2); 4 Stuart Graham/Richard Butterfield (Jaguar Mk1); 5 Emanuele Pirro/Geoff Gordon (Alfa Romeo Giulietta Ti); 6 Steve Soper/Rae Davis (Austin A35). **SATURDAY 1 Reid 25m48.674s (89.26mph);** 2 Pirro +1.353s; 3 Andrew Jordan (A40); 4 Darren Turner (A40); 5 Blundell; 6 Jackie Oliver (BMW 700). **FL** Jordan 1m35.239s (90.11mph). **SUNDAY 1 Mike Jordan 25m59.253s (88.65mph);** 2 Law +1.296s; 3 Grant Williams (Jaguar Mk1); 4 Butterfield; 5 Nick Naismith (Austin A95 Westminster); 6 Michael. **FL** Law 1m35.308s (90.65mph).

GOODWOOD TROPHY: GP CARS & VOITURETTES TO 1951 (13 LAPS)

1 Mark Gillies (ERA R3A) 23m15.822mph (80.46mph); 2 Calum Lockie (Maserati 6CM) +4.670s; 3 Duncan Ricketts (ERA GP1); 4 Paddins Dowling (ERA R10B); 5 Nick Topliss (ERA R4A); 6 Julian Majzub (Alfa 308C). **FL** Gillies 1m30.600s (95.36mph). **CHICHESTER CUP: REAR-ENGINE DISC-BRAKED FORMULA JUNIOR CARS 1960-'63 (14 LAPS)**

1 David Methley (Brabham BT6) 20m09.407s (100.01mph); 2 Sam Wilson (Lotus 20) +3.615s; 3 Jon Milicevic (Cooper T59); 4 Andrew Hibberd (Lotus 20); 5 James Murray (Lola Mk5A);

6 Pier Enrico Tonetti (BT6). **FL** Methley 1m23.792s (103.11mph).

FORDWATER TROPHY: PRODUCTION-BASED SPORTS & GT CARS 1960-'66 (14 LAPS)

1 Allan Ross-Jones (Triumph TR4) 21m56.286s (91.89mph); 2 Lee Mumford (Ginetta G4) +1.877s; 3 Andrew Smith (Porsche 901); 4 Nigel Winchester (Ginetta G4); 5 Chris Ryan (TR4); 6 Robi Bernberg (TVR Grantura Mk3). **FL** Mumford 1m32.437s (93.46mph). **RICHMOND TROPHY: 2.5-LITRE FRONT-ENGINE GP CARS 1954-'60 (18 LAPS) 1 Roger Wills (Lotus-Climax 16) 28m21.821s (98.31mph);** 2 Tony Wood (TecMec-Maserati F415) +2.830s; 3 Stuart Rolt (Ferguson-Climax P99); 4 Patrick Orosco (Scarab-Offenhauser); 5 Don Orosco (Scarab-Offenhauser); 6 Mark Valvekens (Aston Martin DBR4). **FL** P Orosco 1m25.815s (100.68mph).

GLOVER TROPHY: 1.5-LITRE GRAND PRIX CARS 1961-'65 (18 LAPS) 1 Andy Middlehurst (Lotus-Climax 25) 31m16.106s (82.89mph);

2 James King (Brabham-Climax BT7) +0.250s; 3 Andrew Beaumont (Lotus-Climax 24); 4 Dan Collins (Lotus-Climax 21); 5 Alex Morton (Lotus-Climax 21); 6 Kurt Delbene (BRP-BRM). **FL** Nick Fennell

(Lotus-Climax 25) 1m24.226s (102.58mph).

FREDDIE MARCH MEMORIAL TROPHY: SPORTS RACING CARS IN THE SPIRIT OF THE GOODWOOD 9 HOUR RACES, 1952-'55 (17 LAPS)

1 Darren McWhirter (Lagonda V12 Le Mans) 26m18.701s (93.03mph); 2 Sam Hancock (Cunningham C4R/r) +2.982s; 3 Adrian Willmott (Austin-Healey 100S); 4 Nick Finburgh (Jaguar C-type); 5 Rob Hall (Aston Martin DB3); 6 Karsten le Blanc (100S). **FL** McWhirter 1m31.32s (94.60mph).

LAVANT CUP: JAGUAR D-TYPES (17 LAPS) 1 Gary Pearson

26m02.562s (93.99mph); 2 Christian Glasel +1.425s; 3 Gregor Fiskien; 4 Derek Bell; 5 John Young; 6 Andy Wallace. **FL** Pearson 1m29.686s (96.33mph).

WHITSUN TROPHY: UNLIMITED SPORTS PROTOTYPES TO 1966 (19 LAPS) 1 Chris Goodwin (McLaren-Chevrolet M1B)

25m38.170s (106.72mph); 2 David Hart (Lola-Chevy T70 Spyder) +23.431s; 3 Jay Esterer (Chinook-Chevy Mk2); 4 Pier Enrico Tonetti (Huffaker Genie-Chevy Mk8); 5 Pedro Macedo Silva (Lola-Chevy T70 Spyder); 6 Andrew Smith (Lola-Chevy T70 Spyder). **FL** Esterer 1m19.369s (108.85mph).

RACES AT THE REVIVAL

Competing at Goodwood is a rare treat, so **BEN ANDERSON** jumped at the chance to race with the great and the good in the St Mary's Trophy

20

The Goodwood Revival, it is often said, is a race meeting unlike any other, and the experience of competing in it chimes completely with that description. I'm no fan of elitism and exclusivity from a philosophical point of view, but the fact no one can compete in this annual historic car racing extravaganza without being invited by the organisers (you can't pay your way in like in every other form of motorsport) immediately makes any driver aware of the privilege of racing at this event.

I had no prior experience of Lord March's annual celebration of Goodwood's original competition history, but as soon as I received a call from Historic Racing Drivers Club boss Julius Thurgood asking me to take part in the 17th edition, I instinctively knew it was the kind of once-in-a-lifetime opportunity you don't turn down.

Thurgood explained that historic racer Guy Harman had entered his little Fiat Abarth 1100 in this year's St Mary's Trophy race (for 1950s production saloons), but had decided – for personal reasons – to stand down from driving himself. Thus he required a “safe pair of hands” to share driving duties with 1990 British Touring Car Champion Robb Gravett.

So it was that I bought a brand new blue three-piece suit (to accompany my more familiar racing one) and headed towards Chichester to find out exactly what it's like to be part of one of British motor racing's most popular events: fancy dress meets motor racing!

First stop is the exclusive Rolex Drivers' Club to sign on for the weekend. This is where the drivers and their special guests can escape the hubbub of the paddock, eat and drink and also entertain their guests. Over three days it becomes commonplace to see David Brabham having tea with a friend, walk past Sir Stirling Moss wandering in for lunch, or shoot the breeze with any number of touring car drivers and sportscar aces.



Anderson quickly got into the spirit of the Revival

‘IS THIS THE ONLY TIME WE’LL SEE JOHN SURTEES SPORTING A TOGA?!’

In front of the building is a bizarre makeshift Stonehenge, complete with Barack Obama cardboard cut-out and real-life ‘Druids’, who perform rituals and blessings among the rocks throughout the weekend. This entrance leads into a manor house-style lounge, which fronts on to a large dining area decked out as a 1940s military mess hall. This is the central hub of the drivers' existence through the weekend, so the avenue that leads to the building is always lined with autograph hunters. Despite hopeful glances in their direction, AUTOSPORT is not asked to grace anyone's programme with a pen...

One group of people that do want my autograph are the officials at the front desk, and in exchange for scribbling my frankly childlike signature on a form I receive a bottle of champagne from my race's sponsor (Cazenove Capital Management) and a goody bag containing the event programme and some little gifts (Credit Suisse-labelled chocolate and a little Rolex card wallet) from other event



Getting a helping hand or two ahead of St Mary's practice in the 1500cc Fiat '1100'



Only smartphones spoil drivers' lounge scene



Druids, but not at Brands or Oulton

backers. We also get invites to a special champagne reception at Goodwood House – the next stop for the drivers after our cars and racegear have been scrutinised by officials.

As we drive up to the house we are stopped in our tracks by a sublime Spitfire aero display. Once the pilot has finished skimming the trees with his plane's wings, we head up to the cricket pavilion for a briefing from Lord March and the organisers. Lord March and driving standards enforcer, triple BTCC champion Win Percy, remind everyone of the need to show care on track, given the inherent extra danger of running a period race meeting, for period cars, on a period track.

"The event is fantastic, but you have to enter the spirit of it," says historic racing ace and car preparation expert Simon Hadfield. "They know they are running this thing on a wing and a prayer, so they really need the drivers to buy into it." In short, trying something silly on a track like this could have disastrous consequences.

Circumspection is thus the order of the weekend.

But before all that sensible business, it's time for that champagne reception I mentioned earlier. Elderflower water with lemon and raspberry (for the non-drinkers) or Veuve Clicquot are on offer. Standing in the gardens of Goodwood House sipping on my water (I'm driving home later), I bump into Aston Martin factory driver Darren Turner, another St Mary's Trophy competitor in an Austin A40. He tells me this is always the best event of his season. It's a popular refrain among the drivers, and one shared by Turner's fellow sportscar racer Marino Franchitti, who has been competing here since 2005. "It's the best event of the whole year," he confirms. "To see cars you've only probably seen in pictures or read about in books, meet your heroes in the drivers' club – it's fantastic."

"I remember my first time here sitting in a Mini on the grid with Sir Stirling Moss on one side and Brian Redman on the other, and on the first lap I ran side-by-side with another car that just would not give up. I looked over my shoulder to see who the driver was; it was Alan Jones! It doesn't matter

where you finish, everyone just talks about who they were racing with."

That sentiment is immediately apparent following our first St Mary's Trophy race on Saturday. After a tricky Friday practice (in which our little Fiat encounters a few teething troubles thanks to only being completed on the Wednesday before the event), Gravett battles hard with double BTCC champ Jason Plato (driving TV chef James Martin's Ford Prefect) before the Prefect wilts.

"Mate! That was a great race!" exclaims Plato in parc ferme, shaking Gravett's hand vigorously. "Forget touring cars, that's the most fun I've had in ages! We had time to swear at each other as we were driving past!"

Such unbridled excitement from a champion driver, all over a fight for 12th position...

On Saturday night we head to Lord March's exclusive dinner party, which this year is themed around the lost city of Atlantis. Once again, actors abound: mermaids performing dance routines, pirates meeting and greeting the guests, there's even a Johnny Depp/Captain Jack Sparrow impersonator

wandering between the tables. The dress code is 'Greek chic', and I believe this is the only time in history that AUTOSPORT will see 1964 F1 world champion John Surtees sporting a toga.

It strikes me during this soiree that theatre is at the heart of the Revival. We are all actors playing parts for the entertainment of the public. Motorsport in the UK is usually about the competition – with everything else (including the spectator experience) taking a backseat. Not so here.

My own race on Sunday is an unremarkable run to 16th in 28-car field, hampered by the loss of third gear on the opening lap. Our 11th-placed aggregate result is great for car owner Guy, and a decent reward for all the hard work and toil of the Chris Snowdon Racing team that prepared and ran the Fiat, but it's by no means the be all and end all.

Motorsport is normally such a cut-throat, results-driven business, where seriousness often overtakes fun. But the Revival is all about having a good time, and the racing is merely a means to that end. It truly is the one competitive motor racing event where it really is the taking part that counts. ☘



Despite gearbox trouble our man came home 16th

SINGAPORE GP PREVIEW

Combating the bumpy ride on a Formula 1 street track

Suspension operation on a Formula 1 car creates multiple set-up adjustments and is crucial on a bumpy layout like Singapore's Marina Bay. CRAIG SCARBOROUGH explains how it all works

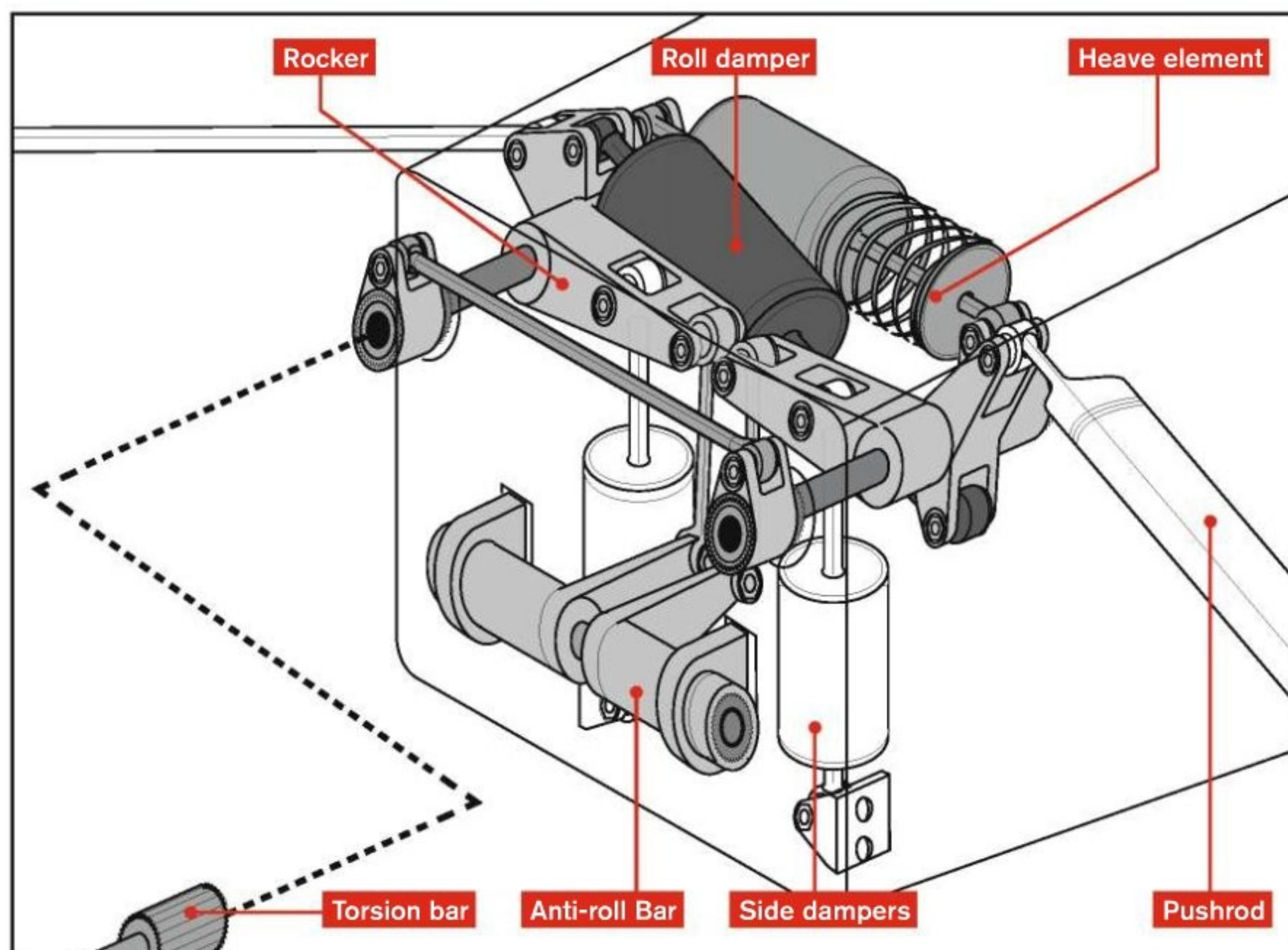
Beyond simply supporting the car's weight, the key function of a Formula 1 racer's suspension is to keep the tyres in even contact with the track and the car's underfloor at the ideal attitude relative to the track. These often-conflicting requirements have created a highly complex inboard suspension set-up that will be tested to the extreme on Singapore's bumpy Marina Bay track this weekend.

The two key movements the suspension has to cope with are heave and roll. Heave is a vertical movement from braking, accelerating or from aero loads at high speed. Roll is the car rotating about an imaginary point under the car in corners.

Both these modes require the movement to be both sprung and damped, with heave and roll requiring different levels of stiffness. In simpler race cars, much of this is controlled by the side dampers and springs, plus an anti-roll bar. The problem is that the springs and dampers are coupled together, compromising one mode's stiffness over the other. So as the car rolls, the side dampers and springs add to the stiffness provided by the anti-roll bar, making the car too stiff in roll.

F1 cars decouple these modes by having the option of separate springs and dampers for each movement. All of these parts are connected to the rockers, complex machined parts that are rotated by the pushrod (or pullrod) as the car moves about on track. Whether front or rear suspension, operated by pushrod or pullrod, the concept is the same, it's just that the parts are in different orientations to each other to suit their relative position.

The car's weight is taken by torsion bar springs. These are metal tubes



that are twisted by the pushrod/rocker to provide the springing medium. Then, side dampers take care of individual wheel movement.

Heave is controlled by a heave element, often known as a third spring. This part is connected to the rockers such that it is compressed when the car pitches (both wheels rise at the same time). When the car rolls, the linkages do not compress the heave element, so it does not add any unnecessary stiffness to the suspension. A heave element can be formed of springs, a damper and bump rubbers.

Until earlier this year, the heave element could also include a hydraulic cylinder as part of the FRIC (front and rear interconnected) system. By being linked hydraulically to another cylinder across the rear suspension, the dive movement from braking sets up a pressure differential between the two cylinders, with the units interlinked to make the front stiffer in a bid to combat dive under braking.

Roll is separately controlled. An anti-roll bar is used as the spring. This connects via arms and drop links to the rockers. As the car rolls (one wheel rising, the other falling) the

spring is twisted to resist roll. Commonly, to damp this movement the car is fitted with a roll damper, a separate damping device that only compresses in roll, by being linked diagonally between the rockers.

With team and track preferences, some of these parts can be removed for specific races. So for high-speed tracks, the side dampers can be removed and all the car's springing and damping taken care of by the heave and roll elements. At lower-speed tracks the heave and roll elements can be softened to induce more mechanical grip.

WHAT TO WATCH OUT FOR

RED BULL ON THE RISE

Spa and Monza represented two of the worst places for Red Bull to race at, given Renault's power deficit to Mercedes, but the world champion team still managed to win a race. Renault's Remi Taffin says its recovery will be complete when Red Bull takes pole again; the twists of Singapore represent its best chance yet...



GILHAM/GETTY

NICO ROSBERG IN HIS 'HAPPY PLACE'?

Rosberg has a strong record in Singapore: second for Williams in the inaugural race in 2008, he led again for the same team a year later and had the edge over Mercedes team-mate Michael Schumacher from 2010-12. He beat Hamilton in qualifying and the race last year. Could be a good omen.

RADIOS MAKING FEWER WAVES

The FIA will enforce a ban on certain types of pit-to-car radio communications starting in Singapore. The idea is to make the sport more challenging by preventing teams from advising drivers on where they can find time during a session, so expect some substantial changes to the messages relayed.



TEE/LAT

SINGAPORE

Marina Bay



KEY INFO

2013 winner

Sebastian Vettel (Red Bull)

2013 polesitter

Sebastian Vettel (Red Bull) 1m42.841s

UK start times

FP1: 1100

FP2: 1430

FP3: 1100

Qualifying: 1400

Race: 1300

Live TV

Sky Sports F1

Tyre allocation

Soft

Super-Soft

DRS zone

CLASSIC RACE: 2008

Fernando Alonso won Singapore's inaugural GP for Renault, thanks to team-mate Nelson Piquet Jr crashing deliberately just after Alonso had made his first pitstop.

Renault was under pressure to deliver a top result, amid suggestions the French marque was preparing to quit the sport, and its chances seemed scuppered when pole contender Alonso hit mechanical trouble in Q2 – restricting him to 15th on the grid.

Alonso made his first pitstop just before Piquet Jr crashed in to the wall on lap 14. This allowed Alonso to jump up into the leading group as rivals took advantage of the resultant safety car to make their stops. When Williams's Nico Rosberg and BMW's Robert Kubica were both penalised for refuelling while the pitlane was closed, Alonso found himself up to second spot behind Jarno Trulli's one-stopping Toyota.

When Trulli made his only planned

stop, Alonso took the lead and drove on to an unlikely victory – his first since leaving McLaren at the end of 2007.

When Piquet left Renault in acrimonious circumstances in 2009, allegations emerged that his crash had been staged deliberately to help Alonso.

Following an FIA investigation, Renault team principal Flavio Briatore and engineering chief Pat Symonds were both handed bans for their part in fixing the race.



TEE/LAT

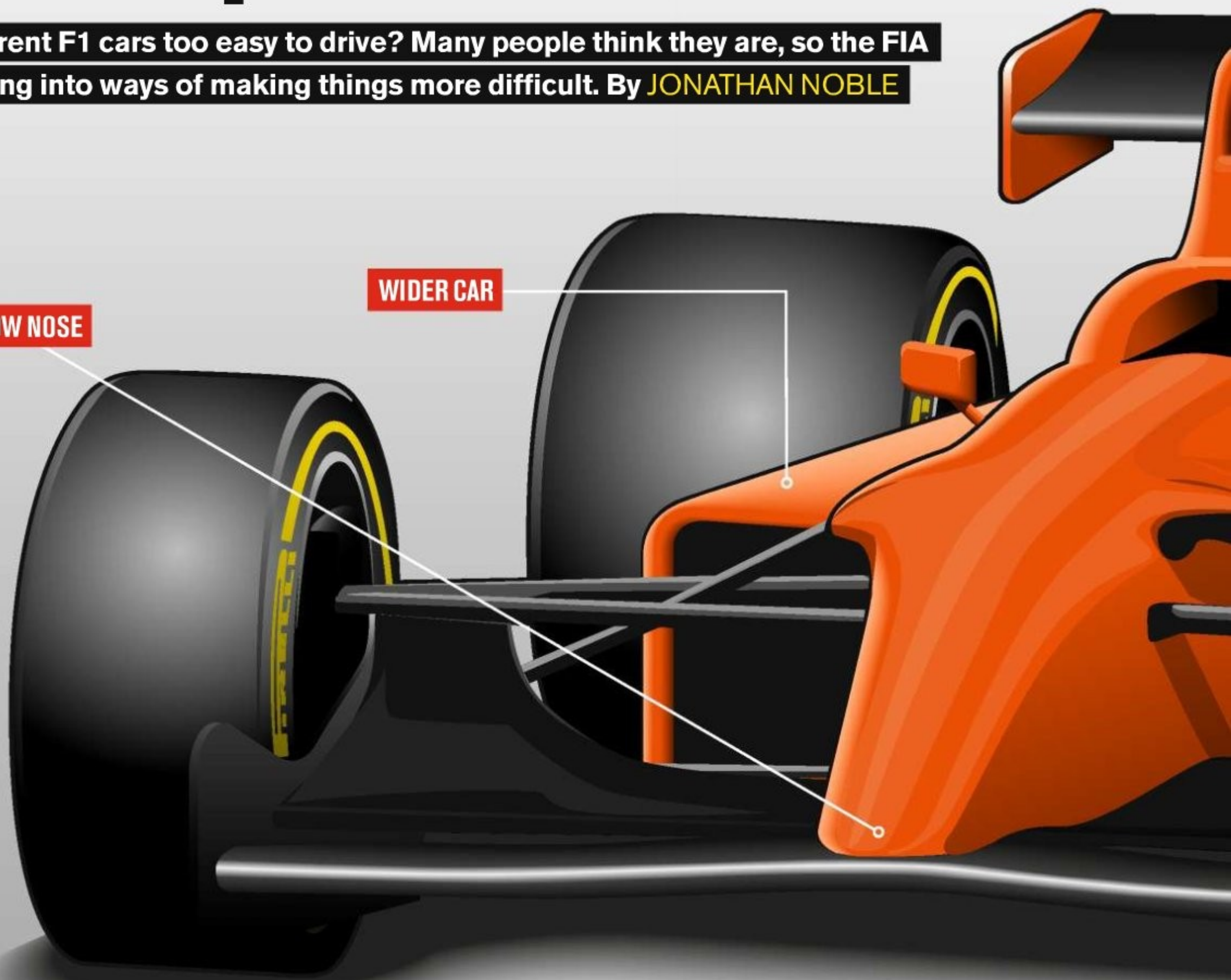
AUTOSPORT EXCLUSIVE

F1 in push to make c

Are current F1 cars too easy to drive? Many people think they are, so the FIA is looking into ways of making things more difficult. By **JONATHAN NOBLE**

LOW NOSE

WIDER CAR



24

Formula 1's governing body has begun a study to find ways of making cars more challenging to drive, AUTOSPORT can reveal, as part of a wider push to reinvigorate grand prix racing over the next few years.

Amid ongoing discussions between teams, Bernie Ecclestone and the FIA about making F1 more attractive,

one factor that has gathered attention is that the current cars appear too easy to drive.

A number of drivers have suggested F1 cars are currently too slow, and discussions about the matter further ramped up in the wake of Toro Rosso's decision to sign 16-year-old Max Verstappen to race next year.

The FIA study will take several months to complete, and it is not

thought any actions will be taken until 2016 at the earliest.

Here, AUTOSPORT looks at the debate surrounding the current cars, and analyses what potential routes are open to the FIA.

COMPLICATED BUT NOT CHALLENGING

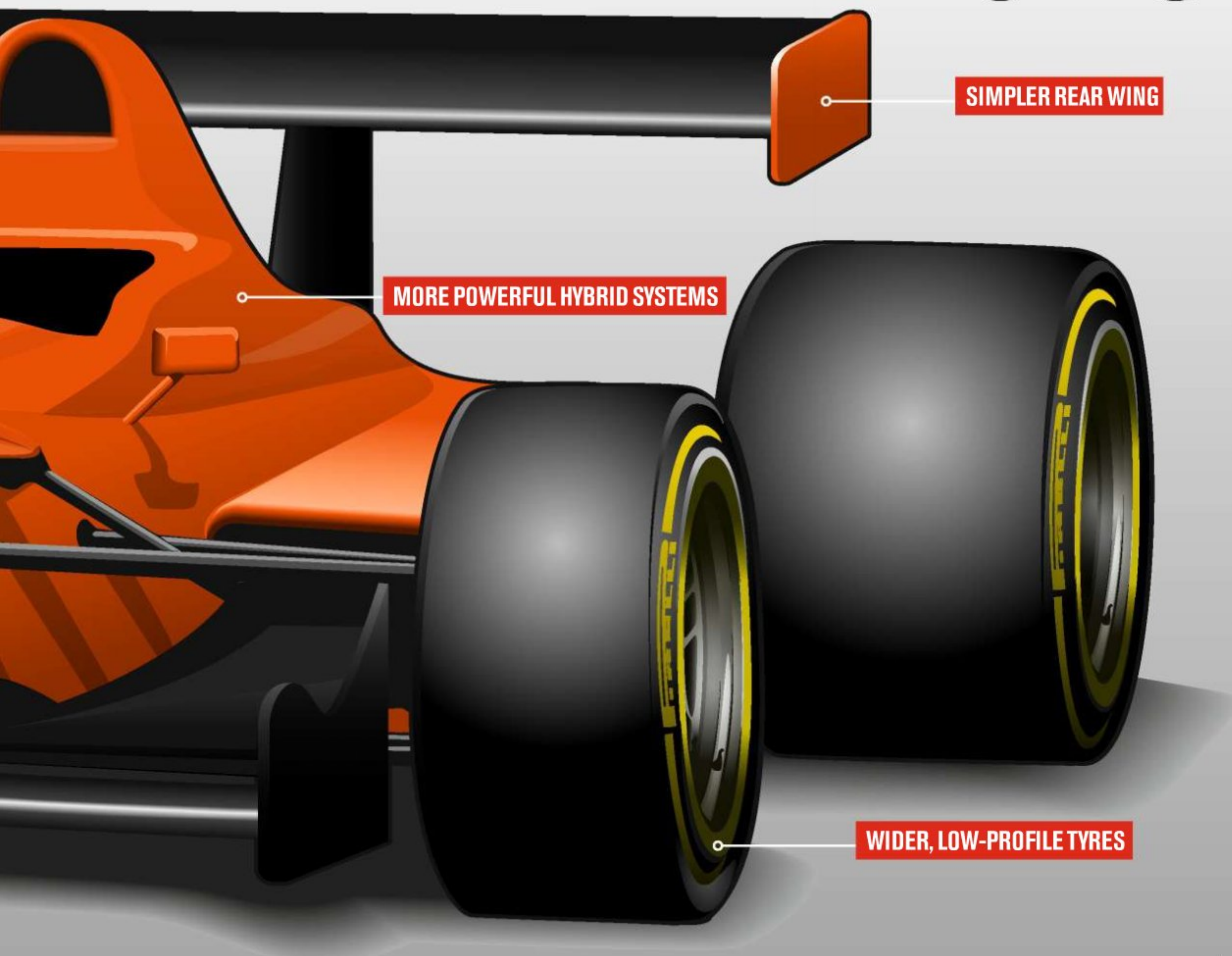
Toro Rosso's decision to promote Verstappen to F1 highlighted how easy it is now for younger drivers

to cope with the physical demands of grand prix cars.

A gradual cutback over recent years in engine power, tyre grip and downforce levels has meant lap times have increased – and it no longer takes a supreme effort to extract the best from a car. F1 is now more of a technical challenge.

Jenson Button revealed recently how things had changed even from when he first entered F1 in 2000. ►

cars more challenging



"Technically, the 2014 cars are not easy to drive, but physically they are. We have to be careful not to mix the two up"

Jenson Button



Senna was pushed to his limits in the 1991 Brazilian GP



THE DECLINE OF THE PHYSICAL CHALLENGE

One of the most iconic moments in Formula 1 history that illustrates how hard grand prix cars used to be was the 1991 Brazilian GP.

Ayrton Senna was so focused on a victory on home ground that he battled through muscle cramps caused by the physical and emotional effort of late-race gearbox troubles and a downpour to triumph. After crossing the line, he was so exhausted he had to be helped out of the car.

In charge of the Brazilian's fitness then was Josef Leberer, and the veteran trainer has no doubts that F1 now is nowhere near the physical challenge it was.

"What happened that day is far away from where we are now," says Leberer, who currently works in F1 with Sauber. "I am sure a lot of the current drivers would love to show their strength like Senna did – but they don't get to use it in the car any more."

"The physical side and mental side is very different. It is much easier to drive the car now. The guys can come from kindergarten now and they can drive the car."

From the physical point of view it has never been easier than now."

Leberer is a man who has seen it all during more than two decades of F1 involvement, and thinks the fact drivers seem unflustered at the end of races owes more to the way the cars are than increased fitness levels.

"It is great you can have youth in

"When I looked after Senna and Prost, the demands were enormous"

F1, but I remember drivers being really exhausted, sweating, and nearly fainting. Now they get out – and some of them don't even sweat.

"When I looked after Senna and [Alain] Prost – the physical demand was enormous. They had bruises on their elbows, the pain from gear changes, neck difficulties. It was so much harder then."

"The sport is very different from how it was 10 years ago," he said. "Then I used to go around corners like Pouhon [at Spa] and I was the limiting factor in terms of my fitness or how big my balls were. Now it is more you lock a front up or you slide off the circuit because you haven't got enough grip."

In fact, the reduction of the physical challenge has been replaced with a dramatic increase in the technical complications – especially with the new hybrid systems. Things will get even more difficult now that team radio advice has been banned.

Button added: "With all the extra information, so little downforce and mechanical grip, and so much torque, they are not easy to drive. But physically they are – and we have to be careful to not mix the two up."

THE RISK OF UNINTENDED CONSEQUENCES

Although a simple response of more downforce, more power and more tyre grip would ramp up cornering speeds, thus making the cars more physically challenging, the situation is much more complicated than that.

Quicker lap times will have safety implications, and there is a risk better performing cars will result in less competitive action and a decline in wheel-to-wheel racing.



That is why the FIA will be taking its time to ensure that any changes do not have unintended consequences.

As Daniel Ricciardo said: "If the cars are quicker they'll be physically harder to drive. What we don't want is to make them fast like it was 10 years ago, and you can't even follow another car because of the dirty air."

"I think right now is not a bad compromise but there are probably a few tweaks that could be made."

PERCEPTION IS KEY

Perhaps the end result will not be a dramatic overhaul of what F1 is

"It is not true that F1 is easy. You still need to drive these cars to the limit, but we need to change the perception"

McLaren's Eric Boullier

Should F1 rules aim to produce more attractive cars?



Leberer thinks modern F1 is easier



Adrian Newey's Red Bull X2014 was his vision for an unrestricted approach to Formula 1 design

EXPERT VIEW



Gary Anderson
Technical consultant

Harder to drive or more physical to drive is a difficult thing to achieve because technology moves on. If you look at a racing car now – with gearchange paddles on the back of the steering wheel, clutches, and power steering – it makes it very easy.

So it is very difficult to know what you would do to make the cars more physical without stepping backwards. You could force a return of manual gear changes with a stick, no electrical connection to the steering wheel, and a more traditional clutch so you have three pedals – but we would be going back in time.

And it is not simply about increasing speed. More downforce, more power and more tyre grip would make them quicker around corners, but I don't think it would make them that much more physical to drive. The understanding of aerodynamics is so high now that you will always end up in a situation where the car is well

balanced and the driver is not fighting it constantly.

Maybe the sport has to look more at the sporting direction because the formula has gone down a route – due to the current tyres, everyone has to drive under the limit to look after them.

There are also cost restrictions that have impacted on performance. With five engines for the season, you cannot drive the car flat-out for a whole race all the time.

It is no longer about maximum attack. It is who can drive the most precise for the longest. The average race fastest lap relative to pole position has dropped away – whereas a decade ago it was knocking on pole position.

Perhaps the thing that would bring back more speed and performance would be a tyre war. That would move things up a bit. But although a bit faster, the cars might still not be that much more physical to drive.

right now, but tweaks that will make things slightly tougher for the drivers. More important, though, will be a change to perceptions of the sport, so fans can better understand how tough F1 is.

"It is all about perception, and it is not true that Formula 1 is easy," says McLaren racing director Eric Boullier. "F1 is still F1."

"It is still 350km/h, which is fast. You still need to drive this car to the limit."

"You can make the car harder to drive or more physical to drive, but it is perception. And we need to change the messaging."

Anderson penned the Jordan 191, one of F1's best-looking cars



MAKE THE CAR THE FOCUS

In searching for a solution to the current ills of F1, McLaren chief Ron Dennis reckons the sport needs to start with the object at the centre of the action – the car. He thinks the way they are designed needs a radical overhaul that emphasises the look of the cars over their function.

"Could we make the grand prix better? Yes," says Dennis. "That is just about the fact that the cars are too easy to drive: for me they have to be more powerful, they have to be more of a handful."

"My own view is that we should actually commission stylists to create what a new F1 car should look like. It should be something where a child is absolutely itching to grab [a model of] it. It has to be futuristic and then

what we will do is reverse-engineer the regulations, so they give birth to that car, whatever it looks like.

"To a certain degree, look at IndyCar, it looks considerably different from three or four years ago. Now, good, bad or indifferent, I think we have to look at a modern F1 car."

Dennis also reckons F1 could look towards other niche sports to learn lessons on how they have boosted their own popularity.

"F1 is actually holding its own in sporting terms as regards global reach much better than anybody else," Dennis argues.

"But look at the America's Cup: the America's Cup was phenomenally boring, look at one-day cricket, where they changed the game a little



bit to make it more interesting.

"We cannot just be egotistical about the fact that what we just have to televise the race, we absolutely need more data on the screen and we need to have deeper levels of

engagement with younger people.

"There is nothing wrong with the racing, but we are not doing a quality enough job on all the other acts and the process by which we build up to the grand prix itself."



2014 INDYCAR REVIEW

Power flowers

The mercurial Australian finally delivered the title with Penske after years of falling short. **MARK GLENDENNING** looks back

CHAMPIONSHIP POSITIONS

| | | | |
|----|-------------------------|--|-----|
| 1 | WILL POWER (AUS) | Penske Dallara-Chevrolet DW12 | 671 |
| 2 | HELIO CASTRONEVES (BR) | Penske Dallara-Chevrolet DW12 | 609 |
| 3 | SCOTT DIXON (NZ) | Ganassi Dallara-Chevrolet DW12 | 604 |
| 4 | JUAN PABLO MONTOYA (CO) | Penske Dallara-Chevrolet DW12 | 586 |
| 5 | SIMON PAGENAUD (F) | Schmidt Peterson Dallara-Honda DW12 | 565 |
| 6 | RYAN HUNTER-REAY (USA) | Andretti Dallara-Honda DW12 | 563 |
| 7 | TONY KANAAN (BR) | Ganassi Dallara-Chevrolet DW12 | 544 |
| 8 | CARLOS MUNOZ (CO) | Andretti-HVM Dallara-Honda DW12 | 483 |
| 9 | MARCO ANDRETTI (USA) | Andretti Dallara-Honda DW12 | 463 |
| 10 | SEBASTIEN BOURDAIS (F) | KV Dallara-Chevrolet DW12 | 461 |
| 11 | RYAN BRISCOE (AUS) | Ganassi Dallara-Chevrolet DW12 | 461 |
| 12 | JAMES HINCHCLIFFE (CDN) | Andretti Dallara-Honda DW12 | 456 |
| 13 | JOSEF NEWGARDEN (USA) | Fisher Hartman Dallara-Honda DW12 | 406 |
| 14 | CHARLIE KIMBALL (USA) | Ganassi Dallara-Chevrolet DW12 | 402 |
| 15 | JUSTIN WILSON (GB) | Dale Coyne Dallara-Honda DW12 | 395 |
| 16 | MIKHAIL ALESHIN (RUS) | Schmidt Peterson Dallara-Honda DW12 | 372 |
| 17 | JACK HAWKSWORTH (GB) | Herta Dallara-Honda DW12 | 366 |
| 18 | TAKUMA SATO (J) | AJ Foyt Dallara-Honda DW12 | 350 |
| 19 | GRAHAM RAHAL (USA) | Rahal Letterman Lanigan Dallara-Honda DW12 | 345 |
| 20 | CARLOS HUERTAS (CO) | Dale Coyne Dallara-Honda DW12 | 314 |

WINS

| | | | | | | | | |
|------------------|--------------------|-------------|-------------|----------------|--------------------|--------------|-------------------|----------------|
| HUNTER-REAY | POWER | PAGENAUD | BOURDAIS | CARPENTER | CASTRONEVES | HUERTAS | KANAAN | MONTOYA |
| 3 | 3 | 2 | 2 | 2 | 1 | 1 | 1 | 1 |
| RYAN HUNTER-REAY | WILL POWER | MIKE CONWAY | SCOTT DIXON | SIMON PAGENAUD | SEBASTIEN BOURDAIS | ED CARPENTER | HELIO CASTRONEVES | CARLOS HUERTAS |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| TONY KANAAN | JUAN PABLO MONTOYA | | | | | | | |
| 1 | 1 | | | | | | | |

POLES

| | | | | | | | | | |
|-------------------|------------|--------------------|-------------|--------------|-------------|--------------------|----------------|------------------|--------------------|
| CASTRONEVES | POWER | BOURDAIS | SATO | CARPENTER | DIXON | MONTOYA | PAGENAUD | HUNTER-REAY | SAAVEDRA |
| 4 | 4 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| HELIO CASTRONEVES | WILL POWER | SEBASTIEN BOURDAIS | TAKUMA SATO | ED CARPENTER | SCOTT DIXON | JUAN PABLO MONTOYA | SIMON PAGENAUD | RYAN HUNTER-REAY | SEBASTIAN SAAVEDRA |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |

POINTS SYSTEM EXPLAINED:

50-40-35-32-30-28-26-24-22-20-19-18-17-16-15-14-13-12-11-10-9-8-7-6 for the top 24, with 5 for all other starters. 2 points for leading the most laps, 1 point for leading at least one lap, 1 point for pole position. Double points for all 500-mile races.

RACES: St Petersburg, March 30; Long Beach, April 13; Barber, April 27; Indianapolis, May 10; Indianapolis, May 25; Detroit, May 31/June 1; Texas, June 7; Houston, June 28/29; Pocono, July 6; Iowa, July 12; Toronto, July 20; Mid-Ohio, August 3; Milwaukee, August 17; Sonoma, August 24; Fontana, August 30.

SUPERGRID 2014

Qualifying positions not included when a car was unable to set a time due to any problem where the driver was not at fault. Positions taken before any grid penalties applied

| | | | |
|-------------|-------|-------------------|-------|
| 1 | 6.05 | 2 | 7.65 |
| CASTRONEVES | | POWER | |
| 3 | 7.94 | 4 | 9.00 |
| HINCHCLIFFE | | PAGENAUD | |
| 5 | 9.17 | 6 | 9.23 |
| DIXON | | KANAAN | |
| 7 | 9.88 | 8 | 10.35 |
| BOURDAIS | | MONTOYA | |
| 9 | 10.38 | 10 | 10.58 |
| MUNOZ | | NEWGARDEN | |
| 11 | 10.64 | 12 | 12.17 |
| HUNTER-REAY | | SATO | |
| 13 | 12.23 | 14 | 12.41 |
| BRISCOE | | CARPENTER/CONWAY* | |
| 15 | 12.88 | 16 | 13.00 |
| ANDRETTI | | WILSON | |
| 17 | 13.38 | 18 | 14.77 |
| ALESHIN | | HAWKSWORTH | |
| 19 | 14.94 | 20 | 16.41 |
| RAHAL | | KIMBALL | |
| 21 | 17.17 | 22 | 18.05 |
| SAAVEDRA | | HUERTAS | |

Grid for second Toronto race was set by championship standings due to bad weather, and was not counted.

* Carpenter drove the ECR car at oval races; Conway drove it on road/street courses



If we were to lean on a racing metaphor for the 2014 IndyCar season, it might be the final few laps of the race at Iowa Speedway: joyfully chaotic, wildly unpredictable – and over before anybody knew what had hit them. It was motorsport crossed with a flash grenade.

The year began with Takuma Sato claiming an unexpected pole at St Petersburg, and ended with Tony Kanaan taking Dario Franchitti's old car to Victory Circle for the first time, while Will Power celebrated his title in the background by wearing part of the champion's trophy on his head. Those events bookended an 18-race season jammed into just five months, a season that recognised a record-equaling 11 different winners. Juan Pablo Montoya won a race. Carlos Huertas won a race. There was an earthquake. Even if you weren't in the car, 2014 kept you on your toes.

More broadly, in years to come 2014 could be viewed as a cornerstone season for IndyCar itself. A new, active, engaged series sponsor in Verizon seemed to underwrite a calmer, more self-assured paddock. IndyCar knows it still has a steep hill to climb in order to recapture its past glories, but the wistful hope of years past was transformed into a quiet optimism. Marketing continues to be the series' greatest weakness, but a substantial hike in TV figures – in a year

when both Formula 1 and NASCAR ratings fell – suggests that the message is finally starting to get out there.

HOW IT WAS WON

Of all the great drivers to have won the IndyCar drivers' championship in the past, Will Power is surely the first to wear the top part of the Astor Cup as a hat, and then steal a piece of the podium signage as a souvenir on his way back down the stairs. It's a safe bet that he's also the first one to have been late to a victory press conference because he had to go to the medical centre to have cream-puff filling removed from his ears, an event that will become a defining moment of this year's visit to Milwaukee.

But the Australian's gloriously unfiltered randomness does not come at the expense of professionalism: as a black-slacked member of Team Penske, Power is essentially driving for the American equivalent to Dennis-era McLaren in terms of professionalism, sponsor sensitivity and, for want of a gentler word, control. That he fits in seamlessly without compromising any of his quirks is the bedrock of the Will Power 'package'. Roger Penske might be easier to get along with than Ron, but he's no less demanding, and history shows that sentiment has little value for a driver who doesn't fit the Penske team mould.

Power has made flawed brilliance one of his



LABERGE/GETTY

Night time at Fontana,
and Power finally
delivers overdue title

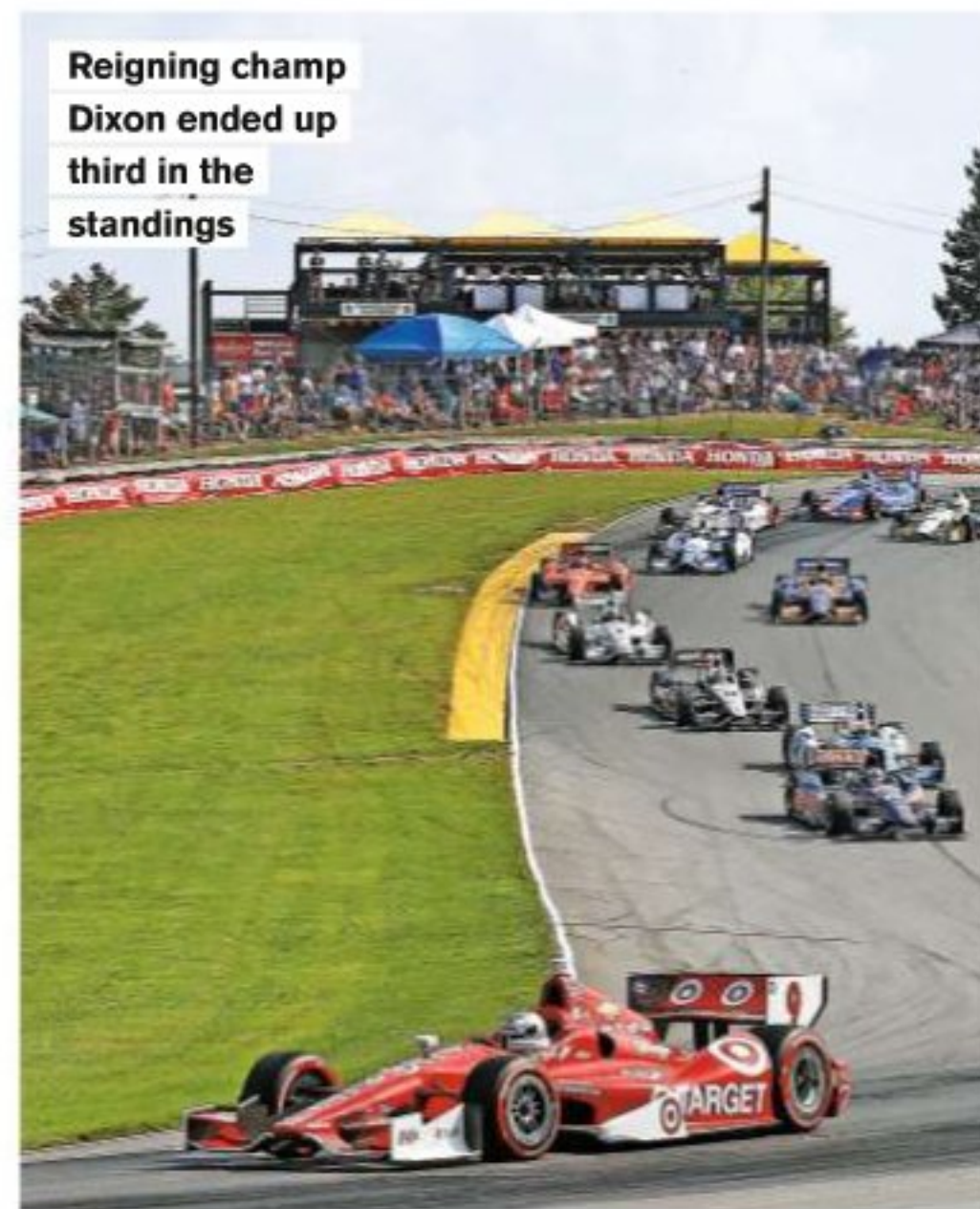
calling cards, and it was entirely in evidence this year. Going into the finale at Fontana, a lot was made of his record as a three-time championship runner-up, but less was said about the fact that he had a hand in his demise on most of those occasions. If he'd missed out this year, it would have been the same story: his tally of five penalties (four for pitlane infringements; one for blocking) was the highest of any driver. Then there was the weird spin while dominating at Sonoma, and the disastrous qualifying at Fontana.

But the flip side to all of that is a driver whose raw speed and versatility make him one of the best IndyCar drivers of his generation. Long

known for his road and street prowess, his success in 2014 could be credited to his ability to win anywhere. Power's confidence on ovals has been evident for a couple of years, but his dominance at a place as idiosyncratic as Milwaukee demonstrated that he is still adding arrows to his quiver at the age of 33.

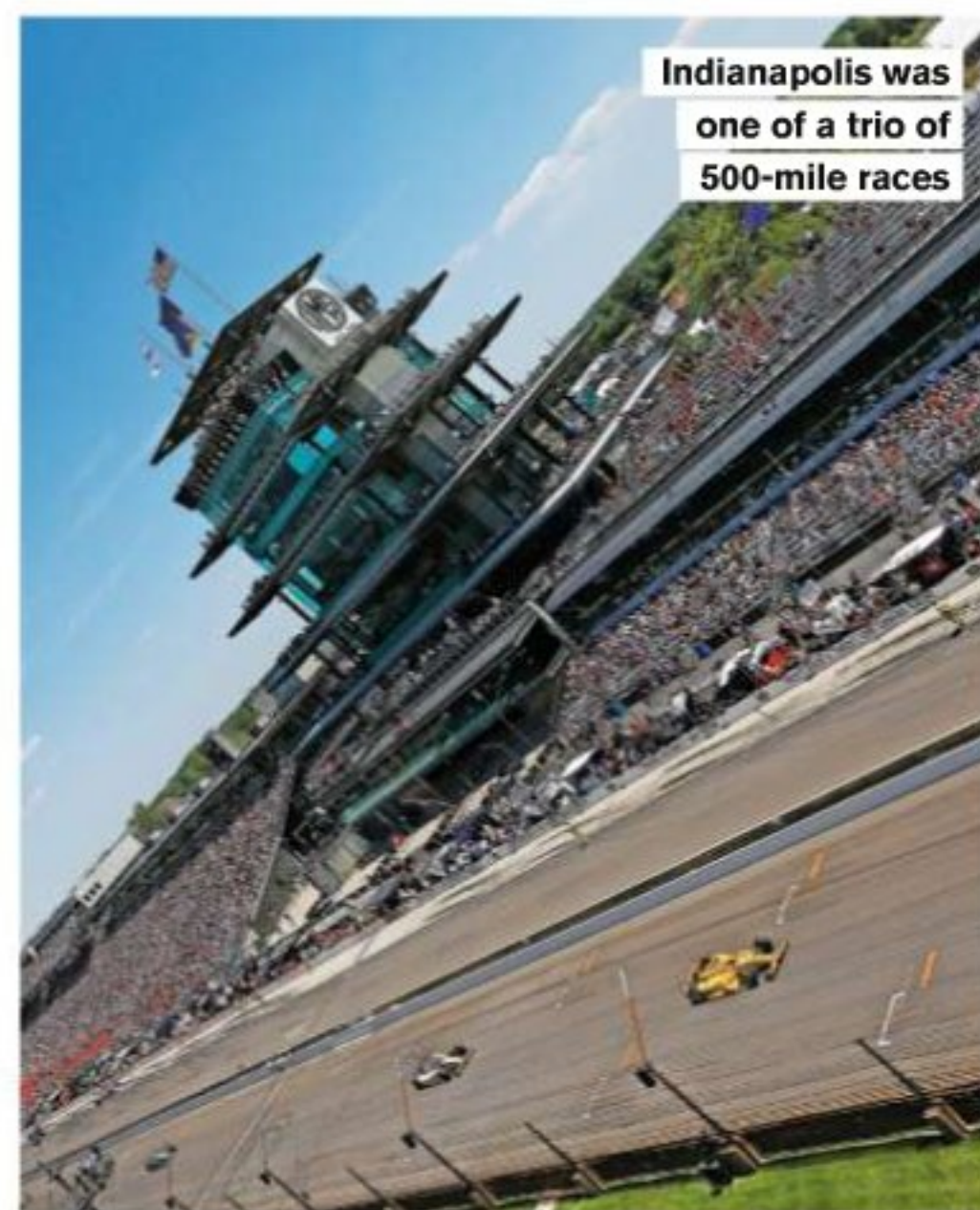
True, Penske was the form team this year, but an intra-team battle for the championship brings its own particular stresses, particularly when both drivers also have an additional team-mate in Juan Pablo Montoya to worry about: until the Colombian was mathematically out of the title hunt, neither Power nor Helio

Reigning champ
Dixon ended up
third in the
standings



LEVITT/LAT

Indianapolis was
one of a trio of
500-mile races



LEVITT/LAT

Castroneves could expect many favours.

Castroneves had a season to be proud of too. The points permutations going into the final round underlined just how little there was between he and Power, and the deciding factor was a combination of consistency and timing: Power helped Castroneves to seize the initiative mid-season through a string of errors, but he ironed the mistakes out after Pocono and rode the momentum all the way into the record books.

STANDOUT PERFORMANCES

In a year where the only real constant was inconsistency, Penske's three drivers generally shone brightest. Power and Castroneves posed reliable threats almost every weekend, and once Montoya got his head around the particular demands of the Dallara DW12 and the intricacies of the softer red tyres – which he'd never used prior to race day at St Pete – he was generally up towards the front too. The Pocono win was the obvious highlight of his comeback season, but he should also have won at Houston, and would have caused problems for Power at Milwaukee if he'd had more luck with lapped traffic.

Everybody else was as patchy as hell, although Simon Pagenaud again raised questions over what qualifies as a 'big team' with what he was able to achieve at Schmidt Peterson Motorsports. An awful final round left him fifth in the ▶

Pagenaud took fight to
big teams, but here he
goes wrong at Long Beach



LEVITT/LAT

► points, but going into the weekend he was placed third, the only driver capable of denying a Penske driver the title, and the only Honda-powered contender left in the hunt.

The latter point says something about how disappointing Andretti Autosport's year was (although Carlos Munoz did himself credit in his first full season, and Ryan Hunter-Reay's good weekends were world-class).

But with Andretti largely failing to capitalise on its potential, it was left to another smaller team to fly the Honda flag: in this case the single car fielded by Sarah Fisher Hartman Racing for Josef Newgarden. The 2014 season was a breakout one for the American, and it will be fascinating to see how he fares when he finally gets a team-mate next year through SFHR's merger with another single-car standout, Ed Carpenter Racing. Carpenter's decision to only race on ovals and hand the car to Mike Conway for road and street events rewarded ECR with three wins.

SOMETHING TO REMEMBER

Close competition has been an IndyCar hallmark ever since the arrival of the DW12 at the start of the 2012 season. It's too early to know whether that balance will be upset by the arrival of aero kits next year, so the extraordinarily high quality of the racing during 2014 is something to savour. The tally of 11 different winners – a number achieved through pure merit, without such contrivances as reversed grids, competition cautions or performance equalisation – tells a lot of the story. But it's also worth taking a look at the Supergrid (page 28): is this the first time that anyone has claimed Supergrid 'pole' with



The 2014 season had a very early sunset

an average qualifying position on the third row, as Helio Castroneves did?

On the same chart, the fact that the middle part of the grid is so congested, with 16 drivers averaging a grid place between ninth and 15th, goes some way toward showing how precarious the knock-out qualifying system on road and street courses could be. Being just half a tenth out in either the first or second qualifying stages could easily translate into the driver starting four rows further back.

"When you're in Formula 1 and you have a good car, you do an average lap [in qualifying] and you're fifth," said Montoya early in the season. "Here, you do an average lap and you're 15th. Like, you *truly* are 15th. IndyCar is fun, but it's so hard – everyone is so close."

The increase in TV ratings also deserves to be acknowledged: across the season, average figures were up something in the order of 30 per cent over last year. They are still too low, but the needle is moving in the right direction. The big concern now is whether that momentum can be maintained across such a long hibernation period. All information points to the new year opening with a race in Dubai just after the NFL Superbowl in February, but the domestic season doesn't start until the St Petersburg race at the end of March.

SOMETHING TO FORGET

Not everyone in the IndyCar paddock agrees that the series needs more than one 500-mile race. And there is some evidence that the fans

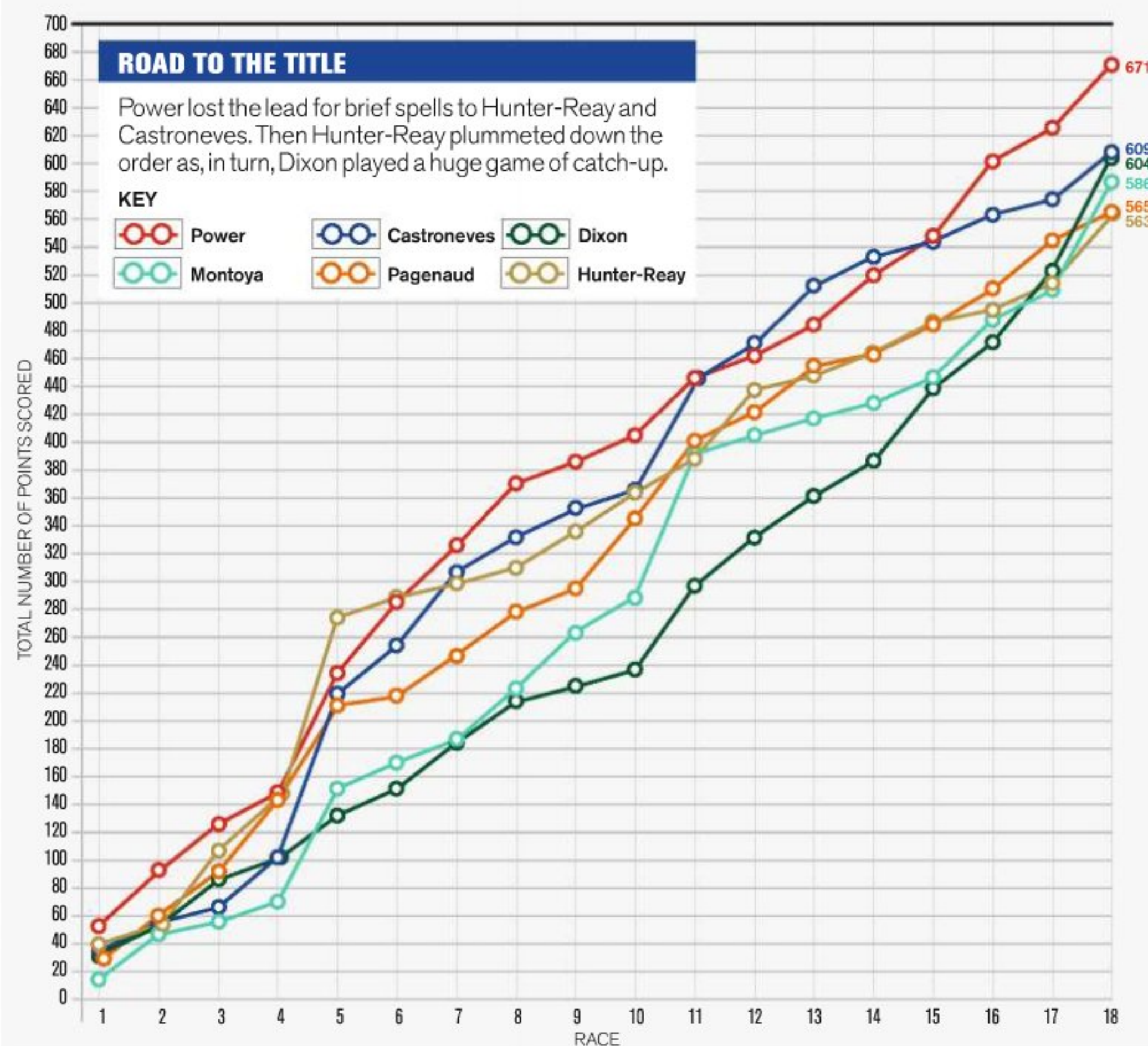


Mid-Ohio action, as Munoz slips past spinning Kanaan

agree, if bums on seats are any measure. It's hard to gauge the extent to which the series' support base bought into the Indy/Pocono/Fontana Triple Crown, but you only had to look into the grandstands at both of the latter two races to see that the idea wasn't strong enough to get people to turn up.

Then again, there's a strong case to be argued that those events were up against it from the start. Both were scheduled on long weekends, when people had other places to be — Pocono on July 4; Fontana on the Labor Day weekend — and the Californian race was further compromised by the fact that Inland Empire, where the track is located, is really freaking hot in summer. Even the most dedicated IndyCar fan would think twice before opting to sit in an exposed metal grandstand with temperatures in the high thirties, and that area east of LA isn't necessarily rich with IndyCar diehards to begin with. The sweltering heat forced the green flag time to be put back to early evening, which made sense for everybody who was there on the ground, but was catastrophic for TV because the race didn't finish until well after 1am for those watching over on the east coast. Not surprisingly, the big championship decider was one of the few races to show a ratings dip compared to last year.

Problems with heat also contributed to the recent confirmation that Houston will not return to the calendar in 2015, a decision that was met with very few tears in the paddock. Kudos to promoter Mike Lanigan and his associates for trying — it would be great to see similar energy applied to a more viable event. ☼



TOP 10 DRIVERS



MOUNCE/LAT

1 WILL POWER

Arguably the best IndyCar driver over the past three years, Power finally has something to show for it. He's still evolving as a competitor — sometimes in reaction to a weakness, such as his early-season penalty habit — but 2014 was the year in which he's looked his most complete. Tellingly, he claims it is also the first season in six years that he has 'felt like himself' as a driver.



2 HELIO CASTRONEVES

A revitalised force since his 2011 slump, even if he inherits the unfortunate distinction of four-time runner-up — tough to swallow in a season during which he missed out on a fourth Indy win by 0.06s, but testament to a fast and consistent driver.



3 SIMON PAGNAUD

It's remarkable to think that the Frenchman has never finished lower than fifth in the points in his three full-time seasons in IndyCar with Schmidt. Continues to defy the accepted wisdom surrounding 'smaller teams'. Little surprise that he has become the cornerstone of the silly season.



4 JUAN PABLO MONTOYA

After a shaky start, a combination of talent and muscle memory delivered some great displays from the returnee. He clearly enjoyed his opportunity with Penske, and surprised even himself by emerging as a late-season title dark horse.



5 SCOTT DIXON

Reigning champion was uncharacteristically subdued early in the year, and later admitted that the upheaval around the Ganassi team had taken a toll. Surged back with wins at Mid-Ohio and Sonoma, but by then his title hopes were already over.



6 TONY KANAAN

Kanaan faced a tough task in replacing Dario Franchitti at Ganassi, especially against the backdrop of other changes taking place around the team. But he stepped up admirably, and was Ganassi's standard-bearer early in the season. Deserved a win earlier than the Fontana finale.



7 CARLOS MUNOZ

Soft-spoken Colombian was probably the most consistent member of Andretti Autosport's four-car line-up, which says a lot given that this was his first full year. He rarely looked a threat for the win, but was a reliable top-10 runner who developed a strong foundation for the future.



8 RYAN HUNTER-REAY

A good highlight-reel year for the 2012 champion, with wins at Barber, the Indy 500 and the manic Iowa race, but he and the Andretti team could be maddeningly patchy elsewhere. Some was bad luck; some were hero-or-zero moves that didn't pay off.



9 JOSEF NEWGARDEN

Newgarden and the small SFHR team took some real strides in their third year together. Deserved a podium at Long Beach, finally got one in Iowa, and hit a rich vein of form late in the season. For a young driver with a modestly resourced team, you can't have asked much more.



10 SEBASTIEN BOURDAIS

KV Racing is still a long way from being a team that keeps Penske awake at night, but 2014 was a year of real progress, and new arrival Bourdais deserves a large chunk of the credit. Toronto win and Mid-Ohio pole were the standouts.

Castroneves (3) and Montoya fought hard and were part of formidable 2014 squad



It wasn't just Will Power who had missed out on the IndyCar crown in recent years. The 2014 title was a relief for one of the American superteams too.

MARK GLENDENNING looks at Penske's long road back to the top

32

Motorsport is a meritocracy — to a point. The better drivers naturally tend to outperform lesser rivals, yet statistical anomalies abound. It seems unfathomable that neither Chris Amon nor Nick Heidfeld ever won a grand prix. It's odd that Mark Webber has never won a title at any significant level. And it would have been very strange, yet weirdly plausible, if Will Power had spent the rest of his career as a perpetual runner-up in the IndyCar standings without actually joining the ranks of series champions.

Power has of course now been spared that; the Australian capping off a strong season by securing the IndyCar drivers' crown at the Fontana finale. But the real head-scratching would have started if Team Penske had somehow conspired to fall short again. True, the numbers were on its side: Simon Pagenaud was the only non-Penske driver still with a mathematical shot at the crown at Fontana, and even he needed the haulers carrying Power and Helio Castroneves' cars to be hit by a meteorite in order to have any real chance.

As remarkable as Power's record of near-misses was, he was hardly alone. Castroneves is now a four-time bridesmaid, although the Brazilian can at least seek solace in his three Baby Borg trophies thanks to his Indy 500 successes. But to think that Power's success broke a dry spell of IndyCar titles for Penske that stretched

back to Sam Hornish Jr in 2006 seems like some sort of defiance of natural order. Penske was in the hunt every year: second in 2013 (Castroneves), second in 2012, 2011 and 2010 (Power), third in 2009 (Briscoe), second in 2008 (Castroneves). The team's worst result during the entire period was fifth with Hornish in 2007.

So despite its position of power going into the season finale, you couldn't blame Roger Penske for being a little nervous. "Being in this position for the championship... I probably shouldn't be [sitting] up here," he said at Sonoma. "Because every year we get to this race or the last race, and we seem to kick the can down the road."

Being in contention for such an extended period is an achievement in itself, but then you consider all of the complicating factors. That timeframe covers generational changes in cars, and this year it required the team to integrate a character as headstrong as Juan Pablo Montoya into a unit that already contained two strong personalities. The potential for disruption — for chaos, even — was very real. Yet they made it work. And the team is unique in being a force in IndyCar and NASCAR simultaneously: both of its Cup drivers are in the Chase, with Brad Keselowski targeting a second title in three years.

Team president Tim Cindric brought both the NASCAR and IndyCar programmes together in the one North Carolina facility a few years ago, and Penske himself believes this has been a factor in the team's recent success, not least because it can develop engineering talent from within.

"Tim's idea to consolidate the teams under one roof back a number of years ago is paying dividends," he says. "We've got a number of

Cindric (left) made changes that were key to Penske's success



LEVITT/LAT



people that have been in NASCAR

working on IndyCar and vice versa. All of this comes together at one point, and that's at the racetrack. At the end of the day, we're excited to be where we are."

That excitement manifests itself in the way that Power, Castroneves and Montoya went about their business during 2014. It helps to consider Penske as the polar opposite to 2014-spec Mercedes in Formula 1 — whichever Merc driver wins the world championship this year will do so in spite of his team-mate; at Penske, the drivers somehow manage to compete against each other while simultaneously pushing each other along.

"The good of the team" is a well-worn cliché in most racing series, but at Penske it genuinely overrides any individual concerns. And this doesn't just apply to drivers, despite the fact that during races, Cindric and Penske are attempting to outmanoeuvre each other while calling strategies for Power and Castroneves respectively.

"We race each other every weekend," says Penske. "And we sometimes communicate on our intercom what we're going to do. I ask [Cindric], 'what do you think?' He usually tells me what he's thinking. That's something different. It's full transparency."

The belief in transparency extends to the lack of team orders; a philosophy vividly underlined by the robust battles among the trio at Pocono, and again during a hair-raising wheel-to-wheel Power-Castroneves skirmish at Fontana.

"Roger's the one that draws the line," says Castroneves. "The team orders: you can race fair, hard, as long as you don't take each other out.

It's been that way for many, many years. I don't see why it has to change."

All of this points to an extraordinary commitment to a common cause — Castroneves' late-season comment that "whether it's myself or Will or Juan Pablo [who wins the title], we want to make sure we give this to Roger because he deserves it more than anybody" was echoed by all three drivers throughout the year.

But that dedication has been a part of Penske's modus operandi during the seasons when it fell short, too. The only difference in 2014 was that Montoya came along and drank the Kool-Aid as well. It doesn't explain why, this time around, Penske as a team was able to get the job done.

According to Penske himself, Power needed to learn the lessons from the narrow defeats to acquire the tools needed to become a champion; a process that also required him to address his early-career weakness on ovals.

"No question that Will deserves this championship," he says. "He won a number of races, a lot of poles and really brought some momentum to the team. His working with Helio and bringing Juan on this year, made us that much stronger. He deserves it. He was obviously the best road-racer [in previous years]; to see him operate on the oval this year, the way he ran at Milwaukee [where he led 229 of 250 laps], showed me what he's got."

"For me and from the team perspective, it was a big win and obviously for Will it's something that he's worked hard for. I think he's got the monkey off his back now."



Penske finally got his hands on another Indy title

YOU PICK THE

This is your chance to nominate the driver you feel most worthy for consideration to win the 2014 McLaren AUTOSPORT BRDC Award. The Award aims to find Britain's most promising young driver, and 2009 Formula 1 world champion

Jenson Button is just one of the illustrious former winners of this prestigious prize. To have your say over who wins this year, just send us an email. The finalists will be announced in early October, so make sure you register your opinion.



THE PRIZE

Prizes for the 2014 McLaren AUTOSPORT BRDC Award winner include a McLaren F1 test, £100,000 and BRDC membership



E NEXT STAR!

WHO IS ELIGIBLE?

DRIVERS MUST:

- Have been 16 years old or over on June 1 2014, and under 22 years old on January 1 2014.
- Have been born in the United Kingdom and hold a British passport.
- Have competed in a single-seater championship up to and including non-FIA-spec Formula 3 and not in any higher category (eg GP3) during the current calendar year.



CATEGORIES TO CONSIDER

BRITISH FORMULA 3



BRDC FORMULA 4



FORMULA RENAULT EURO CUP



FORMULA RENAULT BARC



FORMULA RENAULT NEC/ALPS



BRITISH FORMULA FORD



POSSIBLE NOMINEES

- | | |
|--------------------------|-------------------------|
| ■ Jack AITKEN | ■ Seb MORRIS |
| ■ Alexander ALBON | ■ Raoul OWENS |
| ■ Ben BARNICOAT | ■ Will PALMER |
| ■ Sennan FIELDING | ■ Matt RAO |
| ■ Alex GILL | ■ George RUSSELL |
| ■ Jake HUGHES | ■ Harrison SCOTT |
| ■ Max MARSHALL | ■ Toby SOWERY |
| ■ Struan MOORE | ■ Ashley SUTTON |

HOW TO NOMINATE

You can only nominate by email

Email maba.nominations@autosport.com with your suggestion. The subject line should be 'nominations'.

Terms & Conditions: It only takes one nomination for a driver to be considered. Further votes are not counted. **Closing date:** midday, Friday September 26 2014.



FR3.5

Hungaroring (H)

September 13-14

Round 7/9



RESULTS

RACE 1: 22 LAPS, 59.888 MILES

| | | |
|----|------------------------|------------|
| 1 | ROBERTO MERHI (E) | 42m28.622s |
| 2 | PIERRE GASLY (F) | +29.156s |
| 3 | OLIVER ROWLAND (GB) | +29.412s |
| 4 | CARLOS SAINZ JR (E) | +33.993s |
| 5 | MATTHIEU VAXIVIERE (F) | +53.532s |
| 6 | WILL STEVENS (GB) | +1m03.230s |
| 7 | MARCO SORENSEN (DK) | +1m10.670s |
| 8 | NORMAN NATO (F) | +1m12.925s |
| 9 | ESTEBAN OCON (F) | +1m18.206s |
| 10 | JAZEMAN JAAFAR (MAL) | +1m22.232s |

Winner's average speed: 84.568mph. Fastest lap: Gasly, 1m51.549s, 87.861mph.

RACE 2: 24 LAPS, 65.333 MILES

| | | |
|----|--------------------------|-------------|
| 1 | NATO | 42m35.846ss |
| 2 | MERHI | +0.424s |
| 3 | GASLY | +2.819s |
| 4 | ROWLAND | +12.539s |
| 5 | MEINDERT VAN BUUREN (NL) | +14.193s |
| 6 | SAINZ | +16.114s |
| 7 | VAXIVIERE | +17.077s |
| 8 | JAAFAR | +21.889s |
| 9 | SORENSEN | +22.937s |
| 10 | STEVENS | +23.826s |

Winner's average speed: 92.025mph. Fastest lap: Gasly, 1m31.988s, 106.565mph.

DRIVERS' CHAMPIONSHIP

| | | | | | |
|---|---------|-----|----|------------|----|
| 1 | SAINZ | 177 | 6 | SIROTKIN | 89 |
| 2 | MERHI | 161 | 7 | NATO | 83 |
| 3 | GASLY | 136 | 8 | AMBERG | 66 |
| 4 | ROWLAND | 123 | 9 | STOCKINGER | 63 |
| 5 | STEVENS | 93 | 10 | JAAFAR | 63 |

TEAMS' CHAMPIONSHIP

| | | | | | |
|---|--------|-----|---|---------|-----|
| 1 | DAMS | 260 | 4 | ARDEN | 150 |
| 2 | FORTEC | 212 | 5 | STRAKKA | 130 |
| 3 | ZETA | 161 | 6 | LOTUS | 128 |

POINTS SYSTEM EXPLAINED 25-18-15-12-10-8-6-4-2-1 to top 10 finishers.

Gasly leads Sainz in 'Red Bull' battle



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FORIX

Merhi beat front-row men
Rowland (r) and Gasly



Merhi's momentum is starting to spook Sainz

AT THE START OF THIS YEAR THE THOUGHT OF Roberto Merhi only being 16 points behind Carlos Sainz Jr in the Formula Renault 3.5 championship seemed about as likely as the chances of Merhi being the first of the two Spaniards to get an outing in a Formula 1 car in 2014. Yet here we are: after a two-month summer break during which Sainz's F1 dreams were dealt a body blow as Red Bull chose to give Max Verstappen a Toro Rosso race seat for next year, Merhi returned from his F1 outing at Monza with Caterham and took another huge chunk out of his countryman's points lead.

Merhi's run of form over the past three weekends – during each of which he has taken a race victory – is becoming too consistent to simply be fluke. And in case there were people still doubting the legitimacy of his form, a winning margin of nearly half a minute in race one at the Hungaroring was a good way to shut them up.

Merhi is riding the crest of a wave at the moment, and he knows the tide has turned. He's gone from "just taking one race at a time" and not thinking about the championship, to getting back into the title-chasing mentality that he last called upon when he won the 2011 F3 Euro Series crown.

"There's 100 points still available and I am only 16 behind," he said in the aftermath of the weekend, not that he's been counting, of course. "I didn't expect this at the start of the year. It's good, very good. Let's see what we can do."

Merhi's performance in the wet on Saturday left his rivals open-mouthed. His aggression and confidence to manhandle his Zeta Corse car when the track was at its wettest in the early laps set him apart, and it appeared to generate crucial tyre temperature in this year's new, harder-compound Michelin wets. Once polesitter Oliver Rowland slithered off the road at Turn 1 and Merhi took the lead, it was the last his chasers would see of him.

A double seemed to be on the cards when he beat Sainz in a shootout for pole for race two on a drying track, but neither of the title protagonists had banked on Sainz's team-mate Norman Nato passing them both around the outside into Turn 1, with shades of Felipe Massa's similar move in the 2008 Hungarian GP. Merhi fought frantically to

get past in the early laps and after a safety car period, but a couple of heavy lock-ups left him nursing a flat-spotted right-front tyre. As Sainz slipped down the order after his anti-stall kicked in at Turn 1 and a brake problem hindered him throughout, Nato did his team-mate a favour by costing Merhi seven extra points.

"People said the championship was already mine before the break and I said it wasn't done," a dejected Sainz said afterwards. "There is a lot of talent in this series and we have much to fight for."

After Merhi, the star of the weekend was Red Bull junior Pierre Gasly. The 2013 Formula Renault Eurocup champion closed a gap of 13 seconds in 10 laps to steal second place from Rowland at the end of race one on a drying track, and on Sunday he picked off Sainz and Rowland before hunting down the leaders until his tyres cried enough. His and Rowland's performances prompted Sainz to declare this a four-way fight for the championship – he knows he can't afford only to focus on Merhi.

Sainz's Saturday hadn't been great either. After aborting a qualifying lap when he made a mistake he was left 14th as the red flags came out before he could complete another flyer. He recovered to fourth – doing most of the work on the first lap – and declared he "would have paid a lot of money" for that result after qualifying.

But as he trudged out of the circuit on Sunday, acknowledging that Nato had done him a favour by beating Merhi, the championship leader shrugged: "Roberto is coming for us."

Nato prevented Merhi double to help Sainz



IN THE PADDOCK

GLENN FREEMAN
ONLINE EDITOR
@glenn_autosport



ASK ROBERTO MERHI'S RIVALS where he's found his mid-season form and they say it must be something in the car. Ask those drivers' team bosses and they say he's just driving better.

As a driver who wears his heart on his sleeve in and out of the car, Merhi needs the right environment to thrive. He certainly didn't have that as a bit-part player in Mercedes' DTM line-up for the past two years, but in Zeta Corse he appears to have found a team that is prepared to build itself around him – that hangs on his every word and tries to give him whatever he wants. He certainly didn't land the drive because he is awash with cash, but he has repaid the faith the Russian-owned team showed in him despite his two years spent away from the single-seater ranks.

"Sometimes in a team you say something and they don't care," says Merhi. "But this team listens to me and what I want."

Merhi has been on a roll, winning at Moscow Raceway, the Nurburgring and the Hungaroring. But his and Zeta's real test is next time out at Paul Ricard. Carlos Sainz Jr raced for the team last year and he knows how much better its cars were on twisty tracks than the faster ones. If Merhi is on the pace in France, then he really has taken Zeta to the next level.

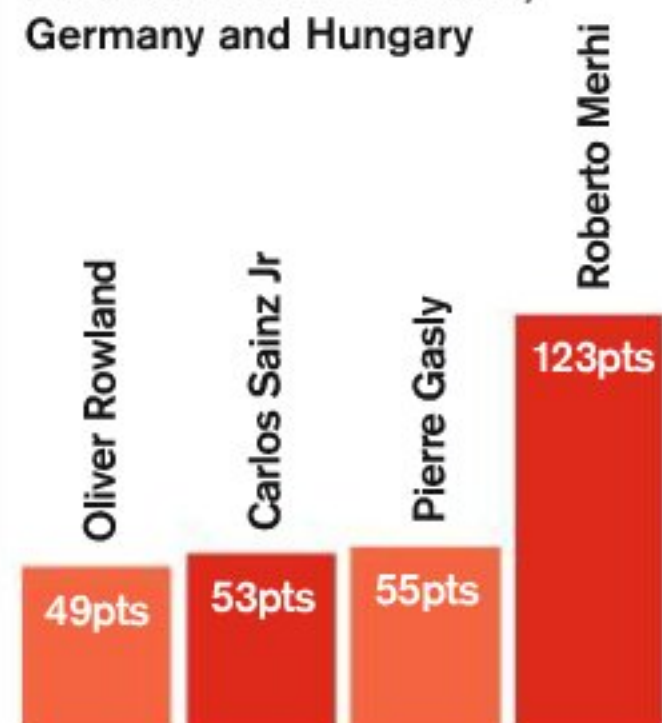
Ricard will be big test for Merhi and Zeta



DUTCH PHOTO AGENCY/LAT

POINTS RACE

Here's how the title contenders have scored over the past three race weekends in Russia, Germany and Hungary



FORMULA RENAULT EURO CUP
SEPTEMBER 13-14 RD 5/7

De Vries gets a let-off as Aitken joins winners' list

JACK AITKEN TOOK HIS MAIDEN

Formula Renault Eurocup victory at the Hungaroring, leading the weekend's second race from start to finish ahead of the again-impressive interloper Charles Leclerc.

Aitken, runner-up to Matt Parry in last year's Formula Renault NEC series, sustained race-long pressure from FR ALPS frontrunner Leclerc, who bagged two podiums in just his third weekend as a guest driver in the Eurocup.

"We had a bit of a poor start to the season, but we've really started picking up in the past couple of rounds," said Aitken. "Now we've got a win, hopefully we can keep on going for the rest of the season and have a strong finish."

Leclerc had also chased home the race winner the day before ("I'm getting bored of



Aitken broke his duck in race two

second"), as Andrea Pizzitola led throughout Saturday's affair. With points leader Nyck de Vries on his tail Leclerc could never quite turn his attention fully to attacking Pizzitola.

De Vries had – by his 2014 standards – an indifferent weekend, following up his third place with a seventh in race two. His race unravelled when he lunged the fiercely defensive Gustav Malja for fourth towards the end of lap seven following a restart. Both cars ran off track, and De Vries lost two more places as a result.

However, as has proved the case for much of the season, De Vries's title chasers lacked the consistency to pressure the

McLaren man. Pizzitola followed up his win by qualifying on the ninth row for race two, while Dennis Olsen and Bruno Bonifacio were not factors at the front all weekend.

RESULTS

Race 1 1 Andrea Pizzitola, 16 laps in 27m54.441s; 2 Charles Leclerc, +1.029s; 3 Nyck de Vries; 4 Hans Villemi; 5 Gustav Malja; 6 Ignazio D'Agosto. **Race 2** 1 Jack Aitken, 15 laps in 27m55.150s; 2 Leclerc, +0.573s; 3 D'Agosto; 4 Malja; 5 Matt Parry; 6 Alex Albon. **Points** 1 de Vries, 154; 2 Dennis Olsen, 108; 3 Pizzitola, 94; 4 Albon, 78; 5 Bruno Bonifacio, 76; 6 D'Agosto, 61.



Sainz Jr (left) is focused on F1 despite setback

Sainz looking to open F1 doors

CARLOS SAINZ JR BELIEVES he can use the end of the Formula Renault 3.5 season to "open doors" in Formula 1 following Red Bull's decision to promote Max Verstappen to a race drive with Toro Rosso for next year.

Sainz, who is aiming to become the youngest FR3.5 champion and the first Red Bull junior to seal the title, had been favourite to replace Jean-Eric Vergne in F1 in 2015, but

he lost out to Red Bull's newest recruit Verstappen in the summer.

"My focus is to win the title," Sainz told AUTOSPORT. "If I want another door to open, I can do that by winning here."

"My only target is to be in F1 next year. Even if Red Bull's decision is not to my liking, I have to be very grateful for everything they have done for me. Without them I wouldn't be here fighting for this title."

Renault investigating brakes

RENAULT SPORT STILL PLANS TO introduce new brakes into Formula Renault 3.5, as problems encountered by some teams with new parts during practice at the Hungaroring are investigated.

Every team switched to new 'long-life' brakes aimed at achieving cost-saving, but despite Renault "validating" them with two teams during winter testing, several drivers were unable to get the new discs up to temperature.

Following a difficult day of practice on Friday – described by Renault's motorsport technical manager Christophe Chapelain as "a nightmare" – teams were instructed to switch back to the previous brakes and a 15-minute shakedown session was held on Saturday morning.

"It seems that perhaps it was the wrong batch," Chapelain told AUTOSPORT. "We are going to the manufacturer this week, and we still hope to use them."

GRID EXPANDING

The FR3.5 grid reached a 2014 high of 23 cars last weekend, with only ISR continuing to run just a single-car entry.

FRIDAY CONFUSION

Oliver Rowland and Pierre Gasly had their best times from Friday practice deleted due to confusion over yellow and red flags coming out at the end of the session. Both drivers set their times around the same time that the session was stopped in the closing moments, but officials decided no further action was required.

QUALITY RULE TWEAKED

Changeable conditions in both qualifying sessions last weekend meant that several drivers fell foul of the 107 per cent rule last weekend, but every driver was given permission to race.

OCON IN DEBUT SCORE

Formula 3 European championship leader Esteban Ocon scored points on his FR3.5 debut with Comtec on Saturday. However, the Frenchman (below) missed race two after crashing in qualifying on Sunday morning, damaging his car's gearbox.



DTM**Lausitzring (D)****September 14****Round 8/10****RESULTS**

52 LAPS, 112.378 MILES

| | | |
|-----------|---|-----------------------|
| 1 | PASCAL WEHRLEIN (D) | 1h15m47.314s |
| | HWA Mercedes C-coupe; Qualifying: 1st-1m17.547s | |
| 2 | CHRISTIAN VIETORIS (D) | +15.418s |
| | HWA Mercedes C-coupe; Qualifying: 11th-1m18.202s | |
| 3 | TIMO SCHEIDER (D) | +15.681s |
| | Team Phoenix Audi RS5; Qualifying: 4th-1m17.761s | |
| 4 | DANIEL JUNCADILLA (E) | +18.024s |
| | RSC Mücke Mercedes C-coupe; Qualifying: 5th-1m17.779s | |
| 5 | ROBERT WICKENS (CDN) | +32.677s |
| | HWA Mercedes C-coupe; Qualifying: 12th-1m18.250s | |
| 6 | MARCO WITTMANN (D) | +48.435s |
| | RMG BMW M4; Qualifying: 7th-1m18.143s | |
| 7 | AUGUSTO FARFUS (BR) | +1m02.380s |
| | RBM BMW M4; Qualifying: 15th-1m18.343s | |
| 8 | MARTIN TOMCZYK (D) | +1m07.705s |
| | Schnitzer Motorsport BMW M4; Qualifying: 21st-1m18.629s | |
| 9 | MIGUEL MOLINA (E) | +1m08.719s |
| | Abt Sportsline Audi RS5; Qualifying: 6th-1m17.786s | |
| 10 | MIKE ROCKENFELLER (D) | +1m13.480s |
| | Team Phoenix Audi RS5; Qualifying: 10th-1m18.150s | |
| 11 | JOEY HAND (USA) | +1m14.734s |
| | RBM BMW M4; Qualifying: 23rd-no time | |
| 12 | VITALY PETROV (RUS) | +1m19.199s |
| | RSC Mücke Mercedes C-coupe; Qualifying: 14th-1m18.314s | |
| 13 | GARY PAFFETT (GB) | -1 lap |
| | HWA Mercedes C-coupe; Qualifying: 8th-1m18.291s | |
| 14 | MAXIME MARTIN (B) | -1 lap |
| | RMG BMW M4; Qualifying: 16th-1m18.375s | |
| 15 | BRUNO SPENGLER (CDN) | -2 laps |
| | Schnitzer Motorsport BMW M4; Qualifying: 17th-1m18.416s | |
| 16 | EDOARDO MORTARA (I) | -2 laps |
| | Abt Sportsline Audi RS5; Qualifying: 13th-1m18.299s | |
| 17 | JAMIE GREEN (GB) | 48 laps-engine |
| | Team Rosberg Audi RS5; Qualifying: 3rd-1m17.715s | |
| 18 | ADRIEN TAMBAY (F) | 41 laps-suspension |
| | Abt Sportsline Audi RS5; Qualifying: 18th-1m18.467s | |
| R | PAUL DI RESTA (GB) | 38 laps-suspension |
| | HWA Mercedes C-coupe; Qualifying: 22nd-1m18.699s | |
| R | MATTIAS EKSTROM (S) | 26 laps-loose wheel |
| | Abt Sportsline Audi RS5; Qualifying: 2nd-1m17.604s | |
| R | TIMO GLOCK (D) | 19 laps-bent steering |
| | MTEK BMW M4; Qualifying: 9th-1m18.141s | |
| R | NICO MULLER (CH) | 14 laps-transmission |
| | Team Rosberg Audi RS5; Qualifying: 20th-1m18.591s | |
| R | ANTONIO FELIX DA COSTA (P) | 6 laps-accident |
| | MTEK BMW M4; Qualifying: 19th-1m18.491s | |

Winner's average speed: 88.967mph. Fastest lap: Scheider, 1m19.782s, 97.517mph.

DRIVERS' CHAMPIONSHIP

| | | | | | |
|----------|---------------------|------------|-----------|-----------------|-----------|
| 1 | WITTMANN | 128 | 6 | SPENGLER | 42 |
| 2 | VIETORIS | 59 | 7 | WEHRLEIN | 40 |
| 3 | EKSTROM | 56 | 8 | MARTIN | 39 |
| 4 | MORTARA | 56 | 9 | FARFUS | 39 |
| 5 | ROCKENFELLER | 54 | 10 | WICKENS | 37 |

MANUFACTURERS' CHAMPIONSHIP

| | | | | | |
|----------|-------------|------------|----------|-----------------|------------|
| 1 | BMW | 320 | 3 | MERCEDES | 186 |
| 2 | AUDI | 302 | | | |

POINTS SYSTEM EXPLAINED:

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

**Wittmann sealed the title with sixth place****FOR IN-DEPTH RESULTS**
forix.autosport.com**FORIX****Wehrlein got to the first corner first and stayed there**

Wehrlein and Wittmann: sophomore superstars

THE TERM 'SECOND SEASON SYNDROME' MAY TAKE on a whole new meaning following the DTM's latest visit to the Lausitzring.

For two sophomore drivers it was a stunning weekend in the far east of Germany. Pascal Wehrlein, in his second season as a Mercedes DTM driver, led essentially every lap on his way to becoming the category's youngest-ever winner. And Marco Wittmann, also in just his second season as a full-time driver, wrapped up his first title, and BMW's second in three years, with yet another impressively mature drive.

The weekend got off to a rather strange start. Low cloud grounded the medical helicopter for much of the day, which in turn led to the two hours of practice time being cut down to one 15-minute session, on a damp-but-drying circuit, just 45 minutes before qualifying.

As it turned out, the rushed 30-minute turnaround between free practice and qualifying proved crucial to Wehrlein's successful weekend. Having not been happy with the car's out-of-the-box set-up, Wehrlein and his crew went heavy on the changes. And it worked.

As soon as qualifying started, Wehrlein knew he was on to something. He cruised into Q3 with the third quickest time, before storming to pole with a committed lap on a dry, but very narrow line.

It was the same story on Sunday. The mixed conditions weren't a problem for Wehrlein simply because he was so comfortable in the car — which showed in the opening laps as he pulled away from the field at around a second a lap. With 10 laps gone and an 11-second lead, the race was won. From there he could let others take the risks switching to slicks, manage the gap to the rest, and ultimately cruise to his first DTM win in dominant fashion.

"I wasn't happy with the car after practice," he said. "We improved in the 30 minutes before qualifying, and the mechanics and engineers got it right. I was able to control the race. It was a perfect day and a perfect weekend."

Wehrlein also had the cover of having a team-mate playing rear gunner, with Christian Vietoris making it a Mercedes one-two with second. Vietoris book-ended the race with some great driving; at the start, he mastered the damp

**Vietoris (r) fought off Scheider for second**

conditions to storm from 11th on the grid to second place inside five laps. Then, while under extreme pressure from Audi's Timo Scheider in the closing laps, Vietoris brilliantly defended his position by squeezing Scheider wide on the run into turn one, putting the veteran out of position and ensuring the faster Audi would have to settle for third.

Behind the battle for the race there was the battle for the title, with Mattias Ekstrom and Edoardo Mortara needing to pull off something special to keep the fight alive. Unfortunately for them, by the end of lap one it was abundantly clear it wasn't going to happen — Ekstrom fluffed his front-row start and was immediately punted into the midfield, while Mortara, seemingly in a fit of desperation, gambled on slick tyres, a poor decision that meant he was essentially never in the race.

Audi put a cherry on top of its mistake-ridden afternoon when the crew failed to get Ekstrom's front-left on properly during his stop for slick tyres, taking the Swede out of the race. And with that, Wittmann became the 2014 DTM champion. That he went on to finish seventh, once again best of the BMWs, was just a bonus.

"First of all, this is really, really amazing," he said. "I need to find words for it. Today was a tough race, there were some pretty tricky conditions out there. I just tried to be calm, avoid contact in the fights, and at the end it worked out."

"To achieve this is something really special for me. I'm proud of it, and proud of my team. All the thanks to BMW for that."

IN THE Paddock

ANDREW VAN LEEUWEN
DTM CONTRIBUTOR
@av1melbourne



MAYBE THE DTM ISN'T MAKING THE most of its annual visit to the Lausitzring.

Since the IndyCar days the full oval has essentially lay dormant, which is a shame given the obvious investment that went into the project.

So why not bring it back to life and have a proper DTM race on the full oval?

Of course, I realise it's not as simple as just shifting the traffic cones out of the way and going racing. The barriers and catch fencing might need a bit of an update, and the (thousands of) seats at

the far end of the track might need to be hit with the high-pressure washer, but it's surely not unfeasible that it could become a functioning race track again.

One stumbling block could be safety; back in 2003 the DTM tried to use the first turn of the oval, which led to Laurent Aiello and Christian Abt having rather large shunts thanks to tyre failures. OK, but surely 11 years later the technology has progressed to a point where that can be avoided. The harder-compound Hankook is essentially indestructible anyway, so the solution could be as simple as dumping the softer, option-tyre requirement for the weekend.

As for the cars, they may not be built for racing on ovals, but they weren't built for racing around a football stadium either – and the series was willing to give that a go.



DTM uses infield track, but why not the banked oval?

I make this argument with tongue firmly in cheek, and I know it's unlikely it will ever happen, but it's something that could/should be considered.

There's already something weirdly wonderful about the Lausitzring. Using the full oval could make it even weirder and more wonderful.



Green got caught in plenty of incidents

Green admits: I'm over-driving

JAMIE GREEN HAD AN ACTION-packed race at the Lausitzring, the Audi driver spinning twice, running wide once, serving a drive-through penalty for turning Martin Tomczyk around, and then still nearly finishing in the points, thwarted only by an engine problem late in the race.

Afterwards, the Briton put it down to over-driving.

"There were too many mistakes," he said.

"I've not had this many dramas in three years, let alone one season. This year I've had so many incidents and stuff going on, it's not usual. I'm maybe a little too eager to win, and I'm making mistakes because of it.

"I could have easily finished top three [at Lausitzring]. There is some speed there, I just need a clean race. That was my target here and I got the complete opposite."

New C-coupe for Zandvoort

MERCEDES WILL DEBUT ONE new-spec car at the penultimate round of the season at Zandvoort, and more may follow at the season finale at Hockenheim.

Following an extended period of development as a result of a troubled start to the season, Mercedes now has one updated C-coupe ready to hit the track. Predictably, Mercedes DTM boss Wolfgang Schattling isn't giving much away about the new car, refusing even to reveal who will be first to race it.

"We can't tell, because we actually haven't decided yet," he said at Lausitzring. "And I can't guarantee

that [there will be more new cars at Hockenheim]. It depends on how fast the car is, and how fast we can duplicate the parts."

Schattling did, however, reveal that Mercedes is looking to return to having eight cars on the grid in 2015, and left the door open for a third team to join HWA and Mücke should an eighth car be fielded.

"The target is to have eight cars. We are obliged to have eight cars," he said. "We are evaluating our opportunities and options. It will be done after the season is over. I can't say, not because I don't want to say, but it is too early."



Merc: one-two at Lausitz but its new car is ready

Juncadella rues drive-through

DANIEL JUNCADILLA WAS HAPPY, but not ultimately satisfied with his fourth place at the Lausitzring, despite it being his equal-best finish in the DTM (with Norisring '13), and his second top 10 in a row.

The Spaniard was on for third place, before being forced to serve a drive-through penalty for not respecting yellow flags. DTM drivers are required to drop two seconds during a lap with yellow flags, something Juncadella says was impossible to do on a



Juncadella was on for third place

drying circuit that was picking up speed.

"I'm happy because it's my best ever result, but it was a different to last time," the Spaniard said.

"Today we were one of the strongest, and when you have ridiculous rules, it's a shame to lose a podium."

Q1 AND Q2 JOINED

Qualifying had a different look to it at the Lausitzring; when Joey Hand spun and sparked a red flag in Q1, the race director made the decision to combine Q1 and Q2 into one 20-minute session, with the top eight going into Q3 as usual.

DI RESTA'S CHARGE

Paul di Resta almost pulled off a fantastic comeback drive at the Lausitzring. The Scot qualified just 22nd after making a mistake in the first part of qualifying, but drove brilliantly to run as high as sixth late on. A broken suspension component forced him to retire before the finish.

BOOST FOR PETROV

Vitaly Petrov had by far his best weekend in the DTM. The Mercedes driver qualified 14th, comfortably a personal best, before he went on to finish 12th in the race, another personal high point.

TOMCZYK'S TRIALS

Martin Tomczyk had a yo-yo of a race. The BMW driver started dead-last after receiving a penalty for impeding during qualifying, and was then turned around twice in the race, first by Bruno Spengler, and later by Jamie Green. He still went on to finish in the points with eighth place.

M-TEK'S MISERY

It was a tough day for the M-TEK BMW drivers. Antonio Felix da Costa's race ended early (below) when he was tipped off by Adrien Tambay, while Timo Glock retired a few laps later with bent steering after battling with Mike Rockenfeller.



Tonight we celebrate, tomorrow we concentrate



Jens Marquardt's little reminder that the title is over, but the season is not.

Formula E

Beijing (PRC)

September 13

Round 1/10



RESULTS

25 LAPS, 53.640 MILES

| | | |
|-----------|---|------------------------|
| 1 | LUCAS DI GRASSI (BR) | 52m23.413s |
| | Audi Sport Abt; Grid: 2nd-1m42.306s | |
| 2 | FRANCK MONTAGNY (F) | +2.867s |
| | Andretti Autosport; Grid: 8th-1m42.530s | |
| 3 | SAM BIRD (GB) | +6.559s |
| | Virgin Racing; Grid: 11th-1m42.918s | |
| 4 | CHARLES PIC (F) | +19.301s |
| | Andretti Autosport; Grid: 7th-1m42.726s | |
| 5 | KARUN CHANDHOK (IND) | +23.952s |
| | Mahindra Racing (Carlin); Grid: 4th-1m42.461s | |
| 6 | JEROME D'AMBROSIO (B) | +31.664s |
| | Dragon Racing; Grid: 12th-1m44.056s | |
| 7 | ORIOLE SERVA (E) | +41.968s |
| | Dragon Racing; Grid: 10th-1m42.847s | |
| 8 | NELSON PIQUET JR (BR) | +43.896s |
| | China Racing (Campos); Grid: 9th-1m42.785s | |
| 9 | STEPHANE SARRAZIN (F) | +43.975s |
| | Venturi (Signature); Grid: 19th-no time | |
| 10 | DANIEL ABT (D) | +1m02.507s* |
| | Audi Sport Abt; Grid: 3rd-1m42.454s | |
| 11 | JAIME ALGUERSUARI (E) | +2m00.613s* |
| | Virgin Racing; Grid: 6th-1m42.683s | |
| 12 | NICOLAS PROST (F) | 24 laps-accident |
| | Team e.dams Renault; Grid: 1st-1m42.200s | |
| 13 | NICK HEIDFELD (D) | 24 laps-accident |
| | Venturi (Signature); Grid: 5th-1m42.579s | |
| 14 | MICHELA CERRUTI (I) | -1 lap |
| | Trulli (Super Nova); Grid: 16th-1m46.170s | |
| 15 | KATHERINE LEGGE (GB) | -1 lap* |
| | Amlin Aguri; Grid: 14th-1m45.369s | |
| 16 | HO-PIN TUNG (PRC) | -2 laps |
| | China Racing (Campos); Grid: 17th-1m45.282s** | |
| R | TAKUMA SATO (J) | 21 laps-power fault |
| | Amlin Aguri; Grid: 13th-1m44.129s | |
| R | SEBASTIEN BUEMI (CH) | 14 laps-gearbox |
| | Team e.dams Renault; Grid: 18th-1m42.746s | |
| R | JARNO TRULLI (I) | 2 laps-gearbox |
| | Trulli (Super Nova); Grid: 20th-no time | |
| R | BRUNO SENNA (BR) | 0 laps-accident damage |
| | Mahindra Racing (Carlin); Grid: 15th-no time | |

Winner's average speed: 61.431mph. Fastest lap: Sato, 1m45.101s, 73.492mph.
All drivers in Spark-Renault SRT_01E. * - 57s time penalty; ** - started from pit lane.

DRIVERS' CHAMPIONSHIP

| | | | | | |
|----------|------------------|-----------|-----------|-------------------|----------|
| 1 | DI GRASSI | 25 | 6 | D'AMBROSIO | 8 |
| 2 | MONTAGNY | 18 | 7 | SERVA | 6 |
| 3 | BIRD | 15 | 8 | PIQUET | 4 |
| 4 | PIC | 12 | 9 | PROST | 3 |
| 5 | CHANDHOK | 10 | 10 | SARRAZIN | 2 |

TEAMS

| | | | | | |
|----------|---------------------------|-----------|----------|------------------------|-----------|
| 1 | ANDRETTI AUTOSPORT | 30 | 4 | DRAGON RACING | 14 |
| 2 | AUDI SPORT ABT | 26 | 5 | MAHINDRA RACING | 10 |
| 3 | VIRGIN RACING | 15 | 6 | CHINA RACING | 4 |

POINTS SYSTEM EXPLAINED

25-18-15-12-10-8-6-4-2-1 to top 10 finishers. Three points for pole position.
Two points for fastest lap.



Electric fizz
for di Grassi

FOR IN-DEPTH RESULTS
forix.autosport.com



Street race packs electrifying finish

Lucas di Grassi was on hand to pick up the spoils in a dramatic inaugural Formula E race after Nicolas Prost gave Nick Heidfeld an electric shock. By **GARY WATKINS**



THE INAUGURAL FORMULA E CHAMPIONSHIP race will be remembered for the controversial last-corner incident that sent Nick Heidfeld somersaulting into the barriers and allowed Lucas di Grassi to sneak through to claim an unexpected victory. Which is exactly why the first event of the all-electric series in Beijing last weekend should be regarded as a big success.

Talk after round one of the 2014/15 Formula E series around the 2.146-mile Olympic Park street circuit was not of electric power trains, batteries and limited speeds of the cars, but of an exciting, entertaining and controversial motor race. The Beijing ePrix really could have been the first round of any one-make single-seater series. And that meant the Spark-Renault SRT_01E, and all the technology packed into it, did its job in delivering entertaining zero-emissions motorsport to a city-centre location.

The 25 laps around the Beijing circuit, a series of 90-degree turns punctuated by no fewer than four chicanes, made for a decent motor race that came to a dramatic climax. Polewinner and long-time leader Nicolas Prost, whose pair of e.dams Spark-Renaults had been at the front for all but one lap during the mandatory pitstops to swap cars, was coming under increased pressure from Venturi driver Nick Heidfeld.

"I was trying to make savings, so we were OK on energy at the end," explained Prost, who had been as much as 3.8 seconds ahead of his Rebellion Racing team-mate from the World Endurance

Championship. He was all too aware that the Formula E regulations allow only 28kW/h of energy to be used per car, and there are draconian penalties for going over that limit.

The two friends — that was what they both insisted after the event — were together for the final four laps before Heidfeld got a better run out of the penultimate corner on the last lap and was edging alongside as they approached the braking zone for the ultra-tight final turn. What happened next truly put Formula E on the map.

Prost jinked to his left, straight into the path of his rival, who careered straight on, clipped the kerb on the inside of the left-hander and somersaulted into the debris fencing. Prost's steering was damaged and he too was unable to make the corner, allowing di Grassi to make a little bit of history as Formula E's first race winner.

Heidfeld was quickly out of the car and remonstrating with Prost. The German wasn't very



Heidfeld goes for
inside of Prost...



Di Grassi leads from team-mate Abt

happy about the actions of his WEC team-mate.

"I had been saving power and got a really good run out of the second to last corner," he explained. "I was better on braking for the last corner and he braked early anyway."

"I was next to him and he moved over on me. That is clear, but he is a friend of mine, so I know he didn't do it on purpose."

Prost reckoned he was the aggrieved party in the immediate aftermath of the incident. He claimed that Heidfeld had "divebombed" him. The Frenchman later changed his tune, however, saying on Twitter that "I understand I am responsible".

Heidfeld had qualified sixth in his Signature-run Venturi entry, but moved up one position when Andretti Autosport driver Franck Montagny received a three-place grid penalty for a pitlane infringement. The Venturi driver made up one place at the start at the expense of Mahindra's Karun Chandhok and was still running in fourth

position when the pitstop sequence began.

Heidfeld, like Prost, di Grassi and Daniel Abt ahead of him, stopped to change cars at the end of lap 13, just after the timing system temporarily went down. That made judging the minimum 1m47s allowed from pit-in to pit-out difficult to judge and certainly played a role in Heidfeld leapfrogging the two Abt entries.

"We did a small mistake on strategy and lost in the pits," said Audi sportscar star di Grassi. "We were a bit too conservative."

"But to win the race is like a dream come true and I'm extremely happy to be the first-ever winner of a Formula E race. I was lucky to be in the right place at the right time."

Montagny ended up second after Heidfeld and Prost came together, but most importantly he proved that you can overtake in a Formula E car on what was a pretty tight circuit with even tighter chicanes.



...but Prost moves over towards him...



...sending the German over a kerb and into a roll...



Bird, leading Chandhok, got podium post-race

DUNBAR/LAT

The Frenchman made a place at the second corner at the expense of team-mate Charles Pic. He moved into the top six when he jumped Virgin driver Jaime Alguersuari straight after an early-race safety car period and then overtook Chandhok as the pitstops approached. Fifth turned into fourth after changing cars, which in turn became second thanks to the last-corner shenanigans.

Abt crossed the line third just ahead of Sam Bird's Virgin entry, a battle that gave a taste of the tactical battles that lay ahead for Formula E. The Briton had only qualified 11th, but had gone into off-throttle power-save mode as soon as possible. That allowed him to go a lap longer in his first car than the frontrunners, and gave him more energy in his second car for the run to the flag.

That ultimately proved crucial in the battle for the final podium spot. Abt went just over the 28kW/h allowed and was penalised 57 seconds, dropping to 10th.

Pic claimed fourth in the second Andretti entry from Chandhok, who had lost power with an overheating battery in the closing laps. This was a rare problem for the Spark-Renault's McLaren-Williams powertrain last weekend, but there was a slightly more worrying problem for the car.

The casing of the Hewland gearbox proved fragile in the event of a car swiping a barrier. So much so that Formula E ran out of spares ahead of the race. Sebastien Buemi lost out in a lottery for a fresh one and had to retire after his first stint. Jarno Trulli faced the same prospect, although gear-selection problems meant he didn't even get off the line.

The much vaunted FanBoost system, under which three drivers are given extra power during the race on the basis of a public vote via social media, wasn't a factor in China. Race winner di Grassi was one of the three recipients, but didn't use his extra 30kW for five seconds because of a glitch measuring the amount of energy his cars had used.

Bruno Senna was another recipient, but he was out of the race after breaking his suspension on the kerbs at the second corner, while the final FanBoosted driver, Katherine Legge, didn't really feature on the way to 15th in her Amlin Aguri entry.

FanBoost will have a role to play in spicing up the racing in Formula E. But on the evidence of Beijing last weekend, it looks like it will be only adding the icing. ►



...and a remonstration with unmoved Prost (left)

PICTURES COURTESY OF FORMULA E

IN THE PADDOCK



Beijing crowd: what did they make of lack of noise?

SBLOXHAM/LAT

GARY WATKINS
SPORTSCAR
CONTRIBUTOR
@gazzasportscars



A TRIP OUT ON CIRCUIT DURING practice last Saturday was a bit of a disappointment. I have to confess that watching the Formula E Spark-Renaults out on their own wasn't the spectacle I'd been hoping for.

The fact that Beijing's Olympic Park Circuit, like so many street tracks, isn't a great venue at which to spectate probably had something to do with it. But so too did

the lack of performance from the new one-make electric racers.

The performance of the Spark-Renault, it has been said before, is somewhere around the level of an EcoBoost Formula Ford, and I'm pretty sure that a lone Formula Ford of any type wouldn't have made for much of an impression on the same circuit. But then there are lots of tracks at which Formula Fords aren't great to watch until you put a closely matched pack of them together and then retreat to a safe distance.

The same can be said for a grid of Formula E single-seaters, as I found out during the race. The inaugural race of the world's first all-electric single-seater championship was a pretty exciting affair

even before the last-corner accident that made headlines around the world.

But here's a caveat. As a journalist, I was hunkered away in a press room without a view of the circuit, as is so often the case these days. The racing provided a decent spectacle on TV, but I was immune from one fact that had detracted from my enjoyment when I'd been trackside in the morning.

Formula E cars, of course, don't make much in the way of noise, which has always been part of the appeal of motor racing to me. I enjoyed everything about the Beijing event, but one question remains in the back of my mind: would I, as the motorsport fan that I am first and foremost, pay money to go and watch a race?



BMW KEEPS EYE ON E

BMW has admitted that its deal to supply electric course vehicles for the Formula E Championship is a statement of its interest in the new category. A spokesman for BMW Motorsport present in Beijing said that its deal as 'official vehicle partner' would allow the German manufacturer "to have a closer look behind the scenes". BMW is supplying a low-emissions hybrid i8 as the safety car and two fully electric i3s for use as the medical car and a course vehicle.

BID 'EXCEL-ERATES'

The ExCeL centre has been described as "a real option" for London's Formula E round by Alejandro Agag in the wake of AUTOSPORT exclusively revealing the East London venue's bid for a race last week. "At the moment we are working on Battersea, but they are both great venues and could put on a fantastic race in London," he said. Agag revealed that he expected a final decision on the Battersea race in October, whereas Wandsworth Borough Council has stated that it does not expect to give the plans the go-ahead until the end of November.

DI GRASSI LONDON TEST

Formula E has revealed that Lucas di Grassi was the driver of the test car that ran on the roadways within Battersea Park in August. The test was to assess the suitability of the park, especially some of its heavily crowned roads, for the London round scheduled for next June.

WORLD STATUS CHANCE

Agag has not ruled out a bid for world championship status in the future. "There is a condition of a world championship to have a certain number of manufacturers; you cannot be a world championship as a one-make series," he said. "We hope to attract manufacturers, meet the conditions and hopefully the FIA will grant us world championship status."

MIAMI THRICE

The track layout of the Miami round scheduled for March 14 will be the third circuit in the Florida city to incorporate a section of Biscayne Boulevard. The Formula E track, which will include a loop around the American Airlines Arena (home of the Miami Heat basketball side), follows on from the Bayfront Park IMSA track of 1983-93 and the Bicentennial Park circuit used for Champ Car and the American Le Mans Series in 2002-03.

42

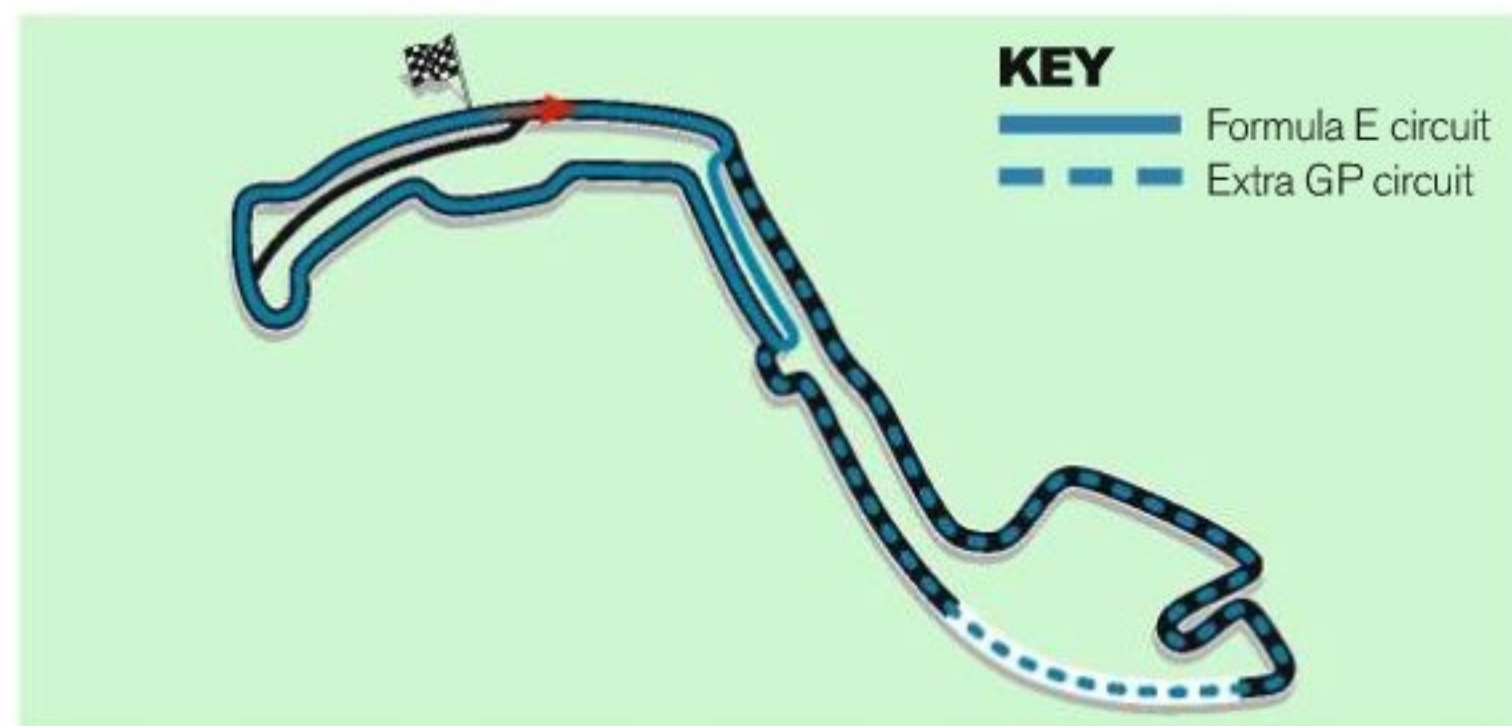
Monaco track plan unveiled

THE MONACO ROUND OF THE Formula E Championship is set to take place on a circuit that will run in both directions on the harbour front.

Series boss Alejandro Agag has revealed plans for a circuit that will turn sharp right after the start-finish straight at Ste Devote and then run parallel to and in the opposite direction of the grand prix circuit towards the tunnel. A hairpin at the chicane will then bring the Formula E cars back onto the F1 track to complete their lap.

"It is going to be a very good layout, about two kilometres [1.2 miles]," said Agag.

Should this layout not prove



workable, it is understood that Formula E would race on a circuit measuring less than a mile incorporating the start-finish straight, the new righthander at Ste Devote, the swimming pool section and Rascasse.

Agag has also revealed that a race in French capital Paris is a strong

possibility for season two of the series, when Monaco is set to disappear from the calendar because its date will be taken by the biennial Historic Grand Prix in Monte Carlo.

The Paris race, the location of which has yet to be disclosed, would be the season opener.

Tenth race could be European double-header



Agag: juggling his calendar

AN ADDITIONAL RACE AT ONE OF the final Formula E events in Europe could bring the inaugural series back to its original schedule of 10 rounds.

Alejandro Agag revealed in Beijing that plans to replace the cancelled Rio de Janeiro race, previously scheduled for Hong Kong, have been abandoned and that he is now considering turning one of the European races into a

two-day double-header meeting.

"I can confirm that we will not go to a 10th city, so we have two options: we can stay with nine races, which for the first year is perfectly OK; or we can make one of the final three races a double-header, so one race on Saturday and one on Sunday," he explained.

"It is not confirmed, but we are discussing it with the FIA."



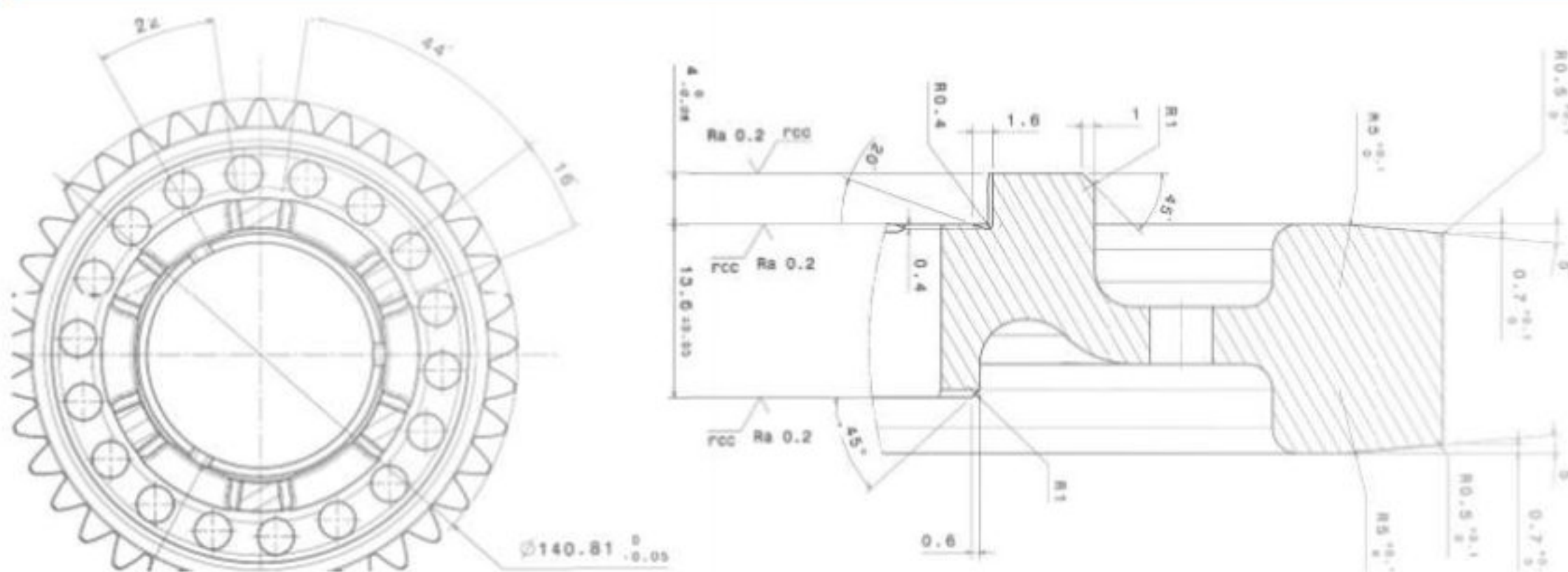
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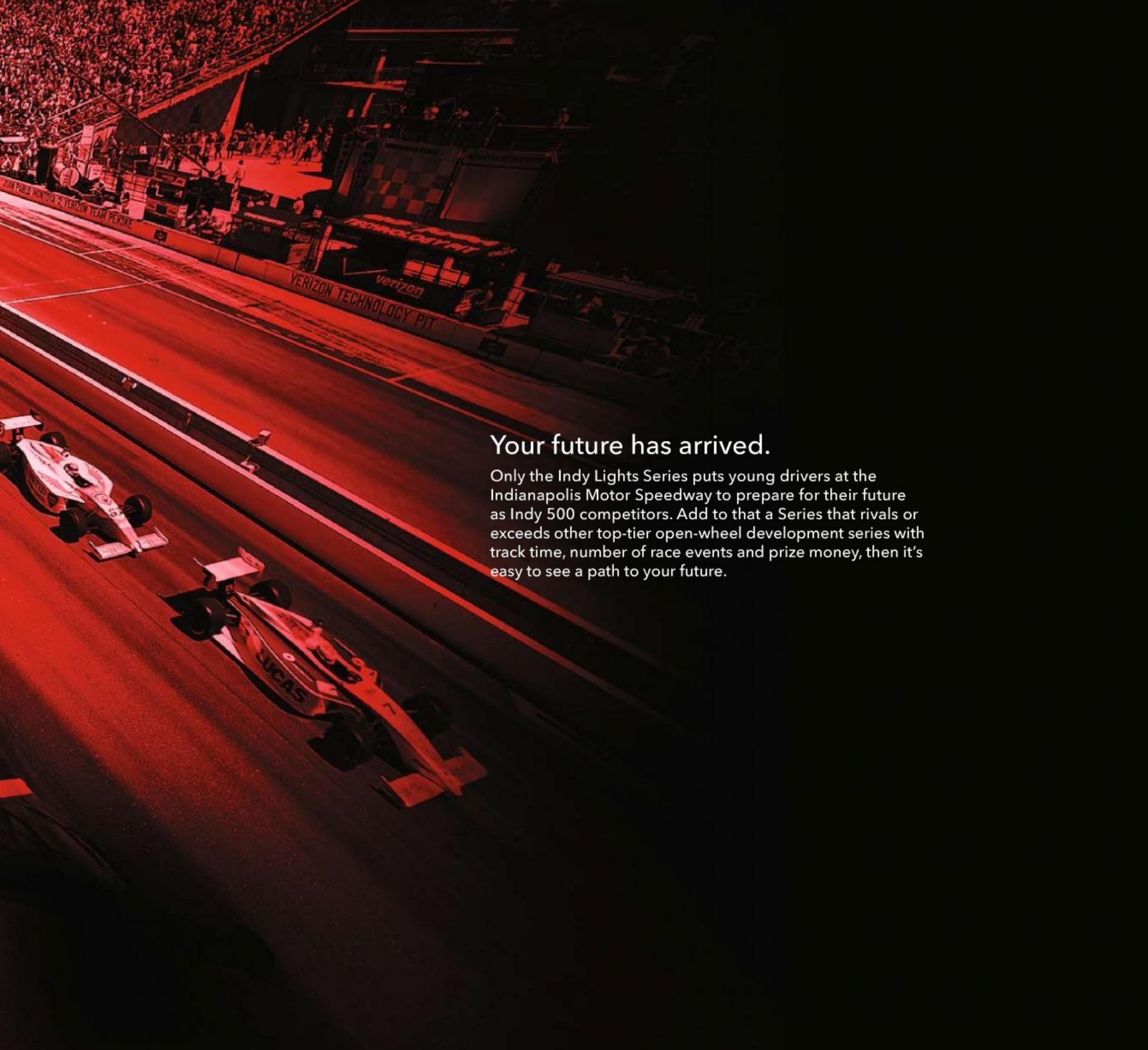


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Tuff Jug

Morgan of Klien,
Ragues and Hirsch
took the honours



EUROPEAN LE MANS SERIES PAUL RICARD (F), SEPTEMBER 14 RD 4/5

Morand is new blood atop the podium

NEW BLOOD BY MORAND RACING

became the fourth winner in as many European Le Mans Series races with a well-crafted victory in the penultimate round at Paul Ricard.

The success of the Morgan-Judd LMP2, driven by Christian Klien, Gary Hirsch and Pierre Ragues, banished the memory of losing at Imola in May, when they retired in the dying moments of the race.

The impressive Pipo Derani led from pole for the first 30 minutes of his endurance racing debut. Racing for last year's Ricard winner Murphy Prototypes, he initially resisted enormous pressure from former F3 sparring partner Harry Tincknell, until the Jota driver found a way through when lapping traffic.

With most of the frontrunners electing to change drivers at the first stop, Morand stuck with Pierre Ragues. The 2013 champion opened up a decent gap before handing over to Gary Hirsch.

Hirsch then proceeded to drive the best stints of his debut season at LMP2 level, resisting and then

pulling away from the Signatech Alpine of Nelson Panciatici.

Hirsch also provided the best overtaking manoeuvre of the race when he swept around the outside of Jota Sport's Simon Dolan at Le Beausset just after the third pitstop.

"I had good levels of grip so it was a satisfying move to make," said the Swiss driver. "We did great work evaluating the Dunlop hard compounds in free practice and it all really paid off for us in the race."

When Hirsch handed over to Klien, the Morgan-Judd enjoyed a 20-second lead, but the Murphy Prototypes ORECA and the Signatech Alpine were setting a succession of fastest laps and eating into the Austrian's lead.

The Murphy entry had enjoyed a solid triple stint from Rodolfo Gonzalez and, once its polesetter Nathanael Berthon was in the cockpit, the Irish-owned team looked a potential winner.

But just before Berthon was about to put a move on Paul-Loup Chatin's Alpine for second, the stewards

notified the team of a drive-through penalty for allowing its engine to run for a few seconds while refuelling.

This ended any chance of a tilt at victory as Berthon frustratedly headed to the pits. He then hunted down Mark Shulzhitskiy's Greaves ZyteK to salvage a podium position.

This ensured that Chatin was clear to finish in second place and extend the title lead of himself, Panciatici and Oliver Webb over the Jota Sport trio to 10 points.

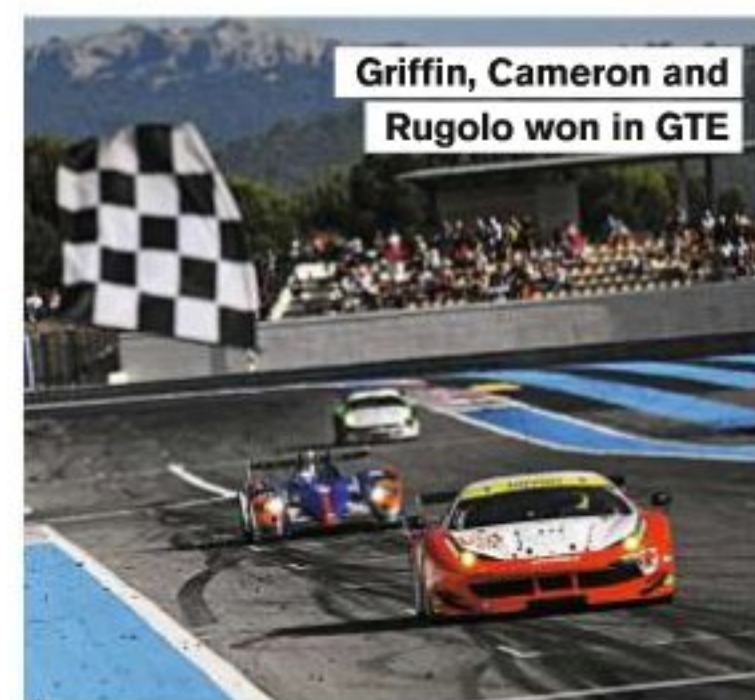
Jota was hampered by a straightline-speed disadvantage at Ricard. But Tincknell, Dolan and Filipe Albuquerque were at least handed an extra two points when Schulzhitskiy's ZyteK ran out of fuel on the final lap. The Russian crossed the line fifth on the starter motor.

In the LMGTE class Matt Griffin again starred in the AF Corse Ferrari, driving excellent mid-race stints to take a second consecutive class win with team-mates Michele Rugolo and Duncan Cameron. They now enjoy a 21-point advantage over the SMP Ferrari trio of Sergey Zlobin, Andrea Bertolini and Viktor Shaitar. Their race was spoiled by two penalties, one for a jumped start and the other for a pit infringement.

The JMW Ferrari team notched up its second podium of the season, with all-British line-up Daniel McKenzie, George Richardson and James Walker taking third place.

Olivier Beretta, David Markozov and Anton Ladygin went a long way to clinching the GTC title by taking a clear win from the Formula Racing Ferrari, anchored by Jan Magnussen.

● Sam Smith



Griffin, Cameron and
Rugolo won in GTE

RESULTS

1 Christian Klien/Pierre Ragues/Gary Hirsch (Morgan-Judd LMP2), 125 laps in 4h00m33.427s; 2 Nelson Panciatici/Oliver Webb/Paul-Loup Chatin (ORECA-Nissan O3R), +5.518s; 3 Nathanael Berthon/Pipo Derani/Rodolfo Gonzalez (ORECA-Nissan); 4 Harry Tincknell/Filipe Albuquerque/Simon Dolan (ZyteK-Nissan Z11SN); 5 Luciano Bacheta/Mark Shulzhitskiy (ZyteK-Nissan); 6 Arthur Pic/Andrea Roda/Vincent Capillaire (ORECA-Nissan). **GTE 1 Matt Griffin/Michele Rugolo/Duncan Cameron (Ferrari 458 Italia)**; 2 Pierre Kaffer/Mirko Venturi/Alexander Talkanitsa (Ferrari); 3 Daniel McKenzie/James Walker/George Richardson (Ferrari). **GTC 1 Olivier Beretta/Anton Ladygin/David Markozov (Ferrari 458 Italia GT3)**; 2 Jan Magnussen/Mikkel Mac/Johnny Laursen (Ferrari); 3 Kevin Korjus/Gregoire Demoustier/Yann Goudy (McLaren MP4-12C GT3). **Points** **1 Panciatici/Webb/Chatin, 68**; 2 Tincknell/Albuquerque/Dolan, 58; 3 Klien/Hirsch, 50; 4 Franck Mailleux/Michel Frey, 45; 5 Ludovic Badey/Tristan Gommendy/Pierre Thiriet, 35; 6 Ragues, 35. **GTE 1 Griffin/Cameron, 81**; 2 Rugolo, 75; 3 Andrea Bertolini/Sergey Zlobin/Viktor Shaitar, 60. **GTC 1 Beretta/Ladygin/Markozov, 79**; 2 Mac/Laursen, 60.5; 3 Aleksey Basov/Kirill Ladygin/Luca Persiani, 54.

Murphy ORECA took
pole with Berthon



Rally Australia

World Rally Championship
Coffs Harbour (AUS),
September 11-14
Round 10/13



RESULTS

20 STAGES, 195.801 MILES

| | | |
|-----------|---|-------------------|
| 1 | SEBASTIEN OGIER (F)/JULIEN INGRASSIA (F) | |
| | VW Motorsport Volkswagen Polo R WRC #1 | 2h53m18.0s |
| 2 | JARI-MATTI LATVALA (FIN)/MIKKKA ANTILA (FIN) | |
| | VW Motorsport Volkswagen Polo R WRC #2 | +6.8s |
| 3 | ANDREAS MIKKELSEN (N)/OLA FLOENE (N) | |
| | VW Motorsport Volkswagen Polo R WRC #9 | +1m18.0s |
| 4 | KRIS MEEKE (GB)/PAUL NAGLE (IRL) | |
| | Citroen Total Abu Dhabi Citroen DS3 WRC #3 | +1m44.0s |
| 5 | MIKKO HIRVONEN (FIN)/JARMO LEHTINEN (FIN) | |
| | M-Sport WRT Ford Fiesta RS WRC #5 | +1m53.6s |
| 6 | HAYDEN PADDON (NZ)/JOHN KENNARD (NZ) | |
| | Hyundai Motorsport Hyundai i20 WRC #20 | +2m56.2s |
| 7 | THIERRY NEUVILLE (B)/NICOLAS GILSOUL (B) | |
| | Hyundai Motorsport Hyundai i20 WRC #7 | +4m28.2s |
| 8 | ELFYN EVANS (GB)/DANIEL BARRITT (GB) | |
| | M-Sport WRT Ford Fiesta RS WRC #6 | +5m10.0s |
| 9 | ROBERT KUBICA (PL)/MACIEK SZCZEPANIAK (PL) | |
| | RK M-Sport WRT Ford Fiesta RS WRC #10 | +6m39.8s |
| 10 | CHRIS ATKINSON (AUS)/STEPHANE PREVOT (B) | |
| | Hyundai Motorsport Hyundai i20 WRC #8 | +9m29.4s |

OTHERS

| | | |
|-----------|---|------------------------|
| 11 | NASSER AL-ATTIYAH (QAT)/GIOVANNI BERNACCHINI (I) | |
| | Ford Fiesta RRC #36 | +11m53.1s |
| 12 | JARI KETOMAA (FIN)/KAJ LINDSTROM (FIN) | |
| | Drive DMACK Ford Fiesta R5 #35 | +13m43.5s |
| 13 | YURIY PROTASOV (UKR)/PAVEL CHEREPIN (UKR) | |
| | Ford Fiesta RRC #32 | +14m30.1s |
| R | OTT TANAK (EST)/KULDAR SIKK (EST) | |
| | Drive DMACK Ford Fiesta R5 #34 | SS19-accident |
| R | YAZEED AL-RAJHI (SA)/MICHAEL ORR (GB) | |
| | Yazeed Racing Ford Fiesta RRC #36 | SS16-suspension |

DRIVERS' CHAMPIONSHIP

| | | | | | |
|----------|------------------|------------|-----------|----------------|-----------|
| 1 | OGIER | 214 | 6 | OSTBERG | 74 |
| 2 | LATVALA | 164 | 7 | MEEKE | 67 |
| 3 | MIKKELSEN | 125 | 8 | EVANS | 61 |
| 4 | HIRVONEN | 83 | 9 | PROKOP | 37 |
| 5 | NEUVILLE | 79 | 10 | SOLBERG | 26 |

MANUFACTURERS' CHAMPIONSHIP

| | | | | | |
|----------|----------------------|------------|----------|-------------------------------|------------|
| 1 | VW MOTORSPORT | 348 | 4 | HYUNDAI MOTORSPORT | 141 |
| 2 | CITROEN TOTAL | 154 | 5 | VW MOTORSPORT 2 | 109 |
| 3 | M-SPORT | 146 | 6 | JIPOCAR CZECH NATIONAL | 40 |

STAGE TIMES

SS1 HYDES CREEK 1 (6.67 miles)

Fastest: Ogier 6m26.6s

Leader: Ogier

SS2 BELLINGEN 1 (6.66 miles)

Fastest: Meeke 6m26.2s

Leader: Ogier

SS3 NEWRY 1 (15.48 miles)

Fastest: Meeke 14m46.1s

Leader: Meeke

SS4 HYDES CREEK 2 (6.67 miles)

Fastest: Ogier 6m19.9s

Leader: Meeke

SS5 BELLINGEN 2 (6.66 miles)

Fastest: Latvala 6m15.9s

Leader: Meeke

SS6 NEWRY 2 (15.48 miles)

Fastest: Latvala 14m22.7s

Leader: Meeke

SS7 SUPERSPECIAL 1 (0.97 miles)

Fastest: Ogier 1m37.2s

Leader: Latvala

SS8 SUPERSPECIAL 2 (0.97 miles)

Fastest: Ogier 1m35.6s

Leader: Ogier

SS9 NAMBUCCA 1 (30.39 miles)

Fastest: 27m01.6s

Leader: Latvala

SS10 VALLA 1 (5.56 miles)

Fastest: 4m23.7s

Leader: Latvala

SS11 NAMBUCCA 2 (30.39 miles)

Fastest: Ogier 26m39.4s

Leader: Ogier

SS12 VALLA 2 (5.56 miles)

Fastest: Ogier 4m19.8s

Leader: Ogier

SS13 SUPERSPECIAL 3 (0.97 miles)

Fastest: Ogier 1m40.8s

Leader: Ogier

SS14 SUPERSPECIAL 4 (0.97 miles)

Fastest: Ogier 1m39.7s

Leader: Ogier

SS15 SHIPMANS 1 (18.76 miles)

Fastest: Latvala 12m46.9s

Leader: Ogier

SS16 BUCCA 1 (6.74 miles)

Fastest: Ogier 6m38.2s

Leader: Ogier

SS17 WEDDING BELLS 1 (5.73 miles)

Fastest: Meeke 5m26.0s

Leader: Ogier

SS18 SHIPMANS 2 (18.76 miles)

Fastest: Ogier 12m32.7s

Leader: Ogier

SS19 BUCCA 2 (6.74 miles)

Fastest: Latvala 6m29.4s

Leader: Ogier

SS20 WEDDING BELLS 2 (5.73 miles)

Fastest: Latvala 5m20.7s

Leader: Ogier

Ogier helps Volkswagen back up down under

The champion team bounced back after a disaster at home last time out to claim its first 1-2-3, led by the champion driver. By **DAVID EVANS**



THREE POLOS, ONE PODIUM AND TWO TITLES heading for Hannover. Coffs Harbour offered a good return for the German contingent last week. Sebastien Ogier won, but he didn't have it all his own way. Had Jari-Matti Latvala not gone soft on Saturday afternoon, things might have been different. As it was, the Finn was second with Andreas Mikkelsen third to clinch Volkswagen's first-ever podium lock-out.

LEG ONE (59.55 miles)

Sunny – ambient temperature range on stages 14-25C

A couple of miles into the Hydes Creek opener, Ogier's chance arrived. He took it. Half of the opening six-miler had been used as the pre-event shakedown stage, which meant it was cleaner than the rest. He pushed as hard as he dared and pulled an immediate lead of 4.4s from VW team-mate Andreas Mikkelsen.

"I knew I had to make the most of this place," he said. For the rest of the morning, Ogier swept the stones on his own. General acceptance was that Friday was the best of the three days to be up front – the weekend stages were full of loose stones – but few were willing to put that point to Ogier, when he completed his morning in fourth.

"I'm not thinking about any of that," he said. "I'm focused only on what I'm doing myself and I'm happy with my morning."

Fellow Volkswagen driver Latvala was anything but happy when he came out of the first stage. New pads on his Polo hadn't bound properly with the discs meaning air in the system and a long pedal – and longer face for Latvala.

"I don't have confidence," he said after shipping 7.4s to Ogier in SS1. Bleeding the system on the road to Bellingin worked and he was able to pull much of it back on the Frenchman by lunchtime.



Best non-VW? It was Kris Meeke's Citroen in fourth

Rally route

The Superspecial and service park moved out of town for this year, but otherwise the stages – and their very strange names – remained intact from last year, with the exception of Tuckers Nob. Valla and Wedding Bells both featured as live television stages.

FOR IN-DEPTH RESULTS
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FORIX



Ogier led home his VW team-mates...

Mikkelsen was the quickest from the German squad. The Norwegian's only concern was centred on his choice of five hard Michelins for the morning. Tyre selection had been oddly varied, with some crews taking a mix of hard and soft tyres, while Thierry Neuville went on full softs and completed the 15-mile Newry test just two-tenths slower than Mikkelsen. A lingering threat of rain through day two had heavily influenced Mikkelsen's Friday-morning thoughts.

"If that rain doesn't come, we're a bit f**ked," he said with a thin smile.

Sitting second after the first loop, Mikkelsen was content. The man ahead of him even more so; for the second rally in succession Kris Meeke was in the lead.

"I only did it for about 100 metres on the last one," the Irishman said. "Let's hope it lasts a bit longer this time..."

Meeke's hard-soft cross cost him some confidence in the car on the opener, but from then on he was on it. Starting eighth on the road, assumptions were being made over his pace. Was it cleaning the road?

"I hope not," said Meeke, "otherwise it could be a long afternoon..."

Mikko Hirvonen slotted into an early third after three strong stages. After answering too many questions about his future, the Finn was happy to find some solitude behind the wheel of his Ford Fiesta RS WRC. He was even happier with his performance.

Back into Hydes Creek and Meeke was mystified when Ogier again pulled time towards the end. He dropped a bit more in the second one and at the start of the afternoon's third and final forest stage.

"We went plus one to Ogier at the first split," said the leader, "then we were plus two. That was when I thought: 'Right, enough of this...' After that,

I pushed harder and had a real go. We got it back to zero. I was happy with that. I wanted to keep the lead, it's the next step after what we did in Germany."

A conservative run around the two Coff's Harbour Superspecials would drop Meeke to fourth, but it mattered little – the all-important running order had been decided after SS6. Providing it didn't rain, Meeke would be in the best place for Saturday.

Latvala and Ogier shared the fastest times through the afternoon, with Jari-Matti taking the lead for a single stage after SS7 before his team-mate eased his way four tenths clear after the second and final crowd-pleaser just over the road from service.

Ogier's afternoon hadn't been without worry, however. "We had a small problem with the radiator," he said. "We were losing some water. It was not a problem, but if we had been in the 50km stage then it might have been."

Stopping to refill the radiator after every stage allowed him to get back to service, where his mood was brighter than it had been earlier.

"I would have signed for this at the start," he said, looking over the timesheets that revealed him as the leader.

Latvala's only drama through the afternoon was an increasing tendency for his Polo to understeer on the polished surface. Running one-two at the end of the day, both drivers admitted they were surprised to be in those positions – albeit in the middle of a titanic leadership struggle that contained the top five places within 7.9s.

Third-placed Mikkelsen admitted his desire to end the year third in the championship was impacting on his ability to extract that final tenth.

"It's tough to know what to do," he said. "It would be incredible to fight for the win, but at



...to make sure of a second makes' title

the same time, third in the championship would be a massive achievement for me."

Hirvonen remained right at the sharp end, just 3.8s down on Meeke in fifth spot. He had risen to second after SS4, but lost out to the recovering Polos in the evening. No matter, Mikko was smiling again.

Another man smiling was Hayden Paddon, Hyundai's less local of its two locals. The Kiwi had struggled with the set-up of his i20 WRC through the morning, but had it sorted for the afternoon, where he edged Mads Ostberg for sixth. Ostberg's morning had been spoiled by a problem with the rear diff, which left his DS3 with armfuls of unwanted understeer. Robert Kubica ended his first day of competition down under since the 2010 Australian Grand Prix in eighth place, a spin in his Fiesta in the morning being the only blot on the Pole's copybook. Elfyn Evans (Fiesta) and Thierry Neuville (Hyundai) were ninth and 10th – the Rally Germany winner dropping two minutes after he damaged his rear suspension in SS5.

POSITIONS AFTER DAY ONE

| | |
|---------------------|----------|
| 1 Ogier/Ingrassia | 58m05.8s |
| 2 Latvala/Anttila | +0.4s |
| 3 Mikkelsen/Floene | +3.5s |
| 4 Meeke/Nagle | +4.1s |
| 5 Hirvonen/Lehtinen | +7.9s |
| 6 Paddon/Kennard | +46.4s |

LEG TWO (73.87 miles)

Overcast/sunny – ambient temperature range on stages 12-21C

With heavy overnight rain continuing into the morning, the soft tyre was a given for the first run through the rally's longest stage. With a 36-mile loop coming, the Michelin would still require a degree of managing as the ambient rose. The service park stood and waited for Ogier to move further clear of Latvala. But this time the champion's tyre management ability was found wanting. His colleague got it spot on and pulled into a three-second lead.

"I saved the tyre a little bit too much," said Ogier, "I wasn't aggressive or attacking enough."

Latvala throttled back on his boots through a mile-long stretch of asphalt in the middle of the stage and felt that was the key.

"If I had overheated the tyres on that section and then gone back into the forest, it would have been very difficult," said Latvala. "I'm happy now."

He was even more happy when he took another 1.1s in the morning's second and final stage. Ogier made a mistake near the start of the live stage.

"I hit a bank on the inside," said Ogier. "It cost me one second and that was the difference."

The difference might only have been 4.1s, but Latvala was smiling like a man with an edge.

"I'm taking it step by step," he said. "This is ►

Fifth – and first Ford Fiesta driver – was Hirvonen



► something I learned from Germany; one stage at a time. In Germany I let my mind go and think about what might be. I'm not doing that now. I call this my 'now moment'.

Fancying a 'now moment' of his own, Ogier eyed the skies in search of inspiration. Would it rain again? It wasn't raining in Nambucca. But it might do. The drivers rolled the dice. Latvala bolted on four more softs and did the rain dance. Ogier went the other way, running three hard tyres and one soft on his car.

The rain stayed away, the sun came out and cooked Latvala's covers. With a couple of hards in the boot, Latvala had the option of mixing his tyres – but that was the part-cause of his Portugal shunt earlier in the year. With that in mind, he suffered the softs.

The momentum swung for Ogier who found himself 10s ahead with just the two Superspecials to run. Pretty much for the first time since he landed in Sydney, Ogier looked like his normal self. He got on and drove. And his speed through the Saturday-night crowd-pleasers put him into a handsome position for the final day and it netted him his first surfboard, a prize courtesy of the Armor All Shootout for the fastest driver over all four Coffs stages.

Board under his arm, Ogier smiled: "I won't try it here... I've got too much respect for the sharks!"

Stepping from his car in service on Saturday night, Latvala pulled his cap down lower and fixed his face in determined mode. He'd need to find 11.9s through a flat-chat Sunday.

"I want to forget today," he said.

Behind them, the fight for third was even more tight as Meeke and Mikkelsen traded tenths all day. Just as it had been 24 hours earlier, the Superspecial was Meeke's downfall.

"I just don't understand it," he said. "Those VWs are so much quicker on Superspecials. We bust our balls all day to make tenths and then come here and lose seconds."

Mikkelsen was happy with his day, apart from a moment on the second run at Valla, which cost him

two seconds. "The race is on with Kris," he said. "We did 50km with just six tenths of a second between us!"

And then the race was off. Meeke was hit by a 1m01s penalty to drop him one position on the leaderboard after he was caught taking an overly ambitious cut through Valla.

That elevated Hirvonen to fourth, albeit with just six tenths in hand over Meeke heading into the final day.

POSITIONS AFTER DAY TWO

| | |
|---------------------|------------|
| 1 Ogier/Ingrassia | 2h03m55.3s |
| 2 Latvala/Anttila | +11.8s |
| 3 Mikkelsen/Floene | +25.3s |
| 4 Hirvonen/Lehtinen | +1m27.2s |
| 5 Meeke/Nagle | +1m27.8s |
| 6 Ostberg/Andersson | +2m08.2s |

LEG THREE (62.50 miles)

Sunny – ambient temperature range on stages 12-25C

Sunday's opener was shortened by almost four miles, after the drivers voiced concerns over the safety of the downhill section. Part of Latvala must have regretted that news. He needed every mile he could get his hands on if he was to nibble at the gap between himself and Ogier. He took two seconds off the world champion in Shipmans.

"Two is not massive," he said, "not when you want four or five."

Ogier took 1.4s back on the next stage, declaring: "I'm still in control." A steady start to Wedding Bells cost him another two seconds, but the leader was still smiling.

"I know where the time's going," he admitted. "It's OK."

Through the afternoon, the pair traded second for second, but the win was only going one way. A Powerstage success was nice for J-ML, but not really the reward he was chasing.

The good news for Volkswagen was that Mikkelsen brought his car home safely in third.

"Maybe the Germans will forgive us for what happened in Germany," smiled Mikkelsen.

Meeke passed Hirvonen for fourth on the opener, went quickest in SS17 and was only out of the top three times once on Sunday as he eased his way clear of his M-Sport rival.

Ostberg showed more pace through the final day, until he suffered rear-suspension failure on the penultimate stage. He tumbled down the order and left Paddon to equal his best WRC finish with sixth. His team-mate Neuville was seventh with Evans completing another learning exercise in P8. Kubica and Atkinson rounded out the top 10.

Three weeks ago Volkswagen ended its home round of the championship stunned and only just on the podium. Down under, back-to-back titles done, the podium was an all-Polo affair. Mint. ☼

Hayden Paddon equalled his best finish, with sixth



IN THE SERVICE PARK

DAVID EVANS
RALLIES EDITOR
@daviddevansrally



THE WORLD RALLY CHAMPIONSHIP GATHERED for an argument in New South Wales last week.

Rally Australia was almost incidental to what will go down as one of the most quarrelsome and quite frankly politically astonishing weeks in the sport's recent history. On the eve of the event, the drivers and co-drivers were invited to a hastily arranged meeting (at Jean Todt's behest) with FIA rally manager Michele Mouton. The time had come for the fat to be chewed. For lively and heated read acrimonious and argumentative.

After an hour of eloquence and emotion on running orders and final-day formats, the crews remembered they were starting a rally in a matter of hours and walked.

Then came Friday and the supposed rubber-stamp on WRC Promoter's blueprint for our future. It never came. Todt, we're told, led a World Motor Sport Council revolution and a proposal that went to the Beijing meeting with unanimous approval from the WRC Commission was unanimously rejected by the WMSC.

When their paymasters weren't looking, the drivers were delighted, but the service park suits were stunned. A year of debate and explanation were all in vain. Right or wrong, yes or no, what we needed was definition. Instead, the WRC Commission must review the promoter's proposal while the rest of us see September become October as we wait for the future to unfold. Good job the new chapter isn't starting in the French Alps in just four months.

Hang on a minute...

Oh, yeah, and Ogier won the 10th round of this year's world championship.

The drivers were smiling about delays to changes



BIG NUMBER

42

That's how many top-three times VW Polo crews scored in 20 Rally Australia stages



VW boss Capito (middle) believes the changes will be signed off

Stalemate over WRC format-change regulations

PLANS TO RADICALLY ALTER THE way WRC rounds run remain on track despite the FIA rejecting WRC Promoter's proposal at the World Motor Sport Council.

Promoter Oliver Ciesla said he remained committed and confident that they would overcome the shock decision from last week's WMSC meeting in Beijing, where the proposal was sent back to the WRC Commission for a review.

Ciesla said: "I believe this is the right step for the WRC to move forward and achieve

the objective of reaching more people. I have no indication we should not be optimistic."

The proposal, centred on revisions to introduce a new way of timing events and a shootout element to the Powerstage, will be debated at a specially convened WRC Commission meeting – to be attended by FIA president Jean Todt – and put up for a rubberstamp either via a WMSC fax vote or at its December meeting.

Volkswagen's Jost Capito said he had no fears about a significant new regulation

potentially coming just weeks before the opening round of next season.

"I am still confident it will come," Capito said. "I think finally people will understand this is the way the experts say we have to get the value up in the championship."

The change still fails to find favour with the drivers. Rally Germany winner Thierry Neuville said: "It's good that no decision came and nothing changed. There was not one driver who wanted this final shootout for next year."

Ogier praises VW turnaround

VOLKSWAGEN BOUNCED BACK from its worst WRC performance – when it failed to score a single manufacturer point in Rally Germany – with a podium lock-out and back-to-back manufacturers' titles in Australia.

Rally winner Sebastien Ogier praised the way the team has recovered from the disappointment in Trier to come back to clinch the first of two 2014 titles. Ogier can win the drivers' series with victory on the next round in France.

"It's great news to take this second title for Volkswagen," he said. "You know we would have liked to have done this at the last rally, the home rally in Germany, but it wasn't possible. I think we have reacted to that difficult event in the best way with the triple here. I will have a lot of motivation on the next rally in France, but I will take the same approach as this one: never the full attack, always with the championship in mind. It would be fantastic to win it there."



Ogier and Ingrassia celebrate VW title win



Coffs will fight for finale slot

Australia bidding for season finale

RALLY AUSTRALIA OFFICIALS ARE pushing WRC Promoter to replace Rally GB as the final round of the series from 2016.

Event director Ben Rainsford said he thought the Coffs Harbour event would provide a more fitting finale. Australia ran as the final round in 2004 and 2005 in Perth.

He said: "We're pretty open about wanting to be the last event in the championship and we'll push hard for it, very hard. We're looking at putting on a gala dinner in Sydney."

Rally GB's Ben Taylor said: "We certainly don't presume the right to hold the final event, but Wales Rally GB is on an upward curve and we are committed to working with our partners, the FIA and the promoter to deliver the best possible rally with which to end the next two seasons and beyond."

McRAE EYEING DAKAR

Former British Rally Champion and WRC regular Alister McRae was an interested spectator at last week's Rally Australia. The Scot, who now lives in Perth, WA, is trying to put together a deal to contest January's Dakar Rally.

OGIER SET TO STAY PUT

Volkswagen team principal Jost Capito has confirmed Sebastien Ogier will remain with the German team next season. Capito told AUTOSPORT: "I am 100 per cent confident that he will be here next year."

WRC '15: SAME EVENTS

The FIA has named an unchanged 2015 WRC calendar. The series starts a week later than usual in Monte Carlo, with the only other significant change being the switch between Portugal and Argentina. The Villa Carlos Paz event now runs as round four, three weeks after Rally Mexico to ease logistical pressures on the teams.

ATKINSON MAY BE OUT

Chris Atkinson's chances of remaining in the Hyundai team look remote following his 10th place on last week's Rally Australia. The Queenslander struggled to find the feeling in the i20 WRC having been out of the car since Rally Mexico in March.

DMACK IS TOP TEAM

British-based team Drive DMACK won the FIA WRC2 Championship for Teams on last week's Rally Australia. The title made up for the fact that both drivers, Jari Ketomaa and Ott Tanak, rolled their Ford Fiesta R5s.

NASSER IN TITLE POLE...

Nasser Al-Attiyah's third WRC2 victory of the season has moved him into pole position for this year's title. The Qatari Ford Fiesta RRC driver is six points behind leader Lorenzo Bertelli, but he has one more scoring round to come than the Italian. The series is sure to go down to the wire on the final round, November's Rally GB.

...AFTER HYUNDAI TRIAL

Al-Attiyah (pictured in his Fiesta) also got his first taste of a Hyundai i20 WRC, when he jumped in Thierry Neuville's car during last week's Rally Australia.





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Winning Red Bull Holden leads pack at Sandown



V8 SUPERCARS SANDOWN (AUS), SEPTEMBER 14 RD 10/14

Whincup form looks ominous for 1000

JAMIE WHINCUP AND PAUL DUMBRELL GAVE THE Triple Eight-run Red Bull Racing team about as perfect a weekend as they could have done by taking a dominant win in the Sandown 500, the traditional 'warm-up' to next month's Bathurst 1000.

After Whincup had qualified his Holden on pole, Dumbrell won the first 20-lap qualifying race (for co-drivers) before Whincup won his 'heat' with similar ease. They combined to lead nearly every lap of the 161 in the main event, extending Whincup's lead in a bid for a sixth championship.

Their only real challenger for speed was the identical Commodore of Tekno Autosport, Shane van Gisbergen and Jonathon Webb each taking second in their qualifying races. Webb's driving belied the fact that he has not raced anything since stepping down at the end of last season, but the pair lost a possible podium finish when van Gisbergen experienced powersteering problems in the latter stages of the race.

Into the breach stepped the Holden Racing Team,

filling the podium with James Courtney/Greg Murphy and Garth Tander/Warren Luff. The works Commodore were not quite on the pace of the victors but comfortably held off the second Red Bull entry of Craig Lowndes/Steven Richards. Lowndes made ground after a slow start, and his fourth place returns him to second in the championship points.

Scott Pye drove a remarkable race to fifth. Dick Johnson Racing's Ford was not swift in qualifying, but Ash Walsh set up a good result with a sensible opening to the race and Pye starred from then on, all but matching the pace of the leaders. On the eve of the team welcoming Team Penske to its ownership structure, Pye showed plenty of reasons why he may be a good bet to stay in one of the team's Fords.

With van Gisbergen fading to sixth, Chaz Mostert/Paul Morris were seventh after a brilliant charge home from Mostert in the Ford Performance Racing car, while Scott McLaughlin was eighth in the first of the Volvos. Co-driver Alex Premat was particularly impressive in the opening stint until he

lost ground in the pits, but the S60 showed velocity and reliability on the eve of its Bathurst debut.

Mark Winterbottom had a tough weekend. His qualifying woes looked over when he put the car fourth in the single session, and both he and Steve Owen were a solid third in their respective heats. But Owen suffered contact damage early in the race and, when Winterbottom got in around mid-race, he found that the Falcon was "nearly undriveable". Tenth was less than the pair expected on the eve of bidding for a second successive Bathurst win.

Rick Kelly/David Russell were the best of the Nissans, which suffered a number of setbacks including a pitlane penalty for spinning wheels during a pitstop and, believe it or not, a fuel hose jamming in the filler, forcing the Altima out. The upside was the form of V8 Supercar debutant Alex Buncombe, the British GT regular driving sensibly and looking like giving Todd Kelly a top-10 finish until their car was forced off the track in a clash with Lee Holdsworth.

Worse awaited Holdsworth, when a suspected loose wheel caused his Mercedes-Benz to leave the track at around 120mph. The Erebus Motorsport car suffered an enormous impact, though Holdsworth emerged with nothing worse than bruising. The team may have to revert to a spare car for the Bathurst race next month.

● Phil Branagan

Unconventional line for Reynolds/Canto Ford in fight with McLaughlin/Premat Volvo



RESULTS

1 Jamie Whincup/Paul Dumbrell (Holden Commodore VF), 161 laps in 3h22m44.3084s; **2 James Courtney/Greg Murphy (Holden)**, +2.6539s; **3 Garth Tander/Warren Luff (Holden)**; **4 Craig Lowndes/Steven Richards (Holden)**; **5 Scott Pye/Ashley Walsh (Ford Falcon FG)**; **6 Shane van Gisbergen/Jonathon Webb (Holden)**; **7 Chaz Mostert/Paul Morris (Ford)**; **8 Scott McLaughlin/Alexandre Premat (Volvo S60)**; **9 David Reynolds/Dean Canto (Ford)**; **10 Mark Winterbottom/Steve Owen (Ford)**. **Heat 1 1 Dumbrell**, 20 laps in 23m28.2079s; **2 Webb**, +6.8742s; **3 Owen**; **4 Premat**; **5 Murphy**; **6 Luff**. **Heat 2 1 Whincup**, 20 laps in 23m19.0225s; **2 van Gisbergen**, +1.5124s; **3 Winterbottom**; **4 McLaughlin**; **5 Tander**; **6 Courtney**. **Points 1 Whincup, 2325**; **2 Lowndes, 2052**; **3 Winterbottom, 2046**; **4 van Gisbergen, 1982**; **5 Courtney, 1964**; **6 Fabian Coulthard, 1856**.

Trackspeed wins again as Attard is crowned

Marco Attard endured a nervy wait for the British GT title after retiring early on, while Trackspeed celebrated a fourth Porsche win of 2014. By **STEPHEN LICKORISH**



54

THERE IS SOMETHING ABOUT DONINGTON PARK that produces unpredictable scripts and dramatic British GT season finales.

As the Trackspeed Porsche of Phil Keen and Jon Minshaw charged to a third win of the season last Sunday, Marco Attard was enduring a day of contrasting emotions.

It ended in elation as the Ecurie Ecosse driver was crowned champion, but the drama began in the pre-race warm-up when his BMW Z4 suffered a rare mechanical failure that necessitated a frantic engine change. His Barwell crew completed it in double-quick time and the points leader was able to take to the grid for his second-place start.

However, very soon there were signs that all was not well. Smoke began billowing from the Z4 and after 10 laps Attard pulled into the pits; an oil line had come out of place, which Attard suspected occurred during the hasty motor change and had not been checked.

The problem was terminal and Attard, left a spectator, seemed for the second year in a row set to narrowly miss out on the title at Donington, as at the front of the pack was the one car that could snatch the crown: the Motorbase Aston Martin of Ahmad Al Harthy and Michael Caine.

It had shot into an early lead from pole, just 0.003 seconds quicker than Attard and factory BMW driver Alexander Sims in qualifying, and Al Harthy was building a commanding advantage. Behind, team-mate and ex-British Touring Car racer Liam Griffin was second and attempting to back up the pack.

To Attard's relief, a combination of the 15-second success penalty for finishing second last time out at Brands Hatch and the 75kg weight penalty Al Harthy and Caine have carried all year – not to mention a minor scrape with Ryan Ratcliffe's Triple Eight BMW – proved costly as they dropped to fourth by the end.

"That was frightening," admitted Attard, who is a solo champion after Sims skipped one round due to clashing commitments. "It was a rollercoaster ride. It was all doom and gloom when I retired, but I am delighted to be champion."

While Attard celebrated his success, Minshaw and Keen were similarly ebullient having bounced

back from their Brands heartache by taking the race victory, though a third win of the season wasn't without its dramas either.

Minshaw suffered a knock in the early stages, damaging the steering, but after the stops Keen hunted down Caine as the Aston's advantage was slashed from more than 20 seconds to just three.

Keen caught and passed the 2012 champion before defending from the FF Corse Ferrari 458 of series returnee Ollie Hancock, who had taken over from Gary Eastwood.

"I'm chuffed to bits to win, but it was very difficult with the understeer," said Keen, who held on to win by 2.5s but stopped the 997





**Keen and Minshaw
won for the third
time this season**

shortly after crossing the line. "I was more worried about the car than being caught in the closing stages as it kept making funny noises."

There was more to the lead battle than the Porsche and Ferrari, though: the two-hour race had a tremendous finish as the top four were all in close company towards the end.

The United Autosports Audi R8 LMS ultra of Mark Patterson emerged from the pitstops in sixth, but with Matt Bell now on board set some blistering lap times and terrific moves at Redgate left him on the tail of Caine, who was slipping further back.

With just 10 minutes left on the clock Bell, who



**...but the day
ended in delight
for the Ecurie man**

**BRITISH GT4 DONINGTON PARK (GB),
SEPTEMBER 14, RD 7/7**

Ginetta duo's race, Beechdean's title

ROSS WYLIE AND JAKE GIDDINGS EMERGED WITH the championship crown after finishing fifth, giving Beechdean something to celebrate after its GT3 woes, but the Aston Martin V8 Vantage duo's race had been far from straightforward.

Oz Yusuf's Lotus Evora led the early running before spinning and then suffering mechanical troubles. A miserable race was capped off when co-driver Gavan Kershaw had to serve a 35-second stop-go penalty for not completing the minimum pitstop time.

Next to lead was the other title-chasing Aston of Andrew Jarman and Devon Modell, but during the driver changes it was Aleksander Schjerpen and Morten Dons' Ginetta G55 that claimed the advantage. They continued to narrowly lead the class until retiring with a problem in the closing stages, and Giddings also made an extra fuel stop late on. Modell thus took charge but spun at Coppice with a couple of laps remaining to hand the win to Rick Parfitt and



**Parfitt/Oliphant
G55 jumped both
Aston Martins**



**Aston youngsters
clinched crown**

Tom Oliphant – their first of the season.

Oliphant said it had been a tough race with their pace restricted, but was "over the moon" to finally take a win after a season blighted by bad luck.

He added: "We went into the pits and the pit limiter was stuck on. But I knew the tyres would go off on the cars in front and I still had a chance."

Modell held on to second, while former main-class champion Bradley Ellis and Adrian Barwick rounded out the podium in their Ginetta.

Wylie and Giddings finished fifth behind Paul McNeilly and Jamie Stanley's Fox Motorsport-run G55, a position that comfortably sealed the title.

RESULTS

Race 1 (22 laps) 1 Rick Parfitt/Tom Oliphant (Ginetta G55) 2h01m18.447s (87.34mph); 2 Andrew Jarman/Devon Modell (Aston Martin Vantage) +3.621s; 3 Adrian Barwick/Bradley Ellis (Ginetta); 4 Paul McNeilly/Jamie Stanley (Ginetta); 5 Ross Wylie/Jake Giddings (Aston); 6 Barrie Baxter/Dan Cammish (Porsche 911). **Fastest lap** Gavan Kershaw (Lotus Evora) 1m38.179s (91.20mph).

Points 1 Giddings/Wylie, 207.5; 2 Jarman/Modell, 190; 3 Barwick/Ellis, 140; 4 Parfitt/Oliphant, 121.5; 5 Morten Dons/Aleksander Schjerpen (Ginetta), 104; 6 Oz Yusuf/Kershaw, 100.

was dealing with a broken rear toe-link following contact in the early stages, made the move to grab the final podium place. Although he didn't have enough time to repeat the 2013 win, third was still a good end to a very difficult season.

Porsche factory driver Nick Tandy was another to rocket up the order in the second hour, but fell short of the top five by a couple of seconds. Having taken over from former champion David Ashburn with a 58s deficit to the leader, a series of fastest laps soon had Tandy rising through the field.

The Brands winners ended up seventh at the flag, some 23s behind their Trackspeed team-mates. Victory might have been possible but for a 20s pit delay for their success in Kent.

Tandy finished just behind Phil Dryburgh and Alex MacDowall's Aston, which in turn was half a second behind the Griffin/Rory Butcher example, which had dropped out of podium contention thanks to a success penalty.

Eighth and ninth were the AF Corse Ferrari of Pasin Lathouras and Richard Lyons and the Triple Eight BMW of Derek Johnston and Joe Osborne, although both cars ran in the top six in the first half. The other AF Ferrari of John Dhillon and Aaron Scott rounded out the top 10.

Two leading Aston crews endured misfortune in the finale, including that of outgoing champion Andrew Howard and Beechdean team-mate Jonny Adam. Howard spun at the Esses on lap four and the Vantage was well and truly beached in the gravel. It was some laps down by the time the car was extricated, but shortly



**Eastwood and
Hancock flew
to second**

after they decided to call it a day.

Rounding out a day of frustrations for Prodrive-affiliated squads was the similar car of Paul White and Tom Onslow-Cole, which suffered a puncture and spun at the Esses during White's stint and spent the remainder of the enduro in and out of the pits. They were eventually classified 21st.

RESULTS (77 laps) 1 Jon Minshaw/Phil Keen (Porsche 997 GT3-R) 2h00m02.594 (92.98mph); 2 Gary Eastwood/Ollie Hancock (Ferrari 458 Italia) +2.551s; 3 Mark Patterson/Matt Bell (Audi R8 LMS ultra); 4 Ahmad Al Harthy/Michael Caine (Aston Martin V12 Vantage); 5 Liam Griffin/Rory Butcher (Aston); 6 Phil Dryburgh/Alex MacDowall (Aston); 7 David Ashburn/Nick Tandy (Porsche); 8 Pasin Lathouras/Richard Lyons (Ferrari); 9 Derek Johnston/Joe Osborne (BMW Z4); 10 John Dhillon/Aaron Scott (Ferrari). **Fastest lap** Tandy 1m29.802s (99.71mph).

Points 1 Marco Attard (BMW), 148.5; 2 Al Harthy/Caine, 138; 3 Alexander Sims (BMW), 129.5; 4 Minshaw/Keen, 121.5; 5 Andrew Howard/Jonny Adam (Aston), 98; 6 Eastwood, 91.5.



Keselowski battles past Larson to win

NASCAR SPRINT CUP CHICAGOLAND (USA), SEPTEMBER 14 RD 27/36

Win puts Keselowski into next phase

BRAD KESELOWSKI USED A THREE-wide pass to win at Chicagoland and strike the first blow in the Chase for the 2014 Sprint Cup title.

The Penske Ford driver started from deep in the pack and lost time to an additional stop for a loose wheel, but he worked his way back up to the front and put himself into a position to produce the decisive move of the race.

Kevin Harvick, who led the lion's share of the early laps, and rookie Kyle Larson, who had started from the rear in a back-up car – a legacy of a crash in practice – were running

side by side for the lead after a restart with 17 laps to go.

Keselowski, hovering right behind the pair, picked his moment and ducked in between to take the lead and quickly open a gap while Harvick and Larson worked to contain Jeff Gordon.

Keselowski's progress was interrupted by a final caution near the end when Danica Patrick and Ricky Stenhouse Jr collided, setting up a restart with six laps to go. But Keselowski remained in command to secure his second win in as many weeks, and guarantee his progress

to the next phase of the Chase.

"The next two weeks are going to be a lot of fun, knowing we don't have to worry too much and we are going to move up," he said.

Larson's flirtation with the high line bit him when he brushed the wall late on, allowing Gordon to skip past for second, while Harvick finished fifth behind Joey Logano.

Most Chase contenders finished relatively strongly with the exception of Aric Almirola, who suffered an engine failure while running sixth with 37 laps remaining.

● Mark Glendenning

RESULTS

1 Brad Keselowski (Ford Fusion), 267 laps in 2h48m50s; 2 Jeff Gordon (Chevrolet SS), +1.759s; 3 Kyle Larson (Chevy); 4 Joey Logano (Ford); 5 Kevin Harvick (Chevy); 6 Denny Hamlin (Toyota Camry); 7 Kyle Busch (Toyota); 8 Kurt Busch (Chevy); 9 Jamie McMurray (Chevy); 10 Matt Kenseth (Toyota). **Challenger 16**

1 Keselowski, 1 win/2059 points; 2 Gordon, 2052; 3 Logano, 2049; 4 Harvick, 2047; 5 Dale Earnhardt Jr, 2042; 6 Hamlin, 2041; 7 Kyle Busch, 2041; 8 Jimmie Johnson, 2041; 9 Kurt Busch, 2039; 10 Kenseth, 2034; 11 Kasey Kahne, 2034; 12 Carl Edwards, 2030; 13 Ryan Newman, 2029; 14 AJ Allmendinger, 2025; 15 Greg Biffle, 2021; 16 Aric Almirola, 2007.

SUPER FORMULA AUTOPOLIS (J), SEPTEMBER 14 RD 5/7

Lotterer returns to the top

ANDRE LOTTERER RETURNED FROM his stint in Europe as a Formula 1 driver to take victory at Autopolis.

Reigning champion Naoki Yamamoto scored Honda's first Super Formula pole of 2014, but a poor start allowed Yuji Kuniyoshi into the lead – but only briefly.

The Cerumo-Ingineering car was ambushed at the first corner by Lotterer, who swept his TOM'S Dallara-Toyota around the outside and into a lead he would not lose.

An even better start was made by championship leader Joao Paulo de Oliveira. The Brazilian was

eliminated from qualifying before the final pole shootout and started from eighth, yet he was up to third by the first corner.

With no pitstops in this race, it was a procession as Toyota-engined cars filled the top three.

Top Honda runner was Kodai Tsukakoshi in fourth. He headed James Rossiter, who was another fast starter as he rose from 10th to fifth ahead of Kazuki Nakajima.

The Briton was involved in an incident on the opening lap with Loic Duval, who fell to the back of the field and finished down in 15th.

● Jiro Takahashi

RESULTS

1 Andre Lotterer (Dallara-Toyota), 46 laps in 1h10m08.548s; 2 Yuji Kuniyoshi (D-T), +12.939s; 3 Joao Paulo de Oliveira (D-T); 4 Kodai Tsukakoshi (D-Honda); 5 James Rossiter (D-T); 6 Kazuki Nakajima (D-T); 7 Naoki Yamamoto (D-H); 8 Hiroaki Ishiura (D-T); 9 Tomoki Nojiri (D-H); 10 Hideki Mutoh (D-H). **Points 1 de Oliveira, 29**; 2 Lotterer, 26.5; 3 Nakajima, 25; 4 Loic Duval, 20.5; 5 Ishiura, 20; 6 Kuniyoshi, 17.

V8 STOCK CARS VELOPARK (BR), SEPTEMBER 14 RD 8/12

Osman's first V8 win

YOUNG STAR GALID OSMAN TOOK his maiden V8 win on the slow and tricky Velopark circuit.

Osman's RCM Chevrolet crew changed just one tyre during the compulsory pitstop, vaulting him from fifth to first as former leader Daniel Serra had a slow stop.

Julio Campos had led early on before a front brake disc exploded, throwing him off the track.

After his delay, Serra passed Valdeno Brito for third but lost a push-to-pass fight with teammate Caca Bueno for second. Rubens Barrichello won a close battle for fourth with Ricardo Zonta and Max Wilson.

Tenth place gave Ricardo Mauricio pole for the reversed-grid race, which he led all the way from series leader Atila Abreu.



Osman leads from Bueno

A late safety car gave Allam Khodair the chance to challenge Abreu, but his attempts to grab second would be frustrated.

Wilson, Zonta and Barrichello renewed their race-one struggle, with Wilson ahead this time.

● Lito Cavalcanti

RESULTS

Race 1 1 Galid Osman (Chevrolet Sonic), 39 laps in 41m40.928s; 2 Caca Bueno (Chevy), +0.420s; 3 Daniel Serra (Chevy); 4 Rubens Barrichello (Chevy); 5 Ricardo Zonta (Chevy); 6 Max Wilson (Chevy). **Race 2 1 Ricardo Mauricio (Chevy)**, 18 laps in 21m02.330s; 2 Atila Abreu (Chevy), +0.708s; 3 Allam Khodair (Chevy); 4 Wilson; 5 Zonta; 6 Barrichello. **Points 1 Abreu, 145.5**; 2 Barrichello, 139; 3 Bueno, 127; 4 Sergio Jimenez, 121; 5 Thiago Camilo, 106.5; 6 Mauricio, 101.5.



Lotterer: back in a quick car now!



Cao celebrates
his British F3 title

BRITISH FORMULA 3 DONINGTON PARK (GB), SEPTEMBER 13-14 RD 7/7

Two for Rao can't stop team-mate Cao

TWO WINS WERE NOT ENOUGH for Matt Rao to prevent Fortec Motorsport team-mate Martin Cao claiming the British Formula 3 title.

Rao stalled at the start of the opener, enabling Cao to cruise to victory from pole, while he had to fight his way up through the order.

Rao was consistently the fastest driver and worked his way to third at the flag, just behind Double R's Max Marshall, who scored his first podium in the series.

There were no such startline difficulties for Rao in race two, and he attempted to pass reversed-grid poleman Camren Kaminsky at Redgate. This proved unsuccessful, but later around the lap both title protagonists overtook the Double R

driver to take a one-two.

Marshall then attempted to pass his team-mate but the pair made contact and the Briton had to visit the pits with a flat tyre.

The final race was a procession as Rao took another unchallenged victory. Cao dived into the pits on the green-up lap, claiming to be uncomfortable in the car, but it also meant he avoided any potential first-corner incidents.

This left him in fifth, which was all he needed to take the title, as Rao won from Marshall and Kaminsky.

A delighted Cao said: "It's awesome to be the first Chinese champion." With only five cars participating, serious questions surround the future of the series

and it might well be the case that no other Chinese drivers get a chance to emulate him.

● Stephen Lickorish

RESULTS

Race 1 1 Martin Cao (Dallara-Mercedes F312), 14 laps in 20m02.845s; 2 Max Marshall (D-M F312), +0.863s; 3 Matt Rao (D-M F312); 4 Camren Kaminsky (D-M F313); 5 Peter Li (D-VW F308); no other starters. **Fastest lap** Rao, 1m24.390s (106.10mph). **Race 2** 1 Rao, 21 laps in 29m53.805s; 2 Cao, +17.891s; 3 Kaminsky; 4 Li; 5 Marshall; no other starters. **FL** Rao, 1m24.429s (106.05mph). **Race 3** 1 Rao, 21 laps in 29m57.863s; 2 Marshall, +13.643s; 3 Kaminsky; 4 Li; 5 Cao; no other starters. **FL** Rao, 1m24.483s (105.99mph). **Points** 1 Cao, 285; 2 Rao, 283; 3 Kaminsky, 161; 4 Sam MacLeod, 121; 5 Li, 118; 6 Andy Chang, 103.

BRITISH RALLY CHAMPIONSHIP RALLY ISLE OF MAN (GB), SEPTEMBER 11-13 RD 5/5

McKenna is champ after battle with Pryce

MITSUBISHI LANCER DRIVER NIGEL Cannell won last week's Rally Isle of Man, the final round of the British Rally Championship – but the focus was on Dan McKenna who became the third Irishman to lift the title.

Two drivers arrived on the island with a shot at British rallying's biggest prize and, with the event split into a double-header, they would have two chances to take points. McKenna's rival was fellow Citroen DS3 R3 driver Osian Pryce. Pryce needed to win both rounds to stand any chance of the silverware.

His hopes were raised by an eventful opening round for McKenna, who first collided with another competitor at a split junction, then rolled out of the rally in fifth gear.

While McKenna's team focused its efforts on fixing the car in time for the start of the second event, which followed hours later, Pryce completed the first part of his task.

Back into the lanes on Friday night, Pryce knew he had to redouble his efforts to stay ahead of McKenna's slightly rippled Citroen. The Welshman got off lightly with a

puncture near the end of a stage and only dropped eight seconds. Soon after, he wasn't so fortunate. The rear of his DS3 got away from him and the suspension was damaged in the impact. He would superally on Saturday, but McKenna's moment had arrived. He took it and celebrated 18th overall like it had never been celebrated before.

The Cannells' win wasn't exactly close – they finished four minutes up on Rob Smith's Escort with the similar car of Meirion Evans completing the podium.

● David Evans

RESULTS

1 Nigel Cannell/Michaela Cannell (Mitsubishi Lancer E9), 2h06m30.7s; 2 Rob Smith/Alun Cook (Ford Escort RS1800), +4m13.7s; 3 Meirion Evans/Iwan Jones (Escort); 4 Andrew Hockridge/Aled Edwards (Citroen DS3 R3); 5 David Stokes/Guy Weaver (Escort RS1600); 6 Will Onions/Dave Williams (Ford Escort). **Points** 1 Daniel McKenna, 108; 2 Osian Pryce, 97; 3 Dean Raftery, 88; 4 Calvin Beattie, 85; 5 Gus Greensmith, 76.5; 6 Callum Black, 34.



McKenna did enough
to claim the crown



WORLD CHALLENGE GT

Guy Smith (above) won the first race of the series finale at Miller Motorsports Park in his Bentley Continental. The Yorkshireman moved up to second when Scot Ryan Dalziel pitted his Porsche with a puncture, then took the lead when the McLaren of Robert Thorne collided with a backmarker. Series leader Johnny O'Connell (Cadillac) beat Butch Leitzinger in the second Bentley to the runner-up spot. Thorne won a thrilling battle with Dalziel to win race two, in which Smith was fifth. Seventh place for O'Connell gave him the title.

GERMAN CARRERA CUP

Michael Ammermuller was unbeatable in the two races at Lausitz. In race one the Walter Lechner Racing man led home Philipp Eng and Christian Engelhart, while Clemens Schmid and Eng rounded out the podium in race two.

GERMAN FORMULA 3

Markus Pommer was a double winner at Lausitz, heading home Malaysian Nabil Jeffri – his team-mate in the Motopark squad – each time. Indy Dontje and Britain's Sam MacLeod took turns to complete the podium, while the weekend's middle race was cancelled due to low cloud that hampered Saturday's running across all categories.

NASCAR NATIONWIDE

A decision to take just two new tyres at a late caution enabled Kevin Harvick to escape his battle with Kyle Busch and win at Chicagoland. Busch became buried in the field, but recovered to take third behind Kyle Larson.

ITALIAN GT

For the second round running, an inspired Mirko Bortolotti drove Imperiale Racing's Lamborghini Gallardo to victory in the first race of the weekend. This time Bortolotti took over at Vallelunga from Giacomo Barri in third place, before passing the Ferraris of Lorenzo Case (sharing with Raffaele Giammaria) and Luigi Lucchini (co-driving Jeff Segal). Lucchini finished second from Case. In race two it was Alessandro Balzan on top. He took over the MP1 Corse Ferrari from Nicola Benucci in second place, before passing Dindo Capello's Audi (started by Emanuele Zonzini) for the lead. Matteo Malucelli and Alex Frassinetti took third in their Ferrari.

ITALIAN FORMULA 4

Canadian Lance Stroll is the first FIA-rules F4 champion after taking two wins at Vallelunga. Prema team-mate Brandon Maisano won the first race of the weekend, and narrowly lost out to Stroll in a hectic fight in race three.

Fifteen questions for Mike Jordan

Q Who was your childhood hero?

A Skid Solo, quickly replaced by Barry Sheene

Who was your fiercest rival?

Kevin Clarke (Eurocar and Britcar racer). In 1995 I went into the Eurocar V6 series as a Porsche champion, Kevin as a short-circuit Lightning Rod champion with a hard-man reputation. We were just at each other from day one. After an RAC tribunal following one spectacular on-track incident too many, we sat down and had a coffee, sorted it out, raced really well together from then on and became good mates to this day.

Who was your childhood hero?

Skid Solo from the *Tiger* comic, but he was quickly replaced the first time I saw Barry Sheene wheelie his #7 Suzuki round Mallory Park.

When were you happiest?

Several. In chronological order: my youngest, Bradley, being released from 10 days in Intensive Care in Arnold Palmer children's hospital in Orlando, Florida; AJ (son Andrew) on the roof of our Honda (celebrating) at the BTCC finale last year; and seeing my daughter Sarah with our granddaughter Rose for the first time last month.

Which living person do you most admire and why?

Easy, Neil Cunningham. I raced with him for many seasons in Eurocar and GTs, always hard, fair, positive, fast and smiling. He is dealing with his health issues with the same attributes. Never got the big break his talent and car control deserved.



Jordan: racer, engineer, racing dad



What has been your most embarrassing moment?

It was on the official British GT test day in 2001, parking the works Lister Storm in the gravel at Bridge corner at Silverstone and getting towed back to the pits with my mate Michael Caine standing on the pitwall giving me the generally accepted gesture for that situation. But I gave it back to him every time we passed him that season as David Warnock and I beat him and Bobby Verdon-Roe to the title.

What is your most treasured possession?

Difficult, something from my office, either the AUTOSPORT Club Driver of the Year trophy, the 1979 photo of my Morris Minor racecar fully sideways showing my handmade (cut from Woolworths black flablon) NASCAR-style #77 on the door, a copy of the qualifying times from the 2013 Goodwood GT40 race, on pole ahead of Kenny Brack on 'that' YouTube lap... But probably the photo of our whole team, family and sponsors on the podium at the Brands BTCC finale.

Who would play you in a film of your life?

Only one guy for this role: Bobby Rahal, no make-up needed!

What is your favourite smell?

Outback Steakhouse, New Smyrna Beach, Florida.

What is your guiltiest pleasure?

Consuming way too much chocolate and cappuccino.

To whom would you like to say sorry and why?

Judith, for not being there much for the first 30 years of our marriage, too immersed in racing. PS: we've been married just 30 years!

What does success feel like?

Usually a relief, which is not so good, as Don MacPherson always says it should be more of living in and enjoying the moment.

What has been your biggest disappointment?

In 35 years of racing there have been many, but recently the Knockhill BTCC round counts right up there. To come back from the Snetterton crash and for AJ to be in contention

for the race-one win and get taken out was seriously frustrating.

If you could edit your past, what would you change?

Probably try to have focused more on my own race career in the early days, rather than look after so many customer cars, especially from 1988 to 2008. They always took priority as income was needed for Eurotech. Maybe I could have achieved more without the distractions.

How do you relax?

The only time I do relax is when we have our end-of-season holiday to New Smyrna Beach, Florida. It started 17 years ago by winning a five-day vacation there to see the Daytona 500 (with Neil Cunningham, for us winning Eurocar V6 and V8 championships). One year we'll probably just get a one-way ticket!

When was the last time you cried?

Recently, at a funeral for the son of a very good friend of ours. He was the same age as AJ. It was a poignant reminder that when you think you've had a really bad weekend it really doesn't matter so much. ☹

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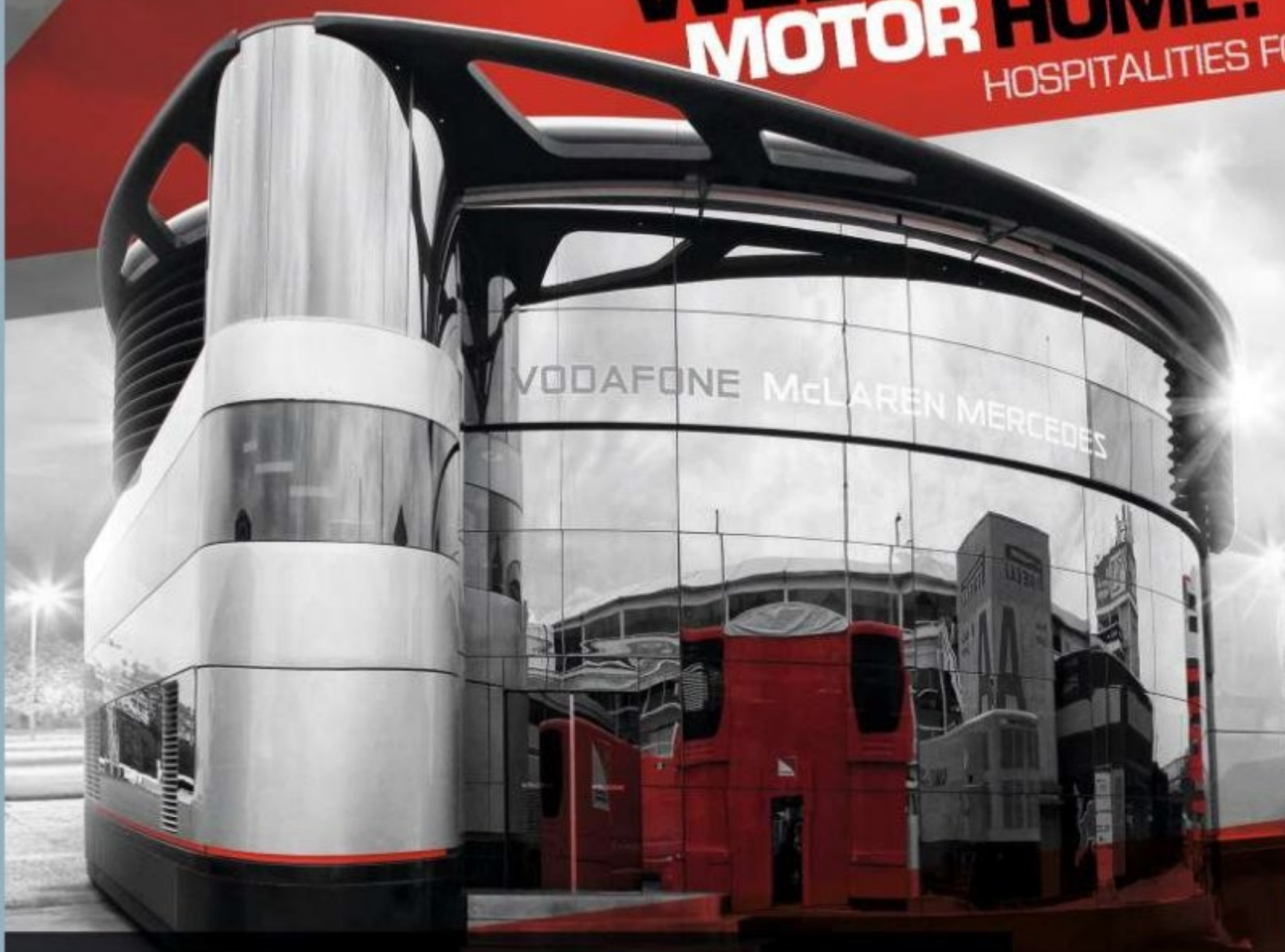


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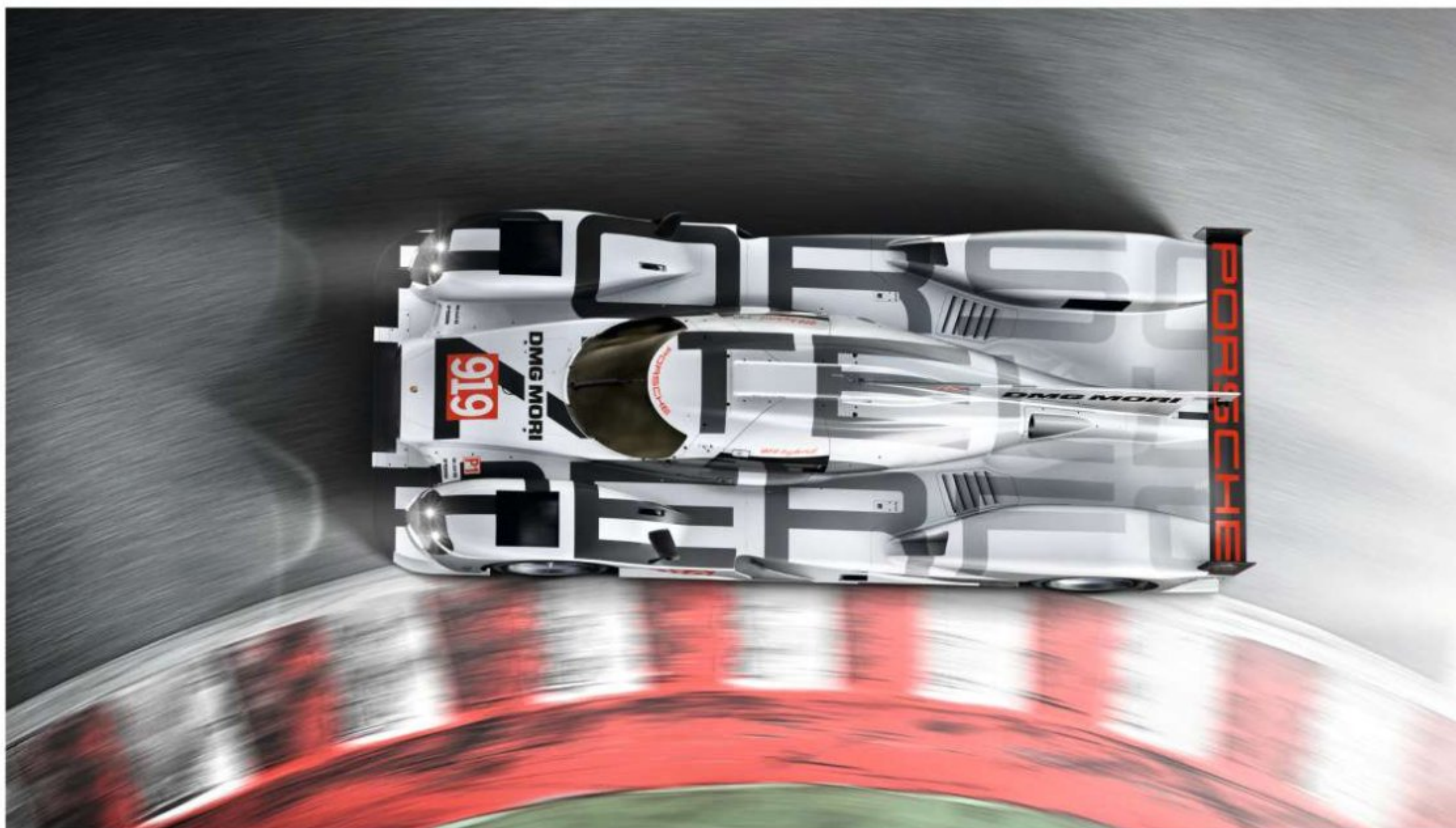
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KEY INFORMATION

CHASSIS Mygale-built carbon-composite monocoque built to FIA F4 safety standards

ENGINE 160bhp Ford EcoBoost 1.6-litre

TRANSMISSION 6-speed sequential gearbox with paddleshift

TYRES Hankook, £599/set

TOTAL COST £35,200 (including chassis, extras and engine lease)



Mygale F4 car to Ford series

French constructor to be chassis supplier to new UK FIA F4 series

THE UK VARIANT OF FIA

Formula 4 that will launch next season will use Mygale chassis, Ford has confirmed.

Mygale has been the main chassis provider British Formula Ford for several seasons and a deal between the French constructor and the Blue Oval has been expected since confirmation of the new championship earlier this year.

Ford has confirmed a number of new details for the Motor Sports Association-backed category, which replaces British Fford on the British Touring Car Championship support bill and will be eligible to 15-year-olds who hold an International karting licence and complete an extended ARDS course.

The championship, officially branded MSA Formula Certified by FIA Powered by Ford EcoBoost, will unveil its new FIA F4-spec

carbonfibre monocoque chassis on the Saturday of the Silverstone BTCC round later this month.

It will also switch tyre suppliers from Dunlop to Hankook, with the cars running on the same compound and construction of rubber as the Formula 3 European Championship. The 2015 champion will also test with a leading European F3 team.

Ford's detuned 160bhp EcoBoost engines, reduced in power by 40bhp to fit FIA F4's power-to-weight ratio, will be prepared and supplied solely by Sodemo and be available on a season's lease for £4800. The chassis, which includes a six-speed sequential gearbox, paddleshift steering wheel and data-logging system will cost £30,400.

Ford's head of racing in Europe Gerard Quinn said that partnering Mygale made perfect sense after a successful pre-existing relationship.

"We are pleased to announce that we are calling on the expertise of Mygale in France with the supply of chassis," he said. "Mygale's FIA F4 chassis is an impressively designed and engineered race car."

Quinn added that the time taken to release the details – with talks taking place between Ford and the FIA for almost two years and the official confirmation of the tie-up coming back in June – was a matter of ticking all the boxes for what he called "a huge deal" for young drivers in the UK.

"I've been working very closely on this and I've been guarded about what we were doing until we had everything buttoned down," he said. "We're partnered with the MSA and FIA and it's taken a while to get through the due diligence. We're delighted to evolve to the next generation of single-seater racing."

SCOTT MITCHELL ASSISTANT EDITOR

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AND THUS, DETAILS OF

Britain's version of FIA Formula 4 have come to pass, and to nobody's great surprise it's not called British F4.

Once you look past the lengthy title there are two particularly strong ideas amid the flurry of information and they both centre around Ford and the Motor Sports Association flexing the muscles of the FIA affiliation that brings the series more in line with Gerhard Berger's dream of a simplified single-seater ladder.

Rewarding the champion with a test with a leading Formula 3 European Championship team is a fine incentive for any budding racer (and matches the BRDC F4's prize of an Arden GP3 Series run), while JTR boss Nick Tandy, who knows what it takes to step out of a Formula Ford and perform in a Formula 3 car, was in no mood to play down the significance of the series using Hankook rubber next year. Matching up the tyre compounds to those used in the Formula 3 European Championship is a no-brainer.

The teams' testing programmes for the new car will be busy but in Mygale Ford has a manufacturer that has a car out and in development already.

The car's going to be unveiled at Silverstone the weekend after next and the early indication is the first 15 – to be delivered by the end of the year – will go quite quickly. How sales kick on from there will be interesting; one of the limitations to British Formula Ford's numbers was that there weren't many more out there.

Single-seater powerhouse Carlin has held talks with Ford, and it will be interesting to see which teams commit now more details are out in the open.

KEY REACTION

Rob Jones, MSA chief executive

"The launch of MSA Formula is a really exciting development, and for young drivers looking to establish themselves in the sport. I firmly believe that the MSA's adoption of the FIA's F4 concept makes this the clear choice for young career drivers."



Gerhard Berger, FIA Single-Seater Commission President

"Being able to rely on the powerful platform of the BTCC is an enormous plus. All the ingredients are gathered to see to it that it proves a success. It is essential for a country that places great importance on motorsport."



Nick Tandy, JTR team boss

"It's great news for us. This basically means we're fully committed to the series. We'll look to run a three-car team again and will get testing as soon as we can. There's a lot of interest in it already so now things have been firmed up I think there'll be even more."



Nick Streatfield, Falcon Motorsport team boss

"It gives us stability which is what we're after at the end of the day. The customer interest we've had so far has been huge, measured against what we've had in the past it far outweighs anything. We're confident we're on the right package."





Bell tested the Sprint model at Donington last week

GT Cup

New McLaren to make GT Cup race debut

McLAREN'S NEW GT CAR WILL make its UK race debut in the GT Cup this weekend at Donington Park, but not in GT3 form.

The 650S Sprint is a challenge racer based on the coupe version of the British manufacturer's latest model, which has succeeded the MP4-12C as its entry-level road car. It has been developed by the

marque's GT racing arm.

Factory driver Rob Bell will pilot the car in the multi-class GT series' GTC category alongside *Pistonheads* journalist Dale Lomas. They will be run by British GT and Blancpain Endurance Series squad Von Ryan Racing with support from McLaren.

Von Ryan boss Dave Ryan has also confirmed his squad will run

a GT3-spec 650S next year by upgrading its existing MP4-12C, which is possible because the new car retains the existing monocoque.

"We're doing the update on the current car," he confirmed. "We're in the process of doing that at the moment and we should be ready for testing in a month or so."

The 650S, which McLaren hopes

will form the basis of its Le Mans 24 Hours return in 2016, retains the same 3.8-litre V8 engine but has revised aerodynamics and has switched from a Ricardo to an Xtrac gearbox. It will cost £200,000 (plus VAT) in Sprint form, while the bespoke GT3 version, available to customer squads next season, is £330,000 (plus VAT).

Volkswagen Racing Cup

WRC ace Barrable makes victorious VW Cup debut

WORLD RALLY CHAMPIONSHIP driver Robert Barrable took an unexpected win on his Volkswagen Racing Cup debut last weekend at Donington Park.

Barrable, a regular in the WRC 2 series, finished seventh in the first race before winning the second encounter by less than a second from Lucas Orrock behind the wheel of a THM Racing-run Golf GTI.

The Irishman, who made a winning circuit racing return in Mondello Park's Vivion Daly Trophy earlier this year, had to appeal a post-race time penalty for contact with Orrock and erstwhile race leader David Sutton, but eventually the on-track result stood.

"I was talked into it by VW Ireland,

who work with THM Racing, and took the opportunity," said Barrable, who had no previous experience of racing at the Leicestershire circuit.

The 27-year-old will contest next weekend's Leinster Trophy at Mondello before returning to his WRC 2 Ford Fiesta for next month's Rally of Spain.



Barrable won second VW race

British GT

Aston Martin Challenge may join standalone British GT4 grid

ASTON MARTIN'S GT4 CHALLENGE could become part of the British GT4 grid next season if the series goes ahead with splitting its two classes.

The GT4 class has attracted almost a dozen regular entries in British GT this year, while the AMR-backed series has fluctuated between five and eight cars.

British GT promoter Stephane Ratel has stated his desire to split the GT3 and GT4 grids at certain tracks next year, and Challenge co-ordinator Andrew Williams said it was seriously



Challenge cars could bolster GT4 grid

looking at joining a standalone GT4 grid.

"We've had a few discussions with existing competitors and one option is an amalgamation with British GT4," he said. "It's time for British GT to be bold and decisive; my argument would be they all benefit from a split."

Benjamin Franassovici, British GT championship manager, is unsure it will achieve sufficient numbers.

"We need 25 cars and we're not quite there yet," he said. "A split of 18 and 18 is not going to justify it."

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British GT

Triple Eight wants BoP promise before BGT return

BRITISH GT TEAM TRIPLE EIGHT may not continue in the championship full-time next season after criticising its Balance of Performance rules.

It started from pole at Donington Park last year, but endured a difficult season finale this time round in which two of its BMW Z4s retired and Joe Osborne and Derek Johnston only finished ninth.

The squad expanded to three cars for the final two rounds, but director Lee



Triple Eight is not happy with BoP

Mowle warned it may not return with the same line-up in 2015.

"We worked with BMW to approach SRO about redressing the balance before this event, but to no avail," he said.

"We now find ourselves a second a lap down on where we were last year at Donington, getting crucified by cars that we were previously ahead of. That isn't a balanced performance."

"To give us the confidence to return with a three-car team, we require strong assurances from SRO that the BoP will be calculated and administered in a transparent fashion next season."

Series boss Benjamin Franassovici responded: "Didn't another team with the same car win the championship? We can't make everyone happy, but I think we've got a very healthy system. The BoP has been challenging, but good."

Renault Clio Cup UK

Holland in again at Brands

FORD FIESTA CHAMPIONSHIP

frontrunner Dan Holland will contest the Renault Clio Cup UK finale at Brands Hatch with a view to a full season in 2015.

The Fiesta RS race winner stepped in for JamSport team-mate Paul Knapp in the Clio races at Rockingham two weeks ago, finishing seventh twice.

JamSport has acquired the fourth-generation Clio raced earlier this year by 20Ten Racing's Craig Milner, and Holland

will continue with the team alongside Knapp at Brands on October 11-12.

"Dan wanted to get a taste of what the car and the championship is like, and the opportunity was there for him to drive for us at Rockingham," said JamSport team boss Sam Cotton.

"Whether Dan races for us next season depends on sponsorship, but hopefully his success in Fiestas will act as a springboard to a full season in Clios with us next year."



Holland will run in Clios again

Mini Challenge

Knox eyes GT/Mini assault

NEWLY-CROWNED MINI CHALLENGE

champion Chris Knox is looking into a possible move to the GT Cup next year.

Knox, who took his second Mini crown this year having previously won the title in 2011, plans to race the recently-unveiled F56 Mini in next year's series alongside a potential GT campaign.

He also intends to run two rookies in the older-spec Cooper class of the Mini Challenge to subsidise a GT move.

"Ideally I would love to do a season in a GT car of some sort, possibly in GT Cup," said Knox. "Budget restraints will affect that, but I might have a test in a 458 Challenge car before the end of the year."

"At the moment we're planning to run two club cars and two F56s in Mini Challenge next year."

"The plan is to get two novices in the Club cars and someone pretty quick in the F56 so that we can work together and get the best out of them."



Knox has won a second Mini title

HUMBLE PYE

The voice of club racing



Stewart parade was emotive for Pye

Glorious Goodwood just continues to raise the bar

Last weekend's Goodwood Revival was the 40th event at the circuit of the 'modern' era, and a record 148,000 spectators made the pilgrimage to West Sussex for the unique and peerless festival of motorsport, motoring, aviation and fashion that sells out earlier with each passing year, such is its gravitational pull.

Perched in the commentary tower above the pits I am privileged to have an overview I would not swap for the world. Working with AUTOSPORT's Henry Hope-Frost, former editor Bruce Jones, motorcycle guru Barry Nutley and hillclimber-turned-aviator Chris Drewett throughout the three days is a constant joy, as is the radio show banter woven together by TOCA broadcast ringmaster Alan Hyde and Toby Gunter's Soundec team.

Having missed the recent Bournemouth Air Show while at Zandvoort, I was lost in awe as the two remaining operational Lancasters, the Battle of Britain Memorial Flight's and Canadian Warplane Heritage Museum's, lumbered overhead with two Spitfires and a Hurricane. The music of 11 Rolls-Royce Merlin V12 engines as they banked in over the legendary marque's neighbouring car factory was unforgettable.

My abiding memory of the event on the ground came during Friday's Jackie Stewart tribute. As JYS stopped the gorgeous little F3 Cooper T72 in which a test drive 50 years ago ignited his single-seater career, sons Paul and Mark drew up alongside in his '69 and '73 world championship-winning Matra-Cosworth MS80 and Tyrrell 006. In a moment of intense pride, Jackie looked over and waved at the 'poleman' who captured it on his phone, with his

brother in the background.

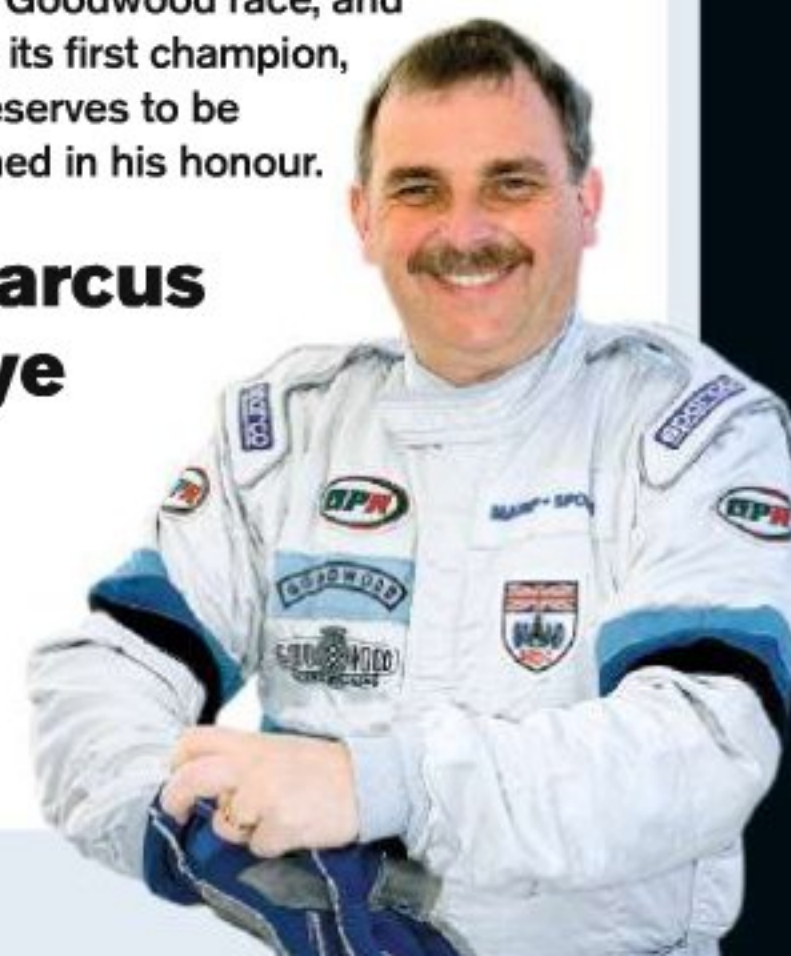
Seven-time world motorcycle champion John Surtees' car racing career started at Goodwood in 1960, with a Formula Junior race in another Ken Tyrrell Cooper-BMC. Big John added the F1 title to his achievements in '64, so seeing him lead the Glover Trophy field to the grid on Sunday in a scarlet Ferrari 158 and driving an evolution of the Lola T70 Spyder in

"JYS's sons Paul and Mark drew alongside him in a moment of intense pride"

which he claimed the inaugural Can-Am crown in '66 was magical too.

The announcement of the 73rd Goodwood Members Meeting on March 21-22 2015, following the success of the 72nd this spring, 48 years after the last of the circuit's first heyday, has delighted everybody. I'm savouring the prospect of the invitation race for 1000cc F3 screamers of 1964-70. As Jackie Stewart won the era's first Goodwood race, and was its first champion, it deserves to be named in his honour.

Marcus Pye



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Brack starred in GT40
at Goodwood in 2013



Spa 6 Hours

Brack heads full entry for Spa

INDIANAPOLIS 500 WINNER KENNY Brack and modern GT ace Frank Stippler are among the drivers of 12 Ford GT40s leading the capacity entry for this Saturday's 22nd Spa Six Hours.

Brack will share with double winner Christian Glasel, while Stippler partners German kitchen magnate Georg Nolte.

Simon Hadfield, a five-time winner in three different cars, and Leo Voyazides eye a third consecutive success, while 2011 victor Ralf Kelleners and former British Touring Car racers Adam Jones and Mike Jordan are also in GT40s.

The Cobra challenge has diminished, but recent Zandvoort and Goodwood winner David Hart has 2007 team-mate Hans Hugenholtz and Nicky Pastorelli sharing his DHG machine. British GT ace Phil Keen will drive a TVR Griffith with Sean and Michael McInerney.

Of the proven Jaguar E-types, sportscar pro Jamie Campbell-Walter joins Peter Snowdon in Matt le Breton's car, Jason Minshaw and Rob Hall rejoin Martin Melling, John and Chris Clark have hired Richard Shaw, while Andrew Kirkaldy and Martin O'Connell team up with fellow Scot

Sandy Watson. Stippler also plans to join Marcus Graf von Oeynhausen.

Jon Minshaw, three times a Spa winner in Jaguars with brother Jason and Martin Stretton, is in one of the Porsche 911s that excel in the wet, while Austrian Roman Caresani has Alexander van der Lof in his 904/6.

The Lotus Elan coupe of two-time Chevron B6 winner Michael and son Will Schryver will duel with Graham Wilson/Andy Wolfe/Oliver Stirling, Grant Tromans/Richard Meaden/James Hanson and Ed Morris/Joe Twyman/Martin Eyears.



In brief

Escape for Mini racer

Keith Issatt avoided serious injury in his Mini Challenge race-cancelling shunt on Sunday (above). He was stretchered away to the medical centre after being extracted from it complaining of neck pain but was later released with bruising. The race was not restarted due to barrier damage and the approaching curfew.

Siffert in FFord outing

Philippe Siffert, the son of late Formula 1 race winner and Porsche factory driver Jo, will race a Royale RP21 in the Anglo-French Motors Cup race in the Historic Sports Car Club meeting at Brands Hatch later this month. It will be Siffert Jr's first appearance at the Kent circuit since racing a period Van Diemen in the Formula Ford Festival in 1992.

Moore tops F4 test

Lanan Racing duo Struan Moore and George Russell headed the BRDC Formula 4 Championship's official Donington Park test day last week. Moore beat his championship-leading team-mate to overall honours by 0.023s ahead of the penultimate round of the series at the track this weekend.

1000km race planned

The British Racing and Sports Car Club will run a 1000km race at Donington Park in November for a variety of Fun Cup, Mazda MX5s, Ford Fiestas and Volkswagen Golfs. It will take place on November 8 on the National layout and include specific classes for each models, including Mk1 and Mk3 Mazdas and the Production GTi VWs, as well as an invitation class.

Supercup class split

Ginetta will introduce a split in its GT4 Supercup based on drivers' racing experience and results. It will adopt a 'Professional' and 'Amateur' class split similar to that used in the Porsche Carrera Cup Great Britain.

Fielding claimed
podium in G40



Ginetta GT5 Challenge

Fielding makes GT5 debut

BRDC FORMULA 4 RACE

winner Sennan Fielding made his Ginetta GT5 Challenge debut in the Donington Park finale last weekend.

Fielding, who is fourth in the F4 standings with two rounds remaining, took a best finish of second in the first race of the weekend with Xentek Motorsport and followed it up with fourth- and fifth-place finishes.

"I want to follow the single-seater path if I can, but I'm happy just to race," said Fielding, who finished second in the Ginetta Junior series in 2012.

Also making a one-off GT5 outing was James Taylor, the winner of the Ginetta-backed 'want2race' initiative. The 26-year-old's best result over the weekend was 16th place.

British GT

New British GT tyre for 2015

BRITISH GT TYRE SUPPLIER AVON has unveiled a new compound of slick tyre to be used in the championship next season.

Avon has been British GT's tyre supplier since 2006, although the 2015-spec tyre will be the first it has introduced to the series for three years.

It has undergone an extensive testing programme across a range of European tracks in which McLaren, Bentley, Aston Martin and Ferrari have all participated.

"The new tyre has delivered peak lap times during testing that are similar to, or better than, the 2014 tyre," explained Avon technical manager Mike Lynch. "The main focus has been on significantly improving the tyre performance throughout the range of ambient conditions.

Avon will also introduce a revised tread pattern for its wet tyre.

Martin won
second race



Ferrari Challenge

Briton wins home race in Ferrari Challenge

DANIELE DI AMATO AND BRITON Alexander Martin shared the European Ferrari Challenge victories at Silverstone last weekend.

Italian Di Amato took the win in the opening race of the weekend for the Motor Piacenza team, with Philipp Baron

and Dario Caso rounding out the podium. Team-mate Martin made it two out of two for Motor Piacenza, while Caso scored his second top-three finish of the weekend ahead of Di Amato.

David Gostner and Sam Smeeth shared Am-class honours, while the

Coppa Shell was dominated by Max Bianchi, who took a double win.

Ferrari Formula 1 test driver Marc Gene also completed demo laps in a 2009-spec F1 car as part of the event, which included a parade of 964 cars from the Italian marque.

Fulbrook (13) landed his third VW Cup title



VOLKSWAGEN RACING CUP DONINGTON PARK, SEPTEMBER 13-14 BRSCC

Fulbrook edges to VW title hat-trick

AARON MASON AND IRISH RALLY ace Robert Barrable scored a win each in the season's finale, but a brace of top-four finishes gave Joe Fulbrook his third title.

David Sutton led the first race but was under immediate pressure from Mason, with Jack Walker-Tully briefly parting them on the second lap. Sutton's Scirocco then picked up a misfire and the similar cars of Mason and James Greenway moved ahead.

Mason escaped for the win but Greenway took a little longer to shake off the pack and consolidate second, while Sutton survived

intense pressure from Fulbrook's Golf over the final laps to retain third. Lucas Orrock and Stefan di Resta completed the top six.

Mason led race two on the opening lap when Sutton challenged at Goddards, only to T-bone his rival and send them both spinning. But with David Fairbrother rolling on the exit the race was red-flagged.

Sutton led from the restart, heading Orrock, Fulbrook and Greenway in an immediate break. But Barrable was on the move, moving his Golf into third place on lap four and then catching the

leading duo so that they were nose to tail for the final three laps.

Into the Melbourne Hairpin for the last time Barrable caught the back of Orrock's car, which pushed him into Sutton. With both delayed, Barrable came through to win with Orrock recovering second, followed by Sutton, Fulbrook, Walker-Tully (who had charged through from 14th) and Howard Fuller.

Barrable received a three-second penalty after the race that dropped him to second, but appealed and overturned the decision. Sutton was less fortunate, dropping from third

to 10th with the penalty that was applied as a consequence of the earlier incident with Mason.

● Peter Scherer

RESULTS (12 LAPS) 1 Aaron Mason (Scirocco) 21m04.593s (84.97mph); 2 James Greenway (Scirocco) +1.557s; 3 David Sutton (Scirocco); 4 Joe Fulbrook (Golf GTi); 5 Lucas Orrock (Scirocco); 6 Stefan di Resta (Scirocco). **Fastest lap** Jack Walker-Tully (Scirocco) 1m44.197s (85.93mph). **RACE 2 (11 LAPS) 1 Robert Barrable (Golf GTi) 19m22.495s (84.73mph);** 2 Orrock +0.732s; 3 Fulbrook; 4 Walker-Tully; 5 Howard Fuller (Golf); 6 Greenway. **FL** Walker-Tully 1m43.906s (86.17mph).

GINETTA GT5 CHALLENGE DONINGTON PARK, SEPTEMBER 13-14 BRSCC

Gamble hits the jackpot

GEORGE GAMBLE WAS CROWNED 2014 champion after taking two of the three wins on offer in the weekend's finale.

Gamble led the first race until surrendering to Ollie Chadwick's pressure at the Esses on lap five, with Dennis Strandberg following past at the Melbourne Hairpin.

Chadwick and Strandberg then battled for the lead. It came to a head at the Goddards hairpin – the final corner of the race – when a move by Chadwick ended with contact on the exit with the Swede. That sent them both spinning and

handed Gamble the win.

Sennan Fielding and Garry Simms went by too, with Strandberg and Chadwick completing the top five.

It was another Gamble versus Chadwick duel in race two, with Gamble retaining the advantage despite a last-lap dive at the Esses by Chadwick. He got ahead briefly but went wide at Melbourne, while Strandberg was third after ousting Fielding with four laps to go.

Chadwick finally got his win in the last race of the season, with Strandberg third and Callum Pointon claiming a late third over Fielding.

● Peter Scherer

RESULTS (9 LAPS) 1 George Gamble 16m14.936s (82.66mph); 2 Sennan Fielding +1.414s; 3 Gary Simms; 4 Dennis Strandberg; 5 Ollie Chadwick; 6 Nick Firth. **Class winner** Alex Preston (G20). **FL** Gamble 1m46.699s (83.92mph). **RACE 2 (11 LAPS) 1 Gamble 20m58.998s (78.23mph);** 2 Chadwick +0.326s; 3 Strandberg; 4 Fielding; 5 Simms; 6 Callum Pointon. **CW** Preston. **FL** Chadwick 1m45.284s (85.05mph). **RACE 3 (9 LAPS) 1 Chadwick 16m11.467s (82.95mph);** 2 Gamble +0.283s; 3 Strandberg; 4 Pointon; 5 Fielding; 6 Simms. **CW** Preston. **FL** Gamble 1m46.648s (83.96mph).

Gamble took 2014 crown



Edwards girls beat Griffin boys

ASTON GT4 CHALLENGE DONINGTON PARK, SEPTEMBER 13-14 BRSCC

Sisters surge to victory

THE WINNERS OF BOTH RACES were GT4 Challenge debutants.

Jade Edwards soon overcame Kieran Griffin in the first, but problems at the pitstop as she handed to sister Chloe were to put them out of contention.

Chris Kemp then took charge but, after taking over Kevin Norville's car in last place, Ben Clucas charged through the order and was poised to challenge when the leader spun at the Old Hairpin and broke his powersteering. Adrian Johnson and Tom Black followed Clucas home at a sizeable distance.

Jade Edwards again overhauled Griffin early on in race two but this time sister Chloe retained their advantage, with Liam Griffin second and Black third again.

● Peter Scherer

RESULTS (BOTH 35 LAPS) 1 Kevin Norville/Ben Clucas 1h01m16.428s (85.24mph); 2 Adrian Johnson +19.141s; 3 Tom Black; 4 Mike Brown/Paul Cripps; 5 Kieran Griffin/Liam Griffin; 6 Jade Edwards/Chloe Edwards. **FL** Clucas 1m37.942s (91.42mph). **RACE 2 1 Edwards/Edwards 1h00m42.404s (86.04mph);** 2 Griffin/Griffin +2.855s; 3 Black; 4 Chris Kemp; 5 Norville/Clucas; 6 Johnson. **FL** Clucas 1m37.525s (91.81mph).



Two wins made
Briant the Super
Graduates champion

SUPER AND CLASSIC CATERHAM GRADUATES SNETTERTON, SEPTEMBER 13-14 BARC

Caterham aces clinch crowns with doubles

THE COMBINED RACES FOR THE Super and Classic Caterham Graduates not only provided the largest grids of the meeting, but also proved pivotal in the title fights.

Toby Briant went into the weekend as the man in form in the Super class, leading the points table after three wins from the past four races. After the lead battle had stretched to five cars for much of the opening race, Briant and Edward Benson edged clear of the rest. Benson set fastest lap on the final tour as he chased victory, but it wasn't enough, as Briant prevailed to claim his fourth win of the year.

Further back, Andy Molson came from 10th on the grid to beat Luke Tzourou to the final podium spot. Graham Smith was always in control of the Classic clash, comfortably clear of Shaun Thompson, who just held off Trevor Harber for second.

Briant and Benson were at the sharp end again in race two, contesting an intense nose-to-tail lead battle, with Briant ahead as they flashed past the flag to win by a fraction of a second.

"Another five yards and he'd have had it," admitted a relieved Briant, whose victory was slim but ensured he clinched the Super title.

Smith followed Briant's example to complete the double, and by claiming another dominant class win he cemented his grip on the Classic trophy.

● Oliver Timson

SUPER & CLASSIC GRADUATES (BOTH 10 LAPS) 1 Toby Briant 22m34.298s (78.91mph);

2 Edward Benson +0.157s; 3 Andy Molson; 4 Luke Tzourou; 5 Martin Kay; 6 Justin Cox.

CW Graham Smith. **FL** Benson 2m13.579s (80.01mph).

RACE 2 1 Briant 22m37.150s (78.75mph);

2 Benson +0.020s; 3 Tzourou; 4 Cox; 5 Kay; 6 Gareth Cordey. **CW** Smith.

FL Kay 2m13.606s (79.99mph).

LEGENDS SNETTERTON, SEPTEMBER 13-14 BARC

Whitelegg hat-trick puts leader Brace in the shade

THE LEGENDS CHAMPIONSHIP returned to Norfolk for six frenetic races on the Snetterton 300 circuit, Steve Whitelegg keeping runaway points leader and title favourite Dean Brace out of the spotlight with an impressive hat-trick of wins.

Rookie racer Henry King stole the early limelight, slipstreaming past James Holman on the drag to the flag to secure victory in the opening race, while Whitelegg and Brace chased them home. Whitelegg won a similarly tight second race by a whisker, surging ahead of a five-car lead pack before holding off Matthew Pape and Brace.

Race three was always going to be action-packed, as a reversed grid forced the frontrunners to battle through the pack. They wasted little time doing so, with Brace, Holman and Whitelegg soon contesting the lead. Whitelegg timed his run perfectly to deny a fast-closing



Whitelegg (66) won
three races at Snett

Holman and win again.

An early safety-car period briefly neutralised Sunday's opening race. At the restart Brace, Holman and Whitelegg once more escaped and looked like taking their battle to the line. But an overambitious challenge by Brace into Brundle on the final lap broke up the group, with Brace dropping to fourth and Holman losing time in avoidance. Whitelegg gratefully sped clear for his third win on the bounce.

Brace rediscovered the winning habit in race five, taking charge from the start to secure his first win of the weekend. Pape beat Whitelegg to the runner-up spot by 0.001s.

Having had to battle through from the back in every race due to not being registered for points, Pape's tenacity and pace were finally rewarded in Sunday's finale. He scythed through the field before taking the lead into Riches on lap

six of eight and had enough in hand to seal victory ahead of Holman.

● Oliver Timson

RESULTS (6 LAPS) 1 Henry King 13m49.973s (77.26mph); 2 James Holman +0.144s; 3 Steve Whitelegg; 4 Dean Brace; 5 Matthew Pape; 6 Ben Power. **FL** Holman 2m16.518s (78.29mph).

RACE 2 (6 LAPS) 1 Whitelegg 13m52.452s (77.03mph); 2 Pape +0.083s; 3 D Brace; 4 King; 5 Power; 6 Nick Brace. **FL** Pape 2m16.175s (78.48mph). **RACE 3 (8 LAPS)** 1 Whitelegg 18m33.796s (76.76mph); 2 Holman +0.046s; 3 D Brace; 4 Pape; 5 N Brace; 6 Power. **FL** Holman 2m17.030s (77.99mph).

RACE 4 (8 LAPS) 1 Whitelegg 21m14.379s (67.09mph); 2 Holman +3.005s; 3 Pape; 4 D Brace; 5 N Brace; 6 King. **FL** Pape 2m15.723s (78.74mph). **RACE 5 (6 LAPS)** 1 D Brace 13m45.997s (77.63mph); 2 Pape +5.038s; 3 Whitelegg; 4 Power; 5 King; 6 David Ward. **FL** N Brace 2m16.454s (78.32mph).

RACE 6 (8 LAPS) 1 Pape 18m23.850s (77.46mph); 2 Holman +0.121s; 3 Power; 4 Whitelegg; 5 King; 6 N Brace. **FL** Power 2m15.705s (78.75mph).



In brief

GRDC

Charles Ferguson (above) took another double at Donington Park as Gregory Stuart fell away from a great dice with John Wall for second in race one. A touch at the Old Hairpin took out one of Wall's front-tyre valves as he challenged Ferguson, handing Gary Wager second, with Shawn Fleming third at Melbourne on the last lap after Matt Lowe went wide. Stuart headed the chase in race two after Wager's early challenge faltered, while Fleming passed Dan O'Brien for third with one lap remaining.

Pickups

When poleman Anthony Hawkins lost time through the Montreal hairpin on lap one, rising star Freddie Lee stole the initiative to lead at Snetterton. It proved short-lived as a wide moment at Murrays next time round handed a decisive advantage to Mark Willis. Lee pushed hard to recover, only for another off to allow Hawkins to claim second. Having retired from a podium place late in race one, Michael Harris bounced back with a hard-earned win in race two, finally edging clear on the final lap.

Sigmax/Mega Graduates

With double polesitter Amanda Black losing ground at the start of Snetterton's first combined Sigmax and Mega race, Martin Amison scrapped with Neil Shinner, Mick Whitehead and Nick Pancisi before securing a breathless win by a car's length. Amison just missed out on a double in race two when Shinner burst through on the final lap to snatch the laurels.

Sigma Graduates

There was a three-way fight for supremacy in the opening Sigma race at Snetterton, with poleman Tristan Judge battling Nigel Bond and Zoltan Csabai. Bond's late mistake boosted championship leader Judge to the lead and he held off Csabai for his seventh win this year. Judge (below) headed a five-car group to win again in race two, winning a race-long battle with Max Robinson.



Snoeks leads Dutch legion at Brands

KELVIN SNOEKS WON BOTH RACES during the Dutch Supercar Challenge series' trip across the Channel to Brands Hatch last weekend.

A group of three cars led the early stages of the first encounter, with Snoeks's Volvo leading the Mosler of poleman Martin Short and the McLaren of Peter Kox.

Unfortunately for Kox, two safety car periods early on scuppered any chances of a good result for the Dutchman and his gentleman-driver team-mate Nico Pronk before a problem with the throttle body caused the car to retire later on.

Snoeks and Short had been given pitstop-success penalties of 40 and 30 seconds respectively, allowing the Viper of Roger Grouwels and Arjan van der Zwaan to move to the head of the field at half distance.

Short passed Snoeks for second at the midpoint, and was quickly catching the Viper when he was forced to pull off with a serious engine problem that ended his weekend.

Grouwels was then hunted down by Snoeks, who grabbed the lead at Surtees four laps from home.

Snoeks overcame an even bigger



Snoeks (left) benefited from his main rivals' mechanical woes

50-second success penalty to win race two, but it could have been a very different story had a misfire not ruled out Kox, who snatched the lead from Snoeks on the opening lap before he was forced to pull his MP4-12C into the pits and retire.

"The misfire got worse and worse, I couldn't even pass the backmarkers," said a frustrated Kox.

After the stops, Henry Zumbrink

found himself at the head of the field, but was demoted to second by fellow Volvo man Snoeks at Druids at two-thirds distance. Grouwels and van der Zwaan completed the podium.

● Matt Upton

RESULTS (37 LAPS) 1 Kelvin Snoeks (Volvo S60 V8) 1h00m14.438s (89.67mph);

2 Roger Grouwels/Arjan van der Zwaan (Dodge Viper GT3-R) +4.276s; 3 Martin Lanting/Bob

Herber (Ferrari 458 GT2); 4 Craig Wilkins (Viper); 5 Henry Zumbrink (S60); 6 Patrick van Glabeke/Frederique Jonckheere (458). **Class winners** Wilkins; Fiona James (Lamborghini Gallardo).

Fastest lap Martin Short (Mosler MT900R GT3) 1m26.890s (100.81mph).

RACE 2 (40 LAPS) 1 Snoeks 1h00m59.155s

(95.75mph); 2 Zumbrink +13.493s; 3 Grouwels/van der Zwaan; 4 Henk Thuis (Radical RXC V8); 5 Lanting/Herber; 6 Colin White (Ginetta GT3). **CW** Thuis; James. **FL** Kox 1m26.124s (101.71mph).



Brown won on Mini comeback

MINI CHALLENGE BRANDS HATCH, SEPTEMBER 13-14 MSVR

Brown wins, Knox crowned

SERIES RETURNEE JONO BROWN shared the spoils with Chris Knox in the two Mini Challenge encounters.

In race one, polesitter Brown slipped behind Lawrence Davey and Neil Newstead on the first lap before repassing both men on lap four to take a comeback win, having sat out much of the season due to health issues.

Knox came from a lowly 10th on the grid to finish second ahead of Newstead, thereby securing the title for the second time.

In the second race, Knox wrested the lead from Brown and did not

relinquish it, with Henry Duprey taking the runner-up spot after passing Brown at Surtees on lap five.

The third race was stopped after a four car pile-up, and wasn't restarted.

● Matt Upton

RESULTS (BOTH 12 LAPS) 1 Jono Brown 20m38.799s (84.85mph); 2 Chris Knox +2.220s; 3 Neil Newstead; 4 Henry Duprey; 5 Rob Smith; 6 Hamish Brandon. **CW** Ricky Page. **FL** Brown 1m41.280s (86.49mph). **RACE 2 1 Knox 20m40.013s (84.77mph);** 2 Duprey +1.268s; 3 Newstead; 4 Luke Caudle; 5 Smith; 6 Brandon. **CW** Josh Gollin. **FL** Knox 1m41.697s (86.13mph).

MONO 2000 BRANDS HATCH, SEPTEMBER 13-14 MSVR

Jones seals Mono double

DARYL JONES TOOK A DOUBLE victory in Mono 2000, despite suffering a spin just after half-distance in the first race.

Jones led early on after poleman Robbie Watts bogged down at the start, but his pirouette handed the advantage to Ben Cater. Jones recovered quickly and traded the lead with Cater several times before making a move stick at Hawthorns on the penultimate lap.

Jones led the second race from start to finish, while Cater recovered from a scrappy getaway

that had dropped him to fifth place to take another second.

● Matt Upton

RESULTS (BOTH 10 LAPS) 1 Daryl Jones (Dallara F302) 14m54.373s (97.94mph);

2 Ben Cater (F301) +0.926s; 3 Richard Purcell (F398); 4 Robbie Watts (Lola F106/03); 5 Neil Harrison (F302); 6 Simon Tate (F302). **CW** Will Arif (Mygale). **FL** Cater 1m27.317s (100.32mph).

RACE 2 1 Jones 14m56.836s (97.67mph);

2 Cater +3.185s; 3 Harrison; 4 Kevan McLurg (F397); 5 Malcolm Scott (F398); 6 Cian Carey (Formula Renault). **CW** Matthew Tighe (Van Diemen). **FL** Jones 1m27.908s (99.64mph).



Jones (left) recovered from a spin to win



O'Brien (9) won heat two but lost out in the finale

SCOTTISH LEGENDS KNOCKHILL, SEPTEMBER 14 SMRC

Hunter catches his prey in Legends final

DAVID HUNTER TOOK THE SPOILS IN the Scottish Legends final after title rivals Duncan Vincent and Paul O'Brien shared honours in the heats.

Vincent took the win in the first heat under huge pressure from Hunter, who was just one tenth adrift at the flag. O'Brien meanwhile made an error trying to find a way past John Paterson for third, but managed to keep fourth.

In the second heat O'Brien bounced back to win narrowly from

Paterson after taking the lead at Clark on lap two, while Hunter beat Vincent by 0.005s in a tight battle for third.

Paterson and O'Brien took turns leading the final as Vincent got stuck in traffic, but it was Hunter who came through to take a crucial victory after waiting until the penultimate lap to make his move. Paterson and O'Brien completed the podium in an ultra-close race in which the top five was covered by 0.8s.

● Jonathan Crawford

RESULTS (BOTH HEATS 8 LAPS) 1 Duncan Vincent 8m10.814s (74.34mph); 2 David Hunter +0.126s; 3 John Paterson; 4 Paul O'Brien; 5 Euan McKay; 6 Alan Freeland. **FL Hunter 59.589s (76.54mph).**

HEAT 2 1 O'Brien 8m08.640s (74.67mph); 2 Paterson +0.090s; 3 Hunter; 4 Vincent; 5 McKay; 6 Ivor Greenwood.

FL Vincent 59.481s (76.68mph).
FINAL (10 LAPS) 1 Hunter 10m16.216s (74.01mph); 2 Paterson +0.232s; 3 O'Brien; 4 Vincent; 5 McKay; 6 Freeland. **FL Vincent 59.086s (77.19mph).**

SCOTTISH FORMULA FORD KNOCKHILL, SEPTEMBER 14 SMRC

Haggerty maintains his dominant streak

CIARAN HAGGERTY CONTINUED HIS domination of the Scottish Formula Ford series, taking a triple win to extend his winning streak to an incredible nine races.

Haggerty's team-mate Adam Mackay took up the chase of the points leader in race one, keeping the gap to the leader within a second until he spun off at Clark at two-thirds distance, allowing Haggerty to cruise to victory by seven seconds from title rival Jordan Gronkowski.

While Mackay made his way from the back of the grid in race two, Gronkowski ran Haggerty much closer than he had in the opener, the Van Diemen finishing just over three



Gronkowski tried a last-corner move on Haggerty (4)...

seconds adrift of the Ray.

The initial start of the third race had to be red flagged after a mix-up with the start procedure, which resulted in contact between Matthew Chisholm and Neil Broome.

When the race started in earnest, Haggerty led from Gronkowski. The duo made contact at the final corner when Gronkowski attempted a pass.

Nevertheless, Haggerty escaped damage and held on to continue his unbroken run of Scottish victories that stretches back to June.

● Jonathan Crawford

RESULTS (12 LAPS) 1 Ciaran Haggerty (Ray GR14) 11m05.607s (82.23mph); 2 Jordan Gronkowski (Van Diemen RF90) +7.787s; 3 Clay Mitchell (Ray GR13); 4 Matthew Chisholm (Van Diemen RF92); 5 Neil Broome (Swift SC93K); 6 Sebastian Melrose (GR14). **FL Haggerty 54.838s (83.17mph).** **RACE 2 (12 LAPS) 1 Haggerty 11m12.118s (81.43mph);** 2 Gronkowski +3.388s; 3 Adam Mackay (Ray GR09); 4 Chisholm; 5 Mitchell; 6 David Thorburn (GR09). **FL Haggerty 55.181s (82.65mph).** **RACE 3 (10 LAPS) 1 Haggerty 9m19.185s (81.56mph);** 2 Mackay +2.171s; 3 Gronkowski; 4 Mitchell; 5 Melrose; 6 Andrew MacGregor (Van Diemen RF86). **FL Mackay 55.145s (82.71mph).**



...who has won nine races in a row



In brief

Dutch Supersport/Sport

Luc de Cock and sometime Auto GP pilot Sam Dejonghe led the first race commandingly before their Lotus shed a rear wheel. After the pitstops Ruud Olij (above) was in front, rebuffing a late challenge from Martin Webb to win. Race two went to Mark van der Aa and Bas Schouten, whose cause was aided by driveshaft failure for close rivals Adam Hayes and Mark Radcliffe.

Dutch Superlights

Daniel Gibson and Tom Bradshaw were unbeatable at Brands Hatch, taking a dominant double win and lapping every car in the second race. Henk Thuis and Daniel Abbott took a brace of seconds, coming from the back of the grid in both races after they were unable to set a lap time in qualifying.

Scottish Minis

Oliver Mortimer took his first wins of the year at Knockhill, triumphing in race one after Joe Tanner got a jumped-start penalty and championship leader Ken Thirlwall retired with driveshaft problems. David Sleigh broke his 2014 duck in race two, before Mortimer took the third win in one of the series' closest-ever finishes, the top three covered by less than a tenth.

BMW Compact Cup

Championship leader Alan Kirkaldy was victorious in race one at Knockhill, absorbing race-long pressure from Steven Dailly. Carol Brown meanwhile came third after making a brave move on Mark Souter at Clark. Dailly took honours in the second race after Kirkaldy made an uncharacteristic error exiting Clark.

Scottish Fiestas

Reigning champion George Orr (leading below) made his first appearance of the year at Knockhill and took the first race win, although Wayne Macaulay's second place was enough to clinch the ST Cup. The result was repeated in race two, with Kevin Whyte taking third after a great battle with Blair Murdoch.





Mittell's triumph was
a first for the car
built by his father

RGB CADWELL PARK, SEPTEMBER 13-14 750MC

Mittell ends Spire RGB victory streak

SCOTT MITTELL TOOK A FIRST victory in his Mittell MC-52B in the opening encounter, ending the run of 40 Spire GT3 victories in the category, while Matthew Higginson wrapped up the overall championship with a round to spare.

Higginson had been a second faster than closest rival John Cutmore in qualifying and at the start of the initial encounter he sprinted his Spire into an immediate lead ahead of Mittell, as Paul Rogers held off Cutmore for third place.

These battles continued for the following three laps before Mittell hit the front and pulled out a three-second lead over Higginson as Cutmore still pressed Rogers.

Higginson retaliated and reduced the gap to the leader to just over one second, but the race was brought to a premature close when it was red-flagged following Stephen Malyon's hefty impact with the barriers underneath the spectator bridge on the approach to the Mountain.

The front-engined spoils went to

David Watson, who finished ninth, just ahead of Austen Greenway.

Higginson led from Mittell at the start of the second race, but it had to be red-flagged after two laps when Jason Stowe went off at Hall Bends.

Following the restart it was Higginson who again led from Mittell, with Duncan Horlor holding off Cutmore for third position. On lap three Cutmore moved up to the final podium position and retained it to the chequered flag behind Higginson and Mittell.

James Walker claimed front-engined victory and with it the title.
● Graham Read

RESULTS (6 LAPS) 1 Scott Mittell (Mittell MC-52B) 9m07.50s (86.28mph); 2 Matthew Higginson (Spire GT3) +1.14s; 3 Paul Rogers (Contour RGB09); 4 John Cutmore (Spire); 5 Oliver Hewitt (Spire); 6 David Wale (Spire). **Class winner** David Watson (MNR GM2). **Fastest lap** Higginson 1m29.00s (88.46mph). **RACE 2 (5 LAPS) 1 Higginson 7m37.73s (86.00mph);** 2 Mittell +2.12s; 3 Cutmore; 4 Duncan Horlor (Spire); 5 Rogers; 6 Colin Chapman (BDN S3). **CW** James Walker (Phoenix). **FL** Higginson 1m29.10s (88.36mph).

CLASSIC STOCK HATCH CADWELL PARK, SEPTEMBER 13-14 750MC

Champagne for super Nova

PIP HAMMOND WON BOTH RACES, but was kept honest on each occasion by the chasing Lee Scott.

Hammond put his Vauxhall Nova on pole position twice for its second meeting and quickly converted that into a race-one lead. Stuart Window pressed Scott for second place in a Citroen AX-versus-Ford Fiesta scrap, while Imran Khan was pursuing Andy Philpotts for fourth.

As the race developed Scott started to close on the leading Hammond and in the closing stages was right on the front man's tail. Hammond held on though to win by a mere 0.3 seconds, with Window claiming the final podium position.

The following day Hammond was

again never allowed to relax as Scott remained right in his wheeltracks from start to finish. Philpotts made third his own ahead of Mervyn Beckett, while a roll for Derek Rozier's Peugeot 205 GTi exiting Barn ended the race early.

● Graham Read

RESULTS (9 LAPS) 1 Pip Hammond (Vauxhall Nova GTE) 16m21.83s (72.17mph); 2 Lee Scott (Ford Fiesta XR2i) +0.32s; 3 Stuart Window (Citroen AX GTi); 4 Andy Philpotts (XR2); 5 Imran Khan (XR2); 6 Gordon MacMillan (Peugeot 205 GTi). **FL** Scott 1m47.39s (73.31mph).

RACE 2 (6 LAPS) 1 Hammond 10m55.68s (72.05mph); 2 Scott +1.04s; 3 Philpotts; 4 Mervyn Beckett (Nova); 5 MacMillan; 6 Khan. **FL** Scott 1m47.29s (73.38mph) **record**.



Coomer earned
his first victory

CIVIC CUP CADWELL PARK, SEPTEMBER 13-14 750MC

Civic epics provide thrills

LUKE SEDZIKOWSKI AND CHRIS Coomer claimed a win apiece in a brace of entertaining encounters.

Andrew Gaugler, Robert Baker and Rich Hockley established themselves as the leading trio in the opening contest and an excellent scrap was developing when a blown engine for Hockley at the Hall Bends forced the race to be red-flagged.

Following the restart Gaugler led briefly before an incident with Baker at Park allowed Sedzikowski to hit the front as Daniel Webster nipped ahead for second.

Coomer led from the second lap

in race two, but Mark Higginson, Sedzikowski and Bernard Galea put on a tremendous show behind until Higginson took the runner-up spot on the final tour as Sedzikowski's engine overheated.

● Graham Read

RESULTS (4 LAPS) 1 Luke Sedzikowski 7m08.30s (73.53mph); 2 Daniel Webster +0.74s; 3 Andrew Gaugler; 4 Mark Higginson; 5 Bernard Galea; 6 Chris Coomer. **FL** Robert Baker 1m43.99s (75.71mph). **RACE 2 (9 LAPS) 1 Coomer 15m59.78s (73.83mph);** 2 Higginson +0.39s; 3 Sedzikowski; 4 Galea; 5 Baker; 6 Michael Hamlett. **FL** Higginson 1m43.57s (76.02mph) **record**.



Hammond won
twice in 'new' Nova



Coller scarpers clear at the start of the packed Locost races

LOCOST CADWELL PARK, SEPTEMBER 13-14 750MC

Coller cruises home to a Locost double

TOM COLLER LEFT CADWELL PARK AS a delighted double winner and Danny Andrew collected the victory spoils from the third race.

Coller started from pole position for the Group C-versus-Group A initial contest and led the field into Coppice for the first time after overcoming the threat posed by championship leader Mathew Brooks.

As Coller went on to dominate the encounter, reaching the chequered flag 1.8 seconds clear of his pursuers, Andrew proved to be the best of the rest after a tremendous scrap with

Brooks and Tom Robinson.

The first attempt to run the contest between Groups B & C had to be red-flagged during the second lap. After the restart Ian Allee briefly held the lead before dropping to third position, with Coller out front again.

He was leading Lee Bankhurst, Allee and Lee McNamara when red flags were again required after Gregory Smith and David Jones exited the fray at the foot of the Mountain.

Bankhurst and Andrew fought hard for the laurels in the third race, before Andrew reached the flag first.

Brooks was the best of the rest.

● Graham Read

RESULTS RACE 1 (9 LAPS) 1 Tom Coller 16m15.86s (72.61mph); 2 Danny Andrew +1.88s; 3 Mathew Brooks; 4 Thomas Robinson; 5 Shaun Brame; 6 Lee McNamara. **FL** Robinson 1m46.29s (74.07mph). **RACE 2 (3 LAPS) 1 Coller 5m26.31s (72.38mph);** 2 Lee Bankhurst +1.15s; 3 Ian Allee; 4 McNamara; 5 Richard Bradley; 6 Richard Jenkins. **FL** Coller 1m46.16s (74.16mph). **RACE 3 (9 LAPS) 1 Andrew 16m18.99s (72.38mph);** 2 Bankhurst +0.80s; 3 Brooks; 4 Robinson; 5 Jenkins; 6 Sian Stafford Atkinson. **FL** Bankhurst 1m46.30s (74.07mph).

FORMULA VEE CADWELL PARK, SEPTEMBER 13-14 750MC

Farmer wraps up the title before winning Vee thriller

PAUL SMITH AND MARTIN FARMER shared the victory spoils, and Farmer's second place in the opening contest was sufficient to make him the 2014 champion.

Smith shot into an early lead at the start of the opener, but was closely followed by Graham Gant, Farmer and Ian Buxton.

The AHS Dominator racer retained his advantage out front even as Farmer, despite knowing that third place would be sufficient to wrap up the title, started to apply

pressure to second-placed Gant. On lap five Gant had an off at Park corner and dropped from second to fifth, with Farmer and Buxton moving into the podium slots.

Farmer then started to close on the leader and by the seventh lap had his GAC right on the tail of the front man. The pair were side-by-side as they charged down Park Straight, but Smith held the lead as Farmer remained aware of the championship position. As they reached the chequered flag it was

Smith's victory, but Farmer's title, with Buxton completing the leading trio ahead of Gant.

"I knew Martin was with me, but also knew I could make it very hard for him to pass me on this narrow track," said Smith.

A delighted Farmer added: "It was a good race to take the title and I knew there was no point in throwing it all away."

Next time out Smith held an early lead from Gant and Farmer, but on the second lap the new champion moved up a position with the outgoing champion in his sights. As the race progressed Farmer closed on Smith and by the fifth lap was applying pressure. As they charged into Coppice for the last time Farmer swept up the inside and held on to take the victory ahead of Smith and Gant.

● Graham Read

RESULTS (BOTH 9 LAPS) 1 Paul Smith (AHS Dominator) 14m49.69s (79.64mph); 2 Martin Farmer (GAC) +0.36s; 3 Ian Buxton (GAC/Daghorn); 4 Graham Gant (WEV); 5 Tim Probert (Storm); 6 Paul Taylor (GAC). **CW** Peter Studer (Sheane EWS). **FL** Farmer 1m37.32s (80.90mph). **RACE 2 1 Farmer 14m42.33s (80.31mph);** 2 Smith +1.65s; 3 Gant; 4 Buxton; 5 Probert; 6 Taylor. **CW** Studer. **FL** Farmer 1m36.10s (81.93mph).



Farmer beat Smith in tight second dice



Cadwell in brief

Bike-Sports

Richard Wise (above) claimed a maiden Bike-Sports victory in his Spire GT3 in the first encounter following the retirement of Tim Gray, while fifth-placed Adrian Reynard became the new champion. Mark Conroy earned second after resisting pressure from Richard Stables. Gray flew to victory in the sequel, pulverising Wise by 52 seconds.

750 Formula

Bill Cowley made a brilliant start to lead the first contest in his Cowley MkIV, but he was passed on the third tour by Billy Albane. While Albane's Batten swept to victory, Ed Pither got the better of Cowley to finish second. Later, Albane again won from Pither and in doing so wrapped up the 2014 championship with a race meeting to spare.

Sports Specials

First time out, Nick Holden made the early pace in his Ariel Atom, but fell behind the Eclipses pedalled by Paul Boyd and Clive Hudson. A fine scrap for the lead ensued before an off at the Mountain on the final lap for Hudson dropped him to third place behind Boyd and Holden. Later, Boyd again led Holden and Hudson to the chequered flag.

MX5 Cup

The initial contest was all about the three-way fight for the lead between Brian Chandler, Will Blackwell-Chambers and Ben Short. The trio circulated in this order from the second lap to the close, but the victorious Chandler was never allowed to relax. In the second race the finishing order for the top three was reversed, as Short led Blackwell-Chambers and Chandler across the line.

Clio 182

The opening encounter was red-flagged after Stuart Place ended up on top of the barriers at Hall Bends. Jeff Humphries dominated from the restart with Patrick Fletcher the best of the rest after Matt Fincham's retirement. Fletcher (below) went one better as he led Martin Ward and Humphries in a close-fought race two at the head of the field.



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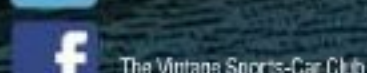
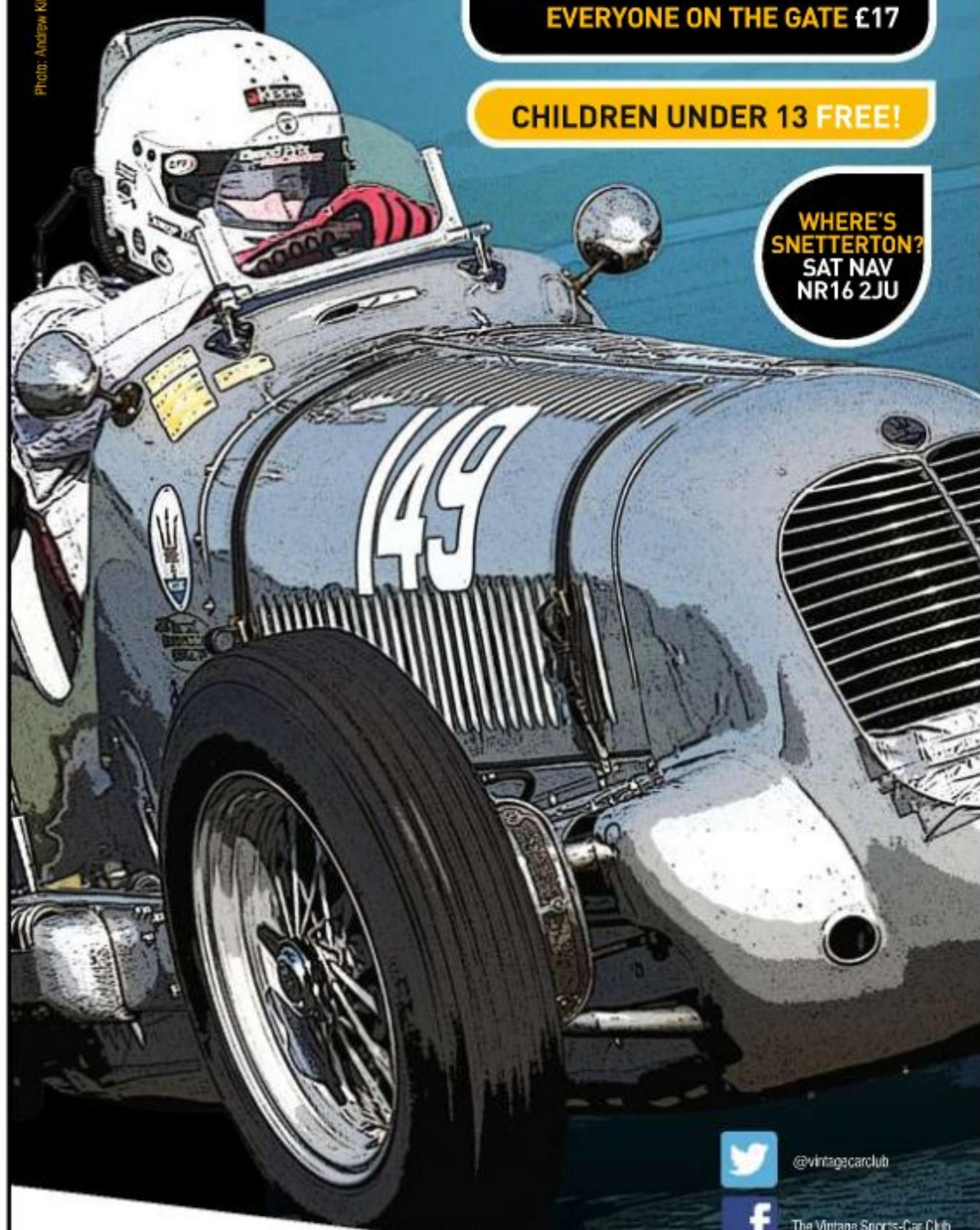
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NATIONAL RESULTS ROUND-UP

**Dennis de Groot's BMW
spits flames in the
Dutch Supercar race
at Brands Hatch**



HAWKINS

DONINGTON PARK GP
SEPTEMBER 13-14, BRSCC



GINETTA RACING DRIVERS CLUB (All Ginetta G40 Club Cars) (10 LAPS) 1 Charles Ferguson 20m01.124s (74.55mph); 2 Gary Wager +1.154s; 3 Shawn Fleming; 4 Gregory Stuart; 5 Matt Lowe; 6 Andy Bradshaw. **Fastest lap** Stuart 1m57.661s (76.10mph). **RACE 2 (11 LAPS)** 1 Ferguson 21m41.423s (75.68mph); 2 Stuart +2.130s; 3 Fleming; 4 Dan O'Brien; 5 Lowe; 6 John Wall. **FL** Ferguson 1m56.947s (76.56mph).

SNETTERTON 300
SEPTEMBER 13-14, BARC



CATERHAM SIGMAX & MEGA GRADUATES (BOTH 11 LAPS) 1 Martin Amison 24m14.650s (80.82mph); 2 Mick Whitehead +0.176s; 3 Neil Shinner; 4 Amanda Black; 5 Nick Pancisi; 6 Dylan Stanley. **Class winner** Brett Ray. **FL** Whitehead 2m09.790s (82.34mph). **RACE 2** 1 Shinner 24m14.564s (80.82mph); 2 Amison +0.040s; 3 Whitehead; 4 Black; 5 Richard Pursglove; 6 Stanley. **CW** Myles Packman. **FL** Whitehead 2m10.137s (82.12mph). **CATERHAM SIGMA GRADUATES** (BOTH 10 LAPS) 1 Tristan Judge 22m54.465s (77.76mph); 2 Zoltan Csabai +1.473s; 3 Nigel Board; 4 Andrew Outterside; 5 Paul Hagen; 6 Max Robinson. **FL** Judge 2m14.851s (79.25mph). **RACE 2** 1 Judge 22m38.634s (78.66mph); 2 Robinson +1.672s; 3 Csabai; 4 Scott Lawrence; 5 Board; 6 Outterside. **FL** Lawrence 2m13.687s (79.94mph). **PICKUP TRUCKS** (BOTH 10 LAPS) 1 Mark Willis 21m40.703s (82.17mph); 2 Anthony Hawkins +3.795s; 3 Freddie Lee; 4 Pete Stevens; 5 Paul Jones; 6 David Longhurst. **FL** Willis 2m08.676s (83.06mph). **RACE 2** 1 Michael Smith 21m49.786s (81.60mph); 2 Longhurst +2.035s; 3 Hawkins; 4 Anthony Murray; 5 Stevens; 6 Willis. **FL** Stevens 2m08.486s (83.18mph).



**Boyd's Porsche 911 leads, but
Bernard (4) and Simpson (third)
were the Knockhill victors**

MOIR

BRANDS HATCH GP
SEPTEMBER 13-14, MSVR



DUTCH SUPERSPORT/SPORT (37 LAPS) 1 Ruud Olij (BMW E92 M3) 1h00m22.295s (89.47mph); 2 Eric van den Munckhof (BMW Z4) +9.891s; 3 Cor Euser (Lotus Evora); 4 Koen Bogaerts/Peter van Soelen (BMW E90 M3); 5 Martin Webb (BMW E46 M3 GTR); 6 Dennis de Groot/Priscilla Speelman (BMW E46 GTR). **CW** Huub Delnoij (Lotus Exige). **FL** Sam Dejonghe (Lotus 2-Eleven GT3) 1m31.330s (95.91mph). **RACE 2 (35 LAPS)** 1 Marc van der Aa/Bas Schouten (BMW E46 GTR) 1h01m32.296s (83.03mph); 2 Webb +6.503s; 3 Olij; 4 Aart Bosman (Lotus Exige 250 Cup); 5 van den Munckhof; 6 Bogaerts/van Soelen. **CW** Eric van Dijk (Lotus Exige). **FL** Bogaerts/van Soelen 1m33.471s (93.71mph). **DUTCH SUPERLIGHTS** (33 LAPS) 1 Daniel Gibson/Tom Bradshaw (Gibson GH-19) 50m37.892s (95.15mph); 2 Henk Thuis/Daniel Abbott (Radical SR8) +47.422s; 3 Ko Koppejan (Radical SR3); 4 Carlo Kuijter (Praga R1); 5 Wibb Rademaker (Radical SR3-1500); 6 Danny van Dongen/Robert Haup (Praga R1). **CW** Koppejan. **FL** Bradshaw 1m24.013s (104.26mph). **RACE 2 (34 LAPS)** 1 Gibson/Bradshaw 50m24.288s (98.48mph); 2 Thuis/Abbott -1 lap; 3 Koppejan; 4 Kuijter; 5 Rademaker; 6 Haup. **CW** Koppejan. **FL** Bradshaw 1m23.980s (104.30mph). **MONO MOTO/DURATEC/1800/1600** (BOTH 10 LAPS) 1 Richard Gittings (Jedi Mk6) 14m55.576s (97.80mph); 2 Jason Timms (Speads RMO7) +22.406s; 3 Adrian Wright (GEM AW3); 4 Geoff Fern (JKS TFR 11); 5 John Whitbourn (Ray GR10); 6 Matt Hayes (Jamun M97Z). **CW** Whitbourn; Hayes; Andrew Colebrooke (Van Diemen RF89). **FL** Gittings 1m28.222s (99.29mph). **RACE 2** 1 Gittings 15m28.983s (94.29mph); 2 Jeremy Timms (Speads RMO3) +0.627s; 3 Jason Timms; 4 Marc Fortune (Jedi Mk6); 5 Johann Spiteri (Jedi Mk6); 6 Fern. **CW** Whitbourn; Hayes. **FL** Gittings 1m28.230s (99.28mph).

KNOCKHILL
SEPTEMBER 14, SMRC



SCOTTISH MINIS (10 LAPS) 1 Oliver Mortimer 11m47.762s (64.44mph); 2 David Sleigh +0.184s; 3 Kyle Reid; 4 Chris Reid; 5 Lewis Carter; 6 Jock Borthwick. **FL** Mortimer 1m02.924s (72.48mph). **RACE 2 (9 LAPS)** 1 Sleigh 9m36.418s (71.21mph); 2 C Reid +3.541s; 3 Carter; 4 K Reid; 5 Joe Tanner; 6 Mortimer. **FL** Tanner 1m03.153s (72.37mph). **RACE 3 (11 LAPS)** 1 Mortimer 12m49.792s (65.17mph); 2 K Reid +0.045s; 3 Tanner; 4 Ken Thirlwall; 5 Carter; 6 Sleigh. **FL** Thirlwall 1m02.879s (72.53mph). **SCOTTISH FIESTAS (ALL STs) (BOTH 12 LAPS)** 1 George Orr 12m33.426s (72.64mph); 2 Wayne Macaulay +4.279s; 3 Kevin Whyte; 4 Blair Murdoch; 5 Peter Cruickshank; 6 Andrew Christie. **CW** Hamish Smart (XR). **FL** Orr 1m02.292s (73.22mph). **RACE 2** 1 Orr 12m36.231s (72.37mph); 2 Macaulay +0.511s; 3 Murdoch; 4 Whyte; 5 Cruickshank; 6 Christie. **CW** Smart. **FL** Macaulay 1m02.415s (73.04mph). **SCOTTISH CLASSIC SPORTS AND SALOONS** (15 LAPS) 1 Stan Bernard (Porsche 911) 17m06.113s (66.67mph); 2 Raymond Boyd (911) +1.389s; 3 Matthew Gordon (TVR 3000M); 4 Mario Ferrari (Ferrari 308 GTB); 5 Alex Montgomery (MGB GT); 6 John Kinmond (Triumph TR8). **CW** Montgomery; Steve Uphill (Ford Fiesta). **FL** Harry Simpson (Ginetta G4) 58.260s (78.28mph). **RACE 2 (12 LAPS)** 1 Simpson 12m02.777s (75.72mph); 2 Boyd +9.564s; 3 Bernard; 4 Ferrari; 5 Montgomery; 6 Kinmond. **CW** Boyd; Montgomery; Uphill. **FL** Simpson 59.144s (77.35mph). **SCOTTISH SALOONS AND SPORTSCARS** (BOTH 12 LAPS) 1 Graham Davidson (Noble R400) 10m41.622s (85.30mph); 2 Ian Donaldson (Mitsubishi Evo 9) +20.645s; 3 Fiona Kindness (Subaru Impreza); 4 Robert Drummond (Ford Escort Cosworth); 5 Andrew Morrison (SEAT Leon Cupra); 6 Mark Dawson (VW Corrado). **CW** Donaldson; Morrison; Alasdair McGowan (Citroen AX); Olly Ross (Mazda MX5). **FL** Davidson 52.366s (87.10mph). **RACE 2** 1 Davidson 10m56.018s (83.43mph); 2 Donaldson +5.637s; 3 Kindness; 4 Morrison; 5 Dawson; 6 Chris White (VW Corrado). **CW** Donaldson; Morrison; McGowan; Ross. **FL** Davidson 52.512s (86.85mph). **BMW COMPACT CUP** (12 LAPS) 1 Alan Kirkaldy 12m35.646s (72.43mph); 2 Steven Dailly +0.629s; 3 Carol Brown; 4 Mark Souter; 5 Cliff Harper; 6 Shaun Forsyth. **FL** Kirkaldy 1m02.240s (73.28mph). **RACE 2 (11 LAPS)** 1 Dailly 11m37.653s (71.91mph); 2 Kirkaldy +0.519s; 3 Brown; 4 Souter; 5 Harper; 6 Forsyth. **FL** Dailly 1m02.568s (72.89mph).

CADWELL PARK
SEPTEMBER 13-14, 750MC



BIKESPORTS (BOTH 14 LAPS) 1 Richard Wise (Spire GT3) 20m39.42s (88.93mph); 2 Mark Conroy (Radical PR6) +5.49s; 3 Richard Stables (PR6); 4 Tim Porter (Radical SR3);

5 Adrian Reynard (SR3); 6 Julian Griffiths (Spire). **CW** Conroy; Stables. **FL** Tim Gray (Spire) 1m23.15s (94.69mph). **RACE 2** 1 Gray 19m54.37s (92.29mph); 2 Wise +52.50s; 3 Stables; 4 Porter; 5 Conroy; 6 Steven Gore (SR3). **CW** Wise; Porter. **FL** Gray 1m22.89s (94.98mph). **750 FORMULA** (BOTH 9 LAPS) 1 Billy Albane (Batten 3) 14m39.49s (80.57mph); 2 Ed Pither (PRS 1B) +8.30s; 3 Bill Cowley (Cowley MkIV); 4 Peter Bove (Darvi Mk4/5); 5 Chris Gough (CGR02); 6 Bob Simpson (SS/F). **CW** Nigel Harvey (PC Special). **FL** Albane 1m34.89s (82.97mph). **RACE 2** 1 Albane 14m39.59s (80.56mph); 2 Pither +2.10s; 3 Cowley; 4 Gough; 5 Mark Glover (Racekits Falcon); 6 Rod Hill (Mystic 4). **CW** Harvey. **FL** Albane 1m34.76s (83.09mph). **SPORTS SPECIALS** (9 LAPS) 1 Paul Boyd (Eclipse SM1) 14m37.98s (80.71mph); 2 Nick Holden (Ariel Atom) +4.01s; 3 Clive Hudson (Eclipse SM1); 4 Stephen Ward (Westfield Aerorace); 5 Edward Ives (Elite Pulse); 6 Dave Caldecourt (Caterham 7). **CW** Holden; Adrian Cooper (Procomp LA Gold). **FL** Hudson 1m34.81s (83.04mph). **RACE 2** (10 LAPS) 1 Boyd 16m10.09s (81.16mph); 2 Holden +8.10s; 3 Hudson; 4 Paul Collingwood (Sylva J15); 5 Ward; 6 Caldecourt. **CW** Holden; Cooper. **FL** Ives 1m34.70s (83.14mph). **STOCK HATCH** (All Citroen Saxo VTRs) (BOTH 9 LAPS) 1 Lee Deegan 16m01.17s (73.72mph); 2 Toby Bearne +3.10s; 3 Carl Swift; 4 Paul Jarvis; 5 Shayne Deegan; 6 Nick Thornton-Jones. **FL** Swift 1m45.02s (74.97mph). **RACE 2** 1 S Deegan 15m55.92s (74.13mph); 2 L Deegan +8.16s; 3 Swift; 4 Philip Wright; 5 Steven Laidlaw; 6 Thornton-Jones. **FL** S Deegan 1m45.03s (74.96mph). **750 TROPHY** (BOTH 8 LAPS) 1 Barry Pike (JGS 111) 15m58.17s (65.74mph); 2 Andrew Kemp (Racekits Merlin) +9.55s; 3 Roger Rowe (RWR); 4 Lyndon Thruston (DNC); 5 John Skeavington (Austin 7 Ulster); 6 Cliff Ringrose (Rapid). **CW** Skeavington. **FL** Pike 1m56.92s (67.34mph). **RACE 2** 1 Pike 15m50.21s (66.29mph); 2 Rowe +7.15s; 3 Kemp; 4 John Slatter (JGS); 5 Skeavington; 6 Pete Birch (Centaur Mk22). **CW** Skeavington. **FL** Pike 1m56.02s (67.86mph). **MX5 CUP** (BOTH 9 LAPS) 1 Brian Chandler 16m12.08s (72.89mph); 2 Will Blackwell-Chambers +0.75s; 3 Ben Short; 4 James Rogers; 5 Gary Hufford; 6 Jack Sycamore. **FL** Short 1m46.41s (73.99mph). **RACE 2** 1 Short 16m12.53s (72.86mph); 2 Blackwell-Chambers +0.75s; 3 Chandler; 4 Rogers; 5 Hufford; 6 Sam Gendy. **FL** Chandler 1m46.50s (73.93mph). **CLIO 182** (5 LAPS) 1 Jeff Humphries 8m55.11s (73.57mph); 2 Patrick Fletcher +5.20s; 3 Mark Hammersley; 4 Martin Ward; 5 Mathew Pewsey; 6 Matt Cherrington. **FL** Humphries 1m45.44s (74.67mph). **RACE 2** (9 LAPS) 1 Fletcher 16m02.52s (73.62mph); 2 Ward +1.61s; 3 Humphries; 4 Matt Fincham; 5 Hammersley; 6 Cherrington. **FL** Humphries 1m45.59s (74.56mph).



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THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

What you think of the motorsport news of the past week



Formula E:
lots of action,
not much noise

Formula E sparks a new dawn

I saw the future on Saturday – and I rather liked it. The fact that the first ever Formula E race dished up excitement and entertainment reassures me that this innovative new series is not just an expensive stunt. It's still all about the racing.

The issue of noise, or rather the lack of it, will no doubt rumble (or should that be whine?) on, but I reckon we'll

get used to it. As long as the series remains in the right urban environments, and the public are allowed as close to the action as safety permits, then I predict great things for Formula E.

Now we just need London to confirm where the season finale will be staged (Debrief, September 11, p32).

Can't wait.

Frances Stewart, London SE13

Thank goodness the powers

that be did not vote for the World Rally rule changes last Friday. We would have needed a slide rule to work out who's likely to win a round of the WRC from next season.

I thought the idea was to promote the sport with exciting new ideas, not confuse the life out of everyone with the most complicated results system you could think of.

How is the public, whose interest I believe we are trying to engender, going to understand what the hell's going on? He/she will probably say, "But why don't you have a straight fight with the crew with the shortest time over the distance of the special stages declared the winner?"

The time would have been much better spent putting the effort into actually promoting the WRC as one of the most exciting motorsport series going, not dreaming up false situations to allegedly make it more exciting – it's exciting anyway and just needs promoting in the right way.

Andy Maclean

Churchill, Oxon

What worries me about

Formula E is the circuits. Beijing is a great location, but the layout?

The main concern has got to be that the championship has started and we have no idea where the final round will take place. Battersea Park? Again, great location but can they honestly

fit a circuit and infrastructure in?

ExCeL? Brave and innovative idea, but really is this the best anyone can come up with?

Other rounds are taking place in locations that seem to be attractive to people, so why can't we come up with something similar?

I've got an idea: a street track that I'm sure would look great and the drivers would like it. Step forward, the Birmingham Superprix circuit (or a variant of it).

Anybody brave enough to take a punt on this? It would certainly generate publicity, probably more than ExCeL.

Andrew Groves

By email

In pictures

Some of the best images from the Goodwood Revival spectacular

PEARSON IS KING OF THE 'D'

Despite the presence of Andy Wallace (6) and Derek Bell (11), Gary Pearson (17) won the Lavant Cup, celebrating the 60th birthday of Jaguar's Le Mans-winning D-type



J BLOXHAM/LAT



BLOXHAM/LAT

A DIFFERENT SORT OF BRITISH LEGEND

As ever, Goodwood's RAF background was also commemorated, with this Spitfire managing one of the lower passes during Friday's cricket match

MASERATI HITS ONE HUNDRED

The centenary of the iconic Italian firm was marked by both on- and off-track displays, including these fine 250Fs in a recreation of the old Monza pitlane



WOOD/LAT

LIMITS? WHAT TRACK LIMITS?!

Jaguar Mk1 ace Grant Williams was his usual spectacular self in the St Mary's Trophy. He took third in race two despite several lurid moments



GIBSON/GOODWOOD

In the shops

Desirable new releases

EMMO FITTIPALDI T-SHIRT

£26.95 + P&P – retrogp.com

Yet more fashion fever from our favourite purveyors of retro F1 clothing! The officially endorsed Emerson Fittipaldi T-shirt features his 1972 title-winning Lotus 72, his signature on the front and the iconic Lotus badge on the back. It's 100 per cent cotton and comes in sizes S-XXL. Check the website for the full range, then start saving...



MATRA MS80 1:18 – SIGNED

£204.99 – autosport.com/shop

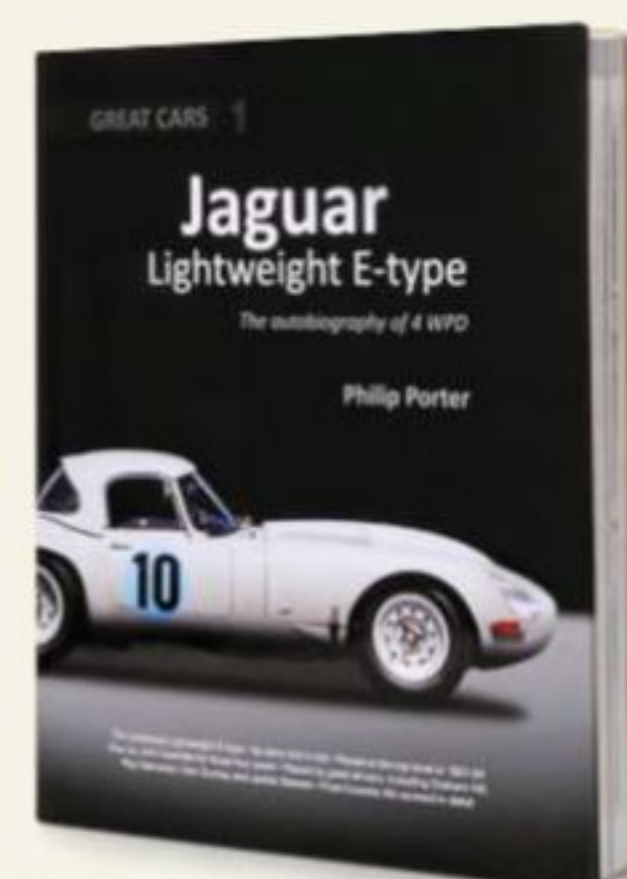
Just 150 examples of this highly detailed, 1:18-scale resin replica of Jackie Stewart's 1969 French GP-winning Matra MS80 have been hand-signed by the three-time world champion. The chassis and suspension detail is fantastic, as is the treaded Dunlop rubber. One for serious collectors and JYS fans – to be put in the cabinet away from mucky mits.



JAGUAR E-TYPE BOOK

£48 – autosport.com/shop

Philip Porter's first in a new series of 'Great Cars' books focuses on 4 WPD, the most famous Jaguar E-type Lightweight. The John Coombs-run machine was raced by Jackie Stewart and Graham Hill in the '60s and has since won the Goodwood Revival RAC TT in the hands of Emanuele Pirro and Dario Franchitti. It's a warts-'n'-all history of a legendary racer with superb complementary pics.



WHAT'S ON

ON TRACK IN THE UK

DONINGTON PARK

MSVR

September 20-21

donington-park.co.uk

Donington Park plays host to the penultimate round of the BRDC Formula 4 Championship. Arjun Maini will be looking to build on his success last time out at Brands Hatch to overhaul series leader George Russell, while Raoul Hyman and Sennan Fielding will be hoping to put themselves in contention heading to the Snetterton finale. Among the supporting series will be the GT Cup, Lotus Cup UK and Radical SR3 Challenge.

BRANDS HATCH

MSVR

September 21

brandshatch.co.uk

Proceedings at Brands this Sunday will have a particularly German flavour as the Kent circuit plays host to the inaugural Festival of Porsche. Derek Bell will demo one of the marque's legendary 956 Le Mans cars as various Porsche-only series make up the day's racing.



Bell demos a 956 at Brands



Russell leads the BRDC F4 brigade to Donington

OULTON PARK

CSCC

September 20

oultounpark.co.uk

Fans of classic cars will be wanting to head to Oulton this weekend to see several CSCC championships, including Tin Tops, Magnificent Sevens and Modern Classics, take to the Cheshire track.

ROCKINGHAM

BRSCC

September 20-21

rockingham.co.uk

Single-make series for Mazda MX-5s and Ford Fiestas will be taking centre stage as the BRSCC heads to Rockingham, with the Pickup Truck and Alfa Romeo championships also in action.

SILVERSTONE

BRSCC

September 20

silverstone.co.uk

Endurance racing is the order of the day as Britcar makes its second trip to Silverstone of the year, with three 90-minute races as well as a trio of half-hour Trophy races making up the programme.

CADWELL PARK

BRSCC

September 20

cadwellpark.co.uk

An eclectic mix of championships and cars will be in action at Cadwell, ranging from BRSCC's Mighty Mini and Super Mighty Mini series to the Porsche Championship and Formula Jedi series.



Renault BARC action at Croft

CROFT

BARC

September 20-21

croftcircuit.co.uk

Formula Renault BARC headlines the club's third visit to the Yorkshire circuit this year. Also on the bill are the Mini Se7ens, Renault Clio Series and Northern Sports and Saloons series.

THRUXTON

BARC

September 20

thruptonracing.co.uk

Among the series that will be in action for BARC's one-day meeting at Thruxton are Formula Ford 2000, Clubmans Cup and the Max5 Championship.

ON TRACK AROUND THE WORLD

SINGAPORE GP

Formula 1 World Championship

Rd 14/19

Marina Bay, Singapore

September 21

f1.com



WEC returns for first race since Le Mans

WORLD ENDURANCE CHAMPIONSHIP

Rd 4/8

Austin, Texas, USA

September 20

fiawec.com

UNITED SPORTSCAR

Rd 11/12

Austin, Texas, USA

September 20

imsa.com

BLANCPAIN ENDURANCE

Rd 5/5

Nurburgring, Germany

September 21

blanpain-gt-series.com

NASCAR SPRINT CUP

Rd 28/36

New Hampshire Motor Speedway, USA

September 21

nascar.com

WORLD RALLYCROSS

Rd 9/12

Estering, Germany

September 20-21

rallycrossrx.com

SPA 6 HOURS

Spa-Francorchamps, Belgium

September 20-21

spasixhours.com

EUROPEAN RALLY CHAMPIONSHIP

Rd 9/11

Nicosia, Cyprus

September 19-21

fiaerc.com

ADAC GT MASTERS

Rd 7/8

Sachsenring, Germany

September 20-21

adac-gt-masters.de

GERMAN FORMULA 3

Rd 7/8

Sachsenring, Germany

September 20-21

formel3.de

SCANDINAVIAN TOURING CARS

Rd 6/6

Mantorp Park, Sweden

September 20

stcc.se

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY SEPTEMBER 18

1035-1240 Motors TV

ELMS: Paul Ricard highlights

1100-1145 Sky Sports F1 LIVE

F1: Singapore GP drivers' press conf

1340-1720 Motors TV

Goodwood Revival highlights

1900-2000 Sky Sports F1

Tales from the Vault: Team-mates

2300-0000 BT Sport 2

DTM: Lausitzring highlights

FRIDAY SEPTEMBER 19

0000-0100 BT Sport 2

V8 Supercars: Sandown 500 highlights

0930-1000 Eurosport

WSR: Hungaroring highlights

1045-1255 Sky Sports F1 LIVE

F1: Singapore GP practice 1

1415-1615 Sky Sports F1 LIVE

F1: Singapore GP practice 2

1615-1700 Sky Sports F1 LIVE

F1: Singapore GP teams' press conf

1830-1930 Sky Sports F1

The F1 Show

2235-2340 Motors TV

WRC: Rally Australia highlights

SATURDAY SEPTEMBER 20

1045-1215 Sky Sports F1 LIVE

F1: Singapore GP practice 3

1300-1545 Sky Sports F1 LIVE

F1: Singapore GP qualifying

1545-1845 Sky Sports F1

Classic F1: 2012 Singapore GP

1630-1930 Motors TV LIVE

USC: Austin

1710-1820 BBC1

F1: Singapore GP qualifying highlights

2130-2200 Eurosport

ERC: Cyprus day 1 highlights

2230-0535 Motors TV LIVE

WEC: Austin

2300-0500 Eurosport LIVE

WEC: Austin

SUNDAY SEPTEMBER 21

1030-1230/1430-1730 Motors TV LIVE

Blancpain Endurance: Nurburgring

1130-1645 Sky Sports F1 LIVE

F1: Singapore GP

1700-1830 BBC1

F1: Singapore GP highlights

1730-1830 Sky Sports F1

1974 F1 season highlights

1800-2300 Premier Sports LIVE

NASCAR: New Hampshire

2030-2130 Motors TV

British GT: Donington highlights

2100-2145 Sky Sports F1

Classic F1: 1984 Monaco GP

2145-2245 Sky Sports F1

F1: Singapore GP highlights

2245-2345 Eurosport

World RX: Germany highlights

MONDAY SEPTEMBER 22

1730-1800 BT Sport 2

British GT: Donington highlights

2000-2305 Motors TV

WEC: Austin highlights

2345-0015 Eurosport

ERC: Cyprus highlights

TUESDAY SEPTEMBER 23

2000-2100 BT Sport 2

Motorsport Tonight

ONLINE

HOT ON THE WEB THIS WEEK

YouTube **GONZALO RODRIGUEZ MOVIE TRAILER**



SEARCH FOR: Gonchi, the movie - official trailer (2:59)

A powerful trailer of a new movie, *Gonchi*, celebrating the life of Uruguayan racer Gonzalo Rodriguez, who lost his life in a Champ Car crash at Laguna Seca 15 years ago last week. Many of racing's greats remember a real star with a big smile.

AUTOSPORT+

Keep up with everything from the Singapore GP with AUTOSPORT

As Formula 1 gets its timezones in a muddle for the Singapore Grand Prix night race, autosport.com will be bringing you all the action from the track and the paddock. Plus, we delve behind the scenes of Formula E's spectacular debut race in Beijing.

GET AUTOSPORT ON THE MOVE

IN THE IPAD ISSUE THIS WEEK

● HIGHLIGHTS FROM WRC, GOODWOOD, FORMULA E AND RENAULT 3.5

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Revved up over what's on the box

Whale song. Slipknot. Dizzy Gillespie.

The Philharmonic Concert Orchestra. Metallica. Jay Z. The Royal Scottish Pipe Band. Michael Bolton. They all make noise: some you'll like, some you won't. A lot of that will depend on how old you are, what your background is and what your preferences are.

When it comes to motor racing, we've been left in no doubt recently that ALL fans crave noise; the louder the better. If racing cars aren't rorty, they're rubbish. Fact. Because from Bernie Ecclestone (born in the 1930s) to the people who take oh-so-clever banners to grands prix (who are presumably far less ancient), all we repeatedly hear is how terrible the quiet 'new' Formula 1 cars sound.

So new kids on the block, Formula E, opted for something different on its airwaves – an intermittent mild techno backbeat – during its inaugural race in Beijing, shown live on ITV4. I assume this



was for the benefit of any 'yoof' watching, or perhaps Dario Franchitti had just left his iPod on next to the microphone.

Had it been my playlist, I most certainly would have rocked out the theme tune to *Terry and June* during the car swaps. How very (Daniel) Abt. It felt slightly incongruous, perhaps they were aiming for the car chases on *Miami Vice* – Crockett's fake Ferrari always seemed faster when accompanied by Jan Hammer's synth solo.

If you wanted your motorsport with lots of natural engine noise (therefore much better) there was always the Goodwood Revival, which was streamed live from start to finish on YouTube via autosport.com (and on Motors for a

couple of hours in the weekend afternoons). With cars of all shapes, sizes and sounds, there was a distinct lack of electric whirs and random techno. Just too-good-to-be-true historic racing heaven.

And yet, according to research (for which there is no scientific proof, but is fact) the most favourable sound to the human ear is the human voice. Ergo, Formula E should forget the techno and engineer a bonus artificial soundtrack to its *Star Wars* fighter-sounding cars themselves. And, given its appetite for fan votes, mine goes to Michael Bolton.

The faster they go, the louder Michael sings – is that the way it works?

Revved Up

Paul White

“We had the usual banter in the car, talking about pretty girls we’d seen”

■ Lombard RAC Rally ■ November 16-19 1980 ■ Talbot Sunbeam Lotus ■ Winning with Toivonen



White helped Toivonen to become the youngest winner of a WRC event

MCKLEIN.DE

86

TAKING MY ONLY WORLD championship rally win, on my home event, sitting alongside Henri Toivonen as he became the then-youngest winner in WRC history? That ought to do it!

Through my knowledge and experience of working with Talbot Sport I’d been able to monitor Henri’s progress in 1980. He was exuberant, there’s no doubt. He had quite a few crashes and needed calming down. He was struggling with his co-driver Antero Lindqvist – all the communication between crew and team had to be done through Henri so he couldn’t concentrate on the driving.

Anyway, I’d sat with him on the Welsh Rally to try to calm him down. Come the RAC in November, Talbot Sport boss Des O’Dell asked me to co-drive the #16 Sunbeam as Henri was fed up with the situation.

Des would be giving Henri the best car, the best engine with the big valves, etc. It would be a chance to see what he could do.

I turned it down initially as I thought I’d be too busy as team coordinator. We were small but very efficient, but there was lots to do for our home event and I wanted to do the best job I could. I was talked into it eventually and I’m glad I was.

And Henri was mighty. He was in total control and had an air of supreme confidence. His driving was impeccable. I think we had two spins

and a puncture – oh, and we whacked a strut at one point, but that was it. He finally felt he was getting the right deal. We had all the usual banter in the car on the long road sections, talking about pretty girls we’d seen and stuff like that!

When we got into Wales I chose for Henri to be first on the road. A lot of people questioned my judgement but I didn’t want any

distractions or people winding him up at the stage starts – I just wanted him to get on with it.

We’d all put a lot of work in and it paid off handsomely. We won the rally, in our Group 2 Sunbeam, by over four minutes from the Group 4 Escort of Hannu Mikkola, who’d won it the previous two years.

There was one blot on my copybook from the event, though. In all the furore surrounding my dual role I’d forgotten to submit the official paperwork for the teams’ award so, despite winning and the other car of Guy Frequelin coming third, we didn’t win it. I reckon if I hadn’t been in the winning car I’d have been sacked there and then.

I didn’t return to the co-driver’s seat in the WRC until the ’85 RAC, alongside Mikael Sundstrom in a Peugeot 205 T16. Ironically, that of course was the scene of Henri’s second career win in the Lancia.

Great, great days. ☼
Paul White was talking to Henry Hope-Frost

PROFILE



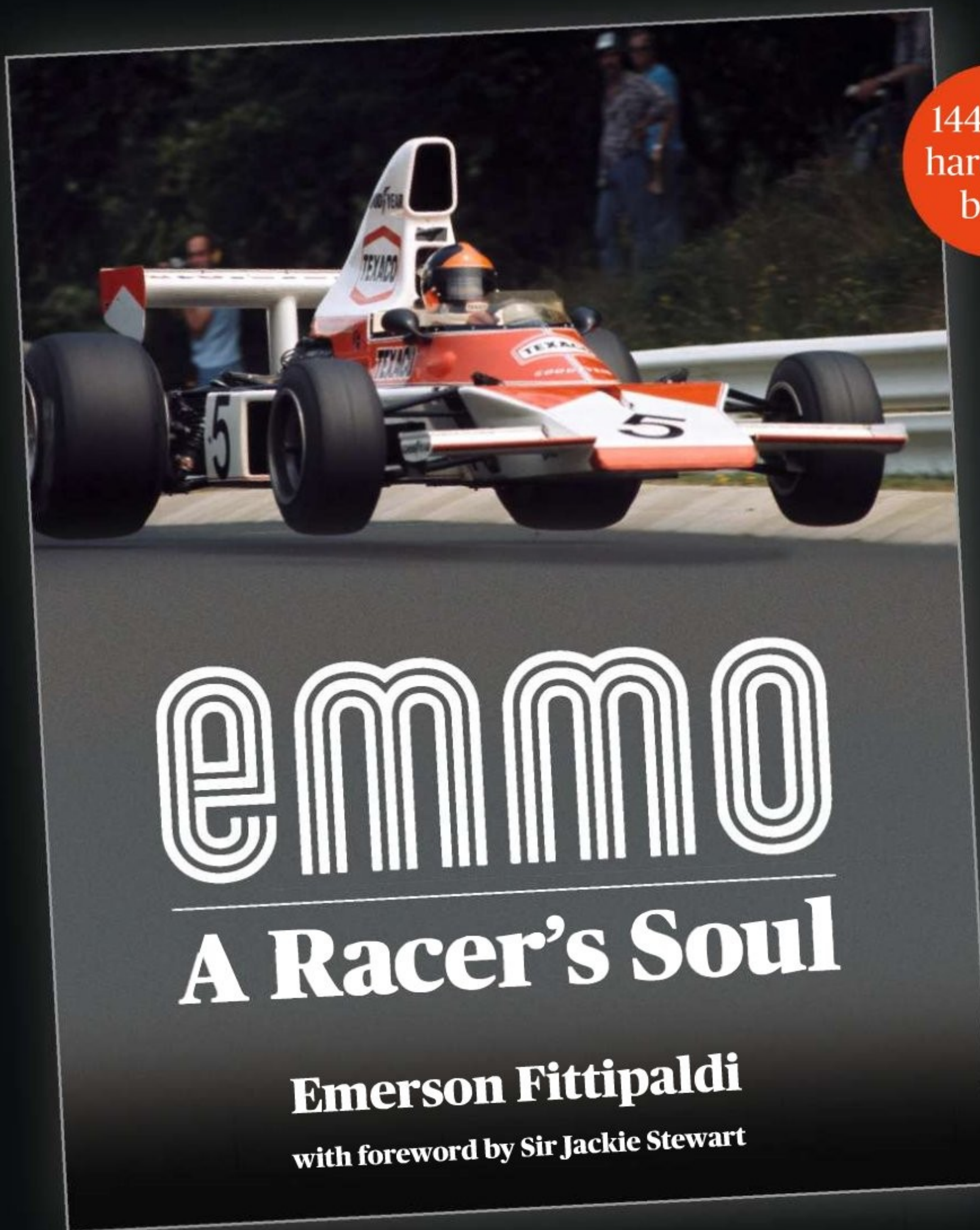
MCKLEIN.DE

BRISTOLIAN PAUL WHITE WAS team coordinator at Talbot Sport and helped it morph into Peugeot Sport and its Group B effort. He also competed in eight events – seven RAC Rallies and one Safari – with a win and a second on his CV. He retired after a crash on the ’85 RAC, then joined the RAC itself to help run the rally for three years. Twelve years as an engineer for BT followed. Now 66, he still follows the sport.

NEXT WEEK SINGAPORE GP ACTION
Plus: World Endurance battle resumes in Texas

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