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**1990 SPECIAL**

# **PROST v SENNA**

## *F1's greatest rivalry*

*"I wanted to fight with Ayrton, but not in the same team"*

**Alain Prost**



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The *real* story of Nigel Mansell's first retirement







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**POLE POSITION**

# F1 1990: the greatest Prost v Senna battle?

THE 1990 FORMULA 1 SEASON IS TOO OFTEN REGARDED as just a continuation of the year before. In some ways it was, again pitting Alain Prost against Ayrton Senna in the wake of their clash at Suzuka in 1989 (which spawned arguably AUTOSPORT's greatest race-report headline: Malice in Hondaland). But the fact that they did battle in different teams added an extra dimension.

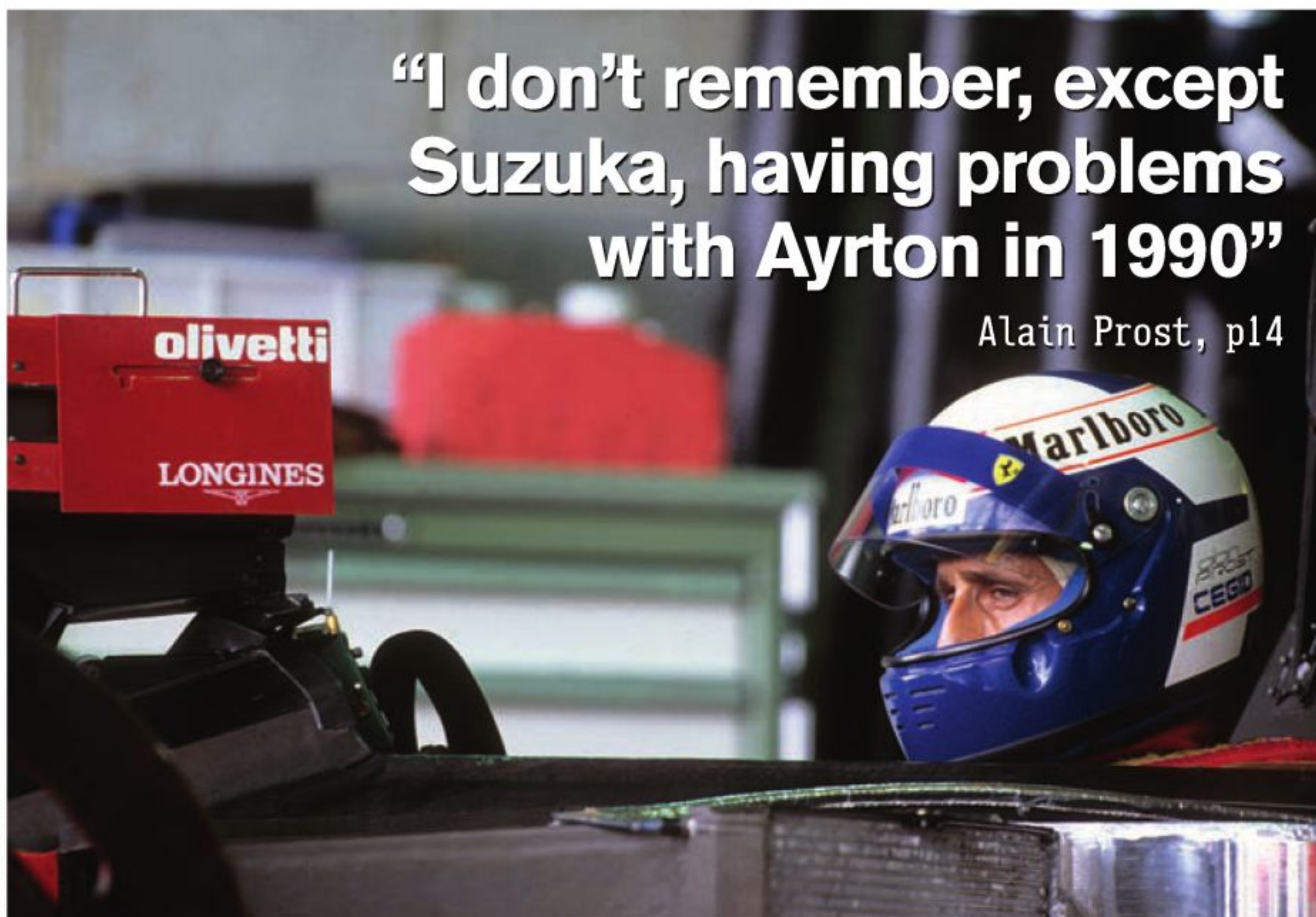
Given the amount of coverage the Brazilian has received in the years since the excellent *Senna* documentary film was released, we're delighted to be able to offer Prost's side of the story. So often portrayed purely as the villain, it's enlightening to read an interview with the Frenchman by Adam Cooper. As with all stories of great sporting rivals, neither Prost nor Senna is really the bad guy – they are both heroes whose exploits should be celebrated.

But 1990 was about so much more than just the title battle. Nigel Mansell's (first) retirement, Alessandro Nannini's helicopter crash, David Brabham's season with the team bearing his family name, Ivan Capelli's near-win at Paul Ricard and Martin Donnelly's horrific accident all make for fascinating – and occasionally terrifying – reading.



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**COVER STORY**



**"I don't remember, except Suzuka, having problems with Ayrton in 1990"**

Alain Prost, p14

**FIND US ON**



Cover images: LAT Archive

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LAT ARCHIVE







# THE BIG PICTURE

Imagine V8 Supercars racing here next year... Last weekend, in the shadow of Kuala Lumpur's Petronas Towers, Formula Masters China christened the city's new street track

Photographer Drew Gibson





# This week in F1



S BLOXHAM/LAT

## F1 TECH CHIEFS TO DISCUSS OVERTAKING

6

The Strategy Group has challenged Formula 1's technical chiefs to increase overtaking in grands prix as the series edges closer to a radical overhaul in 2017.

Among the other proposals already under consideration are cars that are up to five seconds per

lap faster and more aggressive visually, with wider front and rear wings, and fatter rear tyres.

Force India technical director Andrew Green (right) said a meeting to discuss the next steps has been set for August 18, ahead of the Belgian Grand Prix.

"Recently we've had a directive from the Strategy Group that they want to improve the overtaking," he said. "It's something we've not yet discussed. All I can say is the design we have on the table [for 2017] is not necessarily something that would cover that."



XPB IMAGES

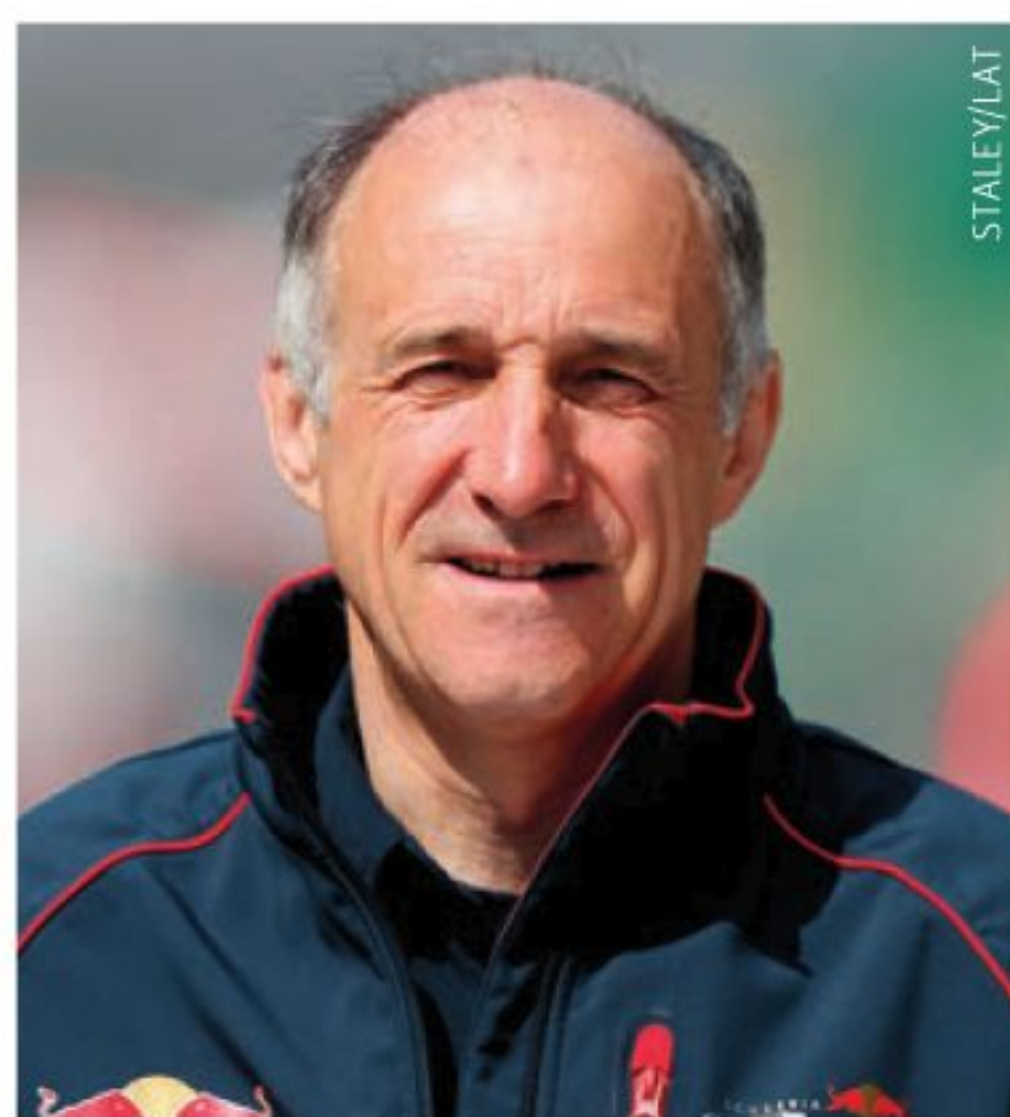
### Engine freedom would fix F1, claims Tost

Formula 1 should allow free engine development because it would lead to greater parity between the manufacturers and create better racing, according to Toro Rosso team principal Franz Tost.

The suggestion would in effect result in the abolition of the token system, which was introduced as a way of limiting development costs following the introduction of 1.6-litre V6 turbocharged hybrid engines into F1 in 2014.

"Currently there is one power unit ahead of the rest by far, and with our regulations, with the tokens, the other engine manufacturers are not allowed to develop the engines as they maybe want to," said Tost.

"People are not interested because they know the result beforehand, so for me, development of the engines should simply be free."



STALEY/LAT

#### ENGINE PODIUMS

By manufacturer in 2015



### McLaren 'impatient' for wins

Honda's desire to win in Formula 1 "sometime" can cause friction with a McLaren team that is "impatient" to return to the front, admits the squad's racing director Eric Boullier.

McLaren-Honda reunited for 2015, a quarter of a century after dominating grand prix racing in their first partnership, but the alliance is currently only ninth in the constructors' championship.

"There is a long process to go through," said Boullier, "first to get

the knowledge, to get the experience and build the organisation and the operations, because they started from literally nothing."

He added that meant "discussions" between the two parties over the timescale for getting to the front.

"Sometimes we have some frustration, but in the end both wanted to be together," he said. "The only discussion point we have today is the timing. We want to win tomorrow, they want to win sometime."

#### 17 BIG NUMBER

McLaren-Honda's 2015 points tally, which leaves it 366 adrift of the leader, Mercedes.



COATES/LAT



For all the breaking news, visit [AUTOSPORT.COM](http://AUTOSPORT.COM)



## Bottas resigned to continuing back exercises

Valtteri Bottas says he will have to do special back exercises for the rest of his career following the injury he sustained earlier this year.

The Williams driver sat out the Australian GP after suffering what the team described as “a small tear in the annular part of a disc”, but returned to action in Malaysia.

While Bottas said he does not feel any pain now, he said: “I’m still doing specific exercises for my lower back and those muscles three or four times a week.

“I think I’m going to continue that all my career, just to make sure it’s not going to happen again.”

## PIRELLI CALLS FOR TESTING CHANGES

Pirelli motorsport chief Paul Hembery has called for radical changes to Formula 1’s testing programme ahead of the 2017 season, should it win the right to continue as the sport’s control-tyre supplier.

“With the changes currently foreseen for 2017, you will have a wider rear tyre, I guess a modification to the front tyre, and cars that will have a very different aero load,” said Hembery.

“Because the changes are so vast, you don’t want to end up in Barcelona in March [at the first test] finding out you’ve got major problems. So there needs to be a way found to do testing before that.”

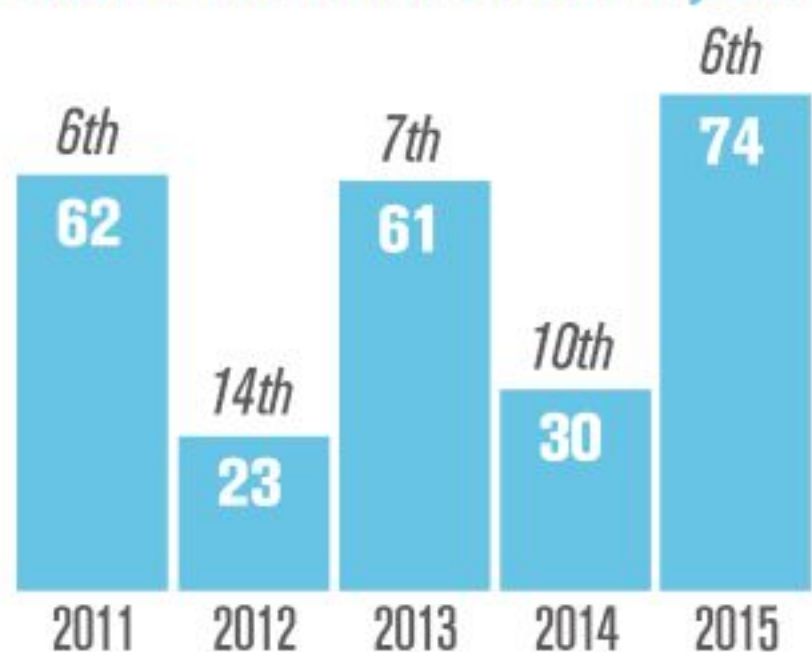


“I’m expecting great things from Pastor in the second half of the season”

Lotus trackside operations director Alan Permane has set the bar high for Pastor Maldonado

## MASSA'S POINTS

After 10 races in the last five years



## MASSA BEATS EXPECTATIONS

Veteran Felipe Massa has exceeded expectations since joining Williams last season, according to the outfit’s chief technical officer, Pat Symonds.

Massa challenged for the title in 2008, but he struggled to repeat that form with Ferrari following the injuries he suffered in qualifying for the 2009 Hungarian GP.

Since joining Williams in 2014, the Brazilian has been revitalised and this season he has matched Valtteri Bottas.

“When we signed Felipe, I was personally very happy because I know Fernando [Alonso] very well and I know anyone who races Fernando is very good,” said Symonds. “Felipe could race Fernando and did race Fernando.

“But even I was surprised by just how well he has fitted into the team.

“By putting him into an environment where he is respected, he has delivered even more than I thought he could do.”

## Pay rise no comfort for Ricciardo

Daniel Ricciardo says the pay rise he received for this season has meant nothing without the results to justify it.

After being promoted from Toro Rosso, Ricciardo took three F1 wins during his first campaign with the team last year. This year, Ricciardo has only finished on the podium once in 10 races.

“It’s highlighted to me this year how much I love winning, and how much I love the success of the sport,” said Ricciardo.

“It hurts when you can’t fight for the wins, so I’m actually really glad to see that.

“This year I got a little bit of a pay rise, which is nice, but I’m a lot less happier than last year because of the results.”



## Honda rolls out engine update

Honda will introduce a new-spec engine after the summer break as it focuses on increasing the performance.

Motorsport chief Yasuhisa Arai said: “I am confident our reliability problems are now behind us, which means we can turn our attention to increasing power.

“After the summer shutdown, our plan is to apply a new-spec engine using some of our remaining seven tokens.”

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# Ian Parkes

## From the paddock



Lewis Hamilton is very publicly enjoying F1's summer break. But as long as he delivers on track, who cares what he gets up to?

**S**o which type of Formula 1 driver do you prefer? The clean-cut, keeps-himself-to-himself family man like Sebastian Vettel, or your high-profile, barely-out-of-the-headlines 'playboy' like Lewis Hamilton?

I can appreciate that to the average petrolhead what a driver gets up to away from the racetrack is of zero concern; all that matters is what he does from Friday to Sunday on a grand prix weekend. But in this modern world driven by social media, even if you're undertaking the most leisurely of perusals across the internet, Twitter or Instagram, it's hard to avoid a tale or photo of Hamilton regarding some aspect of his personal life.

Take these past couple of weeks, for instance – F1's summer break, and the downtime for a driver when he's supposed to get away from it all. Vettel does exactly that, shunning the spotlight, shielding his wife and young daughter from the paparazzi to such an extent that you will not find a word or picture related to the four-time champion's comings and goings.

Not so Hamilton, as he's been partying away in Barbados, stirring hacks into a frenzy with his apparent flirtations with popstar Rihanna. One Instagram photo in particular captured the spotlight as Hamilton could be seen 'grinding' away against a female festival-goer, with a sizeable cigar protruding

And by no means is this any kind of excuse for Hamilton, but you have to remember that as a child prodigy who has made good on his talent, he is finally living the life he missed out on when growing up. There was no silver spoon in his mouth throughout his formative years, no racing background to fall back on, no big-name sponsor to financially carry him.

Instead, there was a lot of blood, sweat and tears, and a father who at one stage held down three jobs to ensure he and his son could live their dream. Remember also Hamilton was 13 when he earned his 'apprenticeship' with McLaren, and that was when the real hard work started under the nurturing, but critical, gaze of Ron Dennis.

For Hamilton, racing and schoolwork went hand in hand, leaving him little to no time to build up friendships or a social life that as a teenager you start to take for granted once you understand there is a big, wide world out there. Once Hamilton crossed over into the bubble of F1, becoming a champion in only his second season in 2008 at the age of 23, that big, wide world, with all its allure and enticements, then figured more on his radar.

In many respects you feel these past few years have been a voyage of discovery for Hamilton, developing his character, with him trying to ascertain who he is, his purpose and direction in life. Again, these are all aspects the majority of us start to work

**“You have to remember Hamilton is finally living the life he missed out on when growing up”**

from his lips. The message that accompanied it was also eye-catching as it read: 'Positively preposterous behaviour I say!! #oFucksGiven'.

In many respects, given the way social media has infiltrated our lives, this is a time when we expect – and in some cases demand – our heroes, be it from the world of sport, music or movies, to be squeaky clean. I have no problem with Hamilton portraying himself as he feels necessary, because at the end of the day it's not interfering with what he's paid a considerable amount of money to do by Mercedes.

Yes, Hamilton may jet around the world, be pictured emerging from a fashion show here, a restaurant or a nightclub there, but it's not as if he's turning up at a circuit looking the worse for wear, and then performing as if the effects of a late night have kicked in. This is a super-fit Hamilton, believing himself to be resplendent in his gaudy jewellery and with his bulldogs by his side, living his life as he sees fit.

on throughout our teenage years, but this is something Hamilton perhaps missed out on given his focus in forging his racing career.

It's also why he is seemingly far more willing to flaunt himself publicly than any of his peers, and to a certain degree he appears to revel in the attention. He may have been on this voyage, but he is now savvy enough to understand what works for him.

So when it comes to being in the public eye, Hamilton and Vettel are worlds apart; the former appreciating its value, a necessary evil on occasion, with the latter unwilling to play any part in it, and there is nothing wrong with either approach.

It's just that Hamilton has trodden a path, be it deliberately or otherwise, that he is now totally comfortable with, playing to an unseen crowd of nearly three million (his Twitter followers) and rising.

This is the modern world, and more power to Hamilton for recognising that. ❧



# This week in motorsport



## JV AND JEV ARE BIG-NAME SIGNINGS

Jacques Villeneuve will make a full-time return to racing in the second season of Formula E, and got his first taste of the car in this week's two-day test at Donington Park.

The 1997 Formula 1 world champion will race for the

Monegasque Venturi squad in what is scheduled to be his first full season of racing since 2005, his penultimate year in Formula 1. The 44-year-old joins Stéphane Sarrazin in the team, now run in-house by Venturi rather than by Signature, to drive its latest contender, dubbed the FM200-FE-01.

Nick Heidfeld, who raced for Venturi in the inaugural season of Formula E, has moved across to Mahindra Racing to join Bruno Senna. Its cars, known as Mahindra M2ELECTROs, are now run by Campos Racing, which took Team China Racing/Nextev driver Nelson Piquet Jr to the Formula E title in 2014-15.

Campos will, in addition, continue to run the China squad.

Jean-Eric Vergne has switched from the Andretti squad to DS Virgin Racing, where he will join Sam Bird for his first full FE season. Simona de Silvestro is so far the only driver confirmed at the US team.

WARNER/LAT

10

## Nissan parks its LMP1 racer

Nissan has put its participation in the World Endurance Championship on hold in favour of further testing.

A statement from the Japanese manufacturer said that it would delay the return of the front-wheel-drive GT-R LM NISMO LMP1 to the WEC, which resumes after a 10-week break

at the Nurburgring later this month. It will "instead focus on technical issues that challenged its race team during the Le Mans 24 Hours".

Nissan stated that a decision on the date for a WEC return would be made at a later date, "depending on the progress of the test programme".



## Turner stays on with Aston

Darren Turner has committed to Aston Martin Racing until the end of 2018.

The 42-year-old Briton, who has driven for AMR since its inception in 2005, has signed a new deal to keep him at the Prodrive-run team. He has also become a development driver and ambassador for Aston Martin Lagonda.



BLOXHAM/LAT

## HITECH NAME BACK IN F3

The Hitech name is to return to Formula 3 for next month's European championship round at the Algarve circuit.

A new team, named Hitech Grand Prix, will field a single Dallara-Mercedes in Portugal for BMW GT factory driver Alexander Sims, who is making a return

to F3 for the first time since 2013.

The team is fronted by David Hayle, who founded Hitech Racing in 2003, although Hitech GP is a different entity.

Hitech GP is regarding its Algarve outing as a one-off as it gears up for a full-time Euro F3 programme in 2016.



For all the breaking news, visit [AUTOSPORT.COM](http://AUTOSPORT.COM)

Q&A

JACQUES VILLENEUVE

1997 F1 WORLD CHAMPION

**Why are embarking on a full season of racing for the first time in 10 years?**  
Because there was the opportunity. I've been racing a little bit everywhere for the past few years. It's been fun going from ice racing to NASCAR to V8 Supercars and rallycross, but I've been looking for a full programme. It will be good to be in a full-time seat where you can work with the team through a proper test programme.

**What's your aim for the coming season?**  
I'm here to win; this is not a holiday.

**Can you adapt to Formula E to be competitive straight way?**  
That's the challenge, and I love challenges. I've adapted quickly before and I'm sure I can do it again.



**What ambitions do you have left in motorsport?**  
It would be fun to win in something different like this. Formula E is an FIA championship that races all over the world. The same goes for rallycross. One I would like to have won was the Le Mans 24 Hours. But at my age you don't just get a top seat, so I would say the chances of it happening are virtually nil."

Pre-season testing kicks off

Eighteen drivers hit the track at Donington Park early this week as testing got under way, with the new multi-make powertrains making their public debut. Apart from Villeneuve, Frenchman Tom Dillmann (right) was the other first-timer, with Team Aguri.



DONINGTON TIMES

1	Sebastien Buemi (e.dams)	1m31.050s
2	Sam Bird (DS Virgin)	1m31.469s
3	Daniel Abt (Abt)	1m31.537s
4	Nick Heidfeld (Mahindra)	1m31.541s
5	Nicolas Prost (e.dams)	1m31.592s
6	Bruno Senna (Mahindra)	1m31.869s



HUFF SPEARS MACAU DEAL

British tin-top star Rob Huff has secured a drive in the TCR International races supporting November's Macau Grand Prix. Huff, who was seven times a winner in World Touring Car Championship races on the Chinese street circuit, will drive a Honda Civic run by Swedish team West Coast Racing, which is challenging for the inaugural TCR title with Gianni Morbidelli. "Macau is quite simply the most challenging race circuit I've ever raced on and my record is strong there," said Huff. "I'll be trying to get more Macau wins."

REMEMBER WHEN



Road America was a staple of the Indy calendar? There were 25 races from 1982-2007, and now it's back in 2016, on June 26. Here Danny Sullivan leads Al Unser Jr.

VW test mule to run soon

Volkswagen will run its 2017 World Rally Car in mule form next month. Senior team personnel have confirmed that the design process is already under way with a modified version of the current Polo R WRC used to test 2017 parts. The engine and aerodynamics are the first areas to be worked on, with the complete car reckoned to be ready early next season in preparation for a Monte Carlo 2017 debut. Team principal Jost Capito told AUTOSPORT: "There's no date fixed for the car, but we'll use the current car as a mule to run and modify parts as quickly as we can."

BUDDY BAKER: 1941-2015

**THE 1980 DAYTONA 500 WINNER,** who at six-foot-six was known as 'The Gentle Giant' and 'Leadfoot', Buddy Baker died on Monday, aged 74. The son of two-time NASCAR champion Buck Baker, Buddy was famed for his speed in the discipline's big ovals, becoming the first to top a 200mph average in a 1970 test at

Talladega, where he won four times in a career that brought 19 victories in NASCAR's top tier. His Daytona winning average of 177.602mph has never been beaten. After retiring, Baker became a great supporter of young talent, a skilled raconteur and NASCAR radio presenter right up until his death.



ALESHIN FOR INDY RETURN

Russian Mikhail Aleshin will return to the IndyCar grid for the Sonoma season finale at the end of this month. Aleshin, who raced with Schmidt Peterson Motorsports in 2014, rejoins the same squad to drive a third Dallara-Honda alongside James Jakes and Ryan Briscoe. He will get back behind the wheel during this week's Sonoma test. Aleshin's main programme this year has been the European Le Mans Series.





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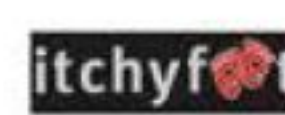
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GRAND PRIX PHOTO

## **SENNA AND PROST: RIVALRY RENEWED**

**MANSELL'S FIRST F1 RETIREMENT**

**NANNINI'S CAREER CUT SHORT**

LAT ARCHIVE



LAT ARCHIVE







# The world championship Prost should have won?

Alain Prost and Ferrari came tantalisingly close to winning the 1990 world championship, only to lose out to Ayrton Senna and McLaren after the infamous first-corner clash at Suzuka. The crash secured the title for Senna in acrimonious circumstances but, had the odd result swung in Prost's favour earlier in the year, the outcome could have been different.

As in their days as McLaren team-mates, the two were evenly matched. Senna won six grands prix and earned 11 podium finishes, while for Prost the figures were five and 10 respectively. As when they were team-mates at McLaren, the key difference was in qualifying. Ayrton started from pole 10 times, while Alain did not log one all season, focusing the majority of his energy on Sunday afternoons. Ferrari had the better chassis, McLaren a more powerful engine. It was a fascinating contest.

"At the end of the day I think I deserved to be world champion that year, for many reasons," Prost recalls. "But it's part of the game. As soon as I retired I didn't think too much about how I should have won this championship, or I should have won this race, or I should have done maybe something different. No way."

As with all top drivers it seemed inevitable that Prost would one day find himself at Ferrari. But there had been no need for the Maranello management to undertake a lengthy



Prost took his first Ferrari win in Brazil, after Senna hit Satoru Nakajima





process of luring him away from McLaren. In the middle of 1989 he grew frustrated with life under Ron Dennis as Senna's team-mate, and decided somewhere else – *anywhere* else – would be more enjoyable.

"When I left McLaren it was at the French GP [in 1989]," he recalls. "Ron was proposing me a new contract, and I said, 'No,' and I decided to leave without having contact with another team. It's not bullshit. The first decision was just, 'Do I want to continue like this?' And I said, 'No.'"

"And then obviously I had some contact with, I remember, Williams, Ferrari and Benetton. Ferrari was the more consistent, and I thought it was the right moment to do it. John Barnard [designer] was there, and for me it was sort of a new challenge, and I thought I would find it very interesting."

Prost was announced as Nigel Mansell's future team-mate shortly before the Italian GP, and when he won at Monza he received the warmest reception the *tifosi* had ever accorded a McLaren driver. Casually tossing his winning trophy to the fans – to the evident disgust of Dennis – earned him even more kudos.

But before the end of the year he received a shock when it was announced that Barnard – architect of Prost's 1985 and '86 title-winning

McLarens – was leaving Ferrari to join Benetton. He might have stayed and worked with Prost had the management expressed an urgent desire to keep him on, but they never did. He shrugged his shoulders and left.

"I was very disappointed" says Prost. "He was part of my decision. The fact that John was there was important for me. Going into a team like Ferrari, if you know all the story behind, you want to have a sort of contact, people that you know well."

He did have one ally, for he was

***"Nigel was a friend, but one of the most difficult to work with"***

joined at Maranello by chief designer Steve Nichols, latterly Senna's engineer at McLaren, and a man who Prost knew well. As for the rest of the major players, he soon set to work at building relationships, spending as much time as he could at the factory. Once the season was under way he was more focused than ever – there would be no more nipping away from the track to play golf on race weekends.

"I was more professional, for sure," says Prost. "I did not play, and Nigel



Prost and Ferrari sporting director Cesare Fiorio enjoyed a successful year

was playing golf in the afternoon!"

Having accepted that Mansell had raw speed, Prost looked for any way in which he could gain an advantage over his team-mate. It didn't take long for Mansell to feel a little uncomfortable, while Prost instantly felt at home at Ferrari. Full of confidence, and determined to get one over on McLaren, he was driving better than ever.

"Nigel was always a good friend, but he's one of the most difficult guys to work with in a team," he says. "He did

not help me very much, that's the only thing that I can say.

"I was quick with this car. Even Ron [Dennis] told me once, 'You did your best season,' as I was driving very well. Sometimes you feel well in a team, you feel well in a car. And I was working very, very hard. Sometimes I was able to speak Italian, and only because of that, Nigel was so upset! But the briefing was done in English. I spoke Italian maybe 20 times in the





**Above: Prost survived this first-lap incident with Olivier Grouillard at Phoenix, but didn't finish**

**Left: after moving from McLaren, Prost slotted in well at Maranello**

**Right: the title was decided at Suzuka as Senna barged into Prost at the first corner**



GRAND PRIX PHOTO

year, so you should not exaggerate.”

It wasn't just about gamesmanship, or destabilising his team-mate. Prost sought every possible advantage over Mansell with set-up. Even Prost admits that it was about marginal gains.

“Sometimes I didn't even qualify with qualifying tyres,” he says. “If you remember Mexico, I started 13th there. So Nigel was maybe better than me at this level. Ayrton was better than me with qualifying tyres, because I could not make the tyres work well.”

“So I cannot see anything obvious where I was better. But I was really working very hard on the set-up, and we were working on a specific attitude of the car on the straights, and through corners. We had management of the diff, and you had to spend a lot of time on that. It was only details.”

As the season went on, the familiar story of Prost and Senna would edge the Prost-Mansell narrative to the sidelines – although Mansell would later play a pivotal role in the title battle. Prost triumphed in Brazil, Mexico and France, and after his fourth win of the year at Silverstone he even

briefly led the world championship, albeit by just two points. But after the next race in Germany – round nine of 16 – Senna was back in front by 48 points to 44. It was a close fight, and one that Prost relished.

“Why 1990 was exceptional for me was it was exactly what I wanted to do – I mean fight with Ayrton, but not in the same team.”

Over the following races, though, Senna began to stretch away. In Hungary Prost made a bad start and then spun out when his transmission locked up, while Senna finished second after a memorable battle with the Williams of Thierry Boutsen. At Spa, Prost dealt with Senna's rear gunner, team-mate Gerhard Berger, to run second, but could not do anything to prevent Senna winning; and similar circumstances prevailed at Monza, where once again Prost fought past Berger into second place but then found Senna had an answer for every challenge he posed.

A key moment in the title battle came in Portugal, four races from the end of the season, with Senna now

leading Prost by 72 points to 56. From pole position, Mansell got a little sideways off the line, and a furious Prost found himself squeezed towards the pitwall. Both Ferrari men then dropped behind the McLarens.

Mansell recovered and took the lead, but Prost was still in third – crucially,

**“He stayed flat. We all know that because we have the telemetry”**

behind Senna – when a collision in the midfield between Alex Caffi and Aguri Suzuki brought the race to a premature halt with 10 laps to go. That left the points at 78-60, and Prost was furious that the team had not ordered Mansell to support his fading title challenge.

“It's typical sometimes in F1,” says Prost. “We lost the championship because of missed opportunities with the management, and the story with Nigel. At one stage I was in a position

to win the championship, not him. It would have been fair and normal, but if you remember Portugal... For sure I was not very happy with the way they managed that.”

Prost was down but not out, and at the very next race – the Spanish Grand Prix at Jerez – he not only won, but also took the maximum benefit from his points because Senna retired after debris punctured one of his radiators.

With two races to go, then, the drivers' title remained a mathematical possibility, with Prost just nine points behind. But the next venue was Suzuka, scene of his controversial clash with Senna at the chicane just a year earlier. It was a tense weekend on Honda's home ground, but few expected the title to be decided as early as Turn 1, by mutual elimination.

Senna later admitted that he had gone into the corner with no intention of lifting. As Prost, having seized the lead from second on the grid, moved over to cover the inside line, he inadvertently sealed his own fate.

“There's absolutely not two stories behind that,” says Prost. “He stayed flat,





After the Suzuka collision the pair had to walk back to the pits together

we all know that because we have the telemetry. He said the year after that he did it on purpose.

"It is only himself, or maybe some drivers behind, who can say what happened. You cannot judge when you are in front of your TV. But it was obvious, and he said the truth a year after, and that was the end of the story."

As Prost walked back to the pits on that day at Suzuka he didn't know that his Ferrari career had already peaked. The 1991 car would prove to be uncompetitive, failing to win a single race. Amid political turmoil in the camp, team boss Cesare Fiorio was sacked, and later Prost himself was shown the door before the last race.

"When Cesare had a problem in the middle of the year after, everybody thought it was because of me," says Prost. "I didn't say anything. At the time you must remember there were a lot of political games in Ferrari. At the end of 1991 you know what happened to me, although I'm sure nobody knows the real story."

Maranello would have to wait another 10 years to win a world



Prost's victory in the Spanish Grand Prix reignited his title challenge

championship. It had so nearly come together during what, in retrospect, was a superb season of grand prix racing, one highlighted by a classic encounter between two of the all-time greats at the height of their powers.

"I don't remember, except Suzuka, having problems with Ayrton in 1990," Prost says. "It was just a big fight."

"I had a fantastic year in 1990, and a very difficult year in '91, but at the end of the day it's all part of what I remember of my whole career. It's part of life, part of history. That means sometimes you have bad moments, sometimes you have good one. And even the bad moments – 20 years later it's not a problem."

## 1990 as it happened

### USA

Senna wins from sixth on the grid, as Prost retires with an oil leak

### BRAZIL

Prost wins after Senna loses his front wing lapping Nakajima and drops to third



### SAN MARINO

Wheel-rim damage puts Senna out, with Prost a lacklustre fourth as Patrese wins

### MONACO

Senna takes his third Monaco win as Prost retires from second place with a gearshift problem

### CANADA

Another win for Senna, with Prost fifth after suffering braking problems

### MEXICO

Prost leads Mansell for a Ferrari one-two, while Senna retires with a puncture

### FRANCE

Prost passes Ivan Capelli to win late on, with Senna in third place

### BRITAIN

With Senna again third behind Boutsen, Prost takes the points lead with victory

### GERMANY

Prost takes fourth while protecting his engine as Senna wins to take the championship lead

### HUNGARY

Boutsen takes an unlikely non-stop win, holding off Senna. Prost retires with a gearbox failure

### BELGIUM

Senna holds off Prost, extending his lead in the standings to 13 points

### ITALY

Senna dominates, while Prost settles for second after a futile chase

### PORTUGAL

Mansell bags his sole win of the year ahead of Senna, with Prost in third

### SPAIN

A timely win moves Prost from second on the grid to within nine points of Senna, who retires with a holed radiator

### JAPAN

Prost gets a better start, Senna does not lift for Turn 1 – and the collision gives Senna the title as Piquet wins

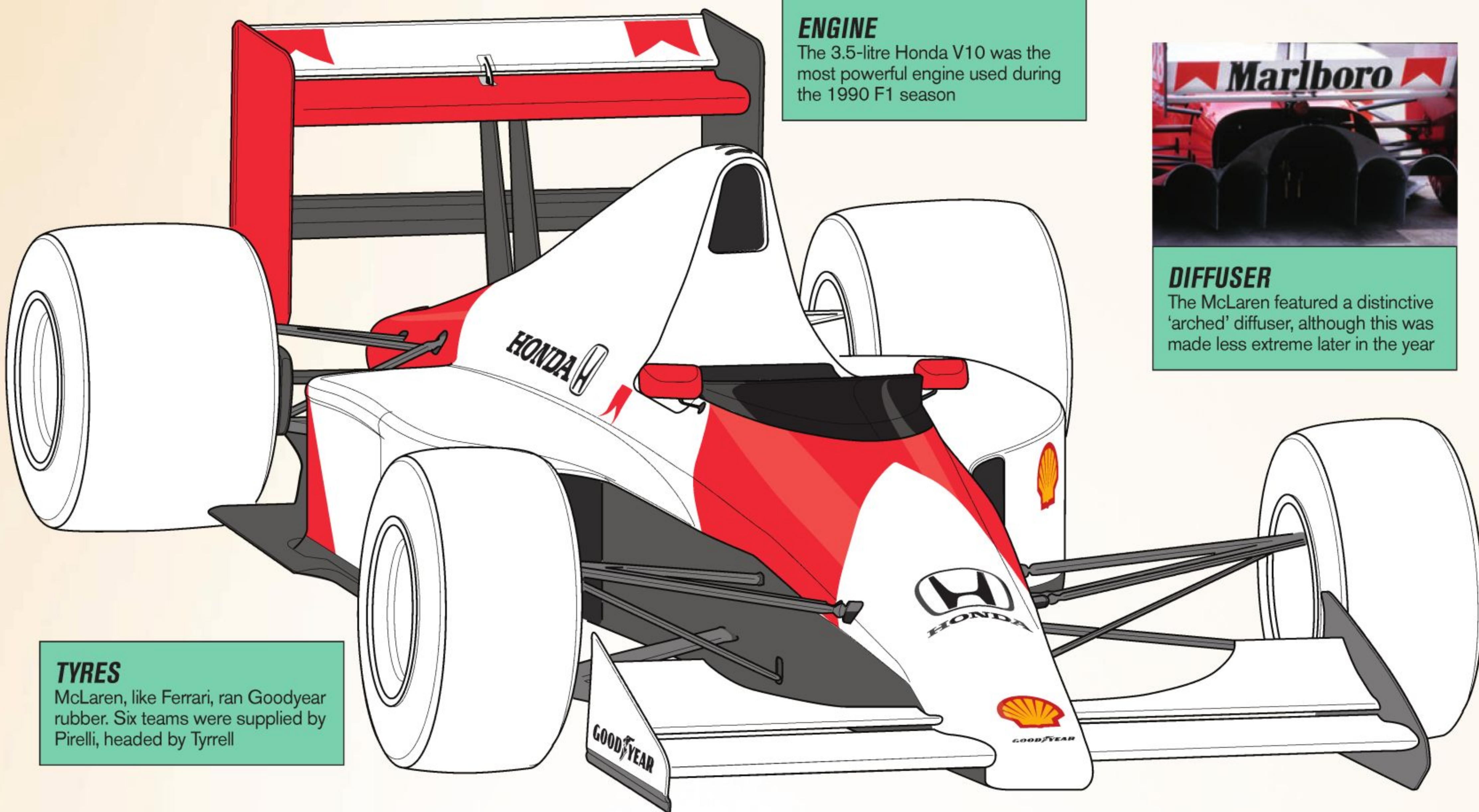


### AUSTRALIA

Piquet takes his second consecutive win ahead of Mansell, while Senna goes off thanks to a gearbox glitch



# McLaren-Honda MP4/5B



**ENGINE**  
The 3.5-litre Honda V10 was the most powerful engine used during the 1990 F1 season



**DIFFUSER**  
The McLaren featured a distinctive 'arched' diffuser, although this was made less extreme later in the year

**TYRES**  
McLaren, like Ferrari, ran Goodyear rubber. Six teams were supplied by Pirelli, headed by Tyrrell

The McLaren and the Ferrari proved to be the class of the field in 1990, winning six races apiece, with the British squad taking the constructors' championship. But while both shared some features, there were also some major differences between the two car/engine concepts that made the season such a fascinating one.

Ferrari went into the 1990 season with an evolution of the previous year's car. But that car, the 640, was itself revolutionary. It was designed by John Barnard and, as the team's first 12-cylinder machine since 1980, featured many innovations that are still relevant in F1 today.

But Barnard left Ferrari before the 1990 season and the car was the joint responsibility of Steve Nichols and Enrique Scalabroni, the former having been poached from McLaren.

So the 641 already had a powerful 3.5-litre V12 engine, the unique semi-automatic, paddle-shift gearbox, neat torsion-bar suspension and a compact chassis. Work over the winter was aimed at improving reliability, a bugbear of 1989, plus increasing power and grip. Only subtle visual changes were evident between the late-season 640 and the subsequent 641.

McLaren was also on an evolutionary path. The MP4/5B raced in 1990 was clearly a progression from the A-spec car from '89. Both cars came from Neil

Oatley's design office in Woking, albeit with Nichols having departed. As with the whole line of MP4 models, which were evolved from their predecessors, the MP4/5 continued the thinking of the all-conquering MP4/4 of 1988, but modified to accept the normally-aspirated engine, rather than the MP4/4's V6 turbo.

Therefore both the MP4/5 A and B-spec cars sported lowline chassis, with low sidepods and slim upper bodywork. This was part of the Gordon Murray/Steve Nichols philosophy to recline the driver, lower the centre of gravity and free up airflow to the rear wing. Correspondingly, the 1990 B-spec car followed this method, somewhat compromised to house larger radiators and airbox for the more-powerful Honda V10.

**Engine**

With F1 having run V6 or inline four-cylinder turbo engines since the first half of the 1980s, the return to normally-aspirated engines in 1989



While the Honda had two cylinders fewer than Ferrari, it was more powerful

sparked a debate over the best engine format. Chassis designers preferred the short V6s, while engine designers preferred the V12 power. The medium between the two was the V10 engine.

Honda initially developed a V10 in cooperation with McLaren, trying to get the best of both worlds. It largely succeeded as, thanks to several major iterations during the year, the Honda RA109 was the most powerful F1 engine. Even with the updates for 1990, the greater cooling requirement still gave McLaren a packaging advantage.

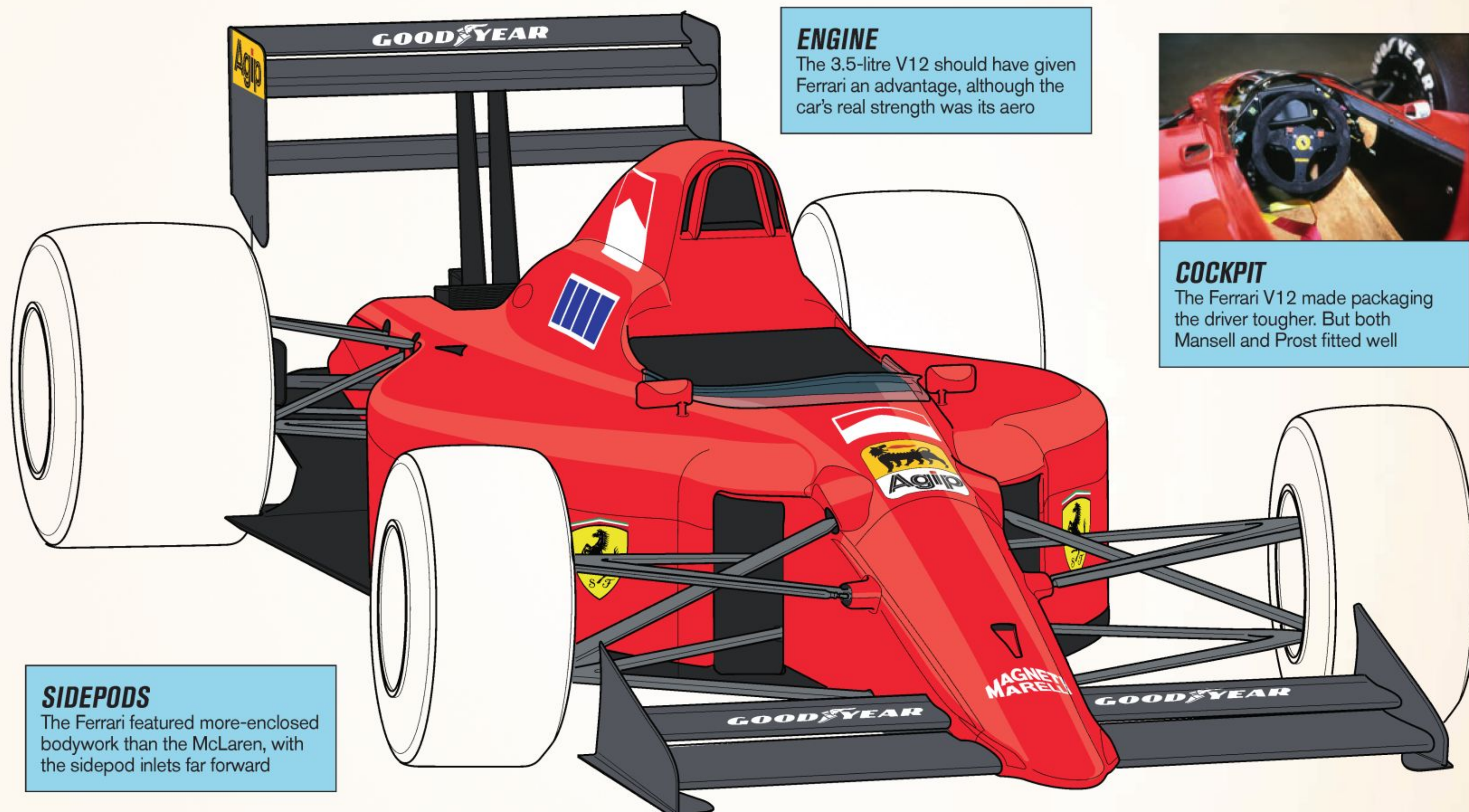
Ferrari stuck to its roots and went for a 12-cylinder engine in 1989. Being longer it compromised the chassis and yet did not outperform the Honda V10. Development through 1990 brought Ferrari closer to Honda in peak power and allowed Honda to extract all of the potential power from the unit, forcing it to move to a V12 in 1991.

**Aerodynamics**

Both cars had well-considered aero designs as each team had significant, by the standards of the time, windtunnel



# versus Ferrari 641



## ENGINE

The 3.5-litre V12 should have given Ferrari an advantage, although the car's real strength was its aero



## COCKPIT

The Ferrari V12 made packaging the driver tougher. But both Mansell and Prost fitted well

## SIDEPODS

The Ferrari featured more-enclosed bodywork than the McLaren, with the sidepod inlets far forward

programmes behind them. But both followed different avenues and it could be argued that both were behind the curve compared with the new generation of aero cars coming from teams such as Tyrrell and Leyton House.

The cars were both conventional, both with flat floors up to the nose tip, with the relatively wide noses splitting the front wing. Both had long sidepods, the lengthened floor moving the aero balance forwards and keeping the sidepod inlets away from the front tyres' wake. Curiously, Ferrari also had removable bodywork over the front of the monocoque. This was reintroduced by Barnard in 1989, with Ferrari having pioneered the bodywork-less tub in '83.

From here rearwards, the two cars diverged in aero concept. The Ferrari featured much more enclosing bodywork, with the peaked sidepod inlets very far forwards and the radiators housed a long way to the front inside them to create a more flowing Coke-bottle shape.

Much of the Ferrari hot air was vented through the rear of the car, with minimal openings made into the bodywork. Overhead, the Ferrari airbox inlet was noticeably wider than the McLaren's. Ferrari was aiming for lower drag from the bodywork to mitigate the drag effect of its larger wings.

McLaren retained the 1988 lowline

concept, with low sidepods and rearward-mounted radiators. The Coke bottle, when viewed from overhead, was far more angular. These sidepods also vented their hot air laterally through often very large side openings in the bodywork. While effective for cooling, it gave a greater drag penalty, in contrast to the Ferrari design.

## Chassis

There was little to separate the cars in their mechanical designs. Both had rocker-operated suspension, Ferrari with the more modern pushrod set-up at both ends, while McLaren had pushrod at the rear, pullrod at the front.

There was little between the two cars in terms of suspension geometry. The Ferrari mechanics had a simpler time getting to the dampers, which were mounted atop the chassis and gearbox, while spring changes could be made independently of the dampers.

While Ferrari had the torsion-bar set-up, McLaren was running coil-over spring/dampers.

Equally, the monocoques were of similar designs, both having modern moulded carbonfibre construction, integral front crash structures and requiring separate bodywork. For McLaren driver Gerhard Berger, the size of the monocoque was initially a problem, his longer frame being hard

to fit into the cockpit. As this was a period with no regulations on cockpit size, the McLaren lowline philosophy forced a reclined seating position, unsuited to Berger.

## Gearbox

With longer engines come chassis-design compromises. Not wanting to run an excessively long wheelbase, McLaren developed a shorter transverse gearbox for the MP4/5.

But Ferrari continued to run the longer longitudinal gearbox on the back of its V12, a wider fuel-tank shape helping to maintain a reasonable wheelbase. Ferrari's drivers also enjoyed the advantage of the paddle-shift system introduced and refined the previous year. Simplified for reliability in 1990, the semi-automatic set-up allowed drivers to select gears sequentially via the paddles on the back of the steering wheel. This meant the drivers never had to take their hands off the wheel and allowed the designers to do away with bodywork blisters to clear gear levers.

## Performance

With the championship going down to the wire, clearly both cars had relatively equal performance. But both achieved their results in different ways.

If you look at qualifying records the McLaren was at face value the quicker



Ferrari ran torsion-bar suspension

car, but it did have Ayrton Senna – the master of single-lap efforts – behind the wheel, while Prost, who did not take a single pole position all year, was more focused on race performance. But the MP4/5B was a difficult car to set up.

In the races, Ferrari was able to keep up with McLaren, the less peaky performance of the 641 helping the drivers through the races. For Ferrari, its forte was tracks with greater aero sensitivity, McLaren's wins being on tracks with an emphasis on top speed and traction.



# The rest of the class of 1990

Tyrrell-Ford 019



Williams-Renault FW13B



Arrows-Ford A11B



Brabham-Judd BT59



Lotus-Lamborghini 102



Osella-Ford FA1ME



Leyton House-Judd CG901





AGS-Ford JH25



Benetton-Ford B190



Dallara-Ford 190



EuroBrun-Judd ER-189B



Life F190



Lola-Lamborghini LC90



Coloni-Subaru C3B (pictured)/ Coloni-Ford C3C



Ligier-Ford JS33B



Onyx-Ford ORE-2



**THE REGULATIONS**

F1's rules in 1990 were largely unchanged from the previous season, when turbocharged engines were outlawed and all teams had to run 3.5-litre engines. The engines were all eight, 10 or 12-cylinder, with the infamous W12 Life unit – which rarely worked before being ditched in favour of a Judd V8 late in the season – and the flat-12 used by Subaru the two most unusual powerplants. But with aerodynamic science and windtunnel use far less advanced than today, and CFD still very much in its infancy, the range of car shapes was very diverse.

Minardi-Ford M190





# ALESSANDRO NANNINI

By ANTHONY PEACOCK



Before the helicopter crash, Nannini had been linked with Ferrari. But his severed right arm meant that an F1 comeback was impossible



# The lost hope of 1990

Some looked upon him as Italy's greatest hope: a shining talent destined to wear *rosso corsa* in perpetuity, but who never got the chance to build on his potential. A future world champion, even – but perhaps more importantly, everything that an Italian racing driver should be: good-looking, charismatic and devilishly fast.

The man himself, 56 years old now but with the same raffish charm that lit up the 1990 season with his multi-coloured Benetton, is not so quick to agree.

"One of the things we say in Italy is that 'if my grandmother had wheels, then she would be a tram' and it's very much one of those cases," says Alessandro Nannini. "What's the point in speculating? It's much more interesting to think about what I had rather than what I didn't. I was probably heading in the right direction because I was more or less in the top five at the time – against some proper drivers – but maybe I was a little bit too Italian compared to them: a little headstrong, a little compulsive.

"I was quick in the rain, but there were others who were quicker in the dry. How that personality would have evolved in the future was something I really don't know – how can any of us guess what our future selves would have been like? – but I think I was getting better. It's a long way to go from there to say that I could have become a world champion though."

It's an engagingly metaphysical dissection of the broken ambitions that other people have ascribed to him, but Nannini is overly modest, as the truth is that he consistently showed well against his multiple world champion team-mate, Nelson Piquet. The Brazilian was perhaps past his prime, but behind the playboy image there was a tough benchmark for the 30-year-old Nannini to measure himself against, as a result of which

he learned more during the 1990 season than any other.

Their relationship was a strong one, partly because Nannini got the measure of his personality at an early point. One of Nannini's biggest assets as a driver – shared by comparatively few on the 1990 grid – was his ability to get along well with everybody. As a result of which, the heavily Italian-influenced Benetton team was very much shaped around him, allowing Nannini's career momentum to develop over the course of the season.

"Nelson was a character: everyone knows all the stories about how he had a string of parties and women all over the world, and I loved him," says Nannini. "But what people probably didn't realise was that he was a Latin

**"I learned a lot from Piquet, but none of it was given away"**

when he was playing and a German at work. Nelson had a good feeling with the car and a very precise instinct with set-up, so I tended to follow his lead at the beginning of the year in particular. I learned a lot from him, but none of it was ever given away. He'd be helpful enough during all the debriefs and meetings obviously, but the really good stuff he would keep to himself. Always."

It's a situation Nannini had faced before, learning to drive a car by a



Nannini had one win under his belt, with more expected as Benetton improved

process of osmosis and empirical observation, both in sportscars and F1, starting with Minardi in 1986 (where his season highlight was a 14th place in Mexico). The reason that he was so scintillating in the rain was that he had a great capacity for improvisation, probably more so than Piquet. And this is something that the Brazilian soon saw as a threat.

"It's true that the first person you want to beat is your team-mate, even if you're a world champion and he's just this Italian guy from Siena," remembers Nannini. "I took it as a compliment. Because I would drive Nelson's set-up, I was able to sort of work it out, although it wasn't always quite right for me, which was maybe why we were a bit up and down sometimes.

"The thing is with Nelson, he'd be untouchable when he had exactly the right set-up for the conditions and he was happy. When things weren't ideal, that's when the advantage could come back to me – although in terms of pure

pace he was still some way ahead. Aerodynamically, from what I remember, the car was quite sensitive. It took time to figure out how to drive the car, go my own way with set-up, and challenge Nelson on his weak points. I think it was all coming together during that season, even though it never felt easy."

Nonetheless, the distinctive 1990 Benetton B190 was fundamentally a good car, enabling Nannini – whose sister Gianna had already found fame on the Italian music scene – to rise to prominence in a way that he had never managed before. While Gianna was just singing about *Notte magiche* – 'magic nights' (the theme tune to the Italia 1990 World Cup, which was a huge hit for her) – Alessandro was out there creating them.

It was a season that would result in three podiums, but even that wasn't enough to prevent his defection to Ferrari at the end of the year. Or was it? This was a messy time, complicated by Italian politics and featuring the sort of nebulous horse-trading more commonly associated with football transfers rather than F1 contracts. Incredibly, Nannini himself had very little influence in the whole thing.

"It was one instance where I felt let down by Flavio Briatore and Cesare Fiorio," explains Nannini. "They had decided the move, convinced me, agreed it and announced it, but of course there was a financial complication, which meant that Ferrari was not in a position to take the option. So we were left with a tricky situation, and the only other possibility was to go back to Benetton. I had very little to do with any of the negotiations unfortunately."

Nannini did get to drive a Ferrari in the end – but two years later in a test, as part of the rehabilitation from the accident that claimed his arm (and nearly his life) before the final two races of 1990. Nannini's right forearm was severed in the impact, when his helicopter crashed during a landing on soft ground close to his home.



Wet conditions brought out the best in Nannini, although the Italian concedes he wasn't the fastest in dry conditions



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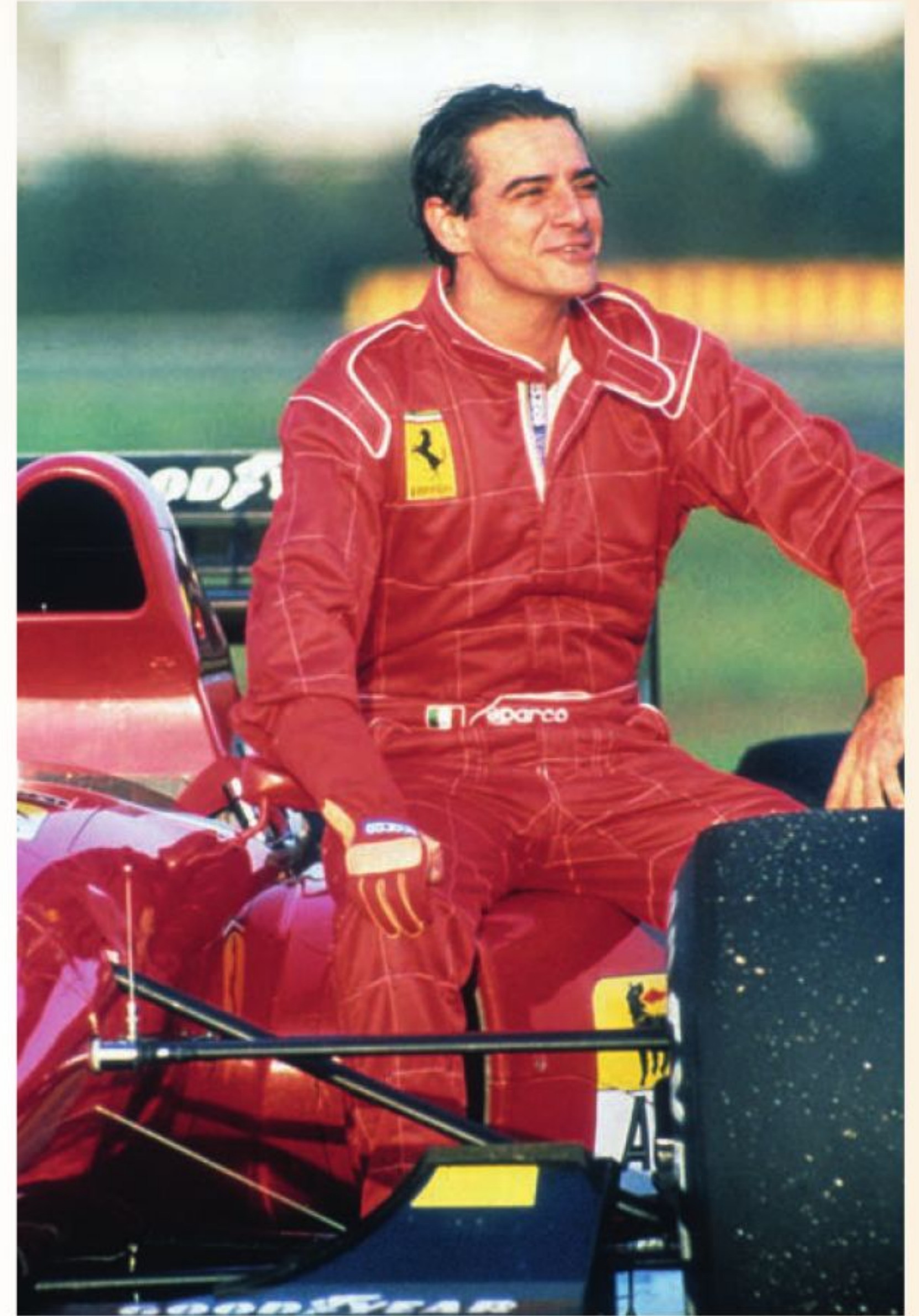
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His father Danilo – who said that he had always been against his son having a helicopter, but would have disobeyed his own father and had one if he was given the opportunity when younger – was one of the first on the scene. He used his belt to make a tourniquet and stem the bleeding from Alessandro's arm, then recovered the severed forearm in the hope that it could be surgically reattached. Initially surgeons were optimistic, since early reports suggested a clean amputation, which would have been relatively straightforward – in microsurgery terms at least – to reattach.

In actual fact the limb had been badly twisted and squashed, wrecking the crucial elements of bone and nerve to be joined back together. The blood vessels, arteries and veins had to be reconstructed using material taken from Nannini's feet, while missing bones were replaced with metal rods. The doctors were uncertain of the outcome, but convinced of one thing, as the headline in the local paper of Siena proclaimed: "Nannini: farewell to Formula 1".

And that's where the story should have ended. But Nannini did drive an F1 car again – courtesy of that test with Ferrari, followed by a later one with Benetton – and that experience was enough to convince him that an F1 return could have been on the cards.

Then Alfa Romeo came his way with a programme for ITC and DTM, and the competitor within Nannini swiftly realised that this was his quickest and most practical route back into racing. Along the way, 13 wins later, the dream of returning to F1 never really happened, for the simple reason that it had been replaced with another: standing on the top step of the podium.

"There was never a seminal moment for me when I realised: this is it, I'm



**Top left: the aftermath of the helicopter crash**

**Top right: in 1992 Nannini returned to test a Ferrari**

**Above: Camel would have been Nannini's title sponsor at Benetton in 1991**

**Right: Nannini took 13 DTM wins with Alfa**



never returning to Formula 1 again," says Nannini. "It's not something I would ever have accepted... apart from now perhaps! It's just that we were enjoying a lot of success at the time in touring cars, and for me the whole point of returning was to be fighting at the front rather than just being there. Touring cars was a good

way back in as the gearbox in particular could be adapted to my specific needs. I had to adapt a lot after the accident: smoking with my left hand took some time to get used to, for example..."

Yet despite that, Nannini – just like his namesake Zanardi – says that his accident was one of the best things that happened to him. "The accident taught

me how to cope with pain and loss," he says. "Of course I was devastated that my F1 career was cut short. But what a time I had! Honestly, it was the best job in the world: I was driving fantastic cars on amazing circuits during the golden age of Formula 1... and I was even being paid for doing it! I love the life I had and the one I have now. I can't ask for anything more."

Currently, Nannini is arguably the world's fastest baker: he oversees the family business, which has a collection of *pasticcerie* (translation – cake shops) and cafes over Siena and now the world. He's also involved in local politics and recently opened a cinema complex. Whenever the chance to drive a car comes along, he'll take it: most recently he has been linked to a seat in an Alfa Romeo – the marque with which he has become synonymous – prepared for the new TCR regulations.

The former 'headstrong' racer has become a pillar of the local community. But what remains unaltered is his sense of humour and remarkable sense of proportion. He's a man who has drunk so heavily from the cup of life that the hangover just won't go away.

His (quite literally) truncated 1990 F1 season, where he placed eighth, was one that he'll obviously always remember. But there wasn't a single specific highlight; instead it was the vertiginous feeling of riding the crest of a wave, not knowing where it would end up.

"For me, the best part of the season was that I managed to piss Nelson off a bit – and a few other people too!" concludes Nannini. "It was an intense season, but one where after all these years I finally realised that we could be competitive at the very top."

"And that feeling was an absolute joy: it was the peak of all my ambitions. I just wish that everyone could get to experience that too."





# Capelli's near win

**“You are looking at an astonishing situation,”** cried legendary commentator Murray Walker – and he wasn't exaggerating. Ivan Capelli was holding off Alain Prost's Ferrari and was just a few laps away from winning the 1990 French Grand Prix for Leyton House, a team that had failed to qualify on half of its attempts in the season's previous six races. Impossible, surely...

Things could scarcely have been less promising for the Leyton House-Judd team heading to France. Young technical director Adrian Newey had just left the team (“it was clear it was going down,” he said of its declining financial situation), while team principal and ex-AUTOSPORT editor Ian Phillips was recovering from life-threatening meningitis. And in the previous race in Mexico, neither Capelli nor Mauricio Gugelmin had qualified.

“We had problems producing downforce,” says Capelli, who is still an F1 paddock regular through his Italian television work. “Then, before the French GP, we modified the central tunnel of the diffuser at the back. This, and the fact that the circuit was flat with no bumps, meant we could run the car very low and finally produced the downforce we had from the windtunnel data.”

Newey, who watched what was so nearly the first F1 victory for one of his cars from home, blames windtunnel problems for the team's failure to kick on from a spectacular 1988 season (then still running under the March name).

“It wasn't until the first part of 1990 that we started looking at the

windtunnel itself,” says Newey of that period. “We realised that the moving ground had actually bowed over a period of time and was giving us completely false aerodynamic readings. That led to the new underbody for Paul Ricard, which transformed the car.”

While the car was dramatically improved, there were no indications that it might be able to fight for victory. Capelli qualified seventh, a second off the pace, with Gugelmin 10th. But Gustav Brunner, later appointed Newey's successor as technical director, had a plan that put the team in contention.

“Paul Ricard was very abrasive and all of the teams planned to change tyres,” explains Capelli. “We created a set-up to use the same set throughout. We also made a little modification to the front wing before the start, increasing the downforce on one side because

**“In the middle of the race the mirror fell out”**



**Above: Gugelmin kept Prost in third until his engine failed. Right: Capelli held Prost at bay for lap after lap**

we wanted to take the fast Signes corner only having to lift a little to help protect the tyres.”

Both drivers started the race on a set of the C-compound Goodyears (the same as Ferrari drivers Prost and Nigel Mansell, with the McLarens of Ayrton Senna and Gerhard Berger on the harder Bs), and as others stopped they gradually moved to the front. Capelli, who had survived a clash with Jean Alesi's Tyrrell that left both with pronounced tyre marks on their sidepods, took the lead at the end of lap 33 with Gugelmin in second. Prost was only 10 seconds behind and, with 47 laps to go, it seemed inevitable he would reclaim the lead.

But it wasn't until lap 54 that Prost got ahead of Gugelmin, who retired four

laps later. He was, by then, just five seconds behind Capelli. With 20 laps to go, he was within half a second of Capelli – and there he stayed.

“I saw Maurice's car stopped with smoke coming from the engine, so I was watching the temperatures closely but everything was fine,” says Capelli. I was just fighting against Prost. He caught me, but he was not able to overtake me.

“We had mirrors mounted on the sidepods, designed by Newey the year before. In the middle of the race, on the right side, the mirror inside the housing fell out. So I couldn't see Prost if he was on the right, but I could always check on the left. When we arrived for the right-hander at the end of the pit straight, I had no idea if he was there





or not so I just had to turn in very sharply. Alain thought I was being very aggressive, but I couldn't see!"

With less than three laps to go, Capelli had all but won. Yes, Prost was still there, but the Italian had done the hard work. Then the fuel pressure dropped.

"As I approached Signes, the oil light flashed and I realised I had a problem. I had to back off immediately to ensure the engine didn't stop. Obviously, Prost was able to pass me but I kept going with the engine not running cleanly. Approaching the chequered flag, Ayrton almost overtook me."

The gap was officially three seconds. Had the line been a little further away, Capelli would have lost second. But he was still happy with the result.

"On the one side, I was unlucky because I didn't win," he says. "But on the other side, I was lucky because at least I was still second between the two great champions – Prost and Senna. I was very happy to finish the race. But then just after the flag I realised I had lost the chance to win. It was the only chance in my career to win a race."

Capelli did run in the top three at Silverstone, but there were no more points finishes that year. Today, he's best remembered as having failed to complete his only season – 1992 – as a Ferrari driver, a victim of one of the worst cars the Scuderia ever produced.

As for Leyton House, it was already on the slide financially and it lasted only until the end of the 1992 season.



■ Capelli just managed to cross the line for second ahead of Senna's McLaren



# Mansell's first F1 retirement

Nigel Mansell wasn't involved in the battle for the title in 1990, but inevitably he was rarely far from the headlines, on or off the track. He scored only one win that year, but was often in the thick of the action, and three pole positions indicated that he still was a real force to be reckoned with.

Mansell had joined Ferrari for the 1989 season as the last driver signed by Enzo Ferrari - Il Commendatore died shortly after the deal was done. Nigel headed to Maranello convinced he could win the title after facing frustration with Williams.

"I honestly thought I was going to win the world championship in 1986 and '87," he recalls. "And I honestly thought when I signed with Williams with a Honda engine for '88, 'This is the best chance, I'm going to win the championship now, with Nelson [Piquet] leaving'. And then the engines were sold to McLaren. The disappointment of '88 was horrendous. And that's when Ferrari came along, and I moved from Williams."

He got off to a perfect start in '89 by winning the opening race in Brazil with a car that had been hopelessly unreliable in testing. Later he added another win in Hungary from 12th on the grid - after a famously opportunistic pass of Ayrton Senna - but reliability continued to be poor. He finished only six races, although each time he was on the podium. Overall he got the better of team-mate Gerhard Berger, who had an even worse finishing record.

"In those days, if you weren't the number-one driver, and forgetting the privileges you get, the number-one car always finished more races than the number-two through mechanical reliability," he explains. "Not an opinion, a fact. So if you wanted to win races and the world title, you had to be outright number one, whoever you drove for."

"I found out when I signed a two-year deal to be number one, that can change too - very honourably I

have to say, because I love Ferrari."

In late '89 team boss Cesare Fiorio signed Alain Prost, who had earlier announced his intention to leave McLaren, while Berger went to the Woking team. Mansell accepted the arrival of the Frenchman after a lucrative renegotiation of the second year of his contract, and he insists he went into the season with positive thoughts about his new team-mate.

"I was totally open-minded I think," he recalls. "Ferrari were truly fantastic, they decided what they wanted to do, and they were totally honest. They renegotiated my contract, which they were entitled to do, to facilitate Alain coming to the team. I got recompense. It wasn't a perfect scenario, but

**"It wasn't the perfect scenario, but Ferrari were honourable"**

Ferrari were honourable. Whatever anyone says I think they are the most beautiful team out there, because the relationship I had with them was pure. You might not like some of their decision process, but they talk you through it, and you're included, and you can't ask for better than that.

"I knew what I was in for: Alain was outright number one, he had the choice of engineers, mechanics, and everything. I had no illusions about that, so I didn't have a problem with it."

He was confident he could beat Prost in a straight fight, but the reality proved to be a little different. Inevitably Alain began to build himself a strong position within the Ferrari camp, visiting the factory more often than Nigel, and establishing strong relationships with the key players.

He was already close to chief designer and fellow newcomer Steve Nichols, with whom he'd worked at McLaren. All the great drivers operate that way - getting the team on your side is part of the game - but Mansell soon came to the conclusion that Prost was overstepping the mark in his efforts to get what he wanted.

"All these years later I probably understand a lot better Alain and Ayrton and Nelson and all those who've been privileged to win world championships," he says. "When you win one it's so special that you want to win more, and it makes different human beings behave in a different way. "The best sportsmen, who might or

## Mansell in 1990

	Qualified	Finished
United States	17th	DNF
Brazil	5th	4th
San Marino	5th	DNF
Monaco	7th	DNF
Canada	7th	3rd
Mexico	4th	2nd
France	1st	DNF
Britain	1st	DNF
Germany	4th	DNF
Hungary	5th	DNF
Belgium	5th	DNF
Italy	4th	4th
Portugal	1st	1st
Spain	3rd	2nd
Japan	3rd	DNF
Australia	3rd	2nd











**Top: Mansell started the British GP on pole position**

**Above: But he retired with gearbox failure**

**Right: Glumly, he announced his retirement**

**Left: The fans let him know what they felt about it**



DAILY MAIL/REXSHUTTERSTOCK

might not be a world champion, will do the best job they can possibly do on the circuit and beat you in what I call a sportsmanlike manner. Best car, best team, best driver wins on the day. No one can knock that, that's fantastic. But some people will go to greater lengths than being a sportsman. They'll be very political, they'll be undermining, and they'll be outright rude and offensive at times. I've witnessed all the above..."

Matters were complicated by a revolving door of technical staff, which created some confusion with the camp. Mansell admits that he missed John Barnard, who left in late 1989.

"Absolutely," he says. "John was a super guy, he's iconic, one of the great designers, an incredible engineer, and a helluva nice guy. The way Ferrari used to work in those days was that they employed three chief engineers, three chief aerodynamicists, three chief designers, and the strongest one won."

"But the strongest one wasn't necessarily the cleverest one. They just changed so quickly, there were a number of them..."

More reliability problems blunted Mansell's challenge early in the 1990 season, while Prost won at Imola, Mexico City and Paul Ricard, and had momentum on his side. Matters came to a head at Nigel's beloved

home race at Silverstone.

"In those days we used to have a qualifying car and a race car," he remembers. "And it got a bit much when all of a sudden my cars got swapped from one week to the next. Alain wanted my qualifying car, then he wanted my race car."

"Anyway, we came to the British GP, which is very precious to me, as it is to any British driver. I was on pole at Paul Ricard the week before and all of a sudden my qualifying car didn't fit me. They said it was my car, but of course it wasn't, because they'd swapped cars."

"It was [golfing legend and friend] Greg Norman who said to me, 'Piss them off in the best way.' I said, 'How can I do that?' He said, 'Well take it on the chin, get in his car, and put it on pole.' And that's what I did. And then Greg said, 'Go up to Prost and ask him which car he wants for the race!'"

"That's why the emotion came at that race in 1990 when my car broke down in the race. There were a lot of emotions that had gone through my career, and I wanted to retire then."

After the race Mansell held an impromptu press conference, where he surprised the world by announcing that he would quit F1 at the end of the season. It seemed like a spur-of-the-moment response to another

frustrating retirement in front of his home crowd. But the then-36-year-old says that he'd already talked things through with wife Rosanne.

"I just thought I've had enough of this now, if I can't be outright number one, with all the support to get the job done, then I've had a wonderful career in F1 and I'll step away," Mansell recalls. And that's what I did at Silverstone. We weren't mega wealthy then, but we were OK. I was a thoroughbred sportsman and racer, that's what I liked doing. I'd

**"I was really comfortable and happy going into retirement"**

risked my life enough, and I gave my all to the teams I'd driven for. I thought I'd got to a point in my life where whoever I drove for, I felt I should be a number-one driver. I kept having it taken away, through political and financial reasons.

"And then obviously in '89 we worked really hard on a car that hardly ever finished a race. As soon as Gerhard and I got the car going well, then bingo... It doesn't matter whether it was Alain, Ayrton or Nelson, it's not personal to them, it's just a set of

circumstances that happened."

The rest of 1990 didn't pass without controversy. Mansell won from pole in Portugal after an aggressive start, where he gave Prost no quarter. That didn't go down well with the management given that Alain was deep in a title battle with Senna, and with the order Mansell-Senna-Prost in the closing laps, the team could not ask Nigel to move over. However, at the next race in Spain he followed his team-mate home.

Meanwhile, Mansell's retirement didn't last long, and in September Frank Williams made contact. The simple message was what would it take for him to return in 1991?

"I was really comfortable and happy with going into retirement," Mansell insists. "I think people had delusions, because this is where Ayrton and Alain were very clever, saying, 'I'll drive for free, I'd love to drive for Williams,' or this that and the other. I think Frank was led down the garden path thinking that both Ayrton and Alain would come to the team, or whatever."

"And then at the last minute he got stitched. When all the seats were shuffled around he didn't have a lead driver. He'd spent a couple of years there or thereabouts with Thierry Boutsen and Riccardo Patrese, but the car wasn't where it should be, and





Above: Mansell took his only win of 1990 in the Portuguese GP

Left: Being tapped into a spin by Piquet at the start at Spa typified a tough campaign

Right: Mansell had a difficult relationship with team-mate Prost



then they came after me."

Mansell knew he was in a strong position, and he took full advantage, asking for the remuneration he felt he deserved, along with assurances he would get the full support of the team for his title campaign. Initially Frank told the media he couldn't comply with Nigel's demands, but in the end, he did. Nigel signed the deal on October 1, just after the Spanish GP.

"People wrote, 'What Nigel Mansell is asking for is impossible,' but it was either going to happen that way, or it wasn't. Then the impossible happens within three weeks..."

As for his two years with Ferrari? "I don't really recall all the negativity," he insists. Obviously there were lots of politics and polemics going on with all teams. I remember the race victories, I remember the great races, but I don't remember too much of the intrigue. What I do recall is Ferrari saying obviously we'd agreed I'd be number two. I had to de-tune my brain a few times. I recall that.

"I look back so fondly. I feel blessed I was given the opportunity. When you're embraced by Ferrari, they love you. To be named *Il Leone*, the lionheart... I had two fantastic years there. I call it destiny – one door slams in your face and another one opens." ■

## How Alesi became Mansell's successor

While Nigel Mansell was on his way out of Maranello, Jean Alesi was busy earning his chance to replace him with stellar performances for Tyrrell.

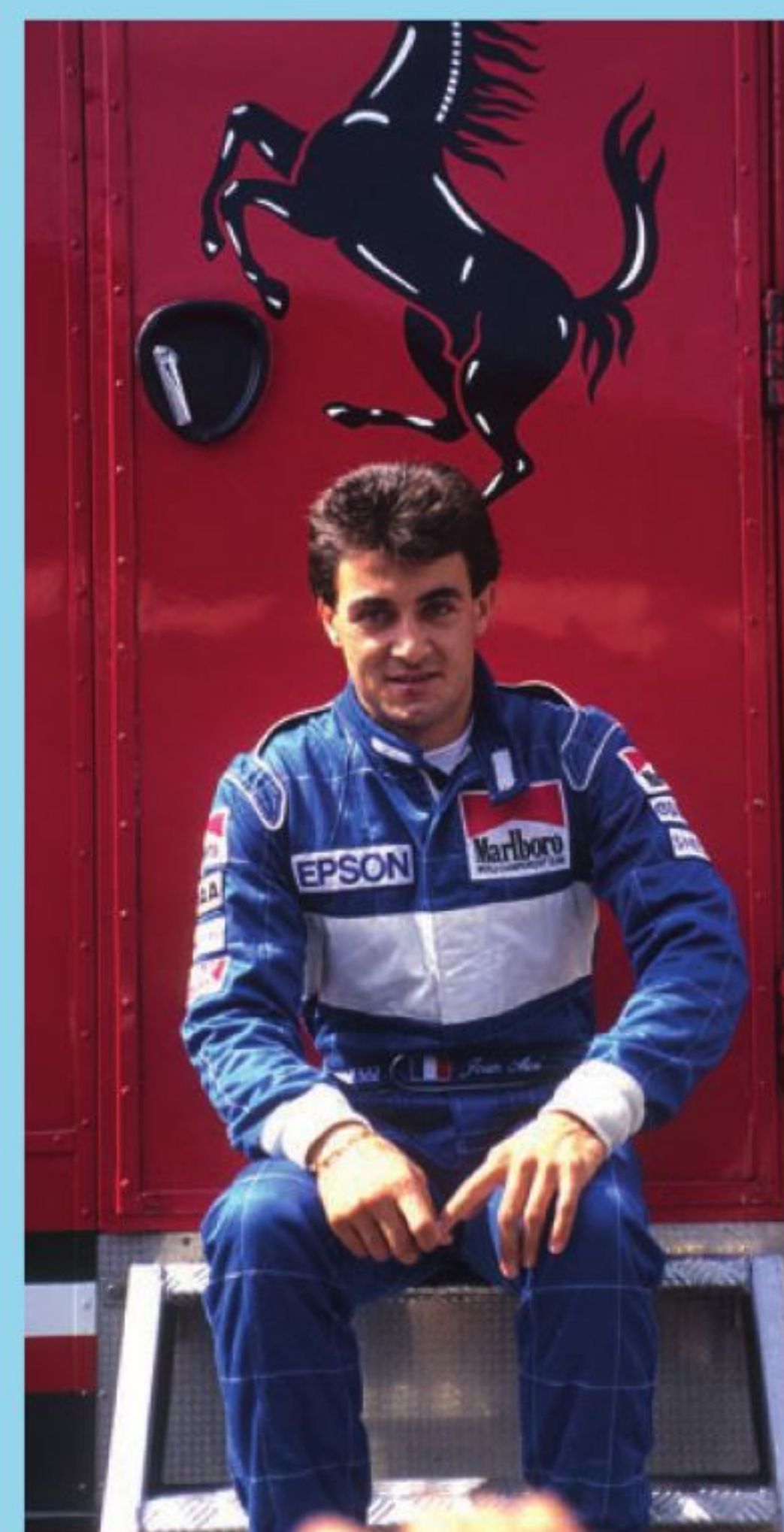
Most famously, Alesi led the first 34 laps of the race in the season-opening United States Grand Prix at Phoenix, repassing Ayrton Senna for the lead at one stage. Inevitably, it meant he was a driver in demand – but it was Williams that signed him first.

The deal required a public announcement after the French GP at Paul Ricard in July, but with Williams hanging fire in the hope of landing Ayrton

Senna, Alesi was not willing to wait.

"I signed the contract with Williams for three years," he told AUTOSPORT earlier this year. "The announcement was supposed to come at Paul Ricard and after this, if the announcement was made, it reverted to being an option until September. I didn't want to have only an option until September, because if Williams signed someone else, then Ferrari would've signed another driver and I'd have nothing."

Williams continued to wait, Alesi signed for Ferrari and an unretired Mansell went to Williams. How different things might have been had Alesi ended up there in his place.







# Donnelly's Jerez disaster

It was a scene motorsport had left in the 1960s. A driver laid on the track, flung from his destroyed car. The glimmers of yellow overalls and the orange-and-blue helmet told you it was Lotus's Martin Donnelly crumpled beneath the remains of the seat he was still in, his lower limbs at impossible angles, protected by Pierluigi Martini's Minardi parked in front of him as a shield.

'Is Donnelly the next Mansell?' asked AUTOSPORT's cover a month earlier. With Nigel Mansell retiring (or so it seemed) and Johnny Herbert among those who had "been and gone" (or so it seemed), Donnelly appeared the man to fill Britain's post-Nige gap.

Amid interest from Tyrrell, Arrows and the F1-bound Jordan for 1991, Lotus took up its option on Donnelly and the contract was signed on the morning of Friday September 28 ahead of practice and qualifying for the Spanish Grand Prix at Jerez. He still has the original \$40,000 cheque, a reminder of a day blank in his mind. There are snatches of the week before – of sunburn from a holiday following the Estoril race, of parma ham hanging up in a Jerez restaurant and of 10-pin bowling before heading to the track. Then nothing.

A tighter diversion now bypasses the fast right-hander behind the pits at which Donnelly's front suspension failed in qualifying that day, pitching him into the barriers head-on at 140mph.

"When I went off it shattered like a car windscreen," he says. "It fragmented. And I went out with the inertia. That's the actual thing that saved me."

It was a horrible throwback to the days of racing without seatbelts because flying through the air by yourself was felt a safer bet than being strapped in the car as it obliterated itself with you in the middle. Donnelly landed 40 metres beyond the horrifically bowed Armco marking the point of impact, far from the engine and gearbox assembly that

***"Three times they brought me back from the beyond"***

was the only remaining vaguely recognisable part of his Lotus 102. He survived, but with a head injury, broken cheekbone and collarbone, fractures to his legs and internal bruising. Those were just the start.

"All bones will eventually heal and fix themselves, but Sid Watkins knew my body would go into shock," he explains. "The very next day exactly what he predicted happened. My lungs and kidneys failed and I was put into a coma and on a respirator for seven weeks.



"I had the last rites given to me. I was given the 'jump-start' because my heart stopped, twice. And I'd stopped breathing on the track because I'd swallowed my tongue. So three times they brought me back from the beyond.

"My mum's a very staunch Catholic woman and there was a time when Sid Watkins said to her, 'We don't think Martin's going to be around a lot more. You should say your goodbyes to him now'. Sid did get that bit wrong, didn't he? Because here we are now..."

A burst artery was among the threats averted in the London hospital where Donnelly was transferred by Watkins after a week in Seville, and where he would stay – bar a brief return home for Christmas – until February 14 1991.

"The Sports Personality of the Year Awards came to my hospital," he remembers. "I got all cleaned up and said in a hoarse voice I'd get back behind the wheel the following year. I was on drugs, I didn't appreciate just how bad I was.

"I came out of hospital on Valentine's Day 1991. I went to Willi Dungal's clinic in Austria for 13 weeks of physiotherapy and hydrotherapy. I weighed 53kg. I couldn't walk, I couldn't do anything.

"Dungal was the guru back then. He got Niki Lauda back in the car, he got Gerhard Berger back in the car. All the physiotherapists the teams used were subcontracted by Dungal. I thought, 'I'll get there, do what I've got to do, Willi will wave his magic wand and I'll be back in three or four months'.

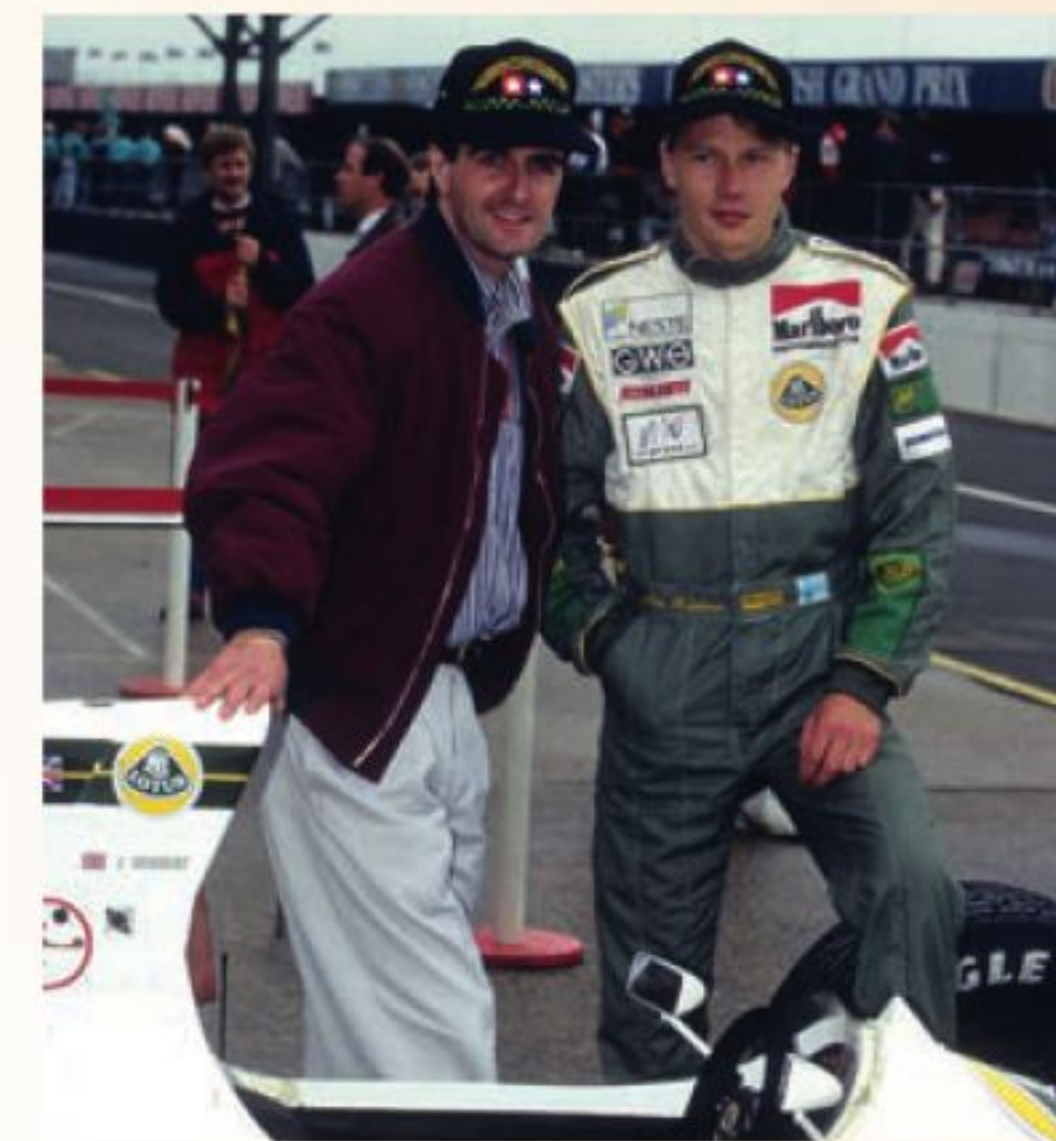




Left: The remains of the car show how fortunate Donnelly was to survive the crash

Right: Donnelly reappeared in the paddock in the 1991 season

Below: His rehabilitation from leg injuries was long and hard



Above: Donnelly lies on the track, still strapped into his seat

Left: On the day of the crash, Donnelly's deal to stay at Lotus for 1991 had been completed

Right: The 1990 Lotus was a poor car, but Donnelly still impressed with his pace



### Getting back behind the wheel of an F1 car

Martin Donnelly proved he could still drive a Formula 1 car with a run in a Hart-engined Jordan at Silverstone ahead of the 1993 season. It fulfilled a promise Jordan made to Donnelly during his recovery rather than an audition, and it ended after two foggy laps due to an oil leak.

"It was short and sweet, but it served its purpose," says Donnelly, who had tested a Formula Vauxhall Lotus run by his own team and then – as that lacked the expected adrenaline rush – Madgwick Motorsport's F3000, to prove to himself he was ready. "I told the journalists it felt like two-and-a-half weeks away not

two-and-a-half years because it just felt natural. I don't remember the accident, so I've got nothing to be afraid of."

Later life included various Lotus sportscar outings, a spell in the shortlived Formula Classic and a surprise British Touring Car Championship appearance for Infiniti this year. A previous BTCC chance was his best shot at a professional comeback, when he lined up Talking Pages backing for a Renault seat before Williams took over the programme in '95.

"Martin Donnelly and Talking Pages weren't on Frank Williams's radar, and they went a different way. And that was it."

"I made a promise to my fiancée that I'd get out, get to Dungi's and walk down the aisle when we got married. I achieved that, then went back to Dungi's."

But the impediment would be a thigh muscle left fused to the bone, limiting the mobility in his left knee. He describes Chelsea and Westminster Hospital surgeon Andy Williams's declaration that his motorsport career was over as his lowest ebb.

He'd still get back in an F1 car and would race again – and continues to do so to this day – elsewhere (see sidebar), feats that "motivated me to go back to Andy Williams and give him the finger and say, 'You're wrong, you may know your job as a top surgeon but you've never come across a guy like Martin

Donnelly before and I proved you wrong"; but the chance of being the post-Mansell British F1 hero was gone. His promising F1 career was over after just 13 starts, with a best finish of seventh. Two decades on, Donnelly is comfortable with that.

"You can't sit back in your tears all the time," he insists. "A few more million in the bank wouldn't go amiss, but I've got my health and I'm still very much involved in the sport I loved."

"Ayrton's death in 1994 was the final nail in the coffin for me because it makes you realise. I think it's maybe the man upstairs saying, 'Martin, what more do you want? You've got a good life, you've got a great family, the fact you can't race F1 professionally anymore: let it go'" ■





**DAVID BRABHAM**

By **EDD STRAW**

# Brabham at Brabham



ALL PICS: LAT ARCHIVE



Twenty-four-year-old David Brabham had the chance to fulfill a dream by driving for the team carrying his surname in 1990. But it proved to be a nightmare, failing to qualify a poor car six times in 14 attempts and finishing just one race - the French Grand Prix - down in 15th place. His season stands as a classic example of a good driver in the right place at completely the wrong time.

**Edd Straw:** Racing for Brabham in F1 must always have been the dream, but how did you get the drive?

**David Brabham:** I won the British F3 championship and Macau and signed for Middlebridge for F3000. They had bought Brabham, which was nothing to do with me, but I got a call asking if I wanted to do the first grand prix of 1990 at Phoenix. I said I wasn't ready.

**ES:** Why not?

**DB:** I hadn't tested the car and I wasn't fit enough, so I said no. They said they were impressed by that! So they did the first two grands prix [with Gregor Foitek partnering Stefano Modena] and before the third race they said the F3000 team was closing and they wanted me in F1. By then, I had done some testing in the old F3000 car and started to get fitter. It was a case of do F1 or find another drive. Brabham had a good car in 1989 and I was unaware of the problems the team was heading for.

**"We had no testing, the car was unreliable - it was a joke"**

**ES:** When did things start to unravel?

**DB:** The 1989 car was the first F1 car I ever drove, I tested it at Silverstone and it was cracking. But we had to race with the new car in 1990. Sergio [Rinland, designer] and I know each other well and he has said it's the worst car he designed! There were windtunnel problems, the gearboxes didn't come until halfway through the season because they were new transverse 'boxes and Brabham ran out of money. I was getting all of Stefano's worn-out parts - the mechanics told me about that five years later! I had absolutely no hope.

**ES:** How tough was it trying to get into the race every weekend?

**DB:** I qualified for eight races. There were 30 cars going for 26 spaces on the grid. We had no testing, the car was unreliable - it was a joke.

**ES:** How big a shock was it when you drove the 1990 Brabham BT59 for the first time?

**DB:** I didn't fit the car. When we did the seat fitting, I got in and couldn't get the wheel in because it was hitting my legs. At Imola, I was having to shuffle my hands around the wheel. I only got the car that weekend, so it was a shakedown. In the first session, the thing stopped on track. The next session, I did a few laps and it failed. I didn't qualify, which was OK considering I didn't fit the car and had to compromise how I was driving.

**ES:** Are you satisfied with the performance you got out of the car?

**DB:** My problem was that F3 cars weren't that quick then, so the jump to F1 was big. I needed time in the car but we didn't have money for testing. My preparation was poor so my performance was not as it could've been. Half the team didn't want me there and half were OK - there was a lot of politics. And it wasn't that well-run - I wasn't worldly enough to know how to deal with it.

**ES:** Presumably some were suspicious of you because of the name?

**DB:** Now when I look back, I can understand why they objected because they had a good year the year before. They had Stefano and Martin [Brundle] and all of a sudden there was this kid who had come straight out of F3 into F1 and that was still rare at that time. I can understand that but don't understand why you wouldn't want to get the best out of your driver. I had a force against me and that was the problem.



**Above:** Brabham managed 16 laps at Monaco before retiring

**Left:** Qualifying timing screens didn't make good reading

**Below:** The Brabham BT59 was one of the marque's worst F1 machines



**ES:** So was it too early for you?

**DB:** Yeah, it was. Ideally, the team should've put me back in F3000 to learn more. After they closed the F3000 team down, they restarted it with Damon and my brother [Gary] driving. Middlebridge had a quick car - Damon was on pole quite a bit, though didn't convert it in the races. I felt confident about beating Damon at that point so that would've been a good year for me to do it in 1990.

**ES:** How much of a negative was that year in terms of your career?

**DB:** I had a very good reputation before that and went to F1 and it didn't work out. There were a lot of reasons why it didn't but people aren't really interested in that, you either perform or you don't and my performance that year wasn't good enough in F1. It was very different when I came back to F1 in 1994. I had sportscar experience and had done a year in F1 before, so when I got to Simtek I was much more of a rounded package. If I had that sort of experience going into 1990, it would've been a different ball game. I would've been much more forceful because I knew what I was doing. But if I look at my two years in F1, they were both hopeless situations.

**ES:** Were there any weekends where you thought you got what you could out of the car and team?

**DB:** With more mileage I got stronger and towards the end Stefano and I were pretty close. I am surprised I was that close to him. I was driving around with a worn-out floor because Stefano had finished with it and they couldn't afford to fix the other one! I don't look at it with regret. You know what, I'm an ex-F1 driver. And I learned so much about myself in that environment and how a good and a bad team operates.



After his last outing for Brabham in Adelaide, Brabham would not race a Formula 1 car again until the 1994 season



# SEASON STATISTICS

By SEB SCOTT

## RESULTS AT A GLANCE

### 1 USA *Phoenix*

- 1 Ayrton Senna McLaren-Honda MP4/5B
- 2 Jean Alesi Tyrrell-Ford 018
- 3 Thierry Boutsen Williams-Renault FW13B

**Pole:** Gerhard Berger  
**Fastest Lap:** Gerhard Berger



**1**  
Position Gerhard Berger qualified on his McLaren debut in Phoenix

### 2 Brazil *Interlagos*

- 1 Alain Prost Ferrari 641
- 2 Gerhard Berger McLaren-Honda MP4/5B
- 3 Ayrton Senna McLaren-Honda MP4/5B

**Pole:** Ayrton Senna  
**Fastest Lap:** Gerhard Berger

### 3 San Marino *Imola*

- 1 Riccardo Patrese Williams-Renault FW13B
- 2 Gerhard Berger McLaren-Honda MP4/5B
- 3 Alessandro Nannini Benetton-Ford B190

**Pole:** Ayrton Senna  
**Fastest Lap:** Alessandro Nannini



**2402**  
Days between Riccardo Patrese's win at Imola in 1990 and his previous victory in the '83 South African GP – a record

### 4 Monaco *Monte Carlo*

- 1 Ayrton Senna McLaren-Honda MP4/5B
- 2 Jean Alesi Tyrrell-Ford 019
- 3 Gerhard Berger McLaren-Honda MP4/5B

**Pole:** Ayrton Senna  
**Fastest Lap:** Ayrton Senna

### 5 Canada *Montreal*

- 1 Ayrton Senna McLaren-Honda MP4/5B
- 2 Nelson Piquet Benetton-Ford B190
- 3 Nigel Mansell Ferrari 641

**Pole:** Ayrton Senna  
**Fastest Lap:** Gerhard Berger

### 6 Mexico *Mexico City*

- 1 Alain Prost Ferrari 641
- 2 Nigel Mansell Ferrari 641
- 3 Gerhard Berger McLaren-Honda MP4/5B

**Pole:** Gerhard Berger  
**Fastest Lap:** Alain Prost

### 7 France *Paul Ricard*

- 1 Alain Prost Ferrari 641
- 2 Ivan Capelli Leyton House-Judd CG901
- 3 Ayrton Senna McLaren-Honda MP4/5B

**Pole:** Nigel Mansell  
**Fastest Lap:** Nigel Mansell

**100**  
Alain Prost's win in the French GP was Ferrari's 100th in the world championship

### 8 Great Britain *Silverstone*

- 1 Alain Prost Ferrari 641
- 2 Thierry Boutsen Williams-Renault FW13B
- 3 Ayrton Senna McLaren-Honda MP4/5B

**Pole:** Nigel Mansell  
**Fastest Lap:** Nigel Mansell

### 9 Germany *Hockenheim*

- 1 Ayrton Senna McLaren-Honda MP4/5B
- 2 Alessandro Nannini Benetton-Ford B190
- 3 Gerhard Berger McLaren-Honda MP4/5B

**Pole:** Ayrton Senna  
**Fastest Lap:** Thierry Boutsen

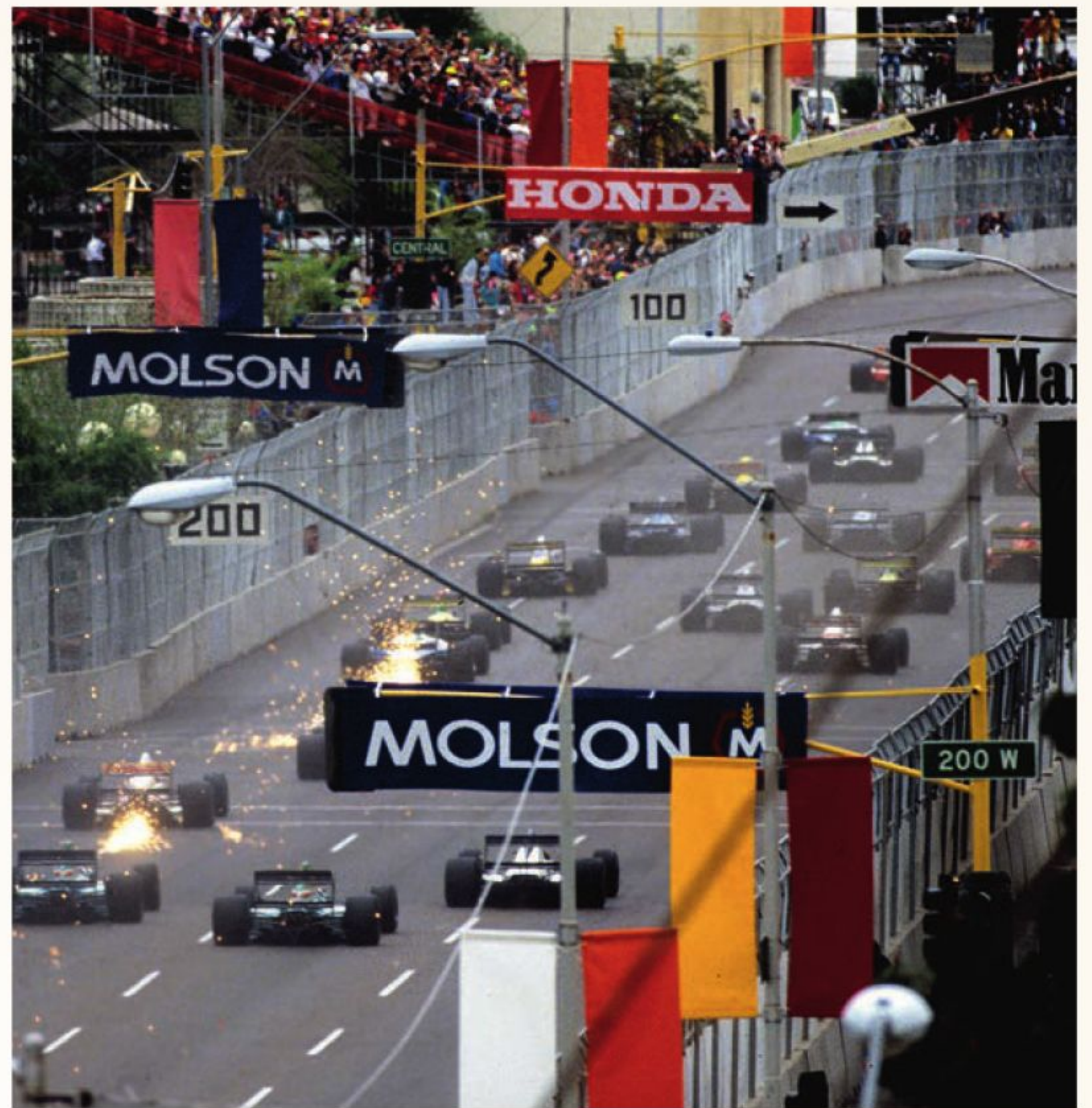
### 10 Hungary *Hungaroring*

- 1 Thierry Boutsen Williams-Renault FW13B
- 2 Ayrton Senna McLaren-Honda MP4/5B
- 3 Nelson Piquet Benetton-Ford B190

**Pole:** Thierry Boutsen  
**Fastest Lap:** Riccardo Patrese



**0**  
Pitstops made by Thierry Boutsen on his way to an unexpected win in Hungary



**2**  
Times the Belgian GP had to be restarted

### 11 Belgium *Spa-Francorchamps*

- 1 Ayrton Senna McLaren-Honda MP4/5B
- 2 Alain Prost Ferrari 641
- 3 Gerhard Berger McLaren-Honda MP4/5B

**Pole:** Ayrton Senna  
**Fastest Lap:** Alain Prost

### 12 Italy *Monza*

- 1 Ayrton Senna McLaren-Honda MP4/5B
- 2 Alain Prost Ferrari 641
- 3 Gerhard Berger McLaren-Honda MP4/5B

**Pole:** Ayrton Senna  
**Fastest Lap:** Ayrton Senna

### 13 Portugal *Estoril*

- 1 Nigel Mansell Ferrari 641
- 2 Ayrton Senna McLaren-Honda MP4/5B
- 3 Alain Prost Ferrari 641

**Pole:** Nigel Mansell  
**Fastest Lap:** Riccardo Patrese

### 14 Spain *Jerez*

- 1 Alain Prost Ferrari 641
- 2 Nigel Mansell Ferrari 641
- 3 Alessandro Nannini Benetton-Ford B190

**Pole:** Ayrton Senna  
**Fastest Lap:** Riccardo Patrese

**50**  
In Spain, Ayrton Senna became the first F1 driver to take 50 pole positions

### 15 Japan *Suzuka*

- 1 Nelson Piquet Benetton Ford B190
- 2 Roberto Moreno Benetton-Ford B190
- 3 Aguri Suzuki Lola-Lamborghini LC90

**Pole:** Ayrton Senna  
**Fastest Lap:** Riccardo Patrese

### 16 Australia *Adelaide*

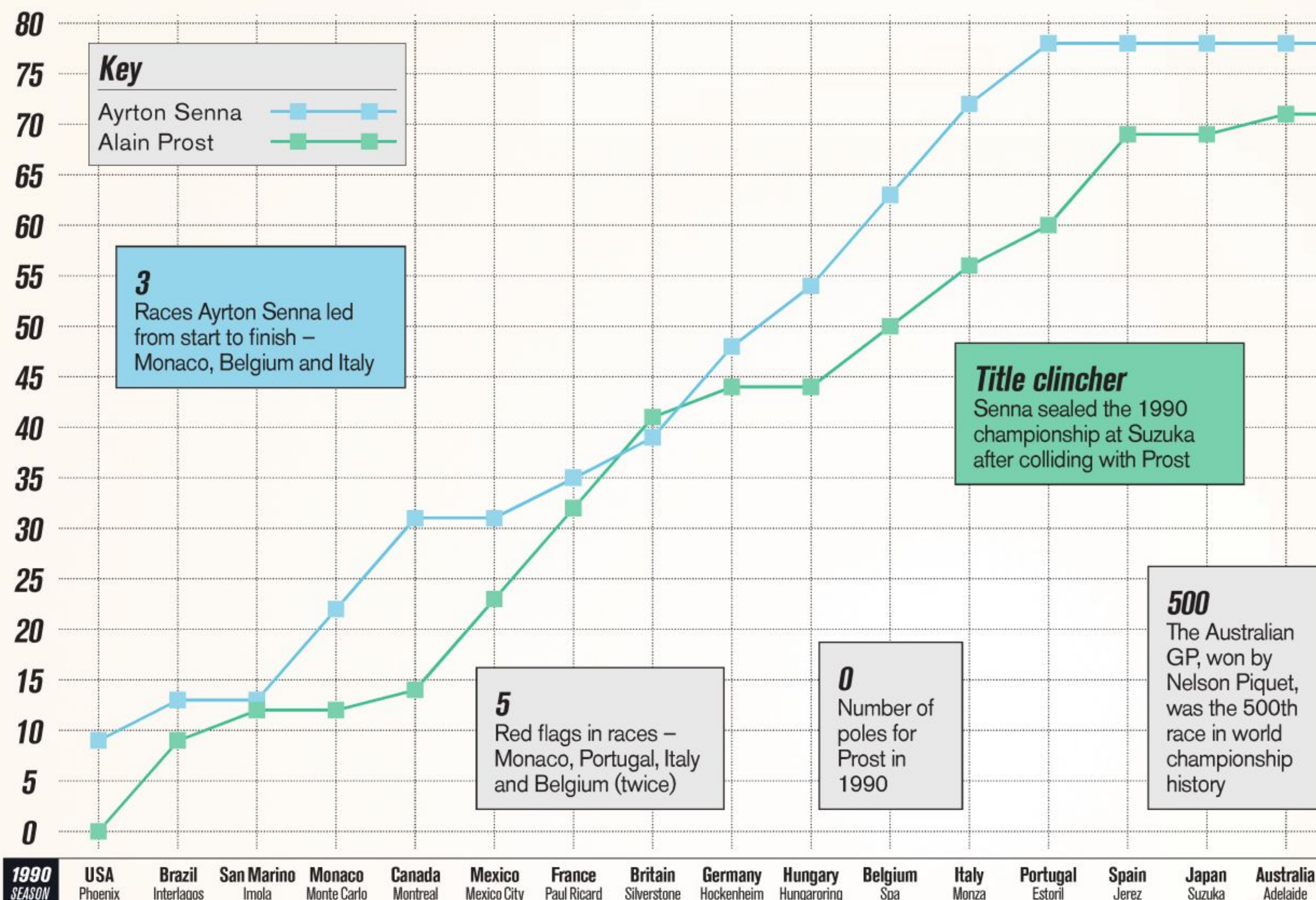
- 1 Nelson Piquet Benetton-Ford B190
- 2 Nigel Mansell Ferrari 641
- 3 Alain Prost Ferrari 641

**Pole:** Ayrton Senna  
**Fastest Lap:** Nigel Mansell





CHAMPIONSHIP BATTLE



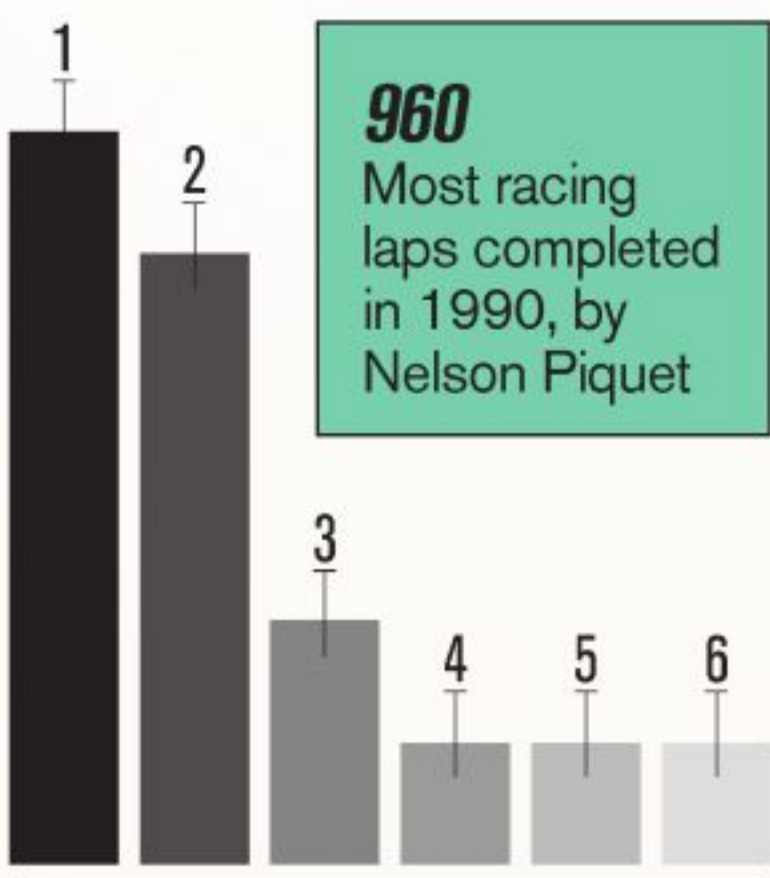
DRIVERS

Drivers' Championship

No	Driver	Car	Pts
1	Ayrton Senna	McLaren	78
2	Alain Prost	Ferrari	71
3	Nelson Piquet	Benetton	43
4	Gerhard Berger	McLaren	43
5	Nigel Mansell	Ferrari	37
6	Thierry Boutsen	Williams	34
7	Riccardo Patrese	Williams	23
8	Alessandro Nannini	Benetton	21
9	Jean Alesi	Tyrrell	13
10	Ivan Capelli	Leyton House	6
11	Roberto Moreno	Benetton	6
12	Aguri Suzuki	Larrousse Lola	6
13	Eric Bernard	Larrousse Lola	5
14	Derek Warwick	Lotus	3
15	Satoru Nakajima	Tyrrell	3
16	Stefano Modena	Brabham	2
17	Alex Caffi	Arrows	2
18	Mauricio Gugelmin	Leyton House	1

**NON-SCORERS:** Nicola Larini (Ligier), Martin Donnelly (Lotus), Pierluigi Martini (Minardi), Gregor Foitek (Brabham/Onyx), Philippe Alliot (Ligier), Michele Alboreto (Arrows), Yannick Dalmas (AGS), Emanuele Pirro (Scuderia Italia Dallara), Andrea de Cesaris (Scuderia Italia Dallara), Paolo Barilla (Minardi), JJ Lehto (Onyx), Bernd Schneider (Arrows), Olivier Grouillard (Osella), Gabriele Tarquini (AGS), Gianni Morbidelli (Scuderia Italia Dallara/Minardi), David Brabham (Brabham), Johnny Herbert (Lotus), Bertrand Gachot (Coloni), Stefan Johansson (Onyx), Claudio Langes (EuroBrun), Bruno Giacomelli (Life), Gary Brabham (Life)

LAPS LED



**Wins**

Driver	Wins
1 Ayrton Senna	6
2 Alain Prost	5
3 Nelson Piquet	2
4 Riccardo Patrese	1
5 Thierry Boutsen	1
6 Nigel Mansell	1

TEAMS Constructors' Championship

No	Team	Pts
1	McLaren-Honda	121
2	Ferrari	110
3	Benetton-Ford	71
4	Williams-Renault	57
5	Tyrrell-Ford	16
6	Leyton House-Judd	7
7	Lotus-Lamborghini	3
8	Brabham-Judd	2
9	Arrows-Ford	2
EX	Larrousse Lola-Lamborghini	11

**19.873**  
 The closest in seconds that a Life got to pole position in any qualifying session

**Fastest Laps**

Driver	Fastest Laps
1 Riccardo Patrese	4
2 Gerhard Berger	3
3 Nigel Mansell	3
4 Ayrton Senna	2
5 Alain Prost	2
6 Thierry Boutsen	1
7 Alessandro Nannini	1

**Pole Positions**

Driver	Pole Positions
1 Ayrton Senna	10
2 Nigel Mansell	3
3 Gerhard Berger	2
4 Thierry Boutsen	1

**12**  
 Drivers who took a podium

Winners outside F1

- **IndyCar World Series**  
Al Unser Jr (Lola-Chevrolet T90/00)
- **Indianapolis 500**  
Arie Luyendyk (Lola-Chevrolet T90/00)
- **International F3000**  
Erik Comas (Lola-Mugen Honda T90/50)
- **Japanese F3000**  
Kazuyoshi Hoshino (Lola-Mugen T90/50)
- **Macau Grand Prix & German F3**  
Michael Schumacher (Reynard-VW 903)
- **British F3**  
Mika Hakkinen (Ralt-Mugen Honda RT34)
- **French F3**  
Eric Helary (Reynard-Mugen 903/Ralt RT34)
- **South American F3**  
Christian Fittipaldi (Reynard-Alfa 883)
- **Monaco F3 race**  
Laurent Aiello (Dallara-Volkswagen 390)
- **ARS (Indy Lights)**  
Paul Tracy
- **Opel Lotus Euroseries**  
Rubens Barrichello
- **British Vauxhall Lotus**  
Vincenzo Sospiri
- **Formula Renault UK**  
Thomas Erdos (Swift FR90)
- **Formula Ford Festival**  
Dave Coyne (Swift FB90)
- **World Sports-Prototype**  
Jean-Louis Schlesser/Mauro Baldi (Sauber-Mercedes C9/Mercedes-Benz C11)
- **Le Mans 24 Hours**  
John Nielsen/Martin Brundle/Price Cobb (Jaguar XJR-12)
- **IMSA GTP**  
Geoff Brabham (Nissan GTP ZX-T/NPT-90)
- **Daytona 24 Hours**  
Davy Jones/Jan Lammers/Andy Wallace (Jaguar XJR-12)
- **Sebring 12 Hours**  
Derek Daly/Bob Earl (Nissan GTP ZX-Turbo)
- **British Touring Cars**  
Robb Gravett (Ford Sierra RS500 Cosworth)
- **DTM**  
Hans-Joachim Stuck (Audi V8 Quattro)
- **Italian Superturismo**  
Roberto Ravaglia (BMW M3)
- **Australian Touring Cars**  
Jim Richards (Nissan Skyline GTS-R)
- **NASCAR Winston Cup**  
Dale Earnhardt (Chevrolet Lumina)
- **World Rally Championship**  
Carlos Sainz (Toyota Celica GT-Four ST165)
- **British Rally Championship**  
David Llewellyn (Toyota Celica GT-Four ST165)
- **European Rally Championship**  
Robert Droogmans (Lancia Delta HF Integrale 16v)
- **National Rally Championship**  
John Weatherley (Mazda 323)
- **European Rallycross**  
Matti Alamaki (Peugeot 205 T16)



# Turkington fires title bid into life

Two wins for the reigning champion launched him into the thick of the championship fight. By **SCOTT MITCHELL**

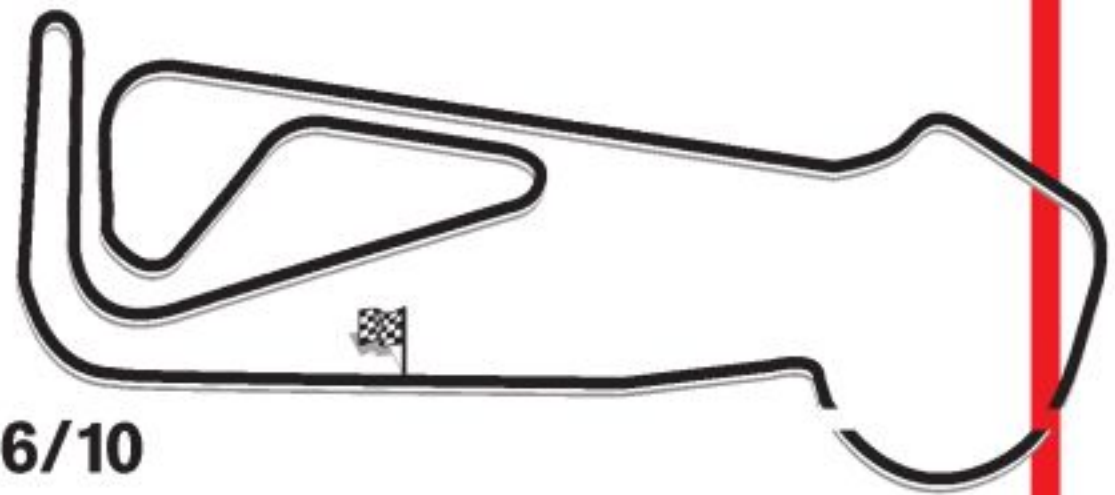


38

## BTCC Snetterton (GB)



August 9



Round 6/10

JASON PLATO DID A PRETTY GOOD JOB OF summarising the Snetterton British Touring Car Championship round after race two when he said: "It's all gone Colin's way this weekend." His BMR Volkswagen team-mate had just made it two wins

from two, and vaulted from fifth to second in the points, five adrift of Plato at the summit.

The catalyst for that second Turkington victory had been Sam Tordoff making a poor start from second on the grid in his WSR BMW, and when Adam Morgan moved into second place it made Turkington's task of managing the 75kg of success ballast he was carrying for winning the opener much easier. As Morgan focused on keeping Andy Priaulx's BMW, Tordoff and Plato behind his Mercedes, Turkington won with ease. It was the sort of result that seemed unlikely when the new ballast amounts were first revealed.

The second race also featured the nadir of Gordon Shedden's disastrous weekend, when the Honda man was turfed into the barriers by his own team-mate, Matt Neal. Over the three races he scored just three points. His woe – and it was comfortably the worst weekend for a title protagonist all year – opened the door for Turkington.

The Northern Irishman made his own luck too. By rights – if that's what you can call theoretical best lap times in qualifying – he should have been fourth on the grid for race one, not first. But it was he who strung it together when it counted, although in fairness to Plato, third (a tenth back) with 66kg of ballast to Turkington's 48kg was very impressive. And it was Turkington who opted for soft tyres for the opening race, banged in the quickest time for race-two pole and managed his degrading rubber to lead home a BMR 1-2-3.

Pace, wins, the rub of the green and drama for his rivals – Turkington needed all of this. Since taking pole and winning at Donington Park, his title defence had stalled, while team-mate Plato had the edge and is leading the Team BMR charge. The 2014 champion was still in the mix heading into the summer break, but he needed to come out the other side firing – not to halt Plato's momentum, but more to regenerate his own.





I'm dead chuffed. We'll go to Knockhill and Colin will have proper lead in the car for the first time

JASON PLATO



BMR claimed a 1-2-3



Shedden had a nightmare weekend...



...and got taken out of the second race



Morgan drove strongly in R2

The former seems impossible at the moment, and Plato seems as strong as we've ever seen him. After all, Turkington's double wasn't the first of the season – Plato fought off Shedden with 75kg of ballast at Oulton Park to achieve that. And Turkington knows it pays to concentrate on yourself first. Fine-tuning the balance of his Volkswagen CC was top of the priority list over the summer break and tests at Snetterton and Rockingham went a long way to giving Turkington what he needed.

"It's been a super day, exactly what I needed to lift me back into the championship," he reflected after race three, in which he finished an under-the-radar seventh to fall to 16 points behind Plato, but happier than at any stage thus far this season. "I feel more confident with the car and wins build confidence as well. It probably showed more yesterday in qualifying when I could hang it out a little bit and get the time."

Plato didn't win this weekend, but it didn't matter. Third in the opening race with 66kg, effectively glued to team-mate Aron Smith's bumper throughout, was followed by fourth in race two after an opportunist move on Tordoff. Second in the finale behind a faultless Jack Goff (see page 41) capped a fine day's work in the title hunt – and Turkington is his favoured rival.

"I'm dead chuffed with the way it's gone today," Plato enthused. "Third was about it in race one, and I got past Sam [Tordoff] in race two. I'd rather be fighting with Colin for the championship than the others. There's a code of conduct here and there isn't necessarily one with the others."

"And we'll go to Knockhill and Colin will have proper lead in the car for the first time."

Shedden's traumatic weekend probably went some way to explaining Plato's sanguine attitude towards his own team-mate's prowess – it certainly left a smile on Team BMR boss ▶



One-off Pirtek livery for Jordan, whose best result was fourth



► Warren Scott's face – because he knows the likeliest external challenger has been knocked back. Plato was also keen to point out that Shedden's race-two exit – being hit hard from behind by team-mate Neal at Hamilton and sustaining heavy damage to the rear subframe after hitting the barriers – would have been avoidable if Honda had adopted a more tactical approach.

"This is why we did what we did at Croft, and that [Shedden's retirement] validates the decision entirely," he said, referencing his decision to start the opening race in the previous round from the pitlane instead of 11th to focus on setting a good laptime, and therefore start higher up the grid in race two. "The risks are so high getting involved in other people's incidents."

Neal blamed a concertina of slowing cars ahead for his punt on Shedden, but it mattered very little. After a power-steering problem left Shedden 16th in qualifying, the Scot's soft tyres faded after little progress in the opening race to leave him 14th. He rose into the points in the finale, having started 26th, but was then forced to pit with a boost problem. When it rains, it pours...

While Plato had little sympathy about the circumstances of Shedden's incident, Team Dynamics technical guru Barry Plowman felt it was the most significant example yet of how the series' new ballast rules are punishing success, although he admitted it was not the sort of thing that complaining would change.

"It is what it is," he said. "For the guys carrying the most amount of ballast it is totally unfair. You can go quickly on your own, but the minute you're

I don't really know what to say. I don't think I've ever had a weekend with so much bad luck

GORDON SHEDDEN

in a bit of combat you lose momentum. But it's the same for everybody."

Shedden himself had no choice but to take it on the chin, admitting: "I don't really know what to say. I don't think I've ever had a weekend where I've had so much bad luck. We've got to move on and make the best of the next one now."

Neal fared little better than his team-mate after his weekend peaked with a strong qualifying (fifth) and race one (sixth). He retired from race two after the damage he incurred hitting Shedden and Rob Austin's Audi left his Civic shedding bodywork, and he opted to call it a day when shown the black-and-orange mechanical-failure flag. A race-three charge from the final third of the grid to the points was scant consolation.

With BMR and Honda claiming the headlines for opposite reasons, slotting neatly into the podium breach was Priaulx. The three-time world

champion might have left a bit too much on the table in the early stages of race one while managing his soft tyres, because his charging finish – he was a second per lap quicker than anyone else in the final few laps – deserved more than just fifth.

He was third in race two, harrying Morgan all the while but unable to make a pass, while a bold move round the the outside of Plato at Riches at the start of the finale was repaid with a similarly audacious pass by the two-time champion at the Esses and he wound up third again. Still, it was an encouraging haul at a track with two long straights not best-suited to the draggy 125i M Sport, one that raised the question of whether he may yet race at Rockingham after all...

"I think it was possible to steal a win," he said, before carefully choosing his words. "I think I'm just taking one weekend at a time at the moment. The last three weekends have been very promising, and we've taken the big points as well. For me that's the start of the rhythm and we've got to maintain that."

He's 62 points back in the race for the title. Should he miss Rockingham, that's undeniably insurmountable. Should he complete the season, and with BMW-friendly Knockhill next up? "The championship's not unrealistic now," he admitted.

Unsurprisingly, it was Morgan and Tom Ingram who excelled above the rest. Morgan was disappointed to wind up 11th in qualifying after showing encouraging pace in a pre-event test, but used his soft tyres to pump in the third-best lap in race one en route to seventh. He jumped Tordoff's WSR BMW at the start of race two – no mean feat, though Tordoff struggled with his launches at the weekend – and then fought a fine rearguard action to take second.

His weekend dipped with a disappointing 13th in the finale while laden with 66kg of success ballast, but Ingram's went the other. The Speedworks Motorsport sophomore was again in the top 10 in qualifying, battled back from an early bruising to finish 10th, and was on course for eighth in race two before suffering a puncture right at the end of the race. Starting the finale 19th was harsh, but he charged through to ninth. ❧



Priaulx battled to two podiums

FOR FULL RESULTS, PAGE 43



## IN THE PADDOCK

SCOTT MITCHELL  
FEATURES EDITOR

@ScottMitchell189



ONE OF THE QUESTIONS I'VE pondered over the past couple of rounds is whether or not this season is going to go down as a classic. As I quite like statistics, I've been getting quite excited by how close the championship contenders have been with each passing round, and how that has compared with previous seasons.

I suspect the answer is: we're getting there. Now we have team-mates Jason Plato and Colin Turkington running first and second, it could become very interesting indeed. And given how strong Gordon Shedden has been coming into the last two weekends with 75kgs of ballast, now he's lost a bit for Knockhill he should be quite spectacular. Then there are the likes of Sam Tordoff, Matt Neal and Andrew Jordan still clinging on as well.

The quality of the BTCC has improved, of that there is no doubt. The sharp end is sharper. Driving standards are higher, and therefore so are the stakes. Contact, mistakes, non-finishes – it is even more important to avoid any of the three this season than it has been in previous years.

That's translated into less wheel-to-wheel combat than in some seasons, although Jordan – who was furious to have his weekend compromised by contact with Dave Newsham in race two – is right when he says the sort of panel-bashing 'entertainment' some fans hark for came from a time when standards were lower.

So as the temperature starts to rise, sit back and enjoy. A relatively dormant volcano could be about to explode into life.



Race-two chaos was unbecoming

## BIG NUMBER

8

Years since a team locked out the top three in qualifying. In 2007, Triple 8 did this at Thruxton with Tom Chilton, Fabrizio Giovanardi and Alain Menu.

## Goff breaks his and MG's ducks

JACK GOFF ADMITTED SECURING his first-ever BTCC victory – and MG's first of a difficult season – was a weight off his shoulders after an assured drive in the final Snetterton race.

The 2012 Renault UK Clio Cup champion's strong sixth place in race two, ahead of team-mate Andrew Jordan, netted him pole for the partial reversed-grid finale and he converted that into the lead with ease at the start.

Using his soft-compound tyres, Goff was able to build a two-second advantage over his pursuers as Jason Plato had to find a way past the WSR BMW of Andy Priaulx. Plato got that gap down to less than a second heading into the final two corners, and Goff had



a wobble through the second part of Coram, but survived to bag a popular maiden triumph.

"It's been a long time coming," he admitted. "It's nice to get it out of the way. I eased off 10 per cent for the last couple of corners and made a mistake but I knew Jason wasn't close enough."

Team-mate Jordan was left to rue a "missed opportunity" as his winless run continued. Fourth in race one was followed by suspension damage from contact with Dave Newsham in race two, limiting him to seventh and on the wrong side of the reversed-grid draw, and he was sixth in the finale.



New vehicle will clear fluid spillages quickly

## BTCC adds new incident truck

THE BRITISH TOURING CAR package will benefit from the use of a new track-cleaning machine called the TOCA SAFE Genius.

A Mitsubishi truck has been converted into an incident recovery vehicle that is intended to reduce the time taken to clear oil and other fluid spillages to around a minute.

Series director Alan Gow said it was inspired by a messy (and lengthy) clean-up operation at Silverstone last

year that left a large amount of cement dust on the track.

A special solution is poured onto the spillage, which is cleared by the Genius. It is then pressure-washed, and the remaining water is vacuumed away. Leafblowers are used to dry the track.

"It leaves the circuit in a much better condition," said Gow. "It's a world first, if you like; we think it's the best way we can help the marshals get on with their work."

## Tough comeback for Jackson

MAT JACKSON ACCEPTED THAT Motorbase's underwhelming return to the BTCC fell short of the team's expectations after a trying weekend.

Jackson was sixth in R3



Jackson qualified 14th, finished 12th in race one, and made the most of a chaotic second encounter to grab eighth. On soft tyres, he guided his Ford Focus to sixth in the third race, and hopes the next round at Knockhill will yield more of the same.

"It's been a hard one," he admitted. "We came into this one full of hope. Qualifying didn't go anywhere near like we had hoped, we didn't have the car for race one and were on the back foot. I'll be disappointed at Knockhill if we're not where we ended up here."

## HORNE'S DEBUT SCORE

Barry Horne, who won the Porsche Carrera Cup GB in its inaugural season in 2003, made his BTCC debut as a last-minute substitute for Team Parker Racing regular Alex Martin, who was absent for the birth of his child. Team engineer Horne scored the team's first points with 13th in race two, despite an off at Riches on the opening lap. He was 20th in race one and did not finish the finale.

## JACK SEARS TROPHY

Two wins in the Jack Sears Trophy meant Josh Cook consolidated his lead in the race to be the BTCC's top rookie this season. His Power Maxed Chevrolet was a comfortable JST winner in races one and three, while a puncture in race two allowed Mike Bushell to win for the first time since the Brands opener as the AmD man took a career-best 10th overall.

## PARAS LOSE TBL

The Support our Paras Racing team lost one of its TOCA BTCC licences on the eve of the Snetterton round, then scored its first outright point on Sunday. Max Coates failed to find the budget to continue in the seat and withdrew. Derek Palmer Jr finished 15th in race two with no power-steering. The Welch Motorsport team also missed the meeting after a parts-supply problem with its brace of Protons. Andy Wilmot has parted company with the team entirely.

## MOFFAT MISSES OUT

Aiden Moffat withdrew from the event with concussion. The Scot crashed his Mercedes A-Class at the Montreal corner early in Saturday's second practice session, and was briefly knocked out. He was taken to hospital for precautionary checks for concussion, and therefore missed qualifying, and he did not take part in Sunday's trio of races.



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EBREY/LAT

RESULTS BY **FORIX**

## BRITISH TOURING CAR CHAMPIONSHIP

### ROUND 6/10 SNETTERTON, AUGUST 9

#### RACE 1 (12 LAPS – 35.627 MILES)

1	Colin Turkington (GB) Team BMR Volkswagen CC	23m46.381s
2	Aron Smith (IRL) Team BMR Volkswagen CC	+1.706s
3	Jason Plato (GB) Team BMR Volkswagen CC	+2.651s
4	Andrew Jordan (GB) MG (Triple Eight) MG6	+3.442s
5	Andy Priaulx (GB) WSR BMW 125i M Sport	+3.732s
6	Matt Neal (GB) Honda (Dynamics) Honda Civic Type-R	+8.340s
7	Adam Morgan (GB) Ciceley Racing Mercedes A-Class	+9.372s
8	Dave Newsham (GB) Power Maxed Racing Chevrolet Cruze	+9.848s
9	Jack Goff (GB) MG (Triple Eight) MG6	+10.045s
10	Tom Ingram (GB) Speedworks Motorsport Toyota Avensis	+11.206s
11	Sam Tordoff (GB) WSR BMW 125i M Sport	+15.928s
12	Mat Jackson (GB) Motorbase Performance Ford Focus	+18.271s
13	Warren Scott (GB) Team BMR Volkswagen CC	+18.322s
14	Gordon Shedden (GB) Honda (Dynamics) Honda Civic Type-R	+23.640s
15	Josh Cook (GB) Power Maxed Racing Chevrolet Cruze	+24.482s
16	Mike Bushell (GB) AmD Tuning Ford Focus	+24.919s
17	Martin Depper (GB) Eurotech Racing Honda Civic	+25.357s
18	Hunter Abbott (GB) Rob Austin Racing Audi A4	+25.603s
19	Robb Holland (USA) Handy Motorsport Toyota Avensis	+29.191s
20	Barry Horne (GB) Team Parker Racing Ford Focus	+29.855s
21	James Cole (GB) Motorbase Performance Ford Focus	+31.690s
22	Derek Palmer Jr (GB) Support Our Paras Racing Infiniti Q50	+42.713s
23	Kieran Gallagher (GB) Team Hard Toyota Avensis	+1m06.737s
24	Stewart Lines (GB) Houseman Racing Toyota Avensis	+1m17.497s
25	Rob Austin (GB) Rob Austin Racing Audi A4	+2m08.449s
26	Jeff Smith (GB) Eurotech Racing Honda Civic	-1 lap
R	Nicolas Hamilton (GB) AmD Tuning Audi S3	9 laps-stuck throttle/accident
R	Rob Collard (GB) WSR BMW 125i M Sport	0 laps-accident damage
NS	Aiden Moffat (GB) Laser Tools Racing Mercedes A-Class	concussion

Winner's average speed 89.91mph.  
Fastest lap Turkington, 1m56.921s, 91.41mph.

#### QUALIFYING

1 Turkington, 1m56.047s; 2 A Smith, 1m56.074s; 3 Plato, 1m56.118s; 4 Jordan, 1m56.240s; 5 Neal, 1m56.243s; 6 Priaulx, 1m56.246s; 7 Goff, 1m56.318s; 8 Tordoff, 1m56.367s; 9 Ingram, 1m56.391s; 10 Collard, 1m56.499s; 11 Newsham, 1m56.652s; 12 Morgan, 1m56.696s; 13 Abbott, 1m56.788s; 14 Jackson, 1m56.826s; 15 Cook, 1m56.874s; 16 Shedden, 1m56.899s; 17 Depper, 1m57.029s; 18 Scott, 1m57.356s; 19 J Smith, 1m57.546s; 20 Cole, 1m57.900s; 21 Austin, 1m57.973s; 22 Bushell, 1m58.365s; 23 Palmer, 1m58.546s; 24 Holland, 1m58.727s; 25 Horne, 1m59.539s; 26 Hamilton, 1m59.623s; 27 Lines, 2m00.553s; 28 Gallagher, 2m01.207s.

#### RACE 2 (12 LAPS – 35.627 MILES)

1 Turkington, 23m51.149s; 2 Morgan, +3.140s; 3 Priaulx, +3.320s; 4 Plato, +3.502s; 5 Tordoff, +3.757s; 6 Goff, +5.280s; 7 Jordan, +14.236s; 8 Jackson, +21.381s; 9 Austin, +24.378s; 10 Bushell, +25.172s; 11 Cole, +28.777s; 12 Abbott, +32.120s; 13 Horne, +42.334s; 14 Holland, +42.939s; 15 Palmer, +43.814s; 16 Hamilton, +1m20.842s; 17 Cook, +1m25.093s; 18 J Smith, -1 lap; R Ingram, 11 laps-puncture; NC Collard, 9 laps; R Neal, 5 laps-accident damage; R A Smith, 1 lap-accident damage; R Newsham, 1 lap-accident damage; R Shedden, 0 laps-accident damage; R Scott, 0 laps-accident damage; R Depper, 0 laps-accident damage; R Lines, 0 laps-off; R Gallagher, 0 laps-engine; NS Moffat.  
Winner's average speed 89.61mph.  
Fastest lap Priaulx, 1m58.066s, 90.52mph.

#### GRID RACE 2

1 Turkington; 2 Tordoff; 3 Morgan; 4 Goff; 5 Plato; 6 Priaulx; 7 A Smith; 8 Jordan; 9 Ingram; 10 Newsham; 11 Shedden; 12 Neal; 13 Austin; 14 Scott; 15 Depper; 16 J Smith; 17 Jackson; 18 Bushell; 19 Abbott; 20 Cook; 21 Holland; 22 Horne; 23 Cole; 24 Lines; 25 Palmer; 26 Gallagher; 27 Hamilton; 28 Collard.



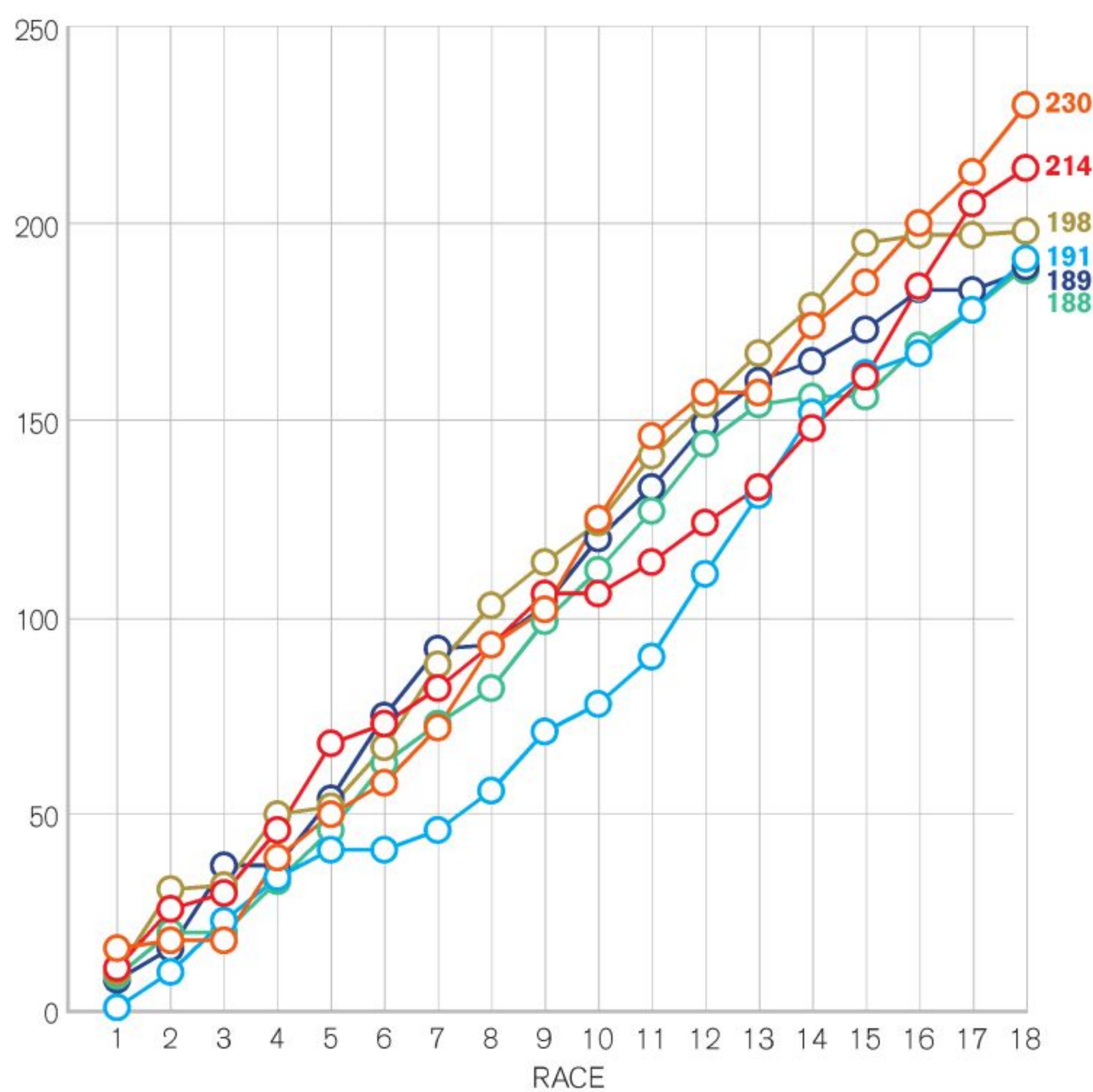
EBREY/LAT

## THE TITLE CHASE

Jason Plato didn't finish higher than second at Snetterton, but top-four finishes in all three races allowed him to take the points lead thanks to Gordon Shedden's disastrous weekend. Colin Turkington's double win also elevates him to second, just 16 points behind his Team BMR team-mate.

#### TOTAL NUMBER OF POINTS SCORED

PLATO	230	
TURKINGTON	214	
SHEDDEN	198	
TORDOFF	191	
JORDAN	189	
NEAL	188	



#### RACE 3 (12 LAPS – 35.627 MILES)

1 Goff, 23m45.511s; 2 Plato, +0.315s; 3 Priaulx, +2.064s; 4 Tordoff, +2.476s; 5 Jordan, +7.224s; 6 Jackson, +10.200s; 7 Turkington, +11.121s; 8 Austin, +18.191s; 9 Ingram, +18.368s; 10 Collard, +18.661s; 11 Neal, +20.466s; 12 A Smith, +20.914s; 13 Morgan, +22.184s; 14 Newsham, +24.825s; 15 Depper, +25.954s; 16 Cook, +28.247s; 17 Abbott, +28.620s; 18 J Smith, +36.483s; 19 Scott, +36.799s; 20 Bushell, +39.117s; 21 Lines, +56.110s; 22 Hamilton, +1m03.646s; 23 Palmer, -1 lap; 24 Shedden, -2 laps; R Holland, 6 laps-head gasket; R Horne, 5 laps-lost drive; R Cole, 3 laps-accident damage; R Gallagher, 0 laps-engine; NS Moffat.  
Winner's average speed 89.97mph.  
Fastest lap Shedden, 1m57.658s, 90.84mph.

#### GRID RACE 3

Decided by result of Race 2, with top six reversed.

#### CHAMPIONSHIP

1 Plato, 230; 2 Turkington, 214; 3 Shedden, 198; 4 Tordoff, 191; 5 Jordan, 189; 6 Neal, 188; 7 Priaulx, 168; 8 Goff, 162; 9 Morgan, 157; 10 Collard, 133.





Colton Herta celebrates his second victory

MSA FORMULA SNETTERTON, AUGUST 8-9 RD 6/10

# Herta steals title contenders' limelight

44

THERE WAS NO QUESTIONING COLTON HERTA'S dominance in MSA Formula at Snetterton. During the opening half of the season the American managed just two podiums, but he doubled that tally in Norfolk with two wins in an impressive display, which also included two poles and two fastest laps.

The Carlin driver made just one notable mistake all weekend, but it cost him dearly. He made a good start from pole in race one but then spun off at Brundle on the second lap and went on to finish ninth.

"It was on cold tyres and I had a bit of pressure from behind, and it caught me out," he said.

From that point there was no stopping him, as the youngest driver in the series showed up his older rivals. In race two the 15-year-old passed leader Jack Barlow early on and pulled clear to claim his maiden win.

"The first win is always the toughest," he admitted. "I really put everything together this race. The team's been working on my driving and my consistency."

Another driver who can be satisfied with a strong weekend was Dan Ticktum, who bounced back from his Croft exclusion in the best



Ticktum won from Norris in race one

JAKOBEBREY



Collard, Ticktum and Norris (l-r) on podium

EBREY/LAT

possible way, picking up three podiums. He profited from Herta's race-one mistake to win, resisting the pressure from fellow title contenders Lando Norris and Ricky Collard.

"That was the best way to stamp my authority back on the championship," the Fortec man said. He backed that up with a storming drive in an eventful race two to finish second, after starting from 10th on the partially reversed grid.

Barlow made a good start from pole, but it was deemed to be too good as he jumped the lights and was handed a drive-through penalty. Then an early safety car closed the pack up after Ameya Vaidyanathan's car was stranded at Montreal following contact with Ollie Pidgley.

JHR driver Sennan Fielding took full advantage of this and had a great run on Ticktum and Enaam Ahmed, diving up the inside of the pair at Riches in a brilliant move to take third. His tenure in this position did not last long, as oil on the track caught Fielding out at Turn 3 and he ran wide, losing out to Ticktum. But a wide moment for second-placed Tarun Reddy with three laps to go enabled him to reclaim a podium spot.

"That was a hectic race – I wasn't expecting a podium," said Fielding. "I went up the inside of

both of them, then I came round to Turn 3 and there was oil on the track, and I ran really wide and went airborne."

The third race was sedate in comparison as Herta was untroubled out front. Ticktum pressurised Norris for second, but the Carlin driver was able to hold on to the flag.

That result enabled Norris to reduce Collard's points advantage to just 10 as the Arden driver had a difficult race. Car troubles in qualifying restricted his running, so he lined up last and had to fight his way to ninth.

● Stephen Lickorish

**RESULTS**

**Race 1 (11 laps) 1 Daniel Ticktum 20m45.770s (94.37mph);** 2 Lando Norris +1.281s; 3 Ricky Collard; 4 Sennan Fielding; 5 Petru Florescu; 6 Enaam Ahmed. **Fastest lap** Colton Herta 1m51.651s (95.73mph). **Race 2 (10 laps) 1 Herta 21m06.852s (84.37mph);** 2 Ticktum +3.545s; 3 Fielding; 4 Toby Sowery; 5 Tarun Reddy; 6 Collard. **FL** Ticktum 1m52.807s (94.75mph). **Race 3 (11 laps) 1 Herta 20m54.341s (93.73mph);** 2 Norris +2.462s; 3 Ticktum; 4 Fielding; 5 Florescu; 6 Reddy. **FL** Herta 1m52.879s (94.69mph). **Points 1 Collard, 244;** 2 Norris, 234; 3 Ticktum, 208; 4 Fielding, 178; 5 Matheus Leist, 168; 6 Herta, 160.



**GINETTA JUNIORS SNETTERTON,  
AUGUST 8-9 RD 6/10**

## Mixed weekend for Caroline

JAMIE CAROLINE CLINCHED HIS FIFTH CONSECUTIVE Ginetta Junior win in the first race of the series' double-header event at Snetterton.

He drafted past poleman Billy Monger on the opening lap to lead, and stayed there despite a brief safety-car interruption after collisions behind them at the Montreal hairpin. Caroline retained the initiative when racing resumed, and although Monger chased hard he had to settle for second. As it turned out, he was lucky to finish at all, for he suffered a suspension failure as he took the finish.

Front-row starter Patrik Matthiesen recovered from dropping three places to fifth on the opening lap to battle past Alex Day and Lewis Brown to complete the podium.

A delighted Monger claimed victory from pole in race two, leading every lap. Caroline had looked like posing a threat in the early laps, closing to less than a second off the leader, only to damage his tyres on debris.

Caroline nursed the car to the finish in eighth, including a post-race penalty for going off track.



Caroline held on to race-one lead

Senna Proctor closed the points gap to Caroline with second place, just ahead of Dan Zelos.

● Oliver Timson

### RESULTS (both 6 laps)

**Race 1 1 Jamie Caroline 15m24.232s (69.39mph);**  
2 Billy Monger +0.432s; 3 Patrik Matthiesen;

4 Lewis Brown; 5 Alex Day; 6 Senna Proctor.  
FL Matthiesen 2m20.348s (76.15mph).

**Race 2 1 Monger 14m17.518s (74.78mph);**

2 Proctor +5.091s; 3 Dan Zelos; 4 William Tregurtha;  
5 Brown; 6 Geri Nicosia. FL Zelos 2m20.708s (75.96mph).

**Points 1 Caroline, 294;** 2 Proctor, 272; 3 Monger, 246;  
4 Zelos, 221; 5 Sophia Floersch, 211; 6 Brown, 201.

**PORSCHE CARRERA CUP GB SNETTERTON, AUGUST 9 RD 5/8**

## Cammish picks up where he left off

THE SUMMER BREAK DIDN'T HALT DAN

Cammish's momentum, since he added to his commanding lead at the top of the Carrera Cup standings with two victories at Snetterton as action resumed. It was another dominant weekend for the Redline Racing driver, who led from lights to flag in both encounters.

Worryingly for his rivals, the former Formula Ford champion said the car wasn't even fully to his liking in the races.

"On Saturday in qualifying the car was probably the best it had been," said Cammish. "But I struggled in the races as it was at about 98 per cent. It was a great weekend and with the championship it's just about staying clean."

Tom Sharp also starred this weekend as he took his maiden podium in the series. He had been on course to take third in race one – behind Team Parker's defending champion Josh Webster – until he dipped a wheel on the grass at Williams, which let Michael Meadows through. Despite his best efforts thereafter,

Sharp had to settle for fourth.

But a brilliant start to race two jumped him to second and he held off Meadows to the flag. "It's a dream come true as I've been watching the Carrera Cup for years," Sharp smiled. "I'm still learning the car in the races and trying to get the balance right, but this is fantastic."

Elsewhere, returning champion James Sutton had a difficult comeback when he was punted into retirement in the opener by Ryan Cullen, and finished fifth in race two.

● Stephen Lickorish

### RESULTS (both 14 laps)

**Race 1 1 Dan Cammish, 26m26.265s (94.33mph);** 2 Josh Webster, +1.495s; 3 Michael Meadows; 4 Tom Sharp; 5 Stephen Jelley; 6 Dino Zamparelli. FL Cammish 1m52.546s (94.96mph). **Race 2 1 Cammish, 26m35.302s (93.79mph);** 2 Sharp, +3.141s; 3 Meadows; 4 Webster; 5 James Sutton; 6 Jelley. FL Cammish 1m53.204s (94.41mph). **Points 1 Cammish, 207;** 2 Webster, 154; 3 Jelley, 142; 4 Meadows, 139; 5 Sharp, 104; 6 Zamparelli, 91.

**GINETTA GT4 SUPERCUP  
SNETTERTON, AUGUST 8-9 RD 6/10**

## Oliphant breezes away to title lead

RETURNING TO HIS HOME TRACK WITH A HEALTHY championship lead to his name, Carl Breeze was targeting another solid return of points. But fuel-pump problems in the opening race triggered a crash that set his hopes back for the whole weekend, ultimately dropping him to third in the standings. The failure caused him to slow out of Agostini while running second, leaving closest rival Will Burns nowhere to go. The pair collided and were forced into retirement.

There were no such dramas for leader Tom Oliphant. He coolly converted pole to a decisive lead, setting a new series new lap record as he pulled clear. Jamie Orton held off Bradley Smith and Michael Caine to take second, with Tom Wrigley surging from ninth to finish fifth.

Oliphant led from pole to flag again in race two, his only frustration being that Burns beat his new lap record by half a second.

Wrigley steered clear of drama behind him to take a well-deserved start-to-finish win in the finale. The action came behind him in the fight for second as Oliphant, Burns and Caine clashed. Oliphant and Burns came through the confusion to complete the podium, with Breeze taking his best result of the weekend in fourth.

● Oliver Timson

### RESULTS

**Race 1 (7 laps) 1 Tom Oliphant 13m40.553s (91.18mph);** 2 Jamie Orton +2.832s; 3 Bradley Smith; 4 Michael Caine; 5 Tom Wrigley; 6 Flick Haigh. FL Oliphant 1m55.720s (92.36mph). **Race 2 (12 laps) 1 Oliphant 23m20.332s (91.59mph);** 2 Orton +6.443s; 3 Caine; 4 Smith; 5 Wrigley; 6 Ollie Jackson. FL Will Burns 1m55.097s (92.86mph). **Race 3 (12 laps) 1 Wrigley 23m44.782s (90.02mph);** 2 Oliphant +2.831s; 3 Burns; 4 Carl Breeze; 5 Smith; 6 Reece Somerfield. FL Oliphant 1m56.973s (91.37mph). **Points 1 Oliphant, 457;** 2 Orton, 444; 3 Breeze, 428; 4 Caine, 359; 5 Burns, 306; 6 Somerfield, 294.

Cammish bagged a double win





UNITED SPORTSCAR ROAD AMERICA (USA), AUGUST 9 RD 8/10

# Cameron beats labouring opposition



Action Express on top  
in leafy Wisconsin

THERE WAS ACTION FROM START TO finish as Eric Curran and Dane Cameron (Coyote Corvette DP) ultimately came out on top for Action Express Racing, becoming the third different pair of drivers to claim their second victory during a dramatic USC season.

Joey Hand was the class of the field in the early stages, romping away to a commanding lead after qualifying on the pole, only to be hobbled by fluctuating boost pressure. The Chip Ganassi Racing team managed to rectify the problem during the race's only full-course caution, which came less than a half-hour into the two-hour-and-40-minute contest, whereupon Hand and Scott Pruett fought their way back to third.

Brothers Ricky and Jordan Taylor held a narrow advantage through the middle stages in their father's Dallara Corvette before being

leapfrogged during the second round of pitstops by the Coyote Corvette of Cameron, who had taken over from Curran during the earlier caution. The Taylors ran third until the camber shims somehow "escaped" from their rear suspension, forcing an unscheduled stop for repairs.

Cameron was chased by teammate Joao Barbosa in the latter stages before the Portuguese driver lost ground with a spin. John Pew and Ozz Negri also enjoyed a strong race in Mike Shank's Ligier-Honda P2 car, forging through the field after starting from the pits following repairs to a leaking fuel cell following the warm-up. A trip through the gravel for Negri at the Carousel with 15 minutes remaining cost the team one position.

Bruno Junqueira and Chris Cumming won the PC class for RSR Racing after Conor Daly spun on the

final lap, while Le Mans winner Nick Tandy and Patrick Pilet dominated GTLM for Porsche despite starting from the back due to an electrical problem in qualifying. Team-mates Jorg Bergmeister and Earl Bamber, who qualified from pole, took second on the final lap following a clash with the Risi Ferrari of Pierre Kaffer/Giancarlo Fisichella.

Ben Keating and versatile Dutchman Jeroen Bleekemolen earned a long overdue maiden GTD win of the season aboard the Riley Motorsports Dodge Viper.

● Jeremy Shaw

## RESULTS

**1 Eric Curran/Dane Cameron (Coyote Corvette DP)**, 76 laps in 2h40m58.639s; 2 Joao Barbosa/Christian Fittipaldi (Coyote Corvette), +14.359s; 3 Joey Hand/Scott Pruett (Riley-Ford DP); 4 John Pew/Oswaldo Negri Jr (Ligier-Honda JSP2); 5 Richard Westbrook/Michael Valiante (Coyote Corvette); 6 Memo Rojas/Katherine Legge

(DeltaWing-Elan DWC13). **PC 1 Bruno Junqueira/Chris Cumming (ORECA-Chevrolet FLM09)**; 2 James French/Conor Daly (ORECA); 3 Jon Bennett/Colin Braun (ORECA). **GTLM 1 Nick Tandy/Patrick Pilet (Porsche 911 RSR)**; 2 Jorg Bergmeister/Earl Bamber (Porsche); 3 Pierre Kaffer/Giancarlo Fisichella (Ferrari 458 Italia); 4 Jan Magnussen/Antonio Garcia (Chevrolet Corvette C7.R); 5 Bill Auberlen/Dirk Werner (BMW Z4 GTE); 6 John Edwards/Lucas Luhr (BMW). **GTD 1 Ben Keating/Jeroen Bleekemolen (Dodge Viper SRT GT3-R)**; 2 Christina Nielsen/Kuno Wittmer (Aston Martin V12 Vantage); 3 Patrick Lindsey/Spencer Pumpelly (Porsche 911 GT America). **Points 1 Valiante/Westbrook, 248**; 2 Fittipaldi/Barbosa, 247; 3 Curran/Cameron, 246; 4 Hand/Pruett, 232; 5 Ricky Taylor/Jordan Taylor, 230; 6 Pew/Negri, 221. **PC 1 Bennett/Braun, 253**; 2 Mike Guasch/Tom Kimber-Smith, 248; 3 Cumming/Junqueira, 242. **GTLM 1 Magnussen/Garcia, 217**; 2 Auberlen/Werner, 213; 3 Pilet, 212; 4 Edwards/Luhr, 204; 5 Fisichella/Kaffer, 202; 6 Bergmeister, 192. **GTD 1 Nielsen, 199**; 2 Dion von Moltke/Christopher Haase, 197; 3 Bill Sweedler/Townsend Bell, 190.

SUPERGT FUJI (J), AUGUST 9 RD 4/8

# Krumm takes the biscuit with charging Sasaki

## GERMAN VETERAN MICHAEL

Krumm and his promising young co-driver Daiki Sasaki took the win in the Kondo Racing Nissan.

Krumm started the car in sixth spot and was up to third by the time he handed over to Sasaki. The Japanese increased his pace and, benefiting from carrying no success ballast, took the lead with six laps remaining for Krumm's first win in the series for 11 years and Sasaki's maiden success.

Yuji Tachikawa started the Cerumo Lexus from pole, and the

car stayed in front until Hiroaki Ishiura was passed by the winning machine in the closing stages.

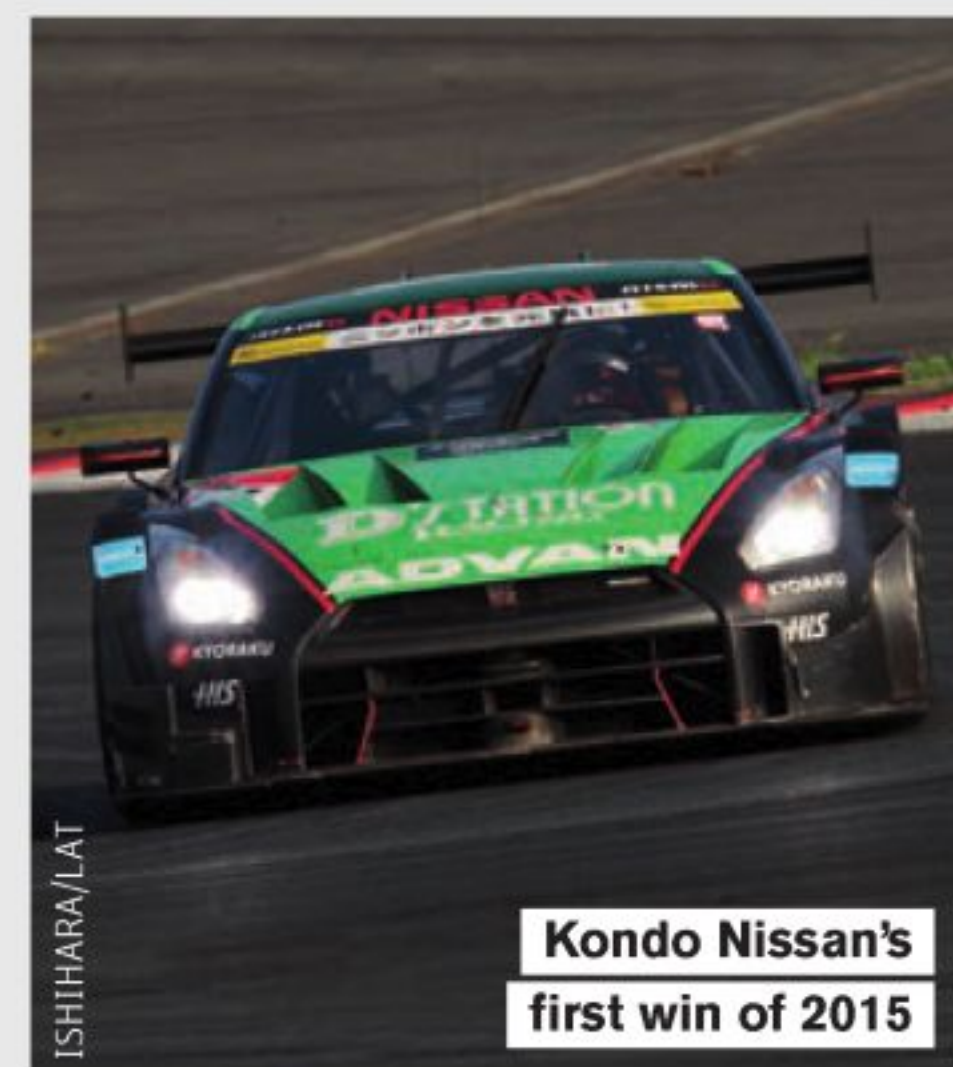
Joao Paulo de Oliveira grabbed third place on the final lap in his Nissan, which had earlier dropped to the tail of the field – the Brazilian and Hironobu Yasuda have now taken the points lead.

Pre-race series leaders Andrea Caldarelli and Ryo Hirakawa were hobbled by success ballast as well as an early incident, and finished outside the points.

● Jiro Takahashi

## RESULTS 1 Daiki Sasaki/Michael Krumm

(Nissan GT-R), 66 laps in 1h44m07.199s; 2 Yuji Tachikawa/Hiroaki Ishiura (Lexus RC F), +4.704s; 3 Hironobu Yasuda/Joao Paulo de Oliveira (Nissan); 4 Tsugio Matsuda/Ronnie Quintarelli (Nissan); 5 Naoki Yamamoto/Takuya Izawa (Honda NSX Concept-GT); 6 Takashi Kogure/Oliver Turvey (Honda); 7 James Rossiter/Daisuke Ito (Lexus); 8 Koudai Tsukakoshi/Hideki Mutoh (Honda); 9 Heikki Kovalainen/Kohei Hirate (Lexus); 10 Juichi Wakisaka/Yuhi Sekiguchi (Lexus). **Points 1 Yasuda/de Oliveira, 38**; 2 Matsuda/Quintarelli, 34; 3 Andrea Caldarelli/Ryo Hirakawa, 30; 4 Tachikawa/Ishiura, 26; 5 Satoshi Motoyama/Masataka Yanagida, 24; 6 Tsukakoshi/Mutoh, 22.



Kondo Nissan's  
first win of 2015



NASCAR SPRINT CUP WATKINS GLEN (USA), AUGUST 9 RD 22/36

## Logano at last gasp as Harvick runs dry

JOEY LOGANO SNATCHED VICTORY AT the final corner of the race after Kevin Harvick ran out of fuel.

The Penske Ford driver had charged through from 14th place at the last restart with 30 laps to go, having made his final visit to the pits seven laps later than leader Harvick's Stewart Haas Chevrolet.

Harvick was still ahead when Logano ran wide at the start of the final tour but then slowed, enabling Logano to sweep around his outside at the final right-hander.

It was Logano's first Sprint Cup victory since the Daytona 500 in February, and gave him a clean sweep of the weekend after winning the Saturday Xfinity race.

Harvick crawled to the line in third place behind Kyle Busch, who was able to move into the top-30 berth in the standings he requires to qualify for the Chase, with Kasey Kahne now outside the cut-off.

Polesitter and 2014 Watkins Glen winner AJ Allmendinger led the first 20 laps before being passed by Martin Truex Jr and Harvick, and was later stranded on track during a caution period.

After Brad Keselowski had inherited the lead by pitting early, Truex was back up into third behind Matt Kenseth and Harvick after the final caution, but then suffered a puncture.

The penultimate interruption had

led to a red flag to clear up fluid from contact at the previous restart.

### RESULTS

**1 Joey Logano (Ford Fusion)**, 90 laps in 2h24m43s; 2 Kyle Busch (Toyota Camry), +5.273s; 3 Kevin Harvick (Chevrolet SS); 4 Matt Kenseth (Toyota); 5 Kurt Busch (Chevy); 6 Clint Bowyer (Toyota); 7 Brad Keselowski (Ford); 8 Carl Edwards (Toyota); 9 Sam Hornish Jr (Ford); 10 Jimmie Johnson (Chevy). **Chase grid**  
**1 Johnson, 4 wins/747 points**; 2 Kyle Busch, 4/361; 3 Harvick, 2/823; 4 Logano, 2/781; 5 Dale Earnhardt Jr, 2/750; 6 Kenseth, 2/703; 7 Kurt Busch, 2/659; 8 Keselowski, 1/719; 9 Martin Truex Jr, 1/714; 10 Denny Hamlin, 1/631; 11 Edwards, 1/589; 12 Jamie McMurray, 0/635; 13 Paul Menard, 0/622; 14 Jeff Gordon, 0/620; 15 Ryan Newman, 0/613; 16 Bowyer, 0/612.



Logano in front at the Esses

HARRELSON/LAT

WORLD RALLYCROSS TROIS RIVIERES (CDN), AUGUST 7-8 RD 7/13

## Jeanney on top after favourites clash

A FRENCH DRIVER IN A FRENCH car (albeit run by a Swedish team) took victory in front of the French-Canadian fans as Davy Jeanney scored in his Team Peugeot-Hansen 208 in Quebec.

Jeanney struggled to find his rhythm in the heats. He set second-fastest time in the first run and was always in the top seven thereafter, so although he wasn't the quickest around he landed fourth at the Intermediate Classification and a front-row spot for his semi-final.

Polesitter Mattias Ekstrom made a poor start in his Audi, allowing Jeanney to take the lead at the first corner. From here he went on to take victory, securing a front-row start in the final.

In the other semi, Jeanney's team-mate Timmy Hansen and reigning champion Petter Solberg – the event's two pacesetters – had come together at the first corner, sidelining Hansen with broken suspension and condemning spinner Solberg to his first non-qualification for a final since the WRX began.

Tommy Rustad avoided the trouble to win that semi, but dropped to third at the first corner of the final and finished fourth – nevertheless a great result for the Munnich Motorsport Audi team.

The Marklund Motorsport Volkswagens of Toomas Heikkinen and Tanner Foust finished behind Rustad in their semi but beat the Norwegian in the final to join Jeanney on the podium.

Ekstrom's bad getaway left him battling with Andreas Bakkerud at the tail of the field, with the Olsbergs

MSE Fiesta man beating the DTM hero to fifth, and moving up to second in the points.

● Hal Ridge

### RESULTS

**1 Davy Jeanney (Peugeot 208)**, 6 laps in 5m03.822s; 2 Toomas Heikkinen (Volkswagen Polo), +0.252s; 3 Tanner Foust (VW); 4 Tommy Rustad (Audi S3); 5 Andreas Bakkerud (Ford Fiesta); 6 Mattias Ekstrom (Audi S1). **Points** **1 Petter Solberg, 176**; 2 Bakkerud, 130; 3 Johan Kristoffersson, 124; 4 Timmy Hansen, 122; 5 Jeanney, 115; 6 Reinis Nitiss, 109.



Jeanney jumps for joy in Canada

McKLEIN/DE

### JAPANESE FORMULA 4

Tadasuke Makino and Sho Tsuboi continued their domination of the series at Fuji. Makino was in front in the first race when a multiple crash led to the finish being under caution. Toyota youngster Tsuboi went from fourth on the grid to win Sunday's stanza.

### IMSA SPORTSCARS

Brothers Hugh and Matt Plumb combined to win on Saturday at Road America aboard their Rum Bum Racing Porsche. Brad Jaeger/BJ Zacharias took a close second for Nissan, with Ashley Freiberg and reigning champion Trent Hindman (BMW) in third. Chad Gilsinger/Ryan Eversley (HART Honda Civic) triumphed in the ST division after Spencer Pumpelly's Porsche Cayman agonisingly ran out of fuel with two corners remaining.

### FMASTERS CHINA

Estonian Martin Rump took a clean sweep of all three races on the new Kuala Lumpur street circuit. Jake Parsons ran second in race one until hitting the wall late on, allowing 2013 ADAC Formel Masters champion Alessio Picariello to take second from Parsons's fellow Aussie Nick Rowe. Parsons atoned in race two, pipping Belgian Picariello to second place. In the finale, it was Formula Renault Eurocup ace Dennis Olsen who claimed second. Shota Kiyohara was on course for third until a drive-through penalty for a jumped start handed the spot to Parsons.

### NASCAR XFINITY

Penske dominated at Watkins Glen, with Joey Logano beating the sister Ford of Brad Keselowski as both recovered from penalties, Logano taking his first road-course win in NASCAR competition. There was drama between the Xfinity title candidates, with Regan Smith suffering in clashes with Ty Dillon and Brendan Gaughan. An off-track altercation ensued between Smith and Dillon. Amid all this, Chris Buescher calmly extended his points lead by claiming third place ahead of road-course specialist Boris Said.

### AUSTRALIAN FFORD

Cameron Hill remained on top with two wins out of three at Queensland Raceway. Luis Leeds – who is also racing in F4 – broke Hill's winning run in the first race, and the two battled mightily in the second before Hill snatched it at the last gasp. Leeds again finished second in the finale, with William Brown taking a brace of thirds.

### JK TYRE SERIES

The Indian-based series for old Formula BMW cars, run by Italian operation EuroInternational, began its 2015 season at Coimbatore's Kari Motor Speedway with two wins for Akhil Rabindra. The BRDC F4 racer crossed the line first in all three races, but a jumped start in the second resulted in a 10-second penalty and handed victory to Vishnu Prasad, who was on the podium in all three races. Kush Maini, younger brother of F3 contender Arjun, took a best finish of fourth.



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Moffat's crash made concussion a talking point



## Push for UK concussion ruling

Concussed drivers could have licences confiscated for greater safety

**DRIVERS WITH CONCUSSION** could have their licences temporarily confiscated in the UK if a plan for the Motor Sports Association to provide firm guidelines on head injuries is successful.

AUTOSPORT understands that the MSA Motor Sports Council, Safety Advisory Panel and Medical Advisory Panel are assessing the potential need for a concussion directive, and that the MSA is also liaising with the Rugby Football Union on the topic.

FIA series such as Formula 1 and the World Rally Championship put their drivers through an ImPACT test, which examines a driver's brain function and performance through a series of questions and tasks. This is a reference if a driver is concussed, and they are not allowed to resume competition until they pass.

It is thought the ImPACT test is not something that could be rolled out on a national level because it is expensive and time-consuming. The MSA is, therefore, open to an official protocol to help a wider range of drivers, although no firm plans have been agreed.

One option believed to be on the table is to suspend a driver's licence for a period of time, possibly around three weeks, if medical staff agree they are concussed.

"Really we didn't used to see it a lot," TOCA medical officer Paul Trafford said of concussions in motorsport. "I don't know if it's because we didn't look for it, or that people were getting other injuries they were hospitalised from.

"It's better understood now. Rather irritatingly, every sport has some regulations on concussion except motorsport: if you're concussed, you're out for a period.

"If you have to pay for a specialist, it is quite expensive to have scans and see people [up to £600 for a scan, plus the cost of a professional evaluation]. Not everyone has the resources to do that."

Trafford said relying on a driver's honesty was not enough, and the lack of a register to keep track of those who have suffered concussion meant club racers could potentially return to racing while unfit.

"Drivers try hard to convince themselves they are all right," Trafford added. "Now we [at TOCA] are being more cautious – if you've had a period of concussion we won't let you out that weekend. We have their licences, so we can control what they are doing.

"If you're the 750MC and go to a different circuit, unless you tell that circuit or someone's taken your licence off you, nobody's got a clue what's happened."

During last weekend's British Touring Car Championship round at Snetterton, Aiden Moffat crashed at Montreal corner in practice and suffered a concussion. He was withdrawn from the event.

Andrew Jordan's BTCC title defence unravelled last year when, like Moffat, he was concussed in a practice crash at Snetterton, and had to start at the back of the grid on race day before withdrawing from the finale. He is in favour of a ruling.

"It's definitely worthwhile having something," Jordan said. "Traff took one look at me after race two last year and said I was done for the day, and I was glad he said it. I was absolutely gone.

"The thing that surprised me was the shunt wasn't big, and it opened my eyes to the potential risks. It's not just you out there. You need to think about what might happen."

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### SOME DRIVERS MAY RAGE AT

the prospect of losing their licence over a concussion. Why should a bump to the head stop anyone?

That's the sort of attitude the Motor Sports Association is attempting to combat. And kudos to them for it. Head injuries are underestimated on a wide scale and it's all-too-easy for people to take a binary approach: either a driver's fine and needs to get on with it, or they have suffered irreparable brain damage.

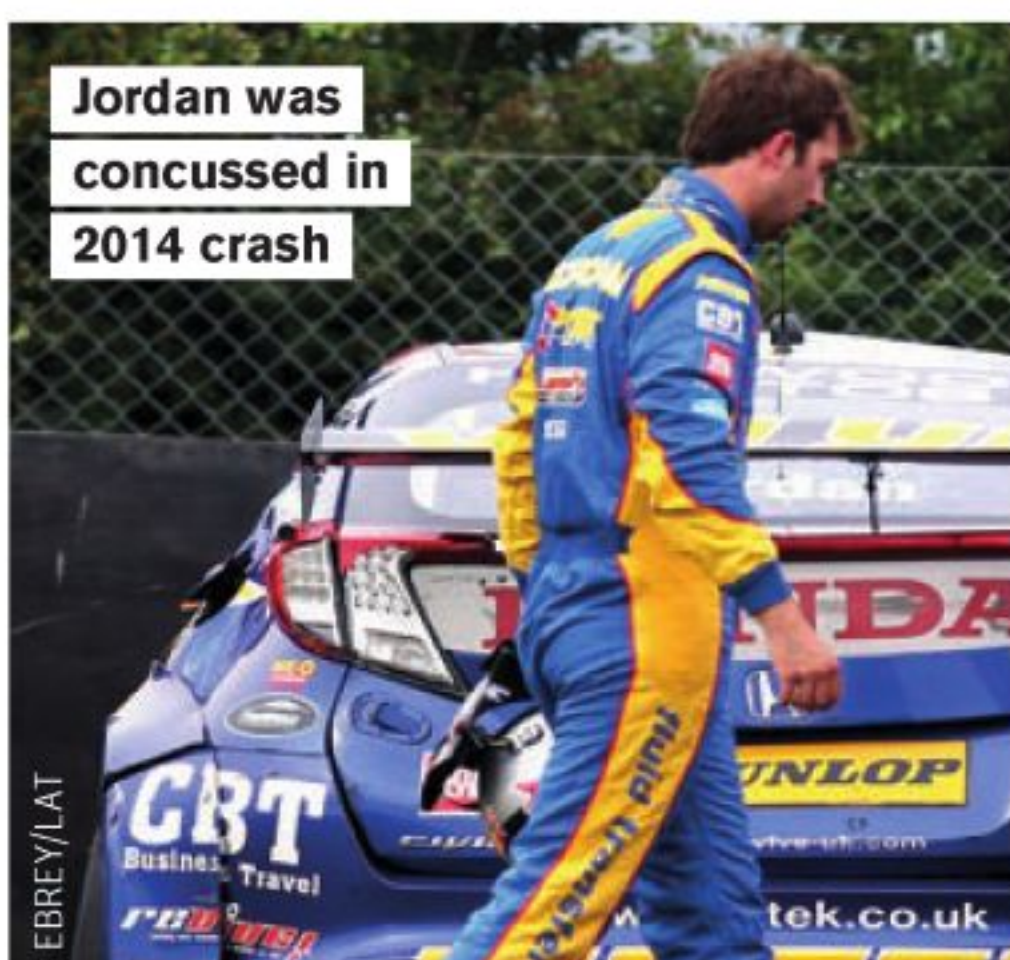
The reality is every case is probably different to the last, so any driver to have suffered a bang to the head falls somewhere in the middle of the above extremes. So while the approach UK racing has at the moment – with there being no actual protocol – is wrong, so too would a rule that tries to cover off every eventuality in one hit.

The three weeks referred to in our story is a guideline, because it is thought to be the period in which most people recover from a concussion. It varies widely: a couple of days for one person, two months for another.

I like the idea – and it's only an idea for now – of having a temporary ban for a concussed driver, unless they prove they are fit enough to drive. That would mean drivers serve a grace period that gives you a very good chance of not driving again until you're fit, or pay for a scan and evaluation to get the all-clear if three weeks is too long. Either way, it will stop drivers returning from a head injury too swiftly and encourage them to take this sort of thing more seriously.

Fans of football – both gridiron and Premier League – or rugby will know the seriousness with which the topic of concussion is taken. It's high time motorsport joined in as well.

Jordan was concussed in 2014 crash



Trafford: keen for change





Scholar Webster is Porsche champion

Porsche Carrera Cup GB

# Porsche opens Carrera Cup scholarship

**PORSCHE HAS RELAUNCHED** its scholarship programme, which will reward a young driver with a £160,000 budget to race in two seasons of the Carrera Cup GB.

Applications for the 2016/17 scholarship – offering eligibility to any driver aged 18-22 as of January 1, 2016, and who holds a National A grade race licence and has raced

in a recognised entry-level series in the UK – opened last week. The winning driver will receive £80,000 per year towards their Carrera Cup budget and training at the Porsche Human Performance Centre at Silverstone.

“We believe the format of the scholarship is very good,” said Porsche UK Motorsport Manager James MacNaughton. “If something’s not

broken there is no point in trying to fix it; it’s great for us and works well to raise the winning driver’s profile.

“We’ve already received four applications since Wednesday and we’re really excited about what’s happening with the scholarship.”

Current scholarship driver Josh Webster, who won the championship in his first season in the category last year,

will act as a judge this time around.

“If you’re quick in a Porsche, then you’re quick in any car, since it has all its weight at the rear,” he said.

“Porsche is massively committed to developing the scholarship winners and bringing the drivers on. I’m jealous of the next person.”

The deadline for scholarship applications is September 4.

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Porsche Carrera Cup GB

## Two-time champion Sutton returns to Porsche grid

**TWO-TIME PORSCHE CARRERA** Cup GB champion James Sutton returned to the series at Snetterton last weekend with Redline Racing.

The 2007 and '11 title winner will complete the rest of the season with the team, replacing Nicholas Latifi, who will now focus on racing in the GP2 Series with MP Motorsport.

Sutton, 29, last raced in the Carrera Cup GB in 2012 before taking a break from competition owing to budget constraints. He recorded a best finish of fifth on his return, failing to finish race one but taking the chequered flag 8.937s behind winner Dan Cammish in race two.

“I did some work with Redline Racing last year and am good friends with the guys at the team,” said Sutton. “This

is the most competitive the series has been for a long time and I wanted to see where I would fit into that order.

“I didn’t want to set any targets for the weekend and risk making a fool of myself. I just wanted to go out and enjoy it and learn ahead of the later rounds.”

Sutton grabbed fifth in race one



Welsh Sports and Saloons

## Record grid as Pembrey celebrates 25 years of racing

**THE WELSH SPORTS AND** Saloon Car Championship will set a new grid record at Pembrey this weekend for its 25th anniversary.

Pembrey will celebrate 25 years under the operation of the British Automobile Racing Club at this weekend’s meeting, which also coincides with the WSSCC’s quarter-of-a-century anniversary.

As well as a host of historic car demonstrations, a capacity grid of 32 cars will line up for the championship

WSSCC will have 32-car field



races on Sunday, the most ever entered for a car race at Pembrey.

WSSCC coordinator Alan Jenkins said: “We’ve worked hard all year to tempt cars out of garages for the 25th anniversary event and the response has been brilliant.”

British single-seater powerhouses Carlin and Double R Racing have lent their support to this weekend’s meeting, with Bruno Senna and Jann Mardenborough set to demonstrate Formula Renault 3.5 and F3 cars.

## In brief

### Spire returns

Clio Cup Road Series champion Anton Spire will return to racing in the Race class. Budget has kept Spire out this year but he will race at Oulton Park with Paint Perfect Motorsport and will join the series full-time in 2016.

### Team USA scholarship

Drivers in contention for the Team USA scholarship (see AUTOSPORT, August 6) are: Ben Auriemma (17); Sam Chastain (22); Dakota Dickerson (18); Austin Mack (17); Tommy McCarthy (16); Austin McCusker (17); Tazio Ottis (19); Chase Owens (23); Timo Reger (18); Michai Stephens (23); Austin Versteeg (16).

### Carroll switching

Former Scottish Formula Ford champion Graham Carroll is weighing up a switch to more modern machinery for this year’s Walter Hayes Trophy. The Scot recently completed a successful test in a B-M Racing 2010 Van Diemen at Oulton Park, a step up from his regular RF91. He will not contest the Formula Ford Festival.

### Budget burdens

The MSA Formula grid was bolstered last weekend at Snetterton by the returns of Jack Barlow and F3 Cup champion Toby Sowery. Both MBM racer Barlow and Fortec’s Sowery missed Croft with budget issues but were back in Norfolk, though neither is sure they will complete the season.



US F4

# America joins FIA F4 clan with Mygale/Ford combo

## MSA FORMULA SUPPLIERS

Mygale and Ford have sealed a deal to supply the new USF4 Championship next season, when the FIA's global single-seater concept will be introduced to America.

The new series will run for seven rounds – 21 races – alongside the existing F2000, F1600 and Formula Atlantic championships run by Formula

Race Promotions, a rival to the Road to Indy categories.

Mygale will supply the same F4 homologated chassis to the class as it uses in MSA Formula, which will be powered by the same 1.6-litre Ford EcoBoost turbo engine. The USA will become the third country to use the Mygale-Ford combination, behind the UK and Australia.

Bryan Herta, owner of IndyCar team Bryan Herta Autosport, will be the importer for cars and spares.

"The F4 platform has proven a success in countries throughout the world due to its low price point, controlled operating costs and the advancement in safety of the cars," said Herta. "Mygale has already delivered over 100 F4 cars to customers and I'm sure it will be a big success in the US."



Colton Herta's father will import Mygale/Ford

Ginetta GT4 Supercup

# Oliphant chooses Ginetta

## BRITISH GT RACER TOM

Oliphant will skip the next round of the series at Snetterton next weekend in order to pursue his ambitions in the Ginetta GT4 Supercup.

Oliphant was due to share a factory-run Team LNT Ginetta G55 GT3 with Rick Parfitt Jr in British GT at the Norfolk venue, but will instead race in the clashing GT4 Supercup event at Knockhill. Oliphant is currently leading that series following last

weekend's Supercup races at Snetterton, where he took two wins and a second place. The results put him on 457 points with Jamie Orton on 448 and Colin White on 436.

Ginetta has yet to nominate a replacement team-mate for Parfitt.

"It's sad that I won't be doing British GT owing to the clashing commitment, but I'm fighting for the Supercup title and I can't let that chance go," said Oliphant.



Oliphant has picked GT4 over GT3

Ginetta Junior

# Priaulx set for Juniors in '16

## THREE-TIME WORLD TOURING

Car champion Andy Priaulx is planning to enter his son Seb in Ginetta Juniors next season.

Priaulx Jr, 14, has karded nationally and had his first run in a car when he tested a JHR Developments-run G40 recently at Bruntingthorpe.

Andy Priaulx, who won the World Touring Car Championship from 2005 to 2007 for BMW and currently lies seventh in the British Touring Car Championship, sat alongside his son during his test and said he was working to get him on the Junior grid in 2016.

"We're going to try and do it," he said.

"I pulled the plug on karting because it was so much money. He's ready for cars, the test was his first ever go in one and he was very impressive. I sat alongside him and it was very cool. He's definitely got a future."



Tin-top ace's son could race Ginetta

# HUMBLE PYE

# The voice of club racing

## Aviation stole the show at Croft



BLOXHAM/LAT

# "VULCAN AND FINE RACING TOP CROFT NOSTALGIA EVENT"

After five editions in which the recipe was 'right' but needed subtle tweaking – and 'unseasonal' August weather often thwarted its deserved success – the Croft Nostalgia Festival came of age in year six. Busy spectator banks were the circuit team's reward. "It's the biggest one we've done," beamed circuit manager Mike Cantelo after a glorious vintage lifestyle-themed weekend.

Even Historic Sports Car Club boss Grahame White – hotfoot from the Nurburgring, having overseen Saturday's Jaguar Heritage grid at the Oldtimer GP – was pleased to queue, such was the notion's modern-era novelty. That he witnessed the jaw-dropping elegance of AVRO Vulcan bomber XH558 (the only flying example of 134, sadly in its final show season) make three passes overhead, a fitting tribute to the men and women of 4th and 6th RAF Bomber Command who served at Croft Aerodrome, was a priceless bonus.

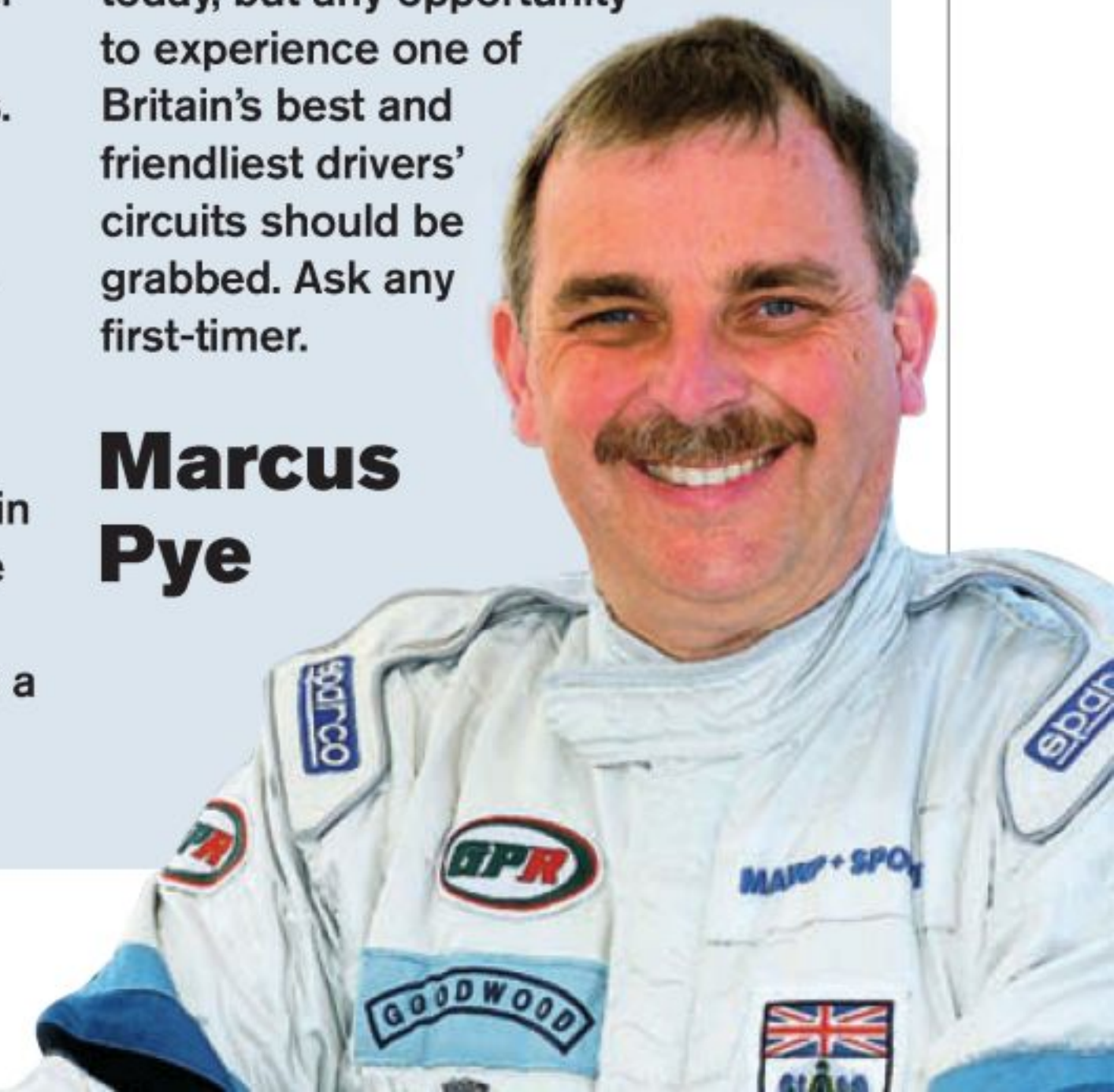
I adore historic racing cars, but the majestic grace of the delta-winged beauty, flown by Falklands conflict veteran Squadron Leader Martin Withers DFC, stunned the multitude silent. I saw Vulcans overfly the Farnborough Air Show in my youth, but two things still strike me about it: the eerie howl of its four Olympus engines changing to a shattering boom, then suddenly 'switching off' as the monster

changes trajectory. And it was conceived in 1946, 10 years after that other British aviation icon, the Supermarine Spitfire's maiden flight.

Add the finest Formula Ford racing I've seen in decades, strong FF2000 competition [in a slicks and wings category which offers remarkable value], a mesmeric Ford Mustang versus Lotus Cortina confrontation redolent of the mid-1960s, and diverse military and enthusiast-orientated track parades (interwoven with the sporting element) and it has become one of the north east's premier attractions.

The aspect of the event which frustrates me is the apathy of competitors towards travelling to Croft. Tremendous FF1600, Historic Formula Junior and Sprite/Midget Challenge fields contrasted with Classic Clubmans, Sports 2000 and 500cc F3 turnouts which did not befit it. Yes, there is too much racing today, but any opportunity to experience one of Britain's best and friendliest drivers' circuits should be grabbed. Ask any first-timer.

## Marcus Pye





Wainwright (left) battled  
Grant and Toyne



HSCC CROFT, AUGUST 8-9

## Wainwright wins Historic FF cliffhanger

### THE SIXTH CROFT NOSTALGIA

Festival was topped by a magnificent **Historic Formula Ford** race as Rob Wainwright charged from seventh on the grid to a remarkable victory.

Second inside a lap, Wainwright swapped positions constantly with Callum Grant and Simon Toyne. James Hadfield and James Buckton then caught up in traffic. There were scrapes, but the racing remained clean. Wainwright led Grant at the chequered flag, with Buckton pipping Toyne for third after Hadfield retired, nosecone askew.

Sunday's race was heating up nicely when Hadfield – chasing down the leaders – launched off the kerb and hit the tyres at Clervaux. Hadfield climbed out, but had sustained a broken leg. Buckton and

Wainwright were credited with an Elden one-two after red flags flew.

The **Historic FF2000** battles were almost as exciting as Andy Park equalled Nelson Rowe's record of four successive victories. Park shot past poleman Tom Smith at Saturday's start, with Rowe third and Callum Grant making a poor getaway. As the race evolved Rowe struggled on old tyres, and Grant charged back into contention in a classic Reynard versus Royale versus Delta battle.

As they went three abreast into Sunny on the penultimate lap, Park locked a brake and went in fractionally deep. Smith dived inside and Grant opportunistically went for the apex too. After light contact Park came out ahead of Grant and

Rowe. Grant slid off at Clervaux on the final lap, gifting silver and bronze to Rowe and Smith.

Park, Rowe, Smith and Ben Tusting scrapped in Sunday's race, while Grant carved through from the back. Rowe retired after a grassy moment entering the Complex. "Nelson and I both hung wheels over the edge at Sunny and had full-on slides in unison," said Smith. Tusting drove a wide Reynard for the final lap to deny Grant third.

Jonathon Hughes won Saturday's **UK Historic Formula Junior** round, running away stylishly from James Murray and Chris Chilcott.

Hughes started from the back on Sunday, sans clutch, and hurtled through to second behind Murray. Chilcott was delighted with another class-winning third. Former champ Mark Woodhouse beat Robin Longdon's Lola among the 'pullers', pursued by the front-wheel-drive Bonds of Andrew Tart and former F3 racer Mike Walker, whose previous race at Croft was in 1965.

Although Hughes tested Dave Methley's Merlyn Mk14A and was scheduled to race it, Methley subbed and won Saturday's 1000cc **Historic F3** opener despite a spin. Peter Thompson shadowed his old buddy home while Mike Scott set fastest



Hughes heads  
Chilcott in HFJ

lap en route to third.

Thompson and Scott enjoyed a ding-dong tussle on Sunday once the latter had displaced Paul Waine's De Sanctis. Scott passed Thompson before Peter spun, and was ecstatic with his first F3 victory. "That's made the seven-hour drive back to Exeter worthwhile," said Scott.

Relieved that a Giles Beck engine rebuild had cured his Lotus Elan's niggles, Peter Shaw won the **Historic Road Sports** opener after shaking off John Davison's S3. Kevin Kivlochan won Sunday's superb sequel, his Morgan darting past Davison when he missed a gear in the Complex. Davison retired, promoting Iain Daniels to second in Shaw's Elan, despite a snapped gear lever.

Invitee John Pringle's Lotus 7 S4 took both '70s **Road Sports**



Park was a double  
winner in FF2000



# Briggs and Davies relive 1965 British tin-top season

Sunday's Historic Touring Car championship round turned the clocks back to 1965, when series debutant Roy Pierpoint fought off the Ford Lotus Cortinas of Jack Sears and Frank Gardner to win the title in the Weybridge Engineering Company Ford Mustang.

For lap after thrilling lap Kiwi Warren Briggs's red Mustang – belching flame from its exhausts – resisted Tim Davies's two-litre Cortina as the Welshman danced round in his mirrors, locking brakes and twirling the steering wheel as he probed for a way past.

Reigning champion Davies went ahead briefly, but Briggs fought his way back through

and held sway until the final lap, by which time both cars were sliding luridly, short of brakes and tyres. Briggs ran wide at the Complex and Davies lunged for a gap as the leader fumbled to engage second gear. "All it took was a little mistake and Tim pounced," said Briggs after "probably the best race I've had."

Briggs had beaten the oily Cortina of former Ginetta racer Mark Davies on Saturday, with Tim Davies third having qualified quickest but been penalised to start 11th for repeatedly running off the circuit. "It was a fair cop," said Tim, "and made it more fun coming through."

Simon Benoy, trying to thwart Davies's title hat-trick, faded to a



distant second in the Imp class on day one, but hounded down Andy Jones's Singer Chamois and pipped it in Sunday's photo finish.

Jon Milicevic, seven times a Formula Junior winner at the Croft Nostalgia weekend, was top dog among the Mini dicers.



chequers as the points struggle continued. After problems for Julian Barter (Lotus Elan S4) and Peter Shaw (TVR Tuscan), Jim Dean (Lotus Europa) and Charles Barter (Datsun 240Z) filled Saturday's rostrum. Julian rocketed from the back to worry Pringle on Sunday.

John Harrison (Mallock Mk21) dominated a thin **Classic Clubmans** field. Peter Carter (Phantom P79) netted second as the other A-sport survivor. Once FF1600-engined Clive Wood (Mallock Mk20B) had pitted with overheating, Adam Paterson (Mallock Mk18) hounded Carter on Saturday. Wood caught Paterson from the back on Sunday and drafted past, surviving a bold final challenge to land third.

Paul Sibley was peerless in an excellent **Midget and Sprite**

**Challenge** finale. In a great scrabble for second, James Dunkley was caught by David Weston and Martin Morris, but Dunkley kept the place after Morris slewed sideways – and Weston narrowly avoided him to grab third place.

Michael Gibbins led the first HSCC-run **Historic Sports 2000** round before his Lola T590's grip waned. Peter Needham kept the pressure on before going ahead decisively and leading an ambush of Tigas to the podium as Mike Dodd and Clive Steeper displaced Gibbins.

The Goodwood Revival's **500cc F3** focus kept the field small. Andrew de la Roche dominated in Mike Fowler's Cooper-Norton. John Turner and son Andrew chased spiritedly in their Cooper-JAPs.

● Marcus Pye

## RESULTS

**HISTORIC FF1600 (13 LAPS)** 1 Rob Wainwright (Elden Mk8) 20m19.425s (81.63mph); 2 Callum Grant (Merlyn Mk20A) +1.050s; 3 James Buckton (Elden Mk8); 4 Simon Toyne (Lola T200); 5 Jonathan Baines (Merlyn Mk20); 6 Mark Shaw (Merlyn Mk20). **Class winner** Oliver Smith (Macon MR7A).

**Fastest lap** Grant 1m32.046s (83.18mph). **Pole** Grant. **Starters** 32. **RACE 2 (6 LAPS)** 1 Buckton 9m23.408s (81.54mph); 2 Wainwright +0.341s; 3 Grant; 4 Toyne; 5 Baines; 6 Shaw. **CW** Smith. **FL** Buckton 1m32.453s (82.82mph). **P** Wainwright. **S** 30.

**HRSR BYBOX HISTORIC TOURING CARS (12 LAPS)** 1 Warren Briggs (Ford Mustang) 20m53.989s (73.27mph); 2 Mark Davies (Ford Lotus Cortina) +6.751s; 3 Tim Davies (Ford Lotus Cortina); 4 Mark Jones (Ford Lotus Cortina); 5 Peter Hallford (Ford Mustang); 6 Graham Pattle (Ford Lotus Cortina). **CW** M Davies; Pattle; Jon Milicevic (Morris Cooper S); Roger Godfrey (Austin Cooper S); Andy Jones (Singer Chamois). **FL** Briggs 1m42.087s (75.00mph). **P** M Davies. **S** 19. **RACE 2 (12 LAPS)** 1 T Davies 20m34.065s (74.45mph); 2 Briggs +2.047s; 3 M Jones; 4 Hallford; 5 Pattle; 6 Milicevic. **CW** Briggs; M Jones; Pattle; Milicevic; Godfrey; Simon Benoy (Hillman Imp). **FL** Briggs 1m40.939s (75.66mph) **RECORD**. **P** Briggs. **S** 19.

**HISTORIC FF2000 (14 LAPS)** 1 Andrew Park (Reynard SF81) 21m01.488s (84.98mph); 2 Nelson Rowe (Reynard SF79) +3.009s; 3 Tom Smith (Royale RP27); 4 Ben Tusting (Reynard SF79); 5 Stephen Glasswell (Reynard SF79); 6 Robert Tusting (Delta T79). **CW** Tom White (Osella FAF). **FL** Callum Grant (Delta T78) 1m28.283s (86.75mph). **P** Smith. **S** 16. **RACE 2 (14 LAPS)** 1 Park 20m52.052s (85.62mph); 2 Smith +0.334s; 3 B Tusting; 4 Grant; 5 Lee Bankhurst (Royale RP30); 6 Colin Wright (Reynard SF79). **CW** White. **FL** Grant 1m28.022s (86.99mph) **EQUALS RECORD**. **P** Park. **S** 16.

**HISTORIC ROAD SPORTS (12 LAPS)** 1 Peter Shaw (Lotus Elan S1) 20m07.905s (76.07mph); 2 John Davison (Lotus Elan S3) +6.351s; 3 Kevin Kivlochan (Morgan +8); 4 Patrick Ward-Booth (Ginetta G4); 5 Roger Waite (Lotus Elan S1); 6 David Summerson (Austin-Healey 3000). **CW** Kivlochan; Summerson; Dick Coffey (Turner Mk1). **FL** Shaw 1m39.111s (77.25mph). **P** Davison. **S** 14. **RACE 2 (12 LAPS)** 1 Kivlochan 20m22.986s (75.13mph); 2 Iain Daniels (Lotus Elan S1) +8.486s; 3 Ward-Booth; 4 Waite; 5 Summerson; 6 Adrian Gilbert (Lotus Elan S3). **CW** Daniels; Summerson; Coffey. **FL** Davison 1m39.999s (76.57mph). **P** Daniels. **S** 13.

**705 ROAD SPORTS (13 LAPS)** 1 John Pringle (Lotus 7 S4) 21m35.057s (76.86mph); 2 Jim Dean (Lotus Europa) +37.482s; 3 Charles Barter (Datsun 240Z); 4 Will Leverett (Porsche 911SC); 5 Nic Strong (Ford Capri 3000); 6 Steve Cooke (Lotus 7 S4). **CW** Dean; Barter; Chris Fisher (MG Arkley). **FL** Pringle 1m38.286s (77.90mph). **P** Julian Barter (Lotus Elan S4). **S** 18. **RACE 2 (12 LAPS)** 1 Pringle 20m14.023s (75.68mph); 2 J Barter +3.485s;

3 C Barter; 4 Dean; 5 Peter Shaw (TVR Tuscan); 6 Leverett. **CW** J Barter; C Barter; Steve Moore (Alfa Romeo 2000GTV); Fisher; P Pringle. **S** 19.

**HISTORIC F3 (13 LAPS)** 1 David Methley (Merlyn Mk14A) 20m40.727s (80.23mph); 2 Peter Thompson (Brabham BT21) +0.371s; 3 Michael Scott (Brabham BT28); 4 Paul Waine (De Sanctis F3 69); 5 Leif Bosson (Brabham BT28); 6 Jim Blockley (Brabham BT21B). **FL** Scott 1m33.742s (81.68mph). **P** Methley. **S** 15. **RACE 2 (13 LAPS)** 1 Scott 20m48.347s (79.74mph); 2 Thompson +12.424s; 3 Waine; 4 Jon Waggitt (Brabham BT18); 5 Mark Linstone (Brabham BT21); 6 Bosson. **FL** Scott 1m34.347s (81.16mph). **P** Thompson. **S** 12.

**FJHRA SILVERLINE HISTORIC FORMULA JUNIOR (13 LAPS)** 1 Jonathon Hughes (Brabham BT6) 20m45.895s (79.89mph); 2 James Murray (Lola Mk5A) +11.302s; 3 Chris Chilcott (Brabham BT2); 4 Urs Eberhardt (Lotus 27); 5 Phillip Ingle (Lotus 20/22); 6 Peter Anstiss (Lotus 20/22). **CW** Chilcott; Mark Woodhouse (Elva 100); Stephen Futter (Lotus 20); Gil Duffy (Kieft FJ); Peter Mullen (OSCA); Peter Williams (Brabham BT6). **FL** Hughes 1m34.149s (81.33mph). **P** Hughes. **S** 27. **RACE 2 (12 LAPS)** 1 Murray 19m29.317s (78.58mph); 2 Hughes +25.584s; 3 Chilcott; 4 Eberhardt; 5 Anstiss; 6 John Rees (Lotus 20/22). **CW** Chilcott; Woodhouse; Futter; Duffy; Tony Pearson (Bandini); Williams. **FL** Hughes 1m34.225s (81.26mph). **P** Murray. **S** 25.

**CLASSIC CLUBMANS (14 LAPS)** 1 John Harrison (Mallock Mk21) 20m49.881s (85.76mph); 2 Peter Carter (Phantom P79) +1m27.468s; 3 Adam Paterson (Mallock Mk18); 4 Philip Bisgrove (Mallock Mk20B); 5 Adam Wheeler (Mallock Mk18); 6 John Muirhead (Mallock Mk18). **CW** Paterson. **FL** Harrison 1m27.428s (87.58mph). **P** Harrison. **S** 11. **RACE 2 (14 LAPS)** 1 Harrison 20m30.244s (87.13mph); 2 Carter +1m19.664s; 3 Clive Wood (Mallock Mk20B); 4 Paterson; 5 Wheeler; 6 Muirhead. **FL** Harrison 1m25.830s (89.21mph). **P** Harrison. **S** 9.

**LACKFORD ENGINEERING MIDGET & SPRITE CHALLENGE (13 LAPS)** 1 Paul Sibley 21m08.379s (78.48mph); 2 James Dunkley; 3 David Weston; 4 Martin Morris; 5 Andy Southcott; 6 Edward Reeve. **CW** Southcott; Richard Perry; Neil Cameron; Adam Chaplin. **FL** Sibley 1m35.171s (80.45mph). **P** Sibley. **S** 25.

**SRCC HISTORIC SPORTS 2000 (20 LAPS)** 1 Peter Needham (Tiga SC82) 31m04.593s (82.13mph); 2 Mike Dodd (Tiga SC79) +3.552s; 3 Clive Steeper (Tiga SC80); 4 Michael Gibbins (Lola T590); 5 Mike Fry (Tiga SC79); 6 Jeremy Knight (Tiga SC80). **FL** Needham 1m34.444s (88.73mph). **P** Gibbins. **S** 11.

**500CC F3 (8 LAPS)** 1 Peter de la Roche (Cooper-Norton Mk5) 15m00.864s (67.99mph); 2 John Turner (Cooper-JAP Mk9) +17.812s; 3 Andrew Turner (Cooper-JAP Mk6); 4 Richard Bishop-Miller (Revis-JAP); 5 Alan Croft (JP-Vincent Mk1); no other finishers. **FL** de la Roche 1m51.838s (68.46mph). **P** de la Roche. **S** 7.



# Davies snatches last-gasp Mini win



Thomas and Davies  
disputed race-one lead

THERE WERE ONLY INCHES TO SPARE between Ashley Davies and Darren Thomas in the opening **Mini Se7en** race. After a thrilling duel for the lead on the final lap, Davies took the win by 0.030s.

Lewis Selby had been among the frontrunners, ousting Thomas for the lead on the opening lap, but his glory was short-lived. Thomas repassed him into Old Hall and then, as a six-car train developed up front, Selby nosed ahead again on lap five into Cascades, only to lose it on the exit and go off at Knickerbrook.

Thomas was out in front, but Davies and Paul Spark started to swap positions for second before Spark fell back to take a solitary third. Thomas led as they began the last lap, but Davies went ahead at Knickerbrook. Thomas repassed into Druids but ran wide, giving Davies the edge in the run to the flag. "It was so close I didn't even know I'd won – it was a brilliant race," said Davies.

"I was in front so I tried to stay on a tight line into Druids,"



Adam Smith rolled out  
of Mini Se7en race two

added Thomas, "but it gave me a wide exit and I lost out."

Thomas got his revenge in the second race, establishing an early lead as Graeme Davis, Spark and Davies battled for third, with the inevitable contact. The race was red-flagged as Spark closed in on Thomas's lead, while Davies just held off Gareth Hunt for third, after Davis went wide at Lodge.

Simon Walton led from the start of the first **Mini Challenge Cooper** race but was never able to consolidate his advantage, as Nathan Harrison remained a constant threat. He finally got ahead into Old Hall on lap six, and unlike Walton he did manage to

open a decisive gap over his rival. Despite losing his clutch early on, Mark Wakefield held third from lap three, but was demoted by Ricky Page on the last lap. Page, though, was penalised for exceeding track limits, dropping him to fifth behind Wakefield and Max Bladon.

Wakefield just held off Walton at the start of race two, but was soon under attack from Bladon after Walton's challenge faded. In a six-car lead battle Page challenged Bladon until they clashed at Knickerbrook. That left Wakefield ahead and he stayed there to the flag, ahead of Page, with Henry Neal holding off a determined Harrison for his first podium finish in third. Page was later excluded, which promoted the recovering Walton onto the podium.

Kane Astin became the **Mini Miglia** champion-elect after another double victory. Rupert Deeth led race one until Old Hall on lap four, then had to defend from Aaron Smith and Dave Drew. Smith made it through at Old Hall on lap seven, and was closing on Astin until he had a grassy moment at Cascades with a lap to go and had to settle for second.

"I could see I was catching him and then caught a kerb and it washed out. I was very committed," said Smith. Deeth managed to hold off Drew's challenge to retain third.

Smith's attempts to wrest the lead from Astin in race two ended at Island on the sixth lap, when his push for the lead around the outside put him off along with third-placed Deeth. Drew took up the chase after the safety car had

retreated, but still had Mark Cowan in his wheeltracks at the flag.

Both **Scottish Mini Cooper Cup** races featured three-car lead battles. With Joe Tanner left at the start, Oliver Mortimer initially led Kenneth Thirlwall and Lewis Carter. As the second-place duel intensified Mortimer opened a slight gap, then Carter took second into Old Hall on lap four. All three held station for the remaining laps, with Ian Munro a distant fourth.

Tanner led the second race as Thirlwall and Carter disputed second and Mortimer looked on. Thirlwall then managed to grab the lead and Tanner thoroughly lost out, with Carter just pipping Mortimer for second at the line.

The first **Mini Challenge Gen 3 and JCW** class race had to be restarted after separate first-lap incidents. From the restart Charlie Butler-Henderson was never headed, with William Phillips and Lee Pattison holding station throughout to complete the podium, while Hamish Brandon inflicted a rare JCW class defeat on Neil Newstead.

Further first-lap physicality in race two meant the first four laps were run behind the safety car, before a four-lap sprint to the flag. David Grady had led Pattison and Butler-Henderson, but from the green flag it was all change. Pattison immediately escaped to claim the win, and Butler-Henderson demoted Grady a lap later, but they were close until the final lap.

Having lost out in the first race, Newstead took the JCW spoils.

● Peter Scherer



Butler-Henderson was  
a winner in Gen 3



The McArthur brothers race wheel-to-wheel



ANGLESEY, AUGUST 8-9 BRSCC

# Back-to-back victories for McArthur

TOM McARTHUR GRABBED HIS first **Formula Ford 1600 Northern Championship** victory of the season on Saturday afternoon in race one of last weekend's BRSCC visit to Anglesey, then notched up his second in race two on Sunday.

McArthur has now extended his lead in the Northern Championship after adding a third place to his two victories.

In race one McArthur emerged from the outside of The Banking in the lead, ahead of brother David and Doug Crosbie. The latter pair swapped positions frequently at Rocket as they battled over second and the chance to fight for the lead. Neither drivers' efforts would suffice, though, as McArthur crossed the line for victory.

"To be fair to David and Doug, they were genuinely quicker than me," said McArthur. "I pulled a gap but they caught up. Going into Rocket I had to be a bit ballsy on the brakes as they both came very close."

Initially race two looked as if it would present a repeat of Saturday's action. In the early



Dowling and Hood shared the TVR wins

running Tom McArthur was leading his brother and Crosbie, who remained in line astern until the last lap. Crosbie then challenged into Rocket but went in too fast, and spun on the brakes. That allowed Jamie Jardine through to third, while Crosbie recovered to fourth.

"I kept trying and he kept cutting me off," said Crosbie. "So I went a bit deeper on the last lap, went in too quick, turned in and it just pitched right round."

In race three Crosbie started

fourth, but dropped to fifth by the end of lap one. Crosbie was quickly up into third, with David McArthur in the lead this time ahead of Tom. On lap six Tom went to the inside around School and David moved wide to defend. This opened the door for Crosbie to sneak into the lead, where he remained to the finish ahead of David and Tom McArthur.

Gary Wetton took victory in both **MGCC Cockshoot Cup** races in his MG ZR. A big surprise in race one was Class B driver David Morrison in his MG Midget, mixing it up with the more powerful Class C cars and finishing third overall in race one. Much of the excitement in the second encounter came from David Coulthard's wheel-to-wheel duel with Howard Hunt. After spinning at the Corkscrew Coulthard rejoined in seventh, caught Hunt and finished fourth, setting the fastest lap of the race.

The **Dunlop TVR Challenge** had multiple race winners, as Darren Dowling stormed the field in his

TVR Sagaris in race one, winning by nearly a minute.

Dowling started race two from the pit lane. Tim Hood had retired his Sagaris from race one after running second but fared better in this outing, storming from the back of the grid to take the honours with Dowling in tow all the way. The pair were just 2.2s apart as they took the line after touring through the field.

Race three began with an exciting three-way scrap for the lead as Hood led Dowling and Tim Davis (Tuscan). The top three headed into Peel with lapped traffic just ahead. Hood emerged first with Davis much further back, and Dowling nowhere to be seen.

Dowling had broken down and was stuck on track, resulting in a safety-car deployment that lasted until the final lap. Since Davis still had lapped traffic ahead, Hood was able to elude him until the chequered flag.

● Seb Scott

Wetton took his MG ZR to two wins







CASTLE COMBE, AUGUST 8 CCRC

# Penalties hand Higgins FF1600 win

ADAM HIGGINS CLOSED THE GAP on Castle Combe FF1600 Championship leader Roger Orgee by winning a controversial fifth round, in which the top three drivers were punished for track-limits infringements.

“When I was going round on the slowing-down lap the crowd were giving me the Vettel finger, and I realised they [the top three] must all have got a penalty,” said the reigning champion, who finished fourth on the road.

After brother Felix was pushed off his second position on the grid, Josh Fisher propelled his older Reynard 89FF into second, behind poleman Michael Moyers (Spectrum). Another former champion, Ed Moore (Van Diemen), dived through to second at Camp at the end of the lap, but the two continued to dispute the position on the run to Quarry. Moyers briefly eked out a gap as his rivals scrapped, but then became the first of the trio to be handed a time penalty. No sooner had observers thumbed the record

books to identify the date of the last win for Moore or Fisher than that pair was also judged to have breached track limits.

Thus the three-car tussle for fourth took on great significance, with Higgins back ahead of Orgee – who had briefly headed their battle before Higgins aped a move Orgee had made on him at Quarry on lap eight – before either realised it was for the win. In the car, Orgee – like Higgins – was oblivious, but given the tightness of the championship fight he admitted he would have tried no harder to unseat his rival had he known. For Orgee, second place was a decent return after a rocker shaft failed early in qualifying, placing him on row four.

Behind the Van Diemens, Luke Cooper claimed a close third overall and Class B honours in his Swift SC92, having had to manage an overheating engine.

Spencer McCarthy charged from the rear of the grid to win a superb **MGCC BCV8 Championship** race. Having reversed a disastrous set-up change he had made for the earlier Thoroughbred Sports car race, McCarthy lined up at the back after missing BCV8 qualifying, but he was ninth by the end of lap one.

Rob Spencer, meanwhile, led the snarling pack of GT V8s early on, but a lock up at Bobbies on lap seven allowed Neil Fowler and Ollie Neaves to jump him. Neaves surged into the lead by diving through on the inside at Camp on lap nine but lost it again



Spencer was a winner in his MGB GT V8

amid traffic a few laps later. He employed the same manoeuvre at Camp on lap 14, during which Fowler ran wide, struggling to find a gear, and in doing so lost his place among the top six.

Therefore McCarthy – who had made good progress – found himself second going into the final lap and, when Neaves again tripped over backmarkers at the Esses, McCarthy pounced. Spencer was second, while Neaves had to settle for third.

Earlier, Spencer had won the **Thoroughbred Sports car** race after on-the-road winner Fowler conceded a 15s track-limits penalty. Despite his handling issues, McCarthy fended off the late advances of Ian Prior to take second. In the concurrent **MG Cup** encounter, Tom Diment (ZR) took the win, doubtless aided by Mark Scott's Thoroughbred B holding back Richard Buckley's ZR for much of the race.

Graham Ross and Colin Robertson

were rewarded for their 430-mile trip from Perthshire with front-row grid positions for the **MG Trophy** race, but the drive home will have seemed much longer after both hit trouble. Ross led race one into a caution period, but Jason Burgess made a brilliant safety-car restart to take the lead through Folly and was never headed again. Having dropped to fifth initially, Robertson recovered to second, only to crash heavily at Quarry with two laps to go.

Doug Cole completed the podium in the opening event but took the win in race two, which was shortened after Ross went off on his own oil, which coated the track.

A brilliant **MG Metro** race had three different leaders, but Ben Rushworth led Tom Sanderson and Mike Williams into the final lap. After Sanderson lost momentum, Williams was able to challenge and took second at Tower, but then ran out of brakes on the approach to



Sanderson snatched a late Metro win



SILVERSTONE, AUGUST 8-9 BARC

# Mickel completes Legends clean sweep with six wins

THE CROWD AT SILVERSTONE WAS treated to a display of dominance as **Legends** driver John Mickel took a clean sweep of wins on the National Circuit.

Mickel took the first of his three Saturday wins from 17th on the grid, defeating James Holman and John Paterson by just 0.162s. In race two Mickel fought hard against strong opposition from Ben Power and Holman to top the podium.

The entire grid was reversed for Saturday's final race, resulting in a frantic 12-car fight for the lead. The lead pair, Matthew Pape and Paterson, tussled wheel-to-wheel for the entire race until Mickel passed the pair on the inside of Copse to take the chequered flag.

The safety car was brought out in race four after Paterson rolled at Maggotts following contact with Pape, but this did not stop Mickel from claiming the win, despite a strong challenge from Power.

Races five and six followed the same pattern as those that had gone before, with Mickel again taking the spoils in race five in the face of opposition from Holman and Finnish racer Tommy Ostgaard. In the finale Mickel surged from 15th to first before the end of lap three in front of a stunned crowd.

Mark Willis will be thankful Carl Boardley is not in the fight for the **Pickup Truck** championship after a disastrous weekend. Willis took a best finish of ninth in Saturday's race, 21 seconds behind Boardley



Mickel was in unbeatable form

and rising star Freddie Lee, son of speedway and hot rod legend Barry.

Willis's championship lead was eroded further after he broke a seal on his engine, sending him to the back of the grid for race two. That left an on-form Boardley to take the win from guesting British Truck racer Shane Brereton and David O'Regan.

Lee showed his talent once again, following his podium in race one, surging from ninth on the grid to second. He took the fight to Boardley in race three, but the 18-year-old failed to deprive him of his hat-trick of wins.

**British Truck** racing returned to Silverstone for the first time in 26 years to give the crowds two days of thrilling action. Saturday was dominated by championship leader Stuart Oliver, who won both races. After having his flywheel replaced beforehand, Ryan Smith impressed as he moved from ninth to second during race one.

Brereton put up an impressive

defence of the lead in race two, holding off David Jenkins, but he was unable to prevent Oliver snatching his second win of the day. Matt Summerfield clawed back ground in the championship by putting on a masterclass in race three to win, while Oliver trundled in last, a victim of a malfunction in his high-range gearbox.

Jenkins and Smith were the stars in a stunning fourth race, battling through the field to take first and second from Summerfield. Oliver, who had started from pole, slipped back to fourth.

Ryan Smith took a superb victory in an eventful Superfinal. Oliver, again on pole for Division One, crashed out on lap two at Brooklands, colliding with Oly Janes and Jenkins. That allowed Smith to slip through.

After extricating themselves Janes and Oliver continued, albeit a lap down, while Jenkins recovered to come home fifth.

● Chris Sharp



Higgins profited from penalties to take the victory



Bull dominated in Sports and GT

Bobbies and slid into Rushworth, turning the leader round. Sanderson came through the disarray and piped Williams to the win, while Rushworth recovered to claim third.

Gary Prebble (SEAT Leon) took a comfortable **Combe Saloon** win after his regular sparring partner Tony Hutchings retired his Audi. Despite losing fourth gear on his Astra, Mark Wyatt recovered to third and the Class B win, to go a point clear of Russell Poynter-Brown in the championship.

Oliver Bull's Vauxhall Tigra clone topped a thin **Sports and GT** field, while Craig Dolby took Nigel Mustill's Riley to the **Sports Racing** win, chased by Simon Tilling (Ligier).

Lee Christopher twice headed a Scirocco one-two in the **VAG Trophy**, but Tom Swayne proved to be a tough opponent.

● Ian Sowman

Trucks thunder into Copse Corner



JONES



McMullan leads  
from Barrable



MONDELLO PARK, AUGUST 9 CCC

## Byrne crowned FF1600 champion

THE ALL-IRELAND FORMULA FORD 1600 class made its first appearance of 2015 at Mondello Park on Sunday and, in spite of the small numbers, the racing was impressive. Jonny McMullan (Van Diemen LA10) and Jake Byrne (Ray GR13) had not faced each other since they came together at Kirkistown earlier in the year, although both have had multiple wins since, and Rob Barrable (Ray GR07) was in the mix too.

McMullan qualified on pole for the first race, just ahead of Byrne and Barrable. This trio were well clear of the rest.

McMullan led away, but Barrable displaced Byrne and challenged hard for the lead. McMullan held on until the mid-point of the race then spun off, handing the win to Barrable from the fast-closing Byrne.

In race two, for the Vivion Daly Trophy, McMullan led away as Byrne was slow off the line once again. Barrable harassed McMullan in the early stages, but Byrne was clearly quicker than the leaders and closed them down with a succession of fastest laps.

He passed Barrable for second with a lunge into Turn 1 before turning his attentions to the leader, and with a couple of laps to run they were nose to tail. McMullan made no mistakes, though, and kept his rival at bay. Byrne got a good run out of the final corner and was alongside as

they crossed the line, but McMullan kept his nose ahead to claim the win. Byrne's results were enough for him to seal the NI Championship too.

Peter Barrable won the ASK Supercars race from last on the grid after a fuel-pump failure in qualifying. Poleman Philip Jones dropped back with damage after contact with Sean Doyle and Graeme Colfer, both of whom retired on the spot. Barrable passed long-time leader Dave O'Brien on the final tour with an impressive move around the outside. In race two Colfer drove superbly to take the win despite heavy pressure from Barrable in the closing stages, with O'Brien following in third.

Jordan Dempsey dominated in Ginetta Junior Ireland with championship leader James Roe taking second and Loris Nikolov third. Dempsey won again in race two, while Roe retired after contact with Darragh Denning.

Jack Byrne continued his unbeaten run in Blackchurch Fiesta Juniors by doing the double, despite an excursion early in the race, retaking the lead from Adam Geraghty late on.

Steven Kirwan won the senior Fiesta Qualifier from last on the grid, having been found to be underweight in qualifying. Trevor Farrar won the second from pole for his maiden victory.

Brendan Fitzgerald claimed the win in the first Blackchurch Fiesta Final despite the best efforts of series leader Barry Rabbitt, with the impressive Ulick Burke right in there too.

In race two, Fitzgerald fought off Rabbitt early on and eased away after a mid-race safety car, while Rabbitt then came under attack from Kirwan, who prevailed in the drag to the line.

● Leo Nulty



Farrar won a  
Fiesta qually race

# RESULTS

OULTON PARK  
MSVR, AUGUST 8



1

**MINI SE7EN (10 LAPS) 1 Ashley Davies 21m56.888s (73.58mph);** 2 Darren Thomas +0.030s; 3 Paul Spark; 4 Graeme Davis; 5 Max Hunter; 6 Jabez Dyer.

**Fastest lap** Davies 2m09.923s (74.58mph). **Pole** Thomas. **Starters** 20. **RACE 2 (7 LAPS) 1 Thomas 15m20.919s (73.65mph);** 2 Spark +0.271s; 3 Davies; 4 Gareth Hunt; 5 Davis; 6 Hunter. **FL** Hunter 2m09.887s (74.60mph). **P** Thomas. **S** 18.

**MINI CHALLENGE COOPER (10 LAPS) 1 Nathan Harrison 21m00.556s (76.87mph);** 2 Simon Walton +1.524s; 3 Mark Wakefield; 4 Max Bladon; 5 Ricky Page; 6 Henry Neal. **FL** Harrison 2m04.717s (77.69mph). **P** Walton. **S** 14. **RACE 2 (10 LAPS) 1 Wakefield 21m07.795s (76.43mph);** 2 Neal +0.887s; 3 Harrison; 4 Walton; 5 Martin Poole; 6 Darren Chatt. **FL** Walton 2m04.641s (77.74mph). **P** Bladon. **S** 14.

**MINI MIGLIA (10 LAPS) 1 Kane Astin 20m03.484s (80.51mph);** 2 Aaron Smith +0.594s; 3 Rupert Deeth; 4 Mark Cowan; 5 Dave Drew; 6 Robert Howard. **FL** Smith 1m58.296s (81.91mph). **P** Deeth. **S** 13.

**RACE 2 (9 LAPS) 1 Astin 21m01.712s (69.12mph);** 2 Drew +0.614s; 3 Cowan; 4 Paul Clark; 5 Sam Summerhayes; 6 Colin Peacock. **FL** Deeth 1m59.449s (81.12mph). **P** Astin. **S** 13.

**SCOTTISH MINI COOPER (8 LAPS) 1 Oliver Mortimer 17m04.052s (75.70mph);** 2 Lewis Carter +0.179s; 3 Kenneth Thirlwall; 4 Ian Munro; 5 Joe Tanner; 6 Daniel Dreelan. **FL** Tanner 2m06.535s (76.58mph). **P** Mortimer. **S** 16. **RACE 2 (7 LAPS) 1 Thirlwall 14m55.578s (75.74mph);** 2 Carter +3.402s; 3 Mortimer; 4 Tanner; 5 Paul Bell; 6 Hannah Chapman. **FL** Thirlwall 2m06.023s (76.89mph). **P** Tanner. **S** 16.

**MINI CHALLENGE GEN 3 & JCW (7 LAPS) 1 Charlie Butler-Henderson 13m10.468s (85.81mph);** 2 William Phillips +0.582s; 3 Lee Pattinson; 4 David Grady; 5 Ryan Rhode; 6 Lawrence Davey.

**Class winner** Hamish Brandon. **FL** Phillips 1m51.798s (86.67mph). **P** Butler-Henderson. **S** 23.

**RACE 2 (8 LAPS) 1 Pattison 20m22.262s (63.42mph);** 2 Butler-Henderson +0.907s; 3 Grady; 4 Davey; 5 Harry Vaulkhard; 6 Sam Osborne. **CW** Neil Newstead. **FL** Pattison 1m51.981s (86.53mph). **P** Rhode. **S** 25.

ANGLESEY  
BRSCC, AUGUST 8-9



**FORMULA FORD 1600 NORTHERN CHAMPIONSHIP (17 LAPS) 1 Tom McArthur (Van Diemen JL14) 20m51.592s (75.79mph);** 2 David McArthur (Van Diemen LA10) +1.014s; 3 Douglas Crosbie (Van Diemen JL13); 4 Martin Short (Van Diemen JL012K); 5 Jaap Blijleven (Reynard 88FF); 6 Matthew Cowley (Reynard 88FF). **CW** Hamish McAllister (Van Diemen RF91); Blijleven; John Wilkinson (Van Diemen RF86); Colin Williams (PRS RH01). **FL** Crosbie 1m12.742s (76.70mph). **P** D McArthur. **S** 16. **RACE 2 (17 LAPS) 1 T McArthur 20m43.274s (76.29mph);** 2 D McArthur +0.388s; 3 Jamie Jardine (Reynard 84FF); 4 Crosbie; 5 Cowley; 6 Short. **CW** Jardine; Cowley; McAllister; Williams. **FL** D McArthur 1m12.320s (77.15mph). **P** T McArthur. **S** 18. **RACE 3 (17 LAPS) 1 Crosbie 20m55.297s (75.56mph);** 2 D McArthur +0.262s; 3 T McArthur; 4 Jardine; 5 Cowley; 6 Short. **CW** Jardine; Cowley; McAllister; Williams. **FL** Crosbie 1m12.809s (76.63mph). **P** T McArthur. **S** 18.

**MG CAR CLUB COCKSHOOT CUP (15 LAPS) 1 Gary Wetton (ZR) 20m01.724s (69.67mph);** 2 Howard Hunt (ZS 180) +4.973s; 3 David Morrison (Midget); 4 Michael Ashcroft (ZR 190 Trophy); 5 Philip Standish

(TF LE 500); 6 David Coulthard (F Cup Car). **CW** Morrison; Jeremy Toes (Midget). **FL** Wetton 1m19.147s (70.50mph). **P** Wetton. **S** 16. **RACE 2 (15 LAPS) 1 Wetton 20m28.759s (68.11mph);** 2 Ashcroft +0.910s; 3 Morrison; 4 Coulthard; 5 Ray Collier (ZR 170); 6 Hunt. **CW** Morrison; Toes. **FL** Coulthard 1m19.731s (69.98mph). **P** Wetton. **S** 15.

**TVR CHALLENGE (17 LAPS) 1 Darren Dowling (Sagaris) 20m13.777s (78.15mph);** 2 Jason Clegg (T400R) +59.784s; 3 Darren Smith (Tuscan); 4 Hugh Marshall (Tuscan AJP); 5 Ivor Watson (Tuscan); 6 John Seery (Westfield). **CW** Smith; Marshall; Seery; Alex Champkin (Chimera). **FL** Dowling 1m09.753s (79.99mph). **P** Dowling. **S** 18. **RACE 2 (16 LAPS) 1 Tim Hood (Sagaris) 19m59.971s (74.40mph);** 2 Dowling +2.278s; 3 Tim Davis (Tuscan); 4 Seery; 5 Marshall; 6 Champkin. **CW** Seery; Marshall; Champkin; Smith. **FL** Hood 1m10.379s (79.28mph). **P** Dowling. **S** 18.

**RACE 3 (16 LAPS) 1 Hood 21m06.602s (70.48mph);** 2 Cook +1.884s; 3 Davis; 4 Smith; 5 Marshall; 6 Seery. **CW** Cook; Smith; Seery; Champkin. **FL** Dowling 1m09.786s (79.98mph). **P** Hood. **S** 18.



**CASTLE COMBE**  
CCRC, AUGUST 8



**CASTLE COMBE FF1600 CHAMPIONSHIP (12 LAPS) 1 Adam Higgins (Van Diemen JL12) 14m35.352s (91.30mph);** 2 Roger Orgee (Van Diemen RFOO) +0.264s; 3 Luke Cooper (Swift SC92); 4 Richard Higgins (Van Diemen JL12); 5 Michael Moyers (Spectrum 011c); 6 Ed Moore (Van Diemen JL13K). **CW** Cooper; Josh Fisher (Reynard 89FF). **FL** Moore 1m11.030s (93.76mph). **P** A Higgins. **S** 22.

**MGCC BCV8 CHAMPIONSHIP (16 LAPS) 1 Spencer McCarthy (B GTV8) 20m27.237s (86.82mph);** 2 Rob Spencer (B GTV8) +1.854s; 3 Ollie Neaves (B GTV8); 4 Russell McCarthy (B GTV8); 5 Ian Prior (B GTV8); 6 James Wheeler (B GT V8). **CW** Andy Young (C); Mark Scott (B Roadster); Simon Tinkler (B GT). **FL** S McCarthy 1m14.790s (89.04mph). **P** Neil Fowler (B GTV8). **S** 21.

**THOROUGHbred SPORTSCARS/MG CUP (15 LAPS) 1 Rob Spencer (MGB GTV8) 19m19.575s (86.15mph);** 2 Spencer McCarthy (MGB GTV8); 3 Ian Prior (MGB GTV8); 4 Neil Fowler (MGB GTV8); 5 Russell McCarthy (MGB GTV8); 6 Jon Ellison (Triumph TR6). **CW** R McCarthy;



Spencer McCarthy  
took BCV8 spoils



# ROUND-UP



Adam Smith rolled out at Oulton Park



Ellison; Peter Samuels (MGB Roadster); Tom Diment (MG ZR); Paul Eales (MGB GT). **FL** S McCarthy 1m15.063s (88.72mph). **P** Simon Cripps (MGB GTV8). **S** 34.  
**MG TROPHY (13 LAPS)** 1 Jason Burgess 20m55.197s (68.97mph); 2 Graham Ross +0.515s; 3 Doug Cole; 4 Ross Makar; 5 Rob Perkins; 6 Robin Walker. **CW** Andrew Ashton; Paul Bryson. **FL** Colin Robertson 1m17.601s (85.82mph). **P** Ross. **S** 27. **RACE 2 (8 LAPS)** 1 Cole 10m42.162s (82.97mph); 2 Burgess +0.246s; 3 Perkins; 4 Walker; 5 Richard Marsh; 6 Fergus Campbell. **CW** Marsh; John Gil. **FL** Cole 1m17.929s (85.46mph). **P** Ross. **S** 25.  
**MG METRO CUP (15 LAPS)** 1 Tom Sanderson 20m39.729s (80.58mph); 2 Mike Williams +0.332s; 3 Ben Rushworth; 4 Dick Trevett; 5 Jack Ashton; 6 Richard Garrad. **CW** Philip Gough. **FL** Williams 1m20.855s (82.37mph). **P** Rushworth. **S** 20.  
**CASTLE COMBE SALOON CAR CHAMPIONSHIP (15 LAPS)** 1 Gary Prebble (SEAT Leon) 18m55.943s (87.94mph); 2 Charles Hyde-Andrews-Bird (Renault Megane) +14.334s; 3 Mark Wyatt (Vauxhall Astra); 4 Kevin Bird (BMW 130i); 5 Tony Dolley (Peugeot 206); 6 Adrian Slade (Peugeot 106). **CW** Wyatt; Slade; Russell Poynter-Brown (Vauxhall Corsa). **FL** Prebble 1m14.066s (89.92mph). **P** Prebble. **S** 30.  
**CASTLE COMBE SPORTS & GT (14 LAPS)** 1 Oliver Bull (Vauxhall Tigra) 16m49.074s (92.40mph); 2 Steve Hall (Audi TT) +19.521s; 3 Ben Scrivens (Ginetta G50); 4 Nick Holden (Ariel Atom); 5 Chris Vinal (SEAT Leon); 6 Phil Gale (Darrin T9). **CW** Hall; Holden. **FL** Bull 1m10.492s (94.47mph). **P** Bull. **S** 10.  
**CASTLE COMBE SPORTS RACING SERIES (19 LAPS)** 1 Craig Dolby (Riley TDC) 20m26.459s (103.17mph); 2 Simon Tilling (Ligier JS49T) +4.408s; 3 Graham Cole (Jade Trackstar); 4 Norman Lackford (Radical PR6); 5 Richard Fearn (Radical SR8); 6 Nick Jones (Radical SR3). **CW** Lackford; Richard Gray (Radical SR4). **FL** Tilling 1m02.248s (106.99mph). **P** Dolby. **S** 14.  
**MAXIMUMGROUP.NET VAG TROPHY (11 LAPS)** 1 Lee Christopher (VW Scirocco) 16m04.609s (75.94mph); 2 Tom Swayne (VW Scirocco) +1.310s; 3 Tom Walker (VW Golf); 4 Martyn Culley (SEAT Leon); 5 Richard Morgan (VW Golf); 6 Simon Tomlinson (VW Golf). **CW** Rob Allum (VW Golf). **FL** Swayne 1m14.750s (89.09mph). **P** Christopher. **S** 17. **RACE 2 (12 LAPS)** 1 Christopher 15m14.718s (87.37mph); 2 Swayne +0.374s; 3 Walker; 4 Culley; 5 Tomlinson; 6 Morgan. **CW** Allum. **FL** Swayne 1m14.337s (89.59mph). **P** Christopher. **S** 16.

**SILVERSTONE**  
 BARC, AUGUST 8-9

**LEGENDS CARS CHAMPIONSHIP (SATURDAY) RACE 1 (8 LAPS)** 1 John Mickel 9m19.324s (84.46mph); 2 James Holman +0.099s; 3 John Paterson; 4 Connor Mills; 5 Euan McKay; 6 Will Gibson. **FL** Paterson 1m09.162s (85.38mph). **S** 18. **RACE 2 (8 LAPS)** 1 Mickel 9m14.805s (85.15mph); 2 Ben Power +0.358s; 3 Holman; 4 Daniel McKay; 5 Mills; 6 E McKay. **FL** Holman 1m08.716s (85.94mph). **S** 18. **RACE 3 (10 LAPS)** 1 Mickel 11m38.613s (84.53mph); 2 Matthew Pape +0.229s; 3 Paterson; 4 Holman; 5 D McKay; 6 Steve Whitelegg. **FL** Robert King 1m08.821s (85.81mph). **S** 17. **(SUNDAY) RACE 1 (10 LAPS)** 1 Mickel 16m15.835s (60.51mph); 2 Power +0.238s; 3 Mills; 4 E McKay; 5 Holman; 6 D McKay. **FL** Mills 1m08.292s (86.47mph). **S** 18. **RACE 2 (8 LAPS)** 1 Mickel 9m14.248s (85.24mph); 2 Holman +0.251s; 3 Tommy Ostgaard; 4 Power; 5 Mills; 6 Rickie Leggatt. **FL** Pape 1m08.454s (86.27mph). **S** 17. **RACE 3 (10 LAPS)** 1 Mickel 11m32.475s (85.28mph); 2 D McKay +0.144s; 3 Holman; 4 Mills; 5 Whitelegg; 6 Pape. **FL** D McKay 1m08.500s (86.21mph). **S** 16. **PICKUP TRUCKS (15 LAPS)** 1 Carl Boardley 16m11.578s (91.17mph); 2 Freddie Lee +6.248s; 3 Michael Smith; 4 Paul Jones; 5 Mel Collins; 6 Gavin Murray. **FL** Boardley 1m04.256s (91.90mph). **S** 18. **RACE 2 (15 LAPS)** 1 Boardley 16m12.804s (91.06mph); 2 Shane Brereton +0.339s; 3 David O'Regan; 4 Scott Bourne; 5 Collins; 6 Murray. **FL** Brereton 1m03.756s (92.62mph). **S** 17. **RACE 3 (20 LAPS)** 1 Boardley 21m42.550s (90.67mph); 2 Lee +0.345s; 3 Jones; 4 O'Regan; 5 Paul Tompkins; 6 Smith. **FL** Collins 1m04.440s (91.64mph). **S** 18. **BRITISH TRUCK RACING CHAMPIONSHIP, DIVISION ONE (13 LAPS)** 1 Stuart Oliver (Volvo RH 13) 16m23.592s (78.05mph); 2 Ryan Smith (MAN TGA) +2.305s; 3 Matt Summerfield (MAN TGS); 4 David Jenkins (MAN TGX); 5 Steve Thomas (MAN TGX); 6 Simon Reid (MAN TGX). **FL** Smith 1m13.878s (79.93mph). **P** Oliver. **S** 13. **RACE 2 (13 LAPS)** 1 Oliver 16m32.649s (77.34mph); 2 Shane Brereton (Scania P1150) +3.292s; 3 Jenkins; 4 Smith; 5 Ray Coleman

(Renault Truck); 6 Summerfield. **FL** Smith 1m14.495s (79.27mph). **P** Richard Collett (MAN TGX). **S** 11. **RACE 3 (14 LAPS)** 1 Summerfield 17m20.647s (79.44mph); 2 Thomas +6.963s; 3 Jenkins; 4 Ryan Smith; 5 Collett; 6 Reid. **FL** Summerfield 1m13.793s (80.03mph). **P** Collett. **S** 10. **DIVISION TWO (13 LAPS)** 1 Luke Garrett (ERF) 17m18.345s (73.93mph); 2 Steve Powell (Foden Alfa) +4.609s; 3 Adam Bint (Volvo White); 4 Ryan Colson (Iveco Atkinson); 5 Jim Bennett (Seddon Atkinson); 6 Paul McCimisky (Volvo FM12). **FL** Colson 1m18.966s (74.78mph). **P** Colson. **S** 8. **RACE 2 (13 LAPS)** 1 Colson 17m20.733s (73.76mph); 2 Powell +1.044s; 3 Garrett; 4 Bennett; 5 McCumisky; 6 Bint. **FL** Colson 1m19.259s (74.51mph). **P** Burt. **S** 7. **RACE 3 (13 LAPS)** 1 Graham Powell (Renault DCI) 17m13.520s (74.28mph); 2 Ben Horne (MAN TGA) +0.217s; 3 Garrett; 4 Bint; 5 Gareth Davis (ERF ECX); 6 S Powell. **FL** G Powell 1m17.496s (76.20mph). **P** Bint. **S** 10. **RACE 4 (13 LAPS)** 1 G Powell 17m18.761s (73.90mph); 2 Davis +4.587s; 3 S Powell; 4 Bint; 5 Garrett (ERF); 6 Bennett. **FL** G Powell 1m18.432s (73.90mph). **P** McCumisky. **S** 8. **LAST CHANCE (13 LAPS)** 1 Oliver 16m49.385s (76.05mph); 2 Jenkins +9.467s; 3 Summerfield; 4 Jones; 5 Smith; 6 Brereton. **CW** Oliver, S. Powell. **FL** Oliver 1m14.260s (79.52mph). **P** Bennett. **S** 18. **SUPERFINAL (17 LAPS)** 1 Smith 21m27.932s (77.95mph); 2 Thomas +4.095s; 3 Summerfield; 4 Reid; 5 Jenkins; 6 Collett. **CW** Horne; Colson. **FL** Smith 1m14.036s (79.76mph). **P** Powell. **S** 19.

**MONDELLO PARK**  
 CCC, AUGUST 9

**FORMULA FORD 1600 (16 LAPS)** 1 Robert Barrable (Ray GR07) 15m43.856s (70.15mph); 2 Jake Byrne (Ray GR13) +2.328s; 3 Jonny McMullan (Van Diemen LA10); 4 Johnnie Mulholland (Van Diemen RF91); 5 Stephen O'Connor (Van Diemen RF90); 6 Jennifer Mullan (Reynard 84FF). **FL** McMullan 58.306s (70.98mph). **P** McMullan. **S** 9. **RACE 2 (VIVION DALY TROPHY) (16 LAPS)** 1 McMullan 15m48.426s (69.81mph); 2 Byrne +0.070s; 3 Barrable; 4 Mulholland; 5 O'Connor; 6 Denis Sheehan (Crossle 45F). **FL** Byrne 58.506s (70.73mph). **P** McMullan. **S** 9.

**BLACKCHURCH MOTORS FIESTA QUALIFYING RACE ONE (12 LAPS)** 1 Keith Dawson 16m06.785s (51.34mph); 2 Colm Barrable +4.425s; 3 Daniel McDonnell; 4 Martin Moore; 5 James Ronan; 6 Stephen Kirwan. **FL** Kirwan 1m11.456s (57.91mph). **P** Dawson. **S** 27. **FINAL ONE (13 LAPS)** 1 Brendan Fitzgerald 15m40.910s (57.18 mph); 2 Barry Rabbitt +0.435s; 3 Ullick Burke; 4 John Denning; 5 Kirwan; 6 Dawson. **FL** Fitzgerald 1m11.721s (57.70mph). **P** Burke. **S** 26. **QUALIFYING RACE 2 (12 LAPS)** 1 Trevor Farrar 16m06.272s (51.39mph); 2 Kirwan +6.642s; 3 Michael Fitzgerald; 4 Dawson; 5 Philip Lawless; 6 Mark O'Donoghue. **FL** Kirwan 1m11.493s (57.88mph). **P** Farrar. **S** 25. **FINAL TWO (12 LAPS)** 1 Fitzgerald 15m05.875s (54.82mph); 2 Kirwan +2.390s; 3 Rabbitt; 4 Burke; 5 Denning; 6 Dawson. **FL** Kirwan 1m11.451s (57.92mph). **P** Fitzgerald. **S** 27. **GINETTA JUNIOR IRELAND/FIESTA JUNIOR (PROVISIONAL) (14 LAPS)** 1 Jordan Dempsey (Ginetta G20) 15m36.342s (61.88mph); 2 James Roe (Ginetta G20) +11.451s; 3 Samuel Harron (Ginetta G20); 4 Loris Nikolov (Ginetta G20); 5 William Harron (Ginetta G20); 6 Darragh Denning (Ginetta G20). **CW** Jack Byrne (Fiesta). **FL** Dempsey 1m06.255s (62.46mph). **P** Dempsey. **S** 12. **RACE 2 (PROVISIONAL) (14 LAPS)** 1 Dempsey 15m40.903s (61.58mph); 2 S Harron +10.172s; 3 Denning; 4 W Harron; 5 Nikolov; 6 Morgan Quinn. **CW** Byrne. **FL** Dempsey 1m06.520s (62.21mph). **P** Dempsey. **S** 12. **ASK SUPERCARS (15 LAPS)** 1 Peter Barrable 15m36.257s (66.30mph); 2 David O'Brien +1.247s; 3 Philip Jones; 4 Pat O'Sullivan; 5 Vincent O'Reilly; 6 Bob Cameron. **FL** Barrable 1m01.464s (67.33mph). **P** Jones. **S** 9. **RACE 2 (15 LAPS)** 1 Graeme Colfer 15m42.835s (65.84mph); 2 Barrable +0.344s; 3 O'Brien; 4 Sean Doyle; 5 Jones; 6 O'Sullivan. **FL** Colfer 1m02.002s (66.75mph). **P** Jones. **S** 9. **FUTURE CLASSICS (13 LAPS)** 1 Timothy Duggan (SEAT Ibiza Cupra) 15m20.785s (58.43mph); 2 David Hammond (Fiat Uno) +0.356s; 3 Eoghan O'Brien (Fiat Punto); 4 Aidan Byrne (Fiat Punto); 5 Robbie Parks (Toyota Celica); 6 William Tighe (Peugeot 205). **FL** Barry Hallion (Fiat Punto) 1m08.670s (60.26mph). **P** Hallion. **S** 11.



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# THIS WEEK

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Want to have your say on motorsport? Email [autosport@haymarket.com](mailto:autosport@haymarket.com)



## Where women give no quarter

While I enjoyed the features regarding women in motorsport (August 6), I cannot help but think that there was a glaring omission in terms of an area of the sport where women are not only holding their own but in some cases dominating.

NHRA Drag Racing in the USA must surely boast the most success for female racers compared to any other branch of racing anywhere in the world. All of the top professional classes feature women at the forefront, not just in terms of profile, but most importantly sheer competitiveness.

Across 2014 and this season NHRA has

seen women winning events in Funny Car (Courtney Force and Alexis Dejouria), Pro Stock (Erica Enders) and Pro Stock Motorcycle (Karen Stoffer), while in Top Fuel Brittany Force and Leah Pritchett have shown themselves capable of winning. Indeed, Enders is the reigning Pro Stock champion.

Drag racing may not be to everyone's taste, and not feature in the pages of AUTOSPORT, but it needs to be recognised as a beacon of success for women in motorsport and thus deserved to be mentioned in a very important issue of your magazine.

**Mark Reeves, by email**

**Your issue about women in Formula 1** reminded me of the effect that Kelly Jane Wells had as a driver in Pickup Truck racing at Rockingham.

When she was doing well you could hear the support from the women and girls in the stadium. More women in F1 will mean more women watching F1.

**Ewen McPherson**  
By email

**Further to your issue on women in motorsport**, the 2012 Australian Formula 500 Championship was won by Jessica Moulden.

**Peter Olsson**  
By email

**Good issue last week.** The BARC King Henry's Taverns Clubmans Championship currently has two women racers: Trish Hunter in Classic and Michelle 'Mitch Missile' Hayward in Sports 1600 Cup. 'Mitch' has been running at the front of that class for a few years and last year lost the title by a wrenching single point for fastest lap in the last race.

The Clubmans Register does and always has welcomed women into its 'big bangs for bucks' racing!

**Jamie Champkin**  
By email

**At the recent Brands British GT race** we had a safety car brought out

when a car stopped in the middle of the track after Druids. Quite right. But why was the race restarted, albeit under double waved yellows, when the recovery tractor still had 300 yards to go on the outside of the track at Druids against the flow of the race? Don't we learn?!

**Neville Booth**  
Brighton

**CORRECTION**

Thanks to reader Ian Rumens who pointed out that the picture at the bottom of p36 in last week's issue was of Henri Pescarolo, not Lella Lombardi. Apologies for the error.



## BIG NUMBER

# 206.558

Michigan is the fastest track on the NASCAR schedule. Last year, Jeff Gordon took pole with an impressive average speed of 206.558mph

## MILESTONE

# 250

AJ Allmendinger is set to start his 250th NASCAR Sprint Cup race at Michigan. He swapped over from Champ Cars in 2006



## WHAT'S ON TRACK IN THE UK

### EVENT OF THE WEEK



1965 was a vintage year for Jim Clark and Lotus

### BRANDS HATCH GP MSVR

**August 15-16**

Half a century ago, Team Lotus and Jim Clark enjoyed their most successful season of racing, winning the Tasman

series, the Indy 500 and the Formula 1 world championship. To mark the 50th anniversary, a plethora of great sports and

supercars will perform at Brands Hatch, including the Lotus Cup Europe, Lotus Cup UK and Elise Trophy.

### OULTON PARK ISLAND BARC

**August 15**

There's variety aplenty in store at the Cheshire circuit, from the CNC Heads Sports/Saloons series to Mazda MX-5s and Classic Clubmans. There will also be races for Formula Ford and Formula Ford 2000.

### BRSCC



READ

### PEMBREY BARC

**August 15-16**

The BARC celebrates its 25th anniversary of operating the Pembrey circuit with a packed menu of action including Classic Touring Cars.

### SILVERSTONE NATIONAL BRSCC

**August 15-16**

The popular Mighty Minis championship headlines a list of 10 series in action during the meeting.

### KNOCKHILL SMRC

**August 16**

The Go Motorsport Live event is designed to showcase the finest of Scottish racing. Mini Coopers, Ford Fiestas and Legends will star.

### SHELSLEY WALSH BRITISH HILLCLIMB

**August 15-16**

The home of the world's oldest continuous motorsport event plays host to its annual British championship battle.

## WHAT'S ON TRACK AROUND THE WORLD

### NASCAR SPRINT CUP

Rd 23/36

Michigan, USA

August 16

[nascar.com](http://nascar.com)

### ADAC GT MASTERS

Rd 5/8

Nurburgring, Germany

August 15-16

[adac-gt-masters.de](http://adac-gt-masters.de)

### V8 STOCK CARS

Rd 7/12

Goiania, Brazil

August 16

[stockcar.com.br](http://stockcar.com.br)

### SCANDINAVIAN TOURING CARS

Rd 5/7

Karlskoga, Sweden

August 15

[stcc.se](http://stcc.se)



COLEMAN/LAT

Harvick leads the NASCAR standings



ADAC GT Masters promises a varied grid



# FROM THE SOFA

## WHAT'S ON TELEVISION

Mello Yello product placement predated brand's 'real' NASCAR debut



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## 1990's misfiring blockbuster

**'TOP GUN ON TARMAC' WAS HOW** *Days of Thunder*, now a cult classic, was dubbed on its release way back in 1990, the year we're commemorating in this special issue. While it never achieved the meteoric box-office success that its fighter-jet predecessor did, it's still fondly remembered by movie and racing fans alike.

Is it cheesy? Of course it is. If you cast Tom Cruise to play a young Indycar-turned-NASCAR driver you would be on the wrong side of naive to expect a performance that didn't reek of stilton. But because it's from an era where cheesiness ruled, it works.

Rewritten on the fly and completed just weeks before release, it was brutally slated by critics but well received by audiences in America, where it was the 13th highest grossing film of 1990 ahead of the likes of *Edward Scissorhands* and *Goodfellas*. The UK was a different story. It didn't even make the top 30 for the year.

Critical reception and box-office stats, however, are no mark of what makes a good film. If that was the case we would have to conclude that

Disney's *Cars* is the best film of the very specific 'racing' genre.

So what is a good motor racing film, and where does *Days of Thunder* sit in that list? Well, honestly, it would be closer to the bottom of the list than the top, but that's no surprise when we have been graced with great movies *Grand Prix*, *Le Mans* and more recently *Senna* and *Rush*, all of which have brilliantly crafted racing sequences, something that *Days of Thunder* lacks. Hardly surprising given that in some shots, reportedly, Cruise was reading his freshly rewritten dialogue off the dashboard.

That's not to say the racing sequences in *Days of Thunder* aren't well made, because they are. But with *Le Mans* you feel the exhilaration and a personal connection with the race; you feel like you're there. In *Days of Thunder* you feel no emotional connection to the sterile on-track action, and that, for me, is a big drawback.

**"It was brutally slated by critics, well received by audiences"**

But *Days of Thunder* does share one major thing in common with the above titles: it was good for motorsport, particularly in the UK, bringing NASCAR into the wider public consciousness. The shunts, the big sponsors and the heated rivalry between Cole Trickle (Cruise) and Rowdy Burns (Michael Rooker) were all overexaggerated to an almost laughable extent, as in the infamous hospital wheelchair racing scene between the pair, but fans loved it. So much so that TV coverage of NASCAR has improved dramatically since 1990, which AUTOSPORT predicted in our feature on the film's release 25 years ago.

Fast-forward a quarter of a century and it's clear that *Days of Thunder* hasn't aged particularly well. It's very much a product of its time and, like Cruise, it's lost a bit of its shine – but that's more to do with how cinema has moved on.

Of course, the hero-to-zero-and-back-again storyline is predictable, but do I dislike it? It's a film about motor racing, and as long as the title of a film involving cars doesn't include the words 'fast' or 'furious' then it's fine by me.

Aaron Rook

## TV pick of

Edited by Matt Beer



**NASCAR MICHIGAN - LIVE**  
**Premier Sports**  
**Sunday 1900-2300**

The Chase countdown is ticking on, but with most of the names who really, really matter either in via wins or comfortable enough with their points tallies, the final run-in could be a bit of an anti-climax.

Instead the focus at Michigan – which is the week's only live international racing event – will be on NASCAR's attempts to increase the action level with aero-rule tweaks. The high-drag package being used here made an inconclusive debut at Indianapolis, but this is a very different track.



**LEGENDS HIGHLIGHTS**

**Motors TV**  
**Monday 0810-0900**

Pretty much every international racing series is taking a summer holiday but club racing doesn't stop until winter, and there's plenty of that on Motors TV – albeit in highlights package form rather than live. That does mean that you can start your week by watching the ever-extraordinary Legends in action at Anglesey over breakfast on Monday morning. Other UK series to be found on motorsport's favourite channel during the week include the VW Cup, VAG Trophy, Fun Cup, GT Cup, superkarts and British Truck Racing.



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## ONLINE

# the week



### CLASSIC F1 - GERMAN GP 1993 Sky Sports F1 Friday 2100-2315

Sky is keeping its F1 channel full through summer with a large amount of 2012 grands prix, abundant *Tales from the Vault* and *Architects of F1* episodes, and several chances to limber up for Spa – the 1998 classic, the quite intriguing 2005 race and the eventful 2010 battle are all on.

Our recommendation is not a Belgian GP, but a German one since we're still pining for the 'proper' Hockenheim. Plenty of incident, controversy, and another bit of late Damon Hill heartbreak in the 1993 edition, which is being reshown in full.



### SILVERSTONE CLASSIC Motors TV Saturday 0900-1340

The 25th anniversary Silverstone Classic was one of the wettest so far, and though historic racers don't need rain to get sideways, the conditions made the spectacle even more impressive.

ITV4 has a shorter highlights package shown a couple of times in the week, but Motors TV devotes its entire Saturday morning to a three-part recap of the weekend, featuring races for cars ranging from pre-war grand prix bolides to 1980s Formula 1 machinery, with plenty of touring car and sportscar action from halcyon eras too.



### BTCC SNETTERTON HIGHLIGHTS

ITV4  
 Saturday 1540-1710

If you spent last weekend at the beach, you might have missed out on the usual ITV4 British Touring Car Championship race-day coverage. Even the highlights package is over an hour and a half of BTCC action and reaction, but watching it in this form a week later you can pretend it's the 1990s and you're only just catching it on *Grandstand*. A wild race two is the key element of a weekend that may well have significant implications.



### SPA 24 HOURS HIGHLIGHTS Motors TV Sunday 1210-1515

Having spent Saturday morning watching historic racing, you can switch to a current classic for Sunday afternoon. GT3 is thriving and nothing provides better evidence of that than the Spa 24 Hours – Audi vs BMW vs Mercedes vs Ferrari vs Bentley vs McLaren vs Aston Martin vs Nissan around one of the world's greatest tracks in changeable weather, for a whole day. You'll already know the outcome by now, but a three-hour precis is a good way to catch up if you missed the live coverage, or to relive it.

## Top stories on AUTOSPORT.com in the past week

### HONDA TO INTRODUCE NEW-SPEC ENGINE

The latest on Honda's plans to give McLaren a boost at the upcoming Belgian Grand Prix featured some optimistic pronouncements from the Japanese manufacturer.

### McLAREN 'IMPATIENT' IN CHASING SUCCESS

Honda's strategy to win 'some time' in Formula 1 doesn't always sit well with McLaren's desire to win 'tomorrow' according to Eric Boullier.

### SHELL: NOTHING TO HIDE IN FERRARI OIL

Following the FIA's investigation into potential oil tricks earlier in the season, Ferrari supplier Shell said it would welcome further testing.

### MASSA EXCEEDING WILLIAMS'S EXPECTATIONS

In his first year and a half at Williams, Felipe Massa has delivered more than the team could have expected, according to tech chief Pat Symonds.

### PAY RISE NO COMFORT FOR RICCIARDO

After receiving a pay rise, Daniel Ricciardo has admitted that he'd rather have a race-winning car with Red Bull again, as he did in 2014, than a healthier financial position.

### AUTOSPORT+

### HOW JORDAN LAID ITS FOUNDATIONS IN 1990

As part of our 1990 special, Gary Anderson tells the story of how Jordan spent the year preparing for F1.

## HOT ON THE WEB THIS WEEK

YouTube AUBERLEN SETS THE SCENE AT ELKHART LAKE



**SEARCH FOR:** A Lap Around Road America  
 BMW stalwart Bill Auberlen takes us on a hot lap around Wisconsin's "a-mazing" Road America circuit in the #25 Z4 GTE ahead of last weekend's United SportsCar round. He and co-driver Dirk Werner went on to finish fifth in the GTLM class.

## @AUTOSPORT TWEETERS

- |   |   |  |
|---|---|--|
| <b>Edd Straw</b><br>@eddstrawF1           | <b>Matt Beer</b><br>@mattofautosport      | <b>Mark Glendenning</b><br>@m_glendenning  |
| <b>Glenn Freeman</b><br>@glenn_autosport  | <b>Stuart Codling</b><br>@CoddersF1       | <b>Mitchell Adam</b><br>@DrMitchellAdam    |
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| <b>Ian Parkes</b><br>@ianparkesf1         | <b>Scott Mitchell</b><br>@ScottMitchell89 | <b>Lawrence Barretto</b><br>@lawrobarretto |
| <b>Ben Anderson</b><br>@BenAndersonAuto   | <b>Gary Watkins</b><br>@gazzasportscars   | <b>Rob Ladbrook</b><br>@LaddersMN          |





## Jason Plato's Spa day

With two BTCC titles and 92 wins, Jason Plato's touring-car prowess is well-known. In 2002, he jumped at the chance of a sportscar outing

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**“D**id we finish fourth? Is that right?” Jason Plato's memory needs a bit of jogging, but his enthusiasm is undeniable. Recalling the time he raced a Le Mans prototype at Spa is hardly one of the most arduous requests he's had.

The then-British Touring Car champion, in the midst of an ASCAR season he now admits was supposed to be the beginning of a journey to America, Plato jumped at the offer extended by friend and historic ace Bob Berridge to drive a Lola-Judd B98/10 in the FIA Sportscar Championship at Spa. Up against the likes of Sebastien Bourdais and Jean-Christophe Boullion in their Pescarolo-run Courage/Peugeot though, expectations weren't high. But they weren't supposed to be.

“It was literally a bit of fun,” Plato explains. “Bob said, ‘do you want to have a go?’ and I said, ‘too right I do.’

“The deal was that it's Bob's



EBREY/LAT

weekend, so how much or little he wanted to do was fine. I said I'll do the minimum or whatever he wanted me to do. There was no pressure, no expectation to be quick. Who would pass up the chance to drive a car like that around Spa? It was the first time I'd ever raced there.”

Plato put the car fifth on the grid, 4.1s behind Jan Lammers' pole-claiming Dome-Judd and ahead of

two other SR1-class entries. The difference between the bells-and-whistles Courages and Domes and the Lola were not insignificant.

“I remember the Pescarolo coming past me on the Raidillon straight,” he says. “I can't remember if it was in the race or qualifying, but at the end of the straight I was like, ‘come on, brake late...’ and jumped on the brakes. Boullion came past me still on the gas! It was a different league.”

With little chance of competing with other cars, Plato's motivation came from personal improvements – easy enough at first when overcoming the inexperience of the circuit and the car, but a task that became trickier when the infamous Ardennes weather turned...

“There was nobody really to race, but I remember having a race with myself,” the man with the most BTCC wins in history remembers.

“Every lap there was something else! And it did start to rain a little

bit, when we were on slicks. That was an adjuster – and I had a moment at Blanchimont. All race I thought, ‘it's a bit of fun, don't bend it and give it back to Bob. I wasn't expecting it – it was a bit of a close one! But driving that sort of car around there was just amazing.”

Since abandoning his NASCAR ambitions and returning to the BTCC, to win another title and reach 92 wins, Plato's extracurricular activities have been limited to V8 Supercar enduros, WTCC outings and Members' Meeting and historic outings at Goodwood.

But that's not to say Spa turned him off future sportscar outings – on the contrary.

“I still have a burning desire to do Le Mans,” he says. “but don't think I can until I'm done with touring cars. But having a career in motorsport and earning a few quid, it doesn't get much better than that!”

Scott Mitchell

## NEXT WEEK

## Who is the real Alonso?

Plus: Remembering Donohue, Penske legend



# From Rondeau to Porsche...

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