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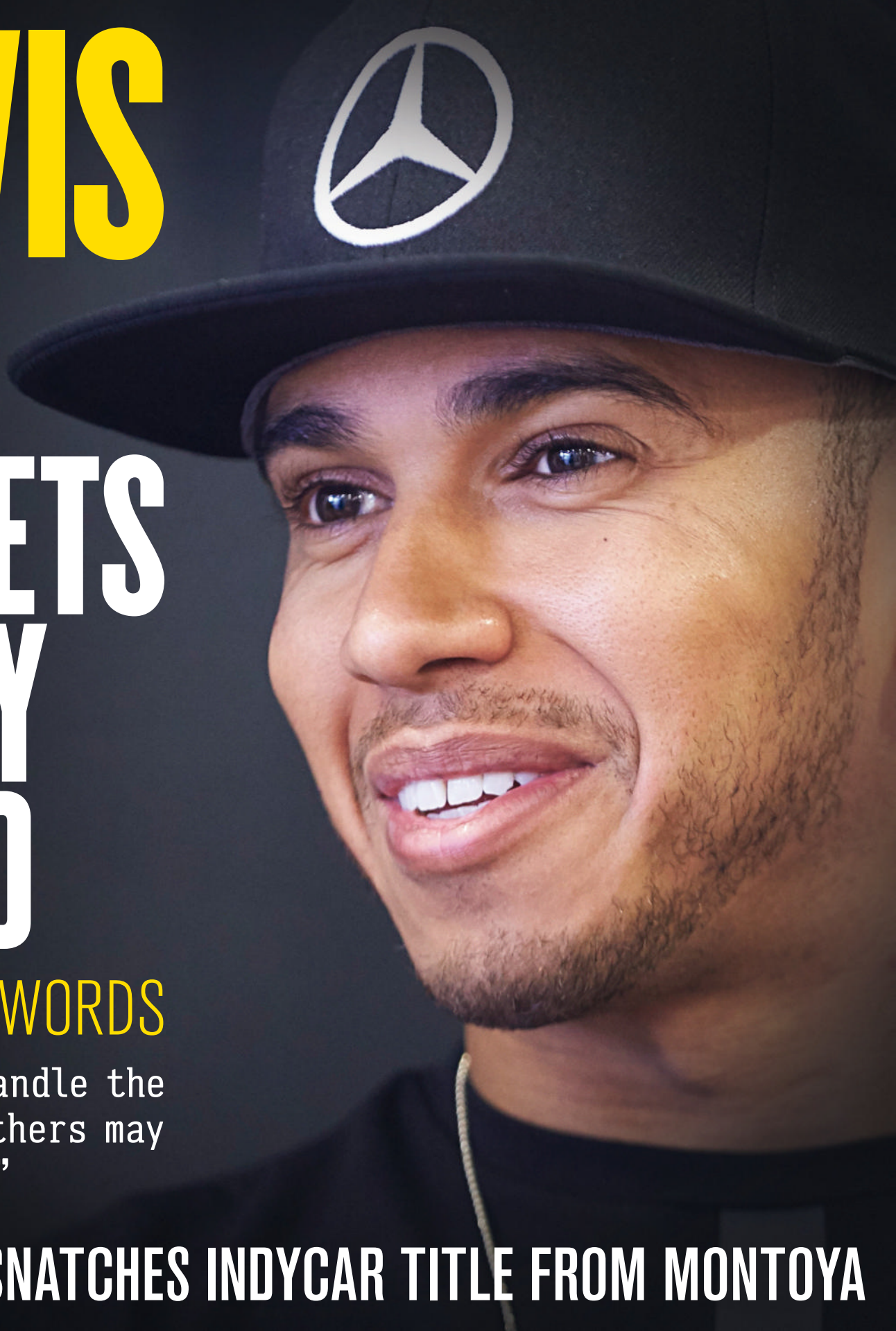
LEWIS

THE SECRETS OF MY SPEED

IN HIS OWN WORDS

"I'm able to handle the car in a way others may not be able to"

PLUS DIXON SNATCHES INDYCAR TITLE FROM MONTOYA





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POLE POSITION

Lewis Hamilton: on form on track – and off it

ALL WORLD CHAMPIONS IN MODERN SPORT FACE HUGE demands on their time from the media, so it's rare for one to sit down one-on-one for any length of a time with a journalist who's trying to probe into the secrets of their success.

Bear that in mind when you read Lewis Hamilton opening up in this week's eight-page feature (starting on page 10). The secrets of his speed? Well, there's so much to it. It's not just technique, but state of mind, stage of life and personal freedoms, as the reigning world champion reveals so candidly to our own Lawrence Barretto.

The interview gives us a rarely glimpsed insight into Hamilton the man, what drives and motivates him, and why he's operating at the peak of his powers this season as he chases a second consecutive world title for Mercedes.

We've also been hard at work in the past week assembling our Justin Wilson tribute. The timing of his death was too close to our deadlines for us to do any more than assemble an obituary in last week's magazine. This week we look into his early rise through the junior ranks, his season in Formula 1 and his US career, with everyone fondly remembering a gentle, genuine man who was a great talent behind the wheel.



MAS

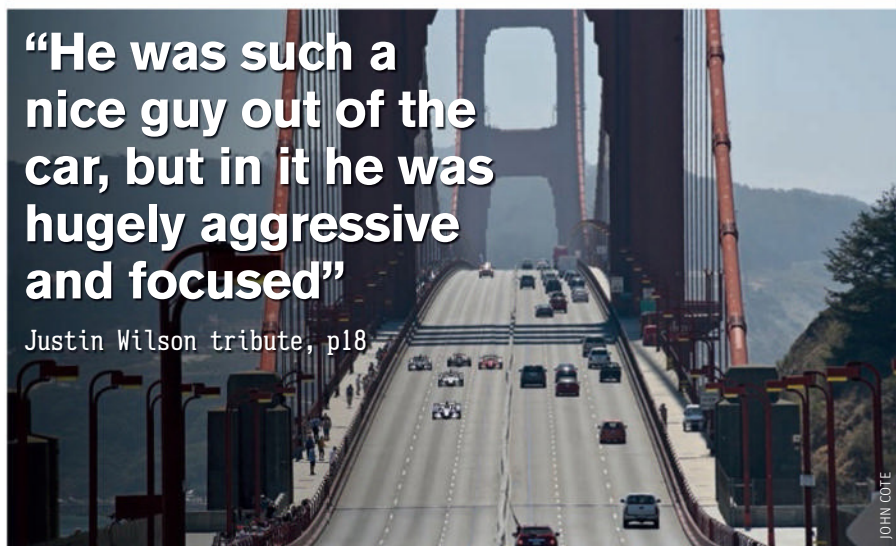
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JUSTIN WILSON TRIBUTE

“He was such a nice guy out of the car, but in it he was hugely aggressive and focused”

Justin Wilson tribute, p18



Marco Andretti, driving Justin Wilson's #25 car, led fellow IndyCar stars Will Power, Graham Rahal, Josef Newgarden and James Hinchcliffe across San Francisco's Golden Gate Bridge in a parade honouring their late rival and friend before last weekend's series finale at Sonoma

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Cover Image: Etherington/Lat

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This week in F1

RENAULT POISED TO COMPLETE LOTUS DEAL

Renault looked set to return as a works team to Formula 1 as AUTOSPORT went to press, with a deal to take a majority stake in Lotus in the closing stages.

The agreement would end months of protracted negotiations and bring a factory Renault operation back onto the F1 grid for the first time since 2010. Sources have indicated that the French car manufacturer would take a stake of up to 65 per cent, worth £65 million, with an initial downpayment of £7.5m to be followed by equal instalments over the following 10 years.

Gerard Lopez, currently Lotus F1 team co-owner via his Genii organisation, is likely to remain as a shareholder with a potential stake of around 25 per cent, with four-time champion and Renault ambassador Alain Prost acquiring the remaining 10 per cent.

Renault is expected to retain Romain Grosjean's driving services. Pastor Maldonado is believed to be negotiating – supported by backer PDVSA – for the other seat.

With regards to Renault's current engine deals with Red Bull and Toro Rosso, sources suggest there are three options, the first being that Renault honours its other existing contracts for the 2016 season alongside supplying its own team.

A second option is for Renault – which has road-car affiliations with Mercedes – to keep Lotus's current Mercedes power for a year while seeing out its other contracts.

Finally, Renault could focus entirely on its own programme – but as a way of easing the transition for Red Bull, assist it in reaching an arrangement with a new supplier, where the links with Mercedes could again pay dividends.



4



McLAREN'S GOALS HAVE CHANGED

Jenson Button has had to revise his ambitious pre-season target of winning a race this year.

The McLaren-Honda alliance has struggled for both reliability and performance this season. Although Fernando Alonso's fifth place in Hungary showed progress, last time out in Belgium provided a reality check with both drivers finishing a lap down.

"I think the aim is getting both cars in the points," said Button. "A podium? It's unlikely."

It's a slow process, unfortunately, and painful

Fernando Alonso on McLaren-Honda's trying season



Mexican venue almost ready

The venue for the Mexican Grand Prix is nearing completion ahead of Formula 1's return to the country. "We are 90 per cent complete," said Federico Gonzalez, managing

director of race promoter CIE.

"Charlie Whiting is visiting later this month and we're confident of homologating the racetrack on those days."

WHITING: PROTECTED COCKPITS WILL HAPPEN

FIA technical director and safety delegate Charlie Whiting says that protected cockpits will be introduced to single-seater racing.

The death of Justin Wilson after being struck by debris from another car during the Pocono IndyCar race has prompted the FIA to look at two new concepts.

"The first is something from Mercedes," said Whiting. "It doesn't cover the driver; you can still take the driver out, which is one of the most important things, and it's a hoop above the driver's head and forward of it, but with one central stay."

"We are also looking at another device which is blades of varying heights, which will be set on top of the chassis and in front of the driver at angles which will render them nearly invisible to him."

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F1 PREVIEW

ITALIAN GRAND PRIX

September 4-6



CIRCUIT INFORMATION

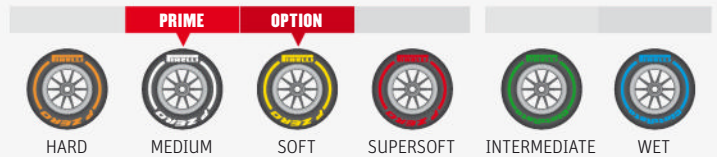
MONZA

LENGTH 3.660 miles NUMBER OF LAPS 53



2014 POLE POSITION Lewis Hamilton	1m24.109s
QUALIFYING LAP RECORD Rubens Barrichello	1m20.089s (2004)
RACE LAP RECORD Rubens Barrichello	1m21.046s (2004)

TYRE ALLOCATION



UK START TIMES

LIVE ON SKY SPORTS F1
FRIDAY
 FP1 0900 FP2 1300
SATURDAY
 FP3 1000 **QUALIFYING** 1300
SUNDAY
RACE 1300

PREVIOUS WINNERS

2014 Lewis Hamilton	Mercedes
2013 Sebastian Vettel	Red Bull
2012 Lewis Hamilton	McLaren
2011 Sebastian Vettel	Red Bull
2010 Fernando Alonso	Ferrari
2009 Rubens Barrichello	Brawn
2008 Sebastian Vettel	Toro Rosso
2007 Fernando Alonso	McLaren
2006 Michael Schumacher	Ferrari
2005 Juan Pablo Montoya	McLaren

THEMES TO WATCH



EYES ON THE TYRES
 There will be sharp focus on how Pirelli responds after Sebastian Vettel branded its performance "unacceptable" at Spa.

LOTUS REVIVAL
 Romain Grosjean gave Lotus its first podium of the season at Spa and believes this weekend could be even stronger.

FERRARI REACTION
 Kimi Raikkonen says Ferrari deserves more luck after a difficult weekend in Belgium leaves it 184 points off Mercedes.

REMEMBER WHEN



2010

FERRARO/LAT

RENAULT LAST COMPETED as a full works team in 2010, scoring three podiums courtesy of Robert Kubica on its way to fifth in the constructors' championship.



XPB IMAGES

Force India expects to keep driver line-up

Force India chief Vijay Mallya believes he can keep hold of Sergio Perez and Nico Hulkenberg for next season.

Hulkenberg says he has a "few good options" for 2016, while Perez is of interest to Renault as it closes on a deal to revive its works team by buying back Lotus.

"I'm happy with both drivers and I think both are happy with the team," said Mallya. "I'm confident we will keep them both."

Honda makes horsepower claim



TEE/LAT

Honda motorsport chief Yasuhiro Arai believes the Japanese manufacturer's engine output is 25 horsepower clear of Renault, but 40-50bhp behind Mercedes.

"We haven't caught up to Ferrari yet in terms of the ICE [internal combustion engine]," said Arai, adding he feels the gap is now less than 30bhp to Ferrari.

"Mercedes are still so far away, but I want to be close to the top teams by the end of the season. I have confidence that we will try hard to catch them."

BIG NUMBER

17

The g-force impact Pastor Maldonado's Lotus suffered when he hit the kerbs at Eau Rouge, damaging his clutch-control system and forcing him to retire.



XPB IMAGES

SBLOXHAM/LAT

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5

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Ben Anderson

From the paddock

Renault faces a race against time to make progress with engine developments, even as Red Bull looks to end their relationship

Time. The great enemy of all motor racing operations. There's never enough of it to get what you want done, and it always takes too much of it to get round the track at the speed you'd like.

For beleaguered Formula 1 engine builder Renault, time has basically run out on its 2015 season already, despite the fact that there are still eight races of the current campaign to run.

The French manufacturer was the obvious whipping boy of the 2014 F1 season. Yes, Ferrari was in disarray too, but Renault's problems were more spectacularly dramatic, and amplified by the fact that it was allied to Red Bull, the team that had dominated F1 for the previous four seasons. Renault headed into its winter cave with its proverbial tail between its legs, but emerged with a revised engine, and a stated target to halve its deficit to Mercedes by the start of 2015.

The aim was to build an engine close enough to the market leader to allow Red Bull's aero wizards to do the rest. It's a method that worked well enough in the V8 era, but in V6 times Mercedes is simply too far ahead in the power stakes.

The alliance that won three races and finished second in last year's constructors' championship (disappointing in light of its prior record of success) currently stands winless after 11 races in 2015, and has slipped to a distant fourth in the standings. This is clearly untenable for Red Bull, which is now seriously considering severing ties a

has put it way behind schedule in terms of working out how to extract more performance from its power unit, and has also put its customer teams way off track in terms of managing engine mileage to avoid grid penalties.

Insiders estimate that Renault's current power deficit to Mercedes stands at around 50-60bhp, and reckon the next update – which Taffin says will be focused “mainly on combustion” – should gain it six or seven. That suggests Renault still has a long way to go to get close to what remains a shifting target, because the opposition is never standing still.

Despite the apparent limit of the token system, one prominent engineer told me there are ample numbers available to develop an F1 engine properly. He said the only reason you'd hold back is if you couldn't be sure of (or afford) the next step – because improving these V6s is still extraordinarily complex – or you couldn't be confident enough of the integrity and reliability of your next move to commit it to the track.

That confidence requires a long (and expensive) process of research and testing, which takes longer if your schedule is derailed by unforeseen problems – with ERS water pumps and pistons, for example. Consulting with the likes of Mario Illien (an attempt, Renault says, to explore and close off parallel development paths) was a bid to save some of the time it has lost.

Renault started its original V6 project too late and has been on the back foot ever since. Extra problems as

“There are ample numbers of tokens available to develop a Formula 1 engine properly”

year early to go off in search of any spare Mercedes engines laying about the paddock.

That suggests Renault hasn't achieved its stated aim. In fact, the manufacturer admitted to AUTOSPORT that it is now unlikely to do so this year, even with a phased performance upgrade pencilled in for either the Japanese or Russian Grands Prix.

The origins of this shortfall go all the way back to pre-season, where Renault suffered problems with what it called a ‘stupid part’ related to the ERS water pump, then with the aggressive manner in which the engine delivered its power (which meant having to turn it down in order to rack up test miles), then with the design of the pistons for the ‘race-spec’ engine introduced for the Australian Grand Prix, which caused several spectacular failures over the first few races of the campaign.

According to Renault head of track operations Remi Taffin, it took the manufacturer until May's Spanish Grand Prix to get on top of this piston problem, which

things have progressed mean it simply cannot claw back the lost ground quickly enough as rivals improve. The upshot is that Ferrari is now Mercedes' main challenger, and all Renault feels it can do is try to recover as much as possible, while switching focus towards next year.

The good news is that Renault is happy with its Energy Recovery System (the complex hybrid loop that is now so befuddling Honda), saying it performs to within “one or two per cent” of Mercedes' efficiency. So improvements to the combustion engine are what's needed – beginning with that upgrade.

“Did we get it wrong?” asks Taffin rhetorically. “At the start I have to be honest and say ‘yes’. Have we got everything in hand now to make it right? I think it's a ‘yes’. Now we're more fighting against time.”

Only time, or is finance also a factor?

“If you've got money, you buy time...”

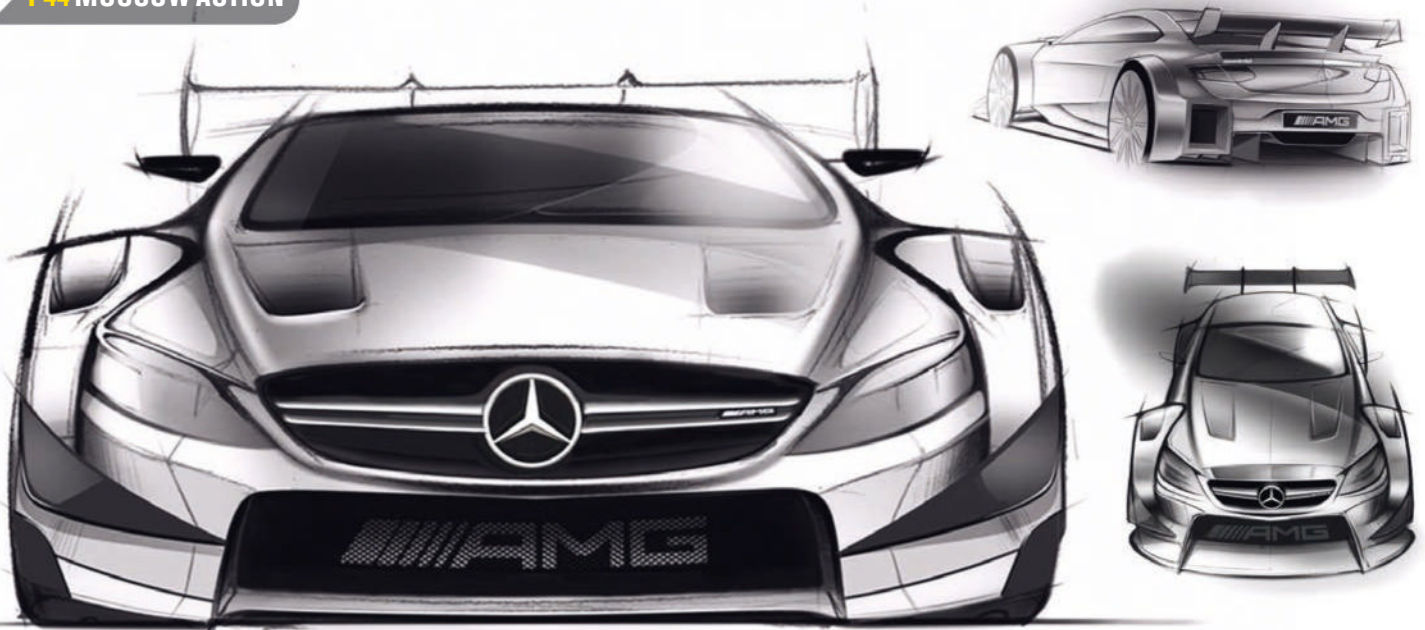
Time. The great enemy of racing teams is even more so for engine builders that have lost their way. ❧

This week in motorsport

MERCEDES RELEASES 2016 DTM TASTER

Mercedes has released a design sketch of its 2016 DTM bodywork. The new challenger is based on the incoming AMG C 63 Coupe road car and will be launched at this month's International Motor Show in Frankfurt. BMW will stick with its current M4, while Audi says its focus remains on 2015.

➔ P44 MOSCOW ACTION



88



Todt open to 14-rally WRC

FIA president Jean Todt is not ruling out an expansion of the World Rally Championship calendar to 14 rounds for 2016, despite Citroen and M-Sport threatening to pull out of the series if more events are added.

The WRC Commission meets this week in Paris to discuss whether France's round will be replaced by China. Todt is thought to be unwilling for France's event to be axed.

Todt told AUTOSPORT: "I respect, of course, the opinion of the manufacturers, but it is up to the FIA to decide the number of events in its championships."

Rally GB's traditional season-closer (above) is set to move to October, with Australia replacing it as the final round.



POLO PROTOTYPE ON STAGE

Volkswagen's 2017 Polo R WRC mule started testing in Finland last week with double World Rally champion Marcus Gronholm driving.

The team insists that the mule is a 2014-spec car with development

aerodynamics, but there is speculation that the engine has already been tweaked to the proposed '17 rules. Gronholm, who tested for three days, told AUTOSPORT: "It was good. They changed many small things and it sounded nice. I can't say more than that."

Stockinger adds FR3.5

GP2 driver Marlon Stockinger is set to contest the final three Formula Renault 3.5 rounds of the year for Lotus.

The Filipino-Swiss was called up by Lotus to race at the Red Bull Ring in July, after the Charouz-run team parted company with Meindert van Buuren.

Stockinger will miss this weekend's



Silverstone FR3.5 round owing to a GP2 Monza clash. Charouz was negotiating with other drivers as we went to press.

LMP2 engine verdict close

Multiple tenders have been submitted for the right to build the one-make LMP2 engine central to the category's new-for-2017 rulebook.

Automobile Club de l'Ouest sporting manager Vincent Beaumesnil said: "We have had a good response and a good choice. We are happy with the return we have had."

The builder chosen to produce the P2 engine that will be used across the World Endurance Championship and the Le Mans Series in Europe and Asia should be announced by mid-September.



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

Police wade in to Audi saga

Austrian police have now got involved in Audi's DTM 'push-him-out' saga, with the manufacturer's motorsport chief Wolfgang Ullrich and driver Timo Scheider (below) under investigation.

Scheider was banned by Germany's DMSB governing body from last weekend's Moscow Raceway round after taking off Pascal Wehrlein and Robert Wickens on the last lap of the preceding round at the Red Bull Ring. Ullrich, who took the blame for the 'push-him-out' radio message, was banned from the pitlane and team radio for the rest of 2015, while Audi was fined €200,000 and docked the 62 manufacturer points it scored in the race.

Now a police prosecutor in nearby Leoben is "investigating the driver and the alleged instigator of coercion and threat to the physical safety".



Porsche wants same line-up

Porsche is aiming to return to next year's Le Mans 24 Hours with this year's winning line-up of Nico Hulkenberg, Nick Tandy and Earl Bamber at the wheel of its third entry.

LMP1 team principal Andreas Seidl has confirmed that the team will "definitely run three cars" again and that talks with Hulkenberg about rejoining factory Porsche GT drivers Tandy and Bamber were ongoing.

"Ideally we will have the same three guys back in the third car," he said, "but

first we have to wait and see about Nico's Formula 1 situation."

Force India driver Hulkenberg explained that "it all depends where my F1 career goes and where I end up racing", but stated that he "would like to" go back to Le Mans.

Porsche will not build a new car for 2016. LMP1 technical director Alex Hitzinger said: "We aim to make performance gains everywhere, but there will not be such big hardware changes as this season."



BUTTON TRIES RALLYCROSS

Jenson Button went back to his family roots last week when he and David Coulthard tested World Rallycross machinery at Lydden for a BBC feature.

Button, whose late father John was once an AUTOSPORT cover star in his rallycross VW Beetle, drove a JRM Racing

Mini, while Coulthard tried Liam Doran's Citroen DS 3. Button also had a go in a Retro Rallycross Beetle.

"It's absolute madness but it's what you think of as a child," said Button. "The buzz, the action, the sliding. It was a mega experience."

RML's BTCC chassis deal

Touring car powerhouse RML has been chosen as the British Touring Car Championship's new supplier of standard chassis components.

RML, which won BTCC titles with Vauxhall and Nissan and WTCC crowns with Chevrolet, has been given a six-year contract to take over from GPRM, which has supplied NGTC equipment since the current-spec cars were introduced in 2011. It will initially focus on technical updates for 2016.

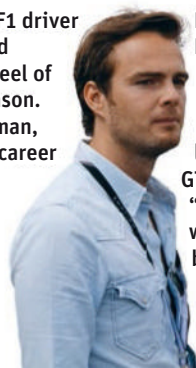
VAN DER GARDE IN BENTLEY

Ex-Caterham and Sauber F1 driver Giedo van der Garde could return to racing at the wheel of a Bentley GT3 car this season.

The 30-year-old Dutchman, who admitted that his F1 career was effectively over after taking Sauber to court in March, tested a Bentley Continental GT3 for the

HTP Motorsport squad at Hockenheim last week.

HTP boss Norbert Bruckner said there could be a berth with the factory-supported team in late-season rounds of the ADAC GT Masters series in Germany. "He was very pleasant to work with and did enough for us to be impressed," said Bruckner.



In brief

LAPIERRE'S LADA

Sportscar ace Nicolas Lapierre has replaced Jaap van Lagen in Lada's World Touring Car Championship team for the remainder of the season. The Frenchman makes his debut at next week's Motegi round.

INGALL CALLED UP

V8 Supercar veteran Russell Ingall has been drafted in to replace the injured James Courtney at the factory Holden Racing Team for this month's Sandown 500 alongside Jack Perkins. Ingall, who retired at the end of 2014, first shot to prominence by winning the Bathurst 1000 with Perkins' father Larry in 1995.

PEUGEOT IN CHINA

Stephane Peterhansel and Cyril Despres are contesting this week's China Silk Road Rally in Peugeot's revised 2008 DKR. The French firm will prepare another new, wider and longer-wheelbase model for its return in January to the Dakar Rally.

LEFEBVRE TO CORSICA

Reigning Junior World Rally champion Stephane Lefebvre will return to Citroen to drive a DS 3 WRC on the Tour of Corsica next month. The Frenchman finished 10th on Rally Germany on his factory-team debut.

BRADLEY AT RICARD

KCMG World Endurance racer Richard Bradley will join Eurasia Motorsport for this weekend's Paul Ricard round of the European Le Mans Series. The Briton will share the team's ORECA-Nissan O3R with regulars Pu Jun Jin and Nick Pieter de Bruijn.

WRT TO JOIN TCR

Top Audi GT squad WRT is to enter the new TCR Benelux tin-top series next season by running young talent for the National Team selected by the RACB, Belgian motorsport's governing body, which backed Stoffel Vandoorne and Thierry Neuville.

ERIC THOMPSON 1919-2015

Ex-Aston Martin works driver Eric Thompson died last week at the age of 95. Thompson was a class-winning third in the 1951 Le Mans 24 Hours with Lance Macklin. He also scored grand prix points, finishing fifth on a one-off start in the '52 British GP.

BIG NUMBER

29

Number of points by which Stoffel Vandoorne needs to extend his GP2 Series advantage over Alexander Rossi to wrap up the title at Monza this weekend, with three rounds remaining.

“I don’t need to see someone else’s lap to be quick. I can do that on my own”

What does Lewis Hamilton rely on to achieve superiority? LAWRENCE BARRETTO met up with the world champion at Spa and got him to elaborate

Lewis Hamilton smiles. “I don’t want to give them to you,” he says before chuckling. “But no, to be serious, I don’t really have any.” The question was about the secrets of his speed. It’s the day after the Belgian Grand Prix, a race Hamilton won at a canter to secure his sixth win of the season and take a step closer to a third world championship.

“I can only really put my speed down to the natural way I drive,” he adds. “I put it down to talent.”

Over the course of the interview, it becomes clear he doesn’t feel he has secrets. Or, at least, there is nothing he feels he has to hide. Instead, he thinks of them as tools required to do his job. He speaks confidently but not pompously about how driving fast comes naturally, and is secure enough in himself to concede there are areas on which he has had to work incredibly hard – and continues to do so – in the pursuit of victory.

As is the case in any activity, the more you practise, the better you get. You may not be brilliant but, if you put in the effort, it’s possible to compete. To be world class, though, requires something more. It requires a foundation from which to build. In Hamilton’s case that’s his talent, an innate ability to drive a car very fast: ▶



Ten poles and six wins from 2015's first 11 GPs puts Hamilton in control



11

XPBIMAGES

► “I put it down to talent. It’s no secret. It was a gift from God. I’m just able to handle the car in a certain way that perhaps some others may not be able to, just like you see other greats in other driving classes do the same.”

When quizzed about his talent, almost as if he’s being challenged, Hamilton’s responses are confident. There are no pauses, no “maybe” or “possibly”. He doesn’t dance around the point before giving his answer. He’s straight in there. It’s short, sharp sentences.

“Driving? No problem,” he says. “I can go out and I can learn. I can find the time. I don’t need to see someone else’s lap to be quick. I can do that on my own. I can prepare my lap on my own. There’s a big difference between me and some other drivers who have to rely on someone else’s lap to see how to get better.”

It’s what Hamilton does with that talent that makes the difference. All too often, athletes across all sports fail to deliver on the potential with which they were born. Hamilton isn’t prepared to do that and despite his innate speed, he has never stopped working hard.

“It’s never-ending,” he says. “You’re constantly developing your driving. You have to. The fact is, I will always drive well no matter what. But you have to keep working at it, working on your fitness and your weak points.

“Look at last year – I’ve been racing for a long time but my qualifying was weak. So there are always areas in which you can improve. That could be on braking or corner entry; it could be on how you understand understeer or oversteer, or how you set your car up; it could be which direction you want to go with the car and how you use your time on track, or how you speak to the media. You are always adjusting and trying to improve.

“This year, it has been a little tweak in qualifying, a small tweak, but it’s worked. It’s not like I was a disastrous driver in qualifying, I was always quick in qualifying, but it was a bit more attacking back then.”

The work that goes on behind the scenes in any job usually goes unnoticed. Hamilton has the quickest car on the grid, as has been the case since the beginning of last season and, while that gives him a huge advantage, making the most of that package is the challenge. Just as he is not afraid to compliment his ability to drive, Hamilton is full of praise for those who help around the edges and give him the opportunity to showcase his talent.

“I’m constantly studying my job with the engineers,” he says. “They are always sending me information and it’s about how I digest that



With race engineer
Pete Bonnington

and making notes. The set-up is all about feel, how you communicate how you feel, how you remember how you feel on track. It’s definitely not natural. I can communicate it easily, but knowing what to do to make the change is something I’ve had to really work hard on. I struggled at school, I had issues at school.

“On the technical side I’ve had to work double-hard, twice as hard as some people, because that has been an area that hasn’t come to me as easily as it has others. I do feel in doing that work, I’m as strong, if not stronger, than the majority of the drivers.

“When you’re driving, you can just go out and push too hard and you have understeer or you can turn in too heavily and you can have oversteer. How to decide which one it is, when you come in and speak to your engineers and say, ‘You know what, I pushed a bit too much but generally, I have understeer or here I have oversteer’, is in itself a craft. There’ll be 10 things you can do, maybe more because of the different kinds of understeer at different parts of the corner.

“I’m sitting with the engineers and I have to tell them how the car is behaving when I brake, when I start turning, then at the apex of the corner and from the apex to the exit, when I’m on power. I need to digest all of that and then

figure out which chain is going to fix those issues. That’s something I’ve always been very strong at.”

Drivers often talk about getting in the zone, getting themselves into space where they can block everything else out and just focus on the driving. It sounds like a peaceful place to be. But having spent the whole weekend in that ‘zone’, Hamilton looks drained when we meet for our interview early the day after the Belgian GP.

“I’m destroyed,” he says. “I’m really struggling right now. The whole weekend,

staying in the zone has drained the life out of me, I really am tired. Switching off is really easy. You just let go. But when you’re building up to the race weekend, it’s tense, you want to succeed, you want to win so much, it’s difficult to know how you’re feeling. You feel good sometimes when you wake up and then you find you drive like an idiot! Fortunately that’s rare.”

Hamilton has been racing since he was six, so the strain of competing is nothing new, even if it has become more intense. It’s ingrained in him. He’s well versed at dealing with it, rattling off his techniques without a pause.

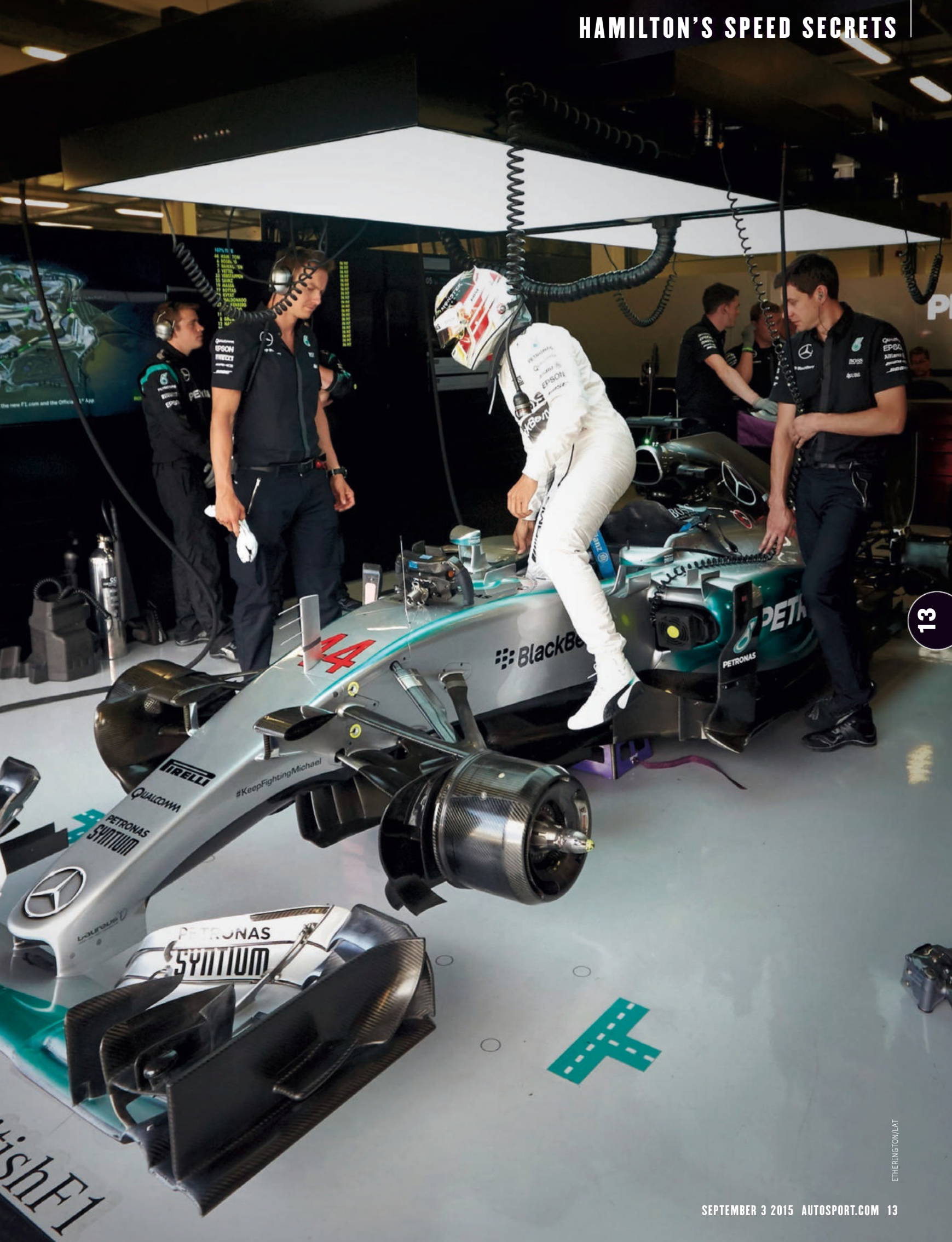
“Getting in the zone is making sure you get sleep, eat well, understanding how your body feels, how your stomach feels and if you feel clear in your mind,” he says. “It’s about putting your phone down and not answering messages or thinking of ridiculous things.

“It’s about thinking clearly, making sure you have done your due diligence, understood your notes, done what you have to on the formation lap when the engineers can’t talk to you. If your mind is clouded by other crap, then you’re not in the zone, it’s very easy to step out of it. But so far, fortunately, all these things have helped me stay in the zone.”

When Hamilton won the world championship in 2008, having just missed out in ’07, many ►



Preparation done,
LH climbs aboard



SCIENCE OF A SUPERSTAR'S SKILLSET

The Lewis Hamilton of today – double world champion and favourite to make it three – is arguably slightly less spectacular than the young hotshot who almost won the title in his rookie season back in 2007.

That's not because he's lost any of his prodigious ability, more that he's had to adapt to get the most out of F1 cars as they've changed from lightweight speed machines to heavyweight bastions of efficiency.

He has spoken many times of his ease with oversteer, and how he particularly enjoys circuits – like the Hungaroring, for example – where it's possible to 'throw the car around, like a go-kart'. All the fastest drivers are smooth, of course, but Hamilton naturally veers towards the dynamic end of that scale.

Hamilton possesses real aptitude for rotating the car on the brakes and leaning heavily on the outside rear tyre. This allows him to progress through slow- and medium-speed corners (where drivers spend the majority of their time) with minimal delay, and also manipulate the angle of trajectory to get the fastest exits, hands doing a delicate counter-steering dance as he goes.

The vagaries of modern Pirelli rubber mean he's had to tone down this dynamism to get the best out of the car in recent years, which is probably why he looks less spectacular than he used to, but his excellent throttle control is useful for protecting the tyres.

Hamilton is quite sensitive to braking instability, or vibrations, which can affect him negatively, because his natural way of driving is quite demanding of peak load from the brakes and tyres.

This perhaps explains why he is arguably unmatched when conditions are consistent (full dry or full wet), but has generally seemed less effective than his two most recent team-mates (Nico Rosberg and Jenson Button) in changeable weather.

This is arguably the only chink in an otherwise unblemished armour.

Ben Anderson



Hamilton has had to curb spectacular style recently



► – including the man himself – would not have expected to have to wait seven more years for him to win a second. During that period, Hamilton grew up in the public eye. He made ill-advised comments in the media, shared telemetry on social media and made uncharacteristic errors on track.

But on leaving McLaren – the team that had nurtured him through motorsport to Formula 1 – and joining Mercedes, Hamilton changed. He repaired his relationship with his father and started making the most of his life away from the track. That has equipped him well to cope with the mental challenge of last year, when he went up against his team-mate and childhood friend Nico Rosberg in a battle for the title.

“Last year was a difficult year because we had reliability issues, a little bit more so on my side,” he says. “I was a little bit unfortunate with some scenarios. But it was a very mentally trying year.”

But coming through that year – and winning the title – gave Hamilton the confidence that he is exuding this season. And it's making the difference. Hamilton is 36 points up on this time last year and has a healthy lead in the drivers' standings. What weaknesses there were last year have been further whittled away at.

“Being on a high, naturally from winning the world championship, just released a lot of tension,” he says. “Especially after a lot of years of not winning the world championship. This year, I have just been able to enjoy driving. If anything, it has made it better. Somehow, I don't feel that intensity when it comes to the race weekends. I don't feel any pressure. I know more than ever what I'm capable of.”

“I spent a lot of time analysing my year, and areas I want to improve this year, and I set out some goals to go from the beginning of training – I set up goals to arrive at the start of the season having achieved them.”

When Hamilton talks about the work required to develop his talent, he uses “we” and “us” rather than “I” and “me”. He's very conscious of the work those around him, particularly his father Anthony and his team, have put in to get him where he is today.

“We have worked at the craft, particularly

when I was young,” he says. “My dad stood on a corner at Rye House and would find out where the best drivers were braking and then he would move a few metres later and make me brake there. Then I would try it over and over again until I could actually do it. Most of the time I spun, but that's how I became a late braker – that's a big strength to me. I guess just working at the craft, lots of practice to make sure I'm physically and mentally capable of doing it.”

Hamilton was fortunate in that he received McLaren backing from an early age, but to put himself in contention for that his family had to give up a lot to get him there. His father held down four jobs, remortgaged the family house and used his and Hamilton's stepmum's savings to fund his racing in his first year. The pressure to deliver was on in a world where a

black racing driver stood out. But Hamilton admits the situation he found himself in helped drive him on to success.

“My dad was very hard on me as a kid; very, very hard on me, which I'm grateful for,” he says, leaning back in his chair and gazing straight ahead as if he's taking himself back to those days.

“The learning processes that I had since I was eight, like my dad standing on the corner and making me brake late, and all those races we went through, is what counts. Being the only black family on the circuit was

not easy for us and then winning and beating people who thought they were better than us, with more money than us. All those experiences. They play a part.”

He may have found life in the classroom at school tough, but it was Hamilton's ability to study racing, to knuckle down after a long day behind the wheel and studiously analyse the data, that became ingrained in him and is making the difference today.

“I studied hard,” he says. “I made notes about all the different changes I was making and how they felt and then having the vocabulary of solutions to be able to answer to all these changes. I know it has helped me be the driver I am today.”

“I've had great support from different companies all the way, great guidance from my dad, but I've also worked hard myself. Before ►

“I spent a lot of time analysing my year and areas that I can improve”



Mercedes W06 and Hamilton: a perfect fit...



...helped by strong sense of team work



Off-track persona is not a distraction for on-track form

ETHERINGTON/LAT

► I got to Formula 1, I never had a trainer, I did that myself and I arrived very, very fit for my first F1 race. I've always had that determination and that's in anything I do. If I meet Valentino Rossi and try riding motorbikes with him, I'll try to beat him! It's silly, but it's true."

Along with the support he has had from his family, team and sponsors, Hamilton talks about how his faith has played a crucial part in his life. His profile is growing not just within F1 but also sport as a whole.

He is also transcending F1 with his celebrity lifestyle, and building a brand, David Beckham-style. But it seems that his faith, evidenced by his series of tattoos and the cross he wears at races, helps keep him grounded.

"God comes first in my life," says Hamilton.

"And that faith has been the leader in my life, that's been the guidance tool in the thing that has helped me get through those difficult times and embrace who I am, to in some way be an inspiration to young kids and to drive the way I do. And be grateful for all the wonderful blessings in my life, because I have a lot and I'm very fortunate."

But while Hamilton knows his success and position in the sport make him a role model to children across the world, something that clearly means a lot to him, he's also very aware that his time at the top – and the opportunities they bring both in and out of Formula 1 –

"I'm 30 and I'm enjoying life. I get criticised, but then I win races"

won't last forever. After working so hard to get to where he is, he's making sure he makes the most of it.

From partying in Barbados and chilling on yachts to hanging out with his dogs in New York and, er, braiding his hair... many may disagree with how he is living his life. But Hamilton doesn't care. While he was more controlled when he was at McLaren, Mercedes has given him the freedom to be himself. He's

happy with his life both on and off the track. He can do what he wants because when he steps behind the wheel and the chips are down, he's delivering the results.

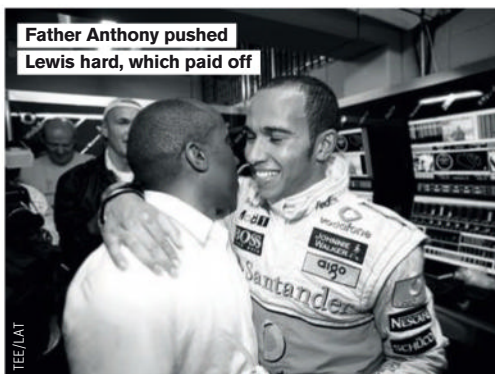
"It's natural for any driver to be enjoying racing when he's really happy within a team and the people around him and the car is what he's dreamed of having," he says as he pops open a bag of sweet-and-salty popcorn, which he's allowing himself to eat having trained hard and lost 2kg over the past few weeks.

"A driver dreams of having a car that behaves in a certain way and I have that right now, so I'm loving it more than ever. It's a dream to drive and we are in our element as a team. And then in my personal life, I'm just at a great point where I'm 30 and I'm enjoying it to the full. I get criticised about it but then I win races like I did in Belgium. That feels great.

"I'm just enjoying being me and not giving a damn about what people think. At the end of the day, it doesn't matter. What does matter is that I enjoy it and make the most of it because this is it. This time will pass and my career will come to an end. I want to look back at it and think I've lived it to the maximum, that I did the best I could.

"On top of that, I want to know that I drove better than anyone."

Right now, Hamilton is doing just that. Not only has he got the talent, but he's sharpened the tools required to make the most of that talent. That's a powerful combination and one that makes him difficult to beat. No wonder he smiles when quizzed about his secrets. Right now, he knows he's got this. ❧



Father Anthony pushed Lewis hard, which paid off

TEE/LAT



DUNBAR/LAT

A familiar sight in 2014-15, Hamilton is a serial winner

FIVE CAREER-DEFINING RACES

AUSTRALIAN GP, 2007

Hamilton started his first season in F1 as Fernando Alonso's wing man at McLaren. But by passing the Spaniard at the first corner in Melbourne on his debut, he instantly established himself as a title-challenging super-rookie. He eventually finished third, behind Alonso, but the point had been made emphatically. He'd well and truly arrived.

BRITISH GP, 2008

One of the great wet-weather victories in F1 history, at times lapping over a second faster than anyone else and winning by over a minute at a sodden Silverstone. More than that, it was also his first home GP win, a feat he has now achieved three times, to help establish him as a national hero.

BRAZILIAN GP, 2008

Hamilton only finished fifth, but it was the nature of that championship-clinching result that means it's a defining race not just for the man himself, but for F1 title showdowns as a whole. In wet conditions, he blasted past the slick-shod Timo Glock only seconds before the chequered flag to be crowned world champion.

CHINESE GP, 2011

Hamilton had already passed McLaren team-mate Jenson Button for second and was closing on Sebastian Vettel. But rather than relying on the DRS, which is what everyone expected, a dab of KERS boost allowed Hamilton to mug Vettel for the lead late on at an unexpected part of the track.

UNITED STATES GP, 2014

Hamilton had to pass Nico Rosberg on track to win this one, and if any race encapsulated last year's title fight it was this one. Rosberg qualified ahead and led, but Hamilton was sharper after a pitstop and passed his Mercedes team-mate to take another step towards his second world title.



Second world title in 2014

Wilson rose from schoolboy kart star...



MOTORSPORTS/REX SHUTTERSTOCK

Wilson's rise through the ranks

There were more than a few bumps in the road, but Justin Wilson's talent and focus helped him overcome all the challenges of the junior single-seater formulas. By **MARCUS SIMMONS**

The road to Formula 1 for Justin Wilson was a long one. Ironically, the lanky lad with the longest legs in the paddock could not vault the ranks at the same speed as karting contemporaries such as Jenson Button or Anthony Davidson, but arguably the lessons learned on his rocky road made him all the better as an accomplished professional racing driver.

His car-racing debut came at the age of just 16 years and two months, when he lined up for the Formula Vauxhall Junior Winter Series at Pembrey in October 1994, in preparation for a full season in '95. For a young lad from Sheffield, the environment of Team JLR was perfect, with a Yorkshire homeliness as if he were in a farm kitchen in *All Creatures Great and Small*.

"You usually know instantly if they've got it or not," says Richard Dean, who at the time driver-coached for JLR and now has many of the former staffers from the team working under him at United Autosports. "Justin straight away was very quick, but what stands out for me was how deceptively aggressive he was in the car. He would put people into a false sense of security because he was such a nice guy out of the car — always smiling, straightforward, no politics — but in it he was hugely aggressive and focused."

Wilson won on his car debut that day at Pembrey, instantly marking himself out as a likely leading contender for '95. That was until JLR sent him and team-mate Richard Tarling to Brands Hatch to learn the circuit in school Formula Firsts. A failure on his car spat Wilson into the barriers, breaking a wrist and an ankle. As a result he missed the first round at Donington, and even when he returned to the cockpit, he was walking on crutches. After a late-season run of wins he narrowly lost out in the title race to champion Marc Hynes and runner-up Darren Malkin.

"The accident still didn't put him off and

I don't think he stopped smiling!" reminisces Dean. And it didn't dilute the aggression: "His overtaking was on another level. He always got away with it. You'd see him go for an overtaking manoeuvre and you'd cover your eyes, but he always came out the other side. That's not luck, just judgement."

Wilson was picked up by Paul Stewart Racing for Formula Vauxhall Lotus in 1996 and '97. With the patronage of Jackie Stewart's 'staircase of talent', it looked as though his path through the ranks would be a smooth one. He finished runner-up to team-mate Peter Dumbreck





“Justin’s feel for the car was unlike any driver I experienced”

CHRIS MOWER

...to F3000 champion on the brink of F1

in '96 – no disgrace, as the accomplished Scot was a second-year FVL driver – but then disappointed in '97. While new team-mate Luciano Burti won the title, Wilson only placed fourth. A couple of years later he explained: “I was sitting there [in '96] finishing second to Peter, and everyone sort of expected me to take over where he left off. If anything, I probably hadn't been paying enough attention to the technical side because it all seemed so easy. Then when we couldn't find a set-up there was no Peter to help us. That taught me a valuable lesson.”

His height was also an issue, and Stewart Sr's famous remark that Wilson would make a good touring car or GT driver – by inference confirming his doubts over his ability to reach F1 – hit deep. Wilson tested a Formula 3 car, but the family did not have enough money for the step. Luckily, Jonathan Palmer had just launched Formula Palmer Audi for 1998, with a prize for the champion of a full season in Formula 3000.

“He was not only carrying the burden of being tall but also the perception of it,” says Palmer. “He'd been told that at his height he had no chance of making it as an F1 driver. That tormented him and his father.”

Palmer adds that, with a season in FPA costing £85,000 against an F3 budget of up to £400,000, “it was a complete lifeline to Justin and a lot of other drivers. He was shy from the start – he didn't say a huge amount but what he did say was worth listening to. I still remember the final round at Donington: four drivers could win the championship, and under pressure Justin was in a class of his own. He left the field behind and coped superbly.”

Palmer's prize – in which a management deal was part of the package – carried Wilson to Astromega for his rookie F3000 season in 1999, and the promise shown meant all the stops were pulled out to continue in 2000. Palmer put together a budget: “We did a pretty good deal with Nordic Racing, and Benetton got involved too and contributed.” Wilson took fifth in the points, and crucially Nordic had pulled in Coca Cola as title sponsor during that season, meaning it could pick its drivers for '01, when Wilson would be joined by Tomas Enge.

“Right from the word go we knew we had something special,” recalls Chris Mower, who ran Nordic with his father Derek. “We felt Tomas was quicker over one lap, but – and this will piss Tomas off! – Justin was smarter.”

“Justin's feel for the car was unlike any driver I experienced. He was a very easy driver to work for that in respect. All you'd have to say is, ‘OK, do you need a change similar to what we did at, say, Silverstone?’ and he'd say, ‘That's not exactly what I'm looking for; more like what we had at the Nurburgring.’”

Wilson had obviously worked hard on the technical weakness that had hampered him earlier in his career, while Mower also points out: “He learned only just before he joined us that he had dyslexia, and that boosted his confidence because he knew it wasn't down to intelligence, that he just had to work harder at things.”

But there was still one weakness: qualifying. “We did a test and he messed up a lap,” says Mower. “He did a slowdown lap and went quicker! That didn't make sense so he looked at the data, and found that he could gain time by just rolling through the corners, not trying so hard. From that point his qualifying was a lot better.”

Now a complete driver, Wilson dominated 2001 to become Britain's first (and only) F3000 champion. But the deserved F1 break didn't come, and Wilson had what Palmer describes as “a holding-pattern year” in World Series by Nissan. Teaming up with Franck Montagny at Racing Engineering, he finished fourth in a series won by Ricardo Zonta.

Finally the F1 break came in 2003, and Wilson continued the friendships forged with everyone during his career. “It's a tragedy,” says Mower, who now works on Nissan's LMP1 project. “Without a doubt he was special, on and off the track.”

“I saw him a couple of weeks ago at the Laguna Seca historic meeting,” adds Dean. “I had some photos from the JLR days, and he remembered everyone's names – all the mechanics, the truckie... It struck me as I walked away that was another mark of what a genuine person he was. Even after his professional career, he'd have still carried on racing for the love of it.”



Palmer Audi title was crucial...



...to future success in F3000 at Nordic

An F1 career cut short



Justin Wilson started only 16 grands prix for Minardi and Jaguar in Formula 1, but still made a big impression. By ADAM COOPER

20

Few drivers have moved from a Formula 1 team based in Faenza to one in Milton Keynes, but the list includes some impressive names. Mark Webber was the first to do it, and since then Sebastian Vettel, Daniel Ricciardo and Daniil Kvyat have made the same journey.

So did Justin Wilson when he graduated from Minardi to Jaguar in the middle of 2003. It was the chance of a lifetime, but it didn't work out as hoped – commercial reasons beyond his control meant Wilson's F1 career lasted just one season.

It took a lot of hard work from manager Jonathan Palmer and a major commitment from team boss Paul Stoddart to make the Minardi opportunity happen. The Italian team had run Fernando Alonso and Webber over the previous two seasons, and Wilson was seen by Stoddart as a natural successor – another talent to send on his way to stardom.

Wilson's race engineer that year was Alex Varnava, who had previously run both Alonso and Webber. "What struck me was his level of commitment, even with the seat-fit," recalls

Varnava, who is now head of quality (systems and engineering) at Mercedes. "He was very broad across his shoulders, so the problem was trying to squeeze him width-ways into the cockpit. He'd do anything to fit in the car. There was never a grumble about it – it was, 'Tell me what I need to do, and I'll do it.'

"He was like a sponge, wanting to soak it up. He was very thorough, and he wanted to understand everything."



Manager Jonathan Palmer oversaw Wilson's F1 break

With little testing behind him, Wilson qualified 20th and last for the first race in Australia. But he stunned observers by finishing the first lap in 12th. His starts were to become his trademark.

"He was very good at overtaking," says Varnava. "He always did it cleanly and fairly – there was never any fuss or bother, it was quite surgical. He saw opportunities that other people might not have seen, or they might have been far more aggressive with their approach. Where it really showed was race starts. It was that awareness of what was going on around him."

He was even more impressive at Sepang, where he jumped up to eighth, only to suffer a drinks-bottle failure.

"We all understand the need for hydration in Malaysia," says Varnava. "The first words out of his mouth weren't that his drink system had stopped, it was, 'I'm not sure I can keep going.' It was about what he could give. After another two or three laps [41] he came into the pitlane, and managed to get the car stopped. We had to physically lift him out of the car, and he was on the garage floor, on a drip. He would give everything."



Wilson got first taste of F1 at Jordan test in 2001



Manardi boss Stoddart saw Wilson as future star



Team-mate Webber set the bar high at Jaguar



Sole Formula 1 point was scored at Indianapolis

“He was very good at overtaking. He did it cleanly and fairly – there was never any fuss or bother”

ALEX VARNAVA

“We improved the seating position slightly and took away some material inside the monocoque, just to give him a bit of room to manoeuvre. But it was by no means perfect. He always had some sort of compromise, not being able to move his arms properly because of the constraints on his shoulders. If we could make it a little bit better that would be helpful, but he’d never grumble about it. He was a gentleman all the way through.”

Then, in the middle of the season, Jaguar came calling. It had become frustrated by Antonio Pizzonia, who was struggling to match team-mate Webber, and it was apparent that the Brazilian was unlikely to be around in 2004. Nick Heidfeld and Alex Wurz were also in the frame, but when the team decided to make an immediate change it chose Wilson. Before his signing was announced he had to do a secret late-night seat fitting.

“He couldn’t actually sit in the car, so eventually we removed the seat,” says his engineer Stefano Sordo, now head of aero performance at Red Bull. “He was eventually driving without a seat, resting on the back of the chassis, with a few bits of padding around. I remember we trimmed the cockpit bulkhead, just above his knees. It was

a balance between the car being structurally safe and him being able to raise his knees past the bulkhead so he could get out.”

Ahead of his first race at Hockenheim, the team was worried that Wilson wouldn’t pass the FIA’s extraction test, but in the end it wasn’t an issue. Things started well when he was seventh in Friday qualifying, three tenths behind Webber.

“I don’t think it was very easy for him, but he gelled straight away with the team,” says Sordo. “He was very humble, a very down-to-earth person, very friendly, a really lovely guy. And he was definitely quick enough to be in F1.”

Wilson retired early with gearbox problems in Germany, and life got tougher as he found it hard to close a frustrating 0.3s gap to his team-mate. He’d not just changed teams mid-season, but also tyres, from Bridgestone to Michelin.

“He was up against a young Mark Webber,” says Sordo. “The car at the time wasn’t easy to drive – it was quite difficult to get the laptime out of it. The Michelin was a more difficult tyre, and it was harder to get the grip out of it.”

Spa and Monza brought more mechanical retirements. Then, in a rain-affected race at

Indianapolis, Wilson took his only point with eighth, having run as high as third. Jaguar struggled badly in the finale at Suzuka, with Webber and Wilson finishing 11th and 13th.

In late November, Wilson tested alongside F3 racer Christian Klien at Valencia. The Brit was 1.4s faster, but Klien had an ace up his sleeve: not just the promise of Red Bull sponsorship for 2004, but longer term, the prospect of survival for the squad. Team principal Tony Purnell was aware that Ford’s support was likely to be pulled, and the energy-drink company was his Plan B. Wilson was told that he didn’t figure in Jaguar’s plans, and his attention turned to the USA.

“The decision to drop Justin was not without its commercial drivers,” says Purnell. “At that stage, I was the only bloke in the company who knew what the future was.”

Varnava says: “It sounds strange but I feel that F1 wasn’t the world for Justin. It’s so self-centred and you have to have an element of that to be successful. It just wasn’t the world where Justin should have been. It wasn’t that he didn’t have the pace, he was just too honourable a character. But he had every right to be a world champion.”



LEVIT/LAT

First Champ Car win came in Toronto in 2005

From Conquest to settlement

Justin Wilson was given an opportunity in Champ Cars by Conquest Racing in 2004, and used that as the launchpad to establish himself in US racing. By **MARK GLENDENNING**

How do you begin to make sense of a career like the one that Justin Wilson had in the US? Compatriots Dario Franchitti and Dan Wheldon had blazed the trail for his generation of Brits crossing the Atlantic and, while both left the cockpit prematurely, both had a chance to demonstrate what they could do if given the tools to race at somewhere near their full potential.

Wilson never had that. He came closer to fulfilling his promise in the US than he ever had the chance to do in Formula 1, picking up seven victories in Champ Car and IndyCar, often with less-fancied teams. But that he never got a proper chance with one of IndyCar's powerhouses remained a perennial mystery. And the one time that he did find himself with proven championship-winning machinery, he was undone by truly terrible timing instead.

It was something that you never heard Wilson complain about, even if it must have been privately frustrating. But he never complained about his height, either, even though it had made it difficult for him to fold himself into an open-wheeler for most of his racing life.

And if a Champ Car or IndyCar was never 'comfortable' for him to fit into, the larger, bulkier tub must have initially seemed luxurious compared with a Formula 1 car when he made the move to the US ahead of the 2004 season.

"He was tall, and of course that was a problem, but he never complained about it," says Eric Bachelart, who ran Conquest Racing, the team that gave Wilson his start in Champ Car. "I don't know how he did it in F1 — when he came he told us some stories about what happened there. The Champ Car chassis was bigger, but we had to do quite a few tricks to make him fit."

Wilson had come to Bachelart's attention via his team manager Chris Mower, who had worked closely with him at Nordic Racing when they won the F3000 title together in 2001.

"These guys were very close," Bachelart says. "Chris introduced me to Justin and told me that he was the guy that we needed. So we started talking and I was very keen to do it; I felt that Justin would be a very good addition to the Champ Car series. So he came over, and we were very impressed with his competitiveness, and his dedication."

In a way, Wilson and Conquest found their feet together: 2004 marked Conquest's first season as a two-car team, its second season in Champ Car, and its third different chassis/engine package in as many years. Prior to switching to Champ Car the team had done a single season in the IRL with a Dallara, and then used the unfancied Reynard in 2003 before switching to Lolas to coincide with Wilson's arrival.

"He probably helped us to become more established in Champ Car as a team because that was only our second year, and the first year with



Wilson's competitiveness impressed Conquest

the Lola," says Bachelart. "Having him made my life a bit easier because we could show how competitive we were. We were very aware how fortunate we were to work with him, and we kept telling each other that all year."

Wilson never managed to get the Conquest car any higher than fourth on race day, but even that was recognised as an achievement given the status of the team. Bachelart was hopeful of being able to retain Wilson for another season, but says he was not surprised when bigger teams came knocking.

"We'd have liked to keep him," he says. "But I was so glad for him at the end of that year that some other teams called and he moved on, and developed a very nice career."

Wilson's new home for 2005 would be RuSPORT, another relatively new team, but one with solid funding and big aspirations.

"I know that I speak for all of RuSPORT when I say we are eager to get to the front," said team owner Carl Russo at the beginning of the season. "I believe we have what it takes to get there."

By and large, they were successful: Wilson and team-mate AJ Allmendinger both finished the

season in the top five in the championship, with Wilson picking up his maiden victory in Toronto and a win from pole in Mexico City along the way.

Wilson remained at RuSPORT for another two seasons, adding further wins at Edmonton and Assen, but the funding that had propelled the team to its heady start was beginning to dry up, and Wilson increasingly found himself needing to rely on his talent to overcome the constraints

of his equipment.

"In 2006 we were a pretty well-funded team," says Mike Talbott, who worked at RuSPORT during Wilson's time there and was his race engineer in 2007.

"We were still fairly new, but we had all the tools we needed to do well, and he finished second in the championship. Then the following year we had the new car in the Panoz, and we went from a two-car, very well-funded team to a one-car

team that... wasn't well-funded, let's put it that way. So we couldn't do a lot of the things that we'd ordinarily have done. Still, just Justin's talent a lot of times carried the car, and he finished second to Sebastien [Bourdais]. That [Newman/Haas] car was just dominant."

If it seemed that the Newman/Haas/Bourdais combination was going to be unstoppable, the problem took care of itself when the Frenchman's success earned him the attentions of Toro Rosso in F1, leaving the most sought-after seat in Champ Car up for grabs. Wilson, who had finished runner-up to Bourdais two years in a row, was hired to fill it.

The prospect of Wilson, by then a four-year veteran of the series, going into the 2008 season at the wheel of the only car that had been able to beat him must have been a daunting prospect for his rivals, and Wilson himself was more than aware of the opportunity that he'd earned. ▶

"We had to do quite a few tricks to make him fit..."

ERIC BACHELART



Eric Bachelart (left) says he was fortunate to work with Wilson

In 2006, Wilson was Sebastien Bourdais's chief Champ Car rival



ABBOTT/LAT

With Dale Coyne Racing, Wilson won at Watkins Glen in 2009



ABBOTT/LAT

Victory in Texas in 2012 proved to be his last



ABBOTT/LAT

Relationship with DCR petered out in 2014



ABBOTT/LAT

Wilson held out for better offer in 2015, and got it



ABBOTT/LAT

► “Sebastien has left pretty big shoes to fill but I have big feet!” he said at the time. “Joking aside, I am excited to have the opportunity to add to the results Sebastien and other drivers have achieved for the team. I am confident that we can be championship contenders for 2008.”

And then Champ Car collapsed.

To get a sense of how quickly the final act of the Champ Car/IRL war played out, consider this: a Newman-Haas insider told AUTOSPORT that the team had spent over a million dollars tooling up for 2008. All of that new equipment was now redundant. The '08 Long Beach race was the final event run under the Champ Car banner, and Wilson gave a hint of what might have been by dominating the early part of the weekend and leading the race before suffering an engine failure.

“If Champ Car had kept going, I think 2008 would have been a championship year for him,” says Talbott, who had followed Wilson from RuSPORT to Newman-Haas. “You look at Long Beach that year. He knew that was his chance, and he was on top of that car.

“Who knows what could have happened, but it’s very likely that he would have been up there. It’s hard to believe that he never had another top car. It was probably because of his size. It certainly wasn’t because of his talent.”

At a stroke, Wilson went from title favourite to rookie, with a new car and a new style of racing to wrap his head around.

“He hadn’t done many ovals at that point,” Talbott says. “Then we went to a series where more than half of the races were ovals. And they were a very unique style of oval, because they were usually 1.5-mile tracks where you were mostly flat-out and running wheel to wheel, and it takes some time to get used to running at those speeds.

“And as a team, in terms of car set-up, we were out there against a car that had already been running for something like six years. The other teams had developed everything to the nth degree, and we got it a few weeks before the first race. It was all we could do to get the cars onto the track.”

Wilson finished the season in 11th, but tightening budgets within Newman-Haas forced him to look elsewhere for a drive in 2009. A new home presented itself in the form of Dale Coyne Racing and they combined for an unexpected win

at Watkins Glen, but a move to Dreyer & Reinbold the following season petered into disappointment after a couple of early podiums. He remained with DRR in 2011, but another mostly frustrating year came to an early end when he fractured his back at Mid-Ohio and sat out the rest of the season.

His return to Coyne in 2012 reunited him with engineer Bill Pappas, with whom he’d enjoyed a strong relationship during his first stint with the team, and resulted in what would be the final win of his career at Texas Speedway. That victory spoke for how far he’d come on ovals, and even if it had a small asterisk beside it — the car was fitted with an unauthorised piece of bodywork — he made the point again with a fifth at Indy the following year.

But despite the highlights, life at Coyne was one again largely defined by Wilson battling to overcome the team’s financial and technical limitations. Internal team dynamics also began to change, particularly when Pappas was headhunted by Rahal Letterman Lanigan. At the end of 2014, Wilson and the team parted ways.

From Wilson’s standpoint, this was a huge risk: he had nothing firm on the table for 2015, and no backing to help clear a path. What he did have was a willingness to gamble that his ability would open a door somewhere, and

a close relationship with Honda, which was extremely keen to see him back in a car. When Andretti Autosport rolled out its fourth car for 2015, he had his chance.

Wilson initially joined the team for the two races at Indianapolis, but that later turned into a deal to run the final five events as well. He was fast: he could have won at Mid-Ohio, but leaned out of a battle with Graham Rahal on the final restart to help preserve his Honda compatriot’s title hopes. Fifteen days later, Wilson was gone.

His impact in the US was not limited to open-wheelers: in 2012 he was part of the Daytona 24 Hour-winning line-up (see right). An attempt at Pikes Peak in HPD’s troublesome ARX-04b LMP2 this year was dropped when the car kept breaking.

And in a way, these two events serve as a neat snapshot of Wilson’s time in America. Fast enough to win anywhere... but frequently at the mercy of forces beyond his control. ❧

“He knew that was his chance and he was on top of that car”

MIKE TALBOTT

SPORTSCAR SIDELINE

The highlight of Justin Wilson's sportscar career was the win at the 2012 Daytona 24 Hours with Michael Shank Racing, but it was a chapter that began in 2002 when the recently crowned F3000 champion crossed the pond for the first time to take on Sebring.

Wilson was hired to lead an all-British line-up that included Ben Collins and Christian Vann in Team Ascari's KZR1. He sampled the car for the first time in a test at Snetterton. "Everything is different," he said. "From braking points, power, weight and the driving position. I'm used to sitting in the middle, and now I've at least a foot to spare – which proved very interesting at first."

That initial foray yielded a sixth place, but when he returned to Florida two years later to share Taurus Racing's LMP1 Lola-Judd with Milka Duno and Phil Andrews, the trio were left 80 laps down in 22nd.

Wilson didn't have to wait long for a better opportunity to present itself: two months later, Jan Lammers recruited him to join fellow F1 refugee Ralph Firman and Tom Coronel in the second Racing

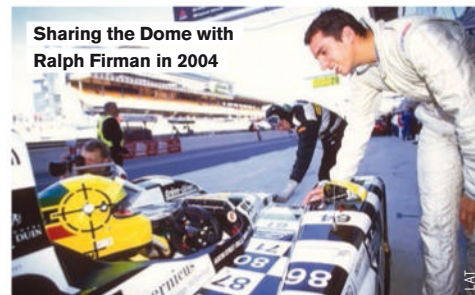


Wilson was in 2012 Daytona 24 Hours-winning line-up

PEIRCE WILLIAMS/LAT

For Holland LMP1 Dome at Le Mans. The car had good pace, but suffered a string of mechanical problems before finally crashing out in the 22nd hour.

Later, he resumed a side career as a hired gun in Daytona Prototype machinery in the Daytona 24 Hours. He found the podium with Chip Ganassi Racing alongside Max Papis, Scott Pruett and Memo Rojas in 2010, then won it with Shank's Riley-Ford in 2012 alongside close friend and former team-mate AJ Allmendinger, Oswaldo Negri and John Pew. He finished second, again with MSR, the following year.



Sharing the Dome with Ralph Firman in 2004

LAT

WILSON'S LEGACY

The motorsport world has rallied to support Justin Wilson's wife and two daughters after the Yorkshireman died from injuries sustained in his accident at Pocono.

Graham Rahal has organised an auction of all the helmets worn during last Sunday's IndyCar finale at Sonoma for the Wilson Children's Fund (justinwilson.co.uk/donate), and is also sourcing memorabilia from other championships including F1. Ryan Hunter-Reay's helmet has already sold for \$24,000.

Elsewhere, initial print runs of two different commemorative T-shirts quickly sold out at Sonoma. One of the designs is available in the UK via www.petrothreads.co.uk/justin-wilson-tribute-tee.html. Honda and Firestone both made substantial donations based on laps completed in Sunday's race, while WC Vision pledged a \$5000 donation in addition to any fines from the weekend's supporting Pirelli World Challenge rounds.

Meanwhile, Wilson himself left a final gift in the form of organ donations, an act that was first announced in a Tweet from his brother Stefan. "[Justin] saved six lives today," he wrote. "He just keeps setting the bar higher."



COBB/LAT

Fellow drivers paid tribute



Accident shook the racing community



As an organ donor, Wilson has saved several lives

LEVITT/LAT

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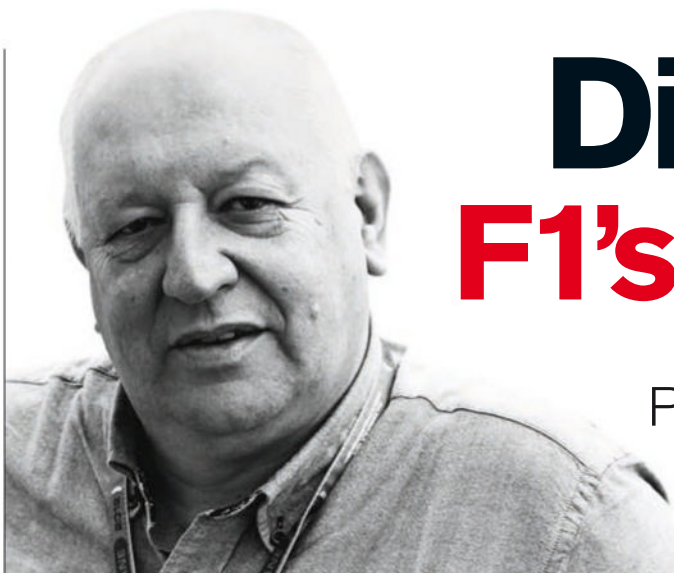
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Dieter Rencken

F1's political animal

Plans to list part of Ferrari on the New York Stock Exchange give us a previously unseen view of the company's finances

Traditionally one of the most, if not *the* most, secretive of teams – recently no doubt on account of clandestine deals it has cut over the past two decades with Formula 1 commercial rights holder FOM and its CEO Bernie Ecclestone – Ferrari's Formula 1 operation has often gone to extraordinary lengths to shroud its commercial performance.

Italy's company register does not, as per Britain's Companies House, demand that non-public entities publish annual reports. Ferrari's discretion is aided not only by this factor, but also by the Gestione Sportiva being a division of mothership Ferrari SpA, itself a 90 per cent-held subsidiary of the already-listed Fiat Chrysler Automobiles alliance.

The F1 department does not file separate accounts – as does, for example, McLaren Racing, which is both a British entity falling under the jurisdiction of Britain's Companies House and registered separately from McLaren Automotive. So Ferrari's internal expenditure could be allocated on a bean counter's whim rather than being booked at true value.

Is it any wonder, then, that the Scuderia was among the first teams to withdraw from F1's controversial resource-restriction agreement, and systematically rejects all attempts at introducing budget caps? Indeed, insiders relate that the latest crusade against such regulation by the governing body, the FIA, was led by Ferrari (and FCA) president Sergio Marchionne,

contributes just five per cent of turnover – so much for zillions of red caps doffed across the globe – while 80 per cent of revenues and almost 90 per cent of profits are generated by the road-car division.

For this reason, Bernstein disputes Ferrari's description of itself as a “luxury brand” rather than a car manufacturer. Equally intriguing, though, is that Ferrari revenues and profits have doubled since 2005, which marked the end of the Scuderia's F1 hegemony.

Marchionne intends to push annual car production to a sliver under 10,000 units per annum – up from the current self-imposed 7000 mark – in order to maximise revenues while still qualifying for US emissions concessions granted to low-volume manufacturers. He reckons Ferrari could be worth as much as \$11bn (£7.14bn) once it hits 10k annual sales, generating \$1.1bn (£0.71bn) in profits.

Bernstein's current valuation is, though, more realistic at \$4bn (£2.6bn), being ten times 2014 earnings, and its analyst considers \$10bn (£6.49bn) as “wild” and \$6bn (£3.9bn) to be “generous”. This puts recent valuations of \$10bn placed on the Formula One Group, which currently turns over half Ferrari's annual sales and most recently netted a third of Maranello's profits, into stark (and humorous) perspective. Any wonder that FOG's own listing has been delayed twice?

Intriguingly, despite potential EU Commission intervention in F1's revenue structures (of which Ferrari

“Ferrari is about to have its guarded corporate veil lifted by disclosure requirements”

an Italian-Canadian corporate lawyer and former management consultant.

However, Ferrari is about to have its carefully guarded corporate veil lifted by New York Stock Exchange disclosure requirements, having last month outlined plans to list 10 per cent of its stock on the Wall Street institution in a prospectus going under the working title *Project Owl*. This 490-page document lifts the lid on Ferrari's commercial secrets.

According to the rated Wall Street research institution Bernstein Research, Ferrari spent around \$440 million (£286m) on its 2014 Formula 1 programme, made up of \$220m (£143m) in sponsor income, \$180m (£117m) in FOM revenues, and \$40m (£26m) in marketing contributions from in-house.

F1 activities made up around 15 per cent of Ferrari's 2014 revenues (\$3 billion – £1.95bn), on which it turned profits of \$428m (£278m). Surprisingly, merchandising of licensed products, although highly profitable,

is the highest team beneficiary, earning approximately double the going rate for equal performance) being a constant topic of conversation in the F1 paddock, *Project Owl* includes no mention of it.

Equally threatening is the potential for Ferrari's prospective shareholders – expected to comprise mainly institutional investors – to view F1 as wasted revenues and thus potential dividends, particularly since the unit sales (and turnover) of market competitor Lamborghini doubled in a decade even though it incurred virtually zero motorsport expenditure. True, investor power will be limited until substantial chunks of Ferrari are traded, but that day cannot be far off.

Consider that Ferrari is committed to F1 only until 2020 and, unlike other F1 operations, could easily convert its Maranello facilities into Fiat Chrysler Automobiles' state-of-art R&D complex, and such thoughts are not off-beam. *Project Owl* has the potential to affect more than just Ferrari. ❧

Dixon snatches the unlikeliest of titles

A double-points finale enabled Scott Dixon to win the championship on a tiebreak, and left season-long leader Montoya fulminating.

MARK GLENDENNING reports



28

IndyCar Sonoma (USA)

August 30

Round 15/15



CHIP GANASSI CROWDSURFED. THAT WAS A THING that happened. You'd think that after 11 titles – including six in the past eight years – he'd be used to winning championships. But this was more than a 'just' another championship. This was almost like outright banditry, especially if you happened to work for Team Penske.

Across the entire season, Scott Dixon led the championship for exactly 31 laps, and they were the final 31 laps of the final race of the year. At the start of the weekend he was third in the points and required some reasonably complex permutations to play out in order to stay in the hunt. Dixon being Dixon, nobody really counted him out, even as he spent the first part of the weekend playing his chances down as much

as possible. The New Zealander has a way of pulling something out of nothing.

But right through the weekend, even as all of the five drivers who had mathematical chances of prising Montoya out of the lead kept up the talk of it not being over until it's over, it always came with the qualification: '...but obviously, we need Montoya to have a really bad day.'

Montoya has had a few bad days over the past few weeks. There was a mechanical failure at the start of the race in Iowa, and his catching the wrong end of the yellows at Mid-Ohio. But what happened at Sonoma never showed up in the tea leaves. Team Penske is always fond of saying that its only team order is 'don't take each other out.' Power even jokingly repeated it at the start of the weekend. And then, just after a restart, Penske's two best hopes in the title fight – the reigning champion and the championship leader – did exactly that.

Even with the benefit of a replay, it was hard to work out exactly what happened. It was just after a restart, and the pair had dropped a handful of places back into the pack due to other cars getting tricky with their strategies. Power was just ahead of Montoya and strayed offline while fighting Josef Newgarden; Montoya sidled into the gap that his team-mate created, and then Power cut back across.

"Josef came up the inside," Power explained

afterwards. "I went to switch back off him and I damaged Juan's wing."

"I was there and we touched," Montoya said. "And that was it."

'Touched' was an understatement: Montoya whacked the rear of Power's car hard enough to send the Australian spinning into the grass, and damaged his own front wing. Both scrambled to the pits for repairs, and rejoined almost at the back of the field. And in that moment, the entire complexion of the day, and the championship, changed completely.

What made it even worse – from Penske's point of view – was that some superb pit work by Ganassi had helped Dixon to emerge from the previous stop ahead of both of them (which Ganassi later described as "the move of the race"), although for the time being the Kiwi was yet to move into the lead, and Montoya's championship lead remained nominally intact even as he wallowed down in 23rd place.

The lead did not change ownership until a few laps later, when a group of off-sequence cars made their stops and cycled Dixon into second, and for a lap or two the top three in the championship were covered by just three points, in a double-point race: Dixon on 533, Montoya on 532, Graham Rahal on 530.

Then Tony Kanaan, who was running ahead of Dixon, dived into the pits, handing his



Dixon (9) runs side by side with title rival Rahal



A delighted Chip Ganassi crowd-surfed in celebration

team-mate the lead and triggering a 20-point adjustment in his favour. It was at this point that Montoya was in real trouble. All of the unlikely scenarios that could have swung the title elsewhere were dependent upon those drivers winning the race, and suddenly the most dangerous of all of them was leading. And if Montoya had any hopes of benefiting from a few favours to help him reclaim lost ground, he'd have been disheartened to learn that his options were limited. An array of small misfortunes meant that none of the other Penske cars were in much of a position to help, while Dixon had Kanaan, Charlie Kimball and Sebastian Saavedra all running strongly and on standby to protect their stablemate if required.

About the only thing that was going Montoya's way at this point was the fact that Rahal, who had been second in the points at the start of the weekend, was having almost as miserable a time. His car had been a handful all weekend, and the new-compound Firestone prime (harder) tyres were proving to be almost as soft as the reds. In fact, front-row starters Power and Newgarden had both secured their grid positions on a set of the primes, crushing the previous lap record.

Forward progress was not an option for Rahal. His entire afternoon was basically spent hanging on for dear life and trying not to concede more places than he had to.

We struggled all along to get the rear of the car right. I could not get the tyre to do anything

GRAHAM RAHAL

"Honestly the car hasn't been good all weekend," he said. "People look at me and say, 'How is that? You've been right up at the front'. Yeah, on new tyres we're able to get there. But we struggled all along to get the rear of the car right, and in our attempts to get the rear right all we did was continuously hurt the front.

"In the race, the rear tyres were gone after not even a lap for me at times. We just couldn't get them to work. I could not get the tyre to do anything. So unfortunately we were in a bind."

And yet during Montoya's attempt to salvage his season, there was a time where it looked like Rahal was going to be the driver who Montoya



Cap removal would have expedited this manoeuvre

was going to have to pass in order to get the last points he needed to move back onto equal terms with Dixon. There were only a dozen or so laps to go, Montoya had climbed back to eighth, and Rahal and Sebastien Bourdais were directly in front of him disputing sixth. Montoya was sizing the two of them up as they charged towards the hairpin when Bourdais did the hard work for him by steaming into the back of Rahal under braking.

"I don't know what kind of excuse [Bourdais] could possibly come up with," Rahal said. "I hit the brakes at the 200 mark. It was going to be impossible for him to stop had he gone inside of me, and even if he had gone outside he wasn't ▶



Franchitti has been working with Dixon this season

▶ going anywhere, yet he clearly just wasn't even looking. He was obviously just focused right on my gearbox and not where we were on the circuit, and he just drilled me, and around I went.

"He comes up to me and said he doesn't mean to, but unfortunately that cost us third in the championship. I don't know, man. It's frustrating. I was his team-mate. I respect him tremendously for who he is and what he's accomplished. But on a day like today, he's a guy you should have high expectations for, and when you see stuff like that it's pretty disappointing."

Bourdais, for his part, insisted that Rahal had a hand in his own exit from contention.

"Rahal was struggling and I got a run out of Turn 6," he said. "He kind of stayed in the middle of the track. I tried to cross, he went with me, and I couldn't get out of the wake – it sucked my car in, we touched, and I spun him around."

The clash sent Rahal spinning to the back of the field, and race control ushered Bourdais out of Montoya's way by calling him in for a drive-through penalty. That left the Colombian in sixth, equal with Dixon on points, but with the Ganassi driver 12 laps away from his third win of the year,

It was amazing how many secrets Dario had, even though he was a team-mate for three or four years

SCOTT DIXON

which would outweigh Montoya's two. The next car in front of Montoya, driven by Ryan Briscoe, was 3.0s down the road, but the Schmidt driver had fitted a set of reds for his final stint, and there was a chance that he might be struggling just enough that an otherwise insurmountable gap might be breached. Montoya got to work.

And given that his own tyres had been worked pretty hard themselves, it has to be said that he

made a pretty good fist of it. As the laps ticked off he crept close enough that he would have been clearly visible in Briscoe's mirrors but, even if he had caught up, Sonoma's winding layout does not lend itself easily to overtaking. It was academic anyway, since he fell just 1.1s short, and Dixon and Ganassi found themselves celebrating the most unlikely of wins.

"It was very Darioesque," Dixon grinned later. "It was quite nice to slip through there and take [the championship] so maybe he's been rubbing off on me, which is a very positive thing."

"To be able to work with him and have him give up some of his secrets – it was kind of amazing how many secrets he had, even though he was a team-mate for three or four years..."

"Obviously it was a day where we needed a lot of things to go our way. We had to win. It was our only real shot at it, and it was a bit of a long shot. Things had to manoeuvre into place, and as the race unfolded I knew our car was very good. But huge credit to the team for the pitstop that jumped us ahead of the #1 [Power] and the #67 [Newgarden]. I think was key to how our strategy played out and at least gave us some breathing room and set us in the right direction. But this is definitely the sweetest championship we've had."

Ganassi, still dusting himself off from his crowdsurfing escapade ("I can tell you, I've never done that before," he said), believed that the reality of the win would require some time to hit home.

"I'm shocked," he said. "Obviously we went over the scenarios all week and we knew we had the car to be at the front, but we needed a lot of other things to happen today. And they all seemed to happen for one reason or another."

If it's going to take a while for the win to sink in at Ganassi, the fact of another defeat snatched from the jaws of victory is going to leave a raw wound at Penske for some time to come. The team is a perennial championship contender, but it is an organisation that exists to win, not to contend. The gap on the shelf that should have been filled by the 2015 championship trophy will be a jarring sight for months to come.



Newgarden's car set alight in the pits

IN THE PADDOCK

MARK GLENDENNING
INDYCAR
CONTRIBUTOR
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YOU CAN'T BLAME JUAN PABLO Montoya for being a little disappointed at how his 2015 season turned out. Leading the championship from the opening race through to lap 57 of the season finale – through rain and heat, through ovals and street circuits and road courses – and then ending up with nothing must have made for a frustrating flight back to Miami.

But you have to hope that his initial reaction to the loss was a symptom of his disappointment, because otherwise it would be difficult to describe it as grace in defeat.

It's uncomfortable to even write this: I like Juan a lot as a person, I respect him immensely as a driver, and while journalists work from a standpoint of impartiality, the fan hidden inside me was secretly hoping



he'd go all the way and win the title. A Montoya championship would have represented another remarkable chapter in an already rare career, and one of the benefits of doing this job is that you get to be there to see stuff like that happen in front of you.

As it is, I got to see someone win their fourth title instead, so the part of me that loves to see people do amazing things was still satisfied. But Montoya's post-race complaints about the double-point system

weren't the response I'd hoped to see from him, and they don't stand up to scrutiny.

He's right in that the double points are dumb. IndyCar is already exciting; it doesn't need such contrivances, and I've never liked any system that gives more weight to one race than another. But this year, IndyCar gave more weight to two races. One was Sonoma, which made Montoya very unhappy. But the other was the Indy 500, which Montoya won. He didn't mention any problems with that.

It's a similar deal when he remarked that Scott Dixon "had a shit season all year and one good race, and we paid the penalty". Dixon and Montoya finished the year tied on points. If Dixon's year was so excruciating, how did he beat Montoya on a countback of three wins to two?

The championship was Montoya's to lose, he lost it, and that has to hurt. I just hope that his initial response was the product of red mist, and that he'd have a different response if asked the same questions now.

Stefan Wilson targets Indy 500

STEFAN WILSON HOPES TO RACE in his brother Justin's memory at next year's 100th running of the Indy 500.

"Justin's family [wife and children] has been the only thing I have really thought about over the past week," he said. "But somebody else asked me [about racing] at the start of the week, and no, it has not deterred me. I was working on plans for the Indy 500 next year, and Justin would want me to fulfill those plans, and Justin would want me to carry on racing."

Justin died in a Pennsylvania hospital last Monday, one day after sustaining head injuries in a freak crash at Pocono. Stefan's sole IndyCar appearance came as Justin's team-mate at Baltimore in 2013 (below).



FEISTMAN/LAT



Servia rallied after troubled start

NELSON/LAT

Servia stands in for Wilson

ORIO SERVIA FINISHED A solid 12th after receiving a late-call up to replace Justin Wilson in Andretti Autosport's #25 entry at Sonoma.

The Spaniard, whose last appearance was at the 2014 Indy 500 with RLL, admitted that he felt desperately unfit early in the weekend after having been out of the car for so long, but rallied

strongly on Sunday before being undone by a yellow flag.

"If the last yellow hadn't gone against us we would have been top five or six, which is almost impossible to believe considering where we were on Friday," he said. "I hope [Wilson] had fun watching us."

AUTOSPORT understands that Wilson's car was required to race owing to contractual obligations.

Drivers berate double points

JUAN PABLO MONTOYA AND Graham Rahal were both critical of IndyCar's awarding of double points for its finale after Sunday's race.

"I don't think any race should have double points," said Rahal. "Everybody is already hanging out on the line, and all you're doing is benefiting the big teams. I think every race is equally important if you're looking at a championship."

Montoya agreed, although he admitted that the series is unlikely to introduce changes any time soon.



COBB/LAT

"When you make the last race double points and put so many variables, it doesn't matter what you do all year," he said. "Dixon had a shit season all year and had one good race, and we paid the penalty. Is it fair for a championship? No, but it's the rules. If you don't like the rules, don't race."

KARAM SITS OUT

Sebastian Saavedra was drafted in to replace Sage Karam after Karam decided that he was not ready to return to racing following Justin Wilson's accident at Pocono a week ago. Wilson was fatally injured by debris shed from Karam's car, although the rookie was not held at fault for the outcome.

ROAD AMERICA TEST

Several IndyCar teams will test at Road America later this month to get a head start on preparations for the series' return to the circuit next year. The tests, which have been organised by the teams, are currently scheduled to take place on September 22 and 28.

CHEVROLET WRAPS

Chevrolet wrapped up its fourth consecutive championship. It was the first time during the manufacturer competition era that a manufacturer has won the manufacturers' title, drivers' title and Indy 500 in the same year.

WILSON AUCTION

Graham Rahal has organised a huge eBay auction to help raise money for Justin Wilson's family, including the helmets worn by every driver at Sonoma. Rahal, who has also reached out to drivers in other series including F1 and NASCAR, ran a similar auction to benefit Dan Wheldon's family in 2011.

DIXON TO RACE ON

Scott Dixon says he has no plans to walk away from IndyCar any time soon. "I'm 35, and you see guys like Helio [Castroneves] and Tony [Kanaan] are over 40," he said. "So I think you'll see me for another five years."

BIG NUMBER

100

Sunday's victory was the 100th for Chip Ganassi Racing in IndyCar racing.

PORSCHE RUNS RINGS AT HOME

Now endowed with a higher-downforce aero package, Porsche left the Audis and Toyotas trailing in the Nurburgring 6 Hours. **GARY WATKINS** reports on an ominous race for the 919s' rivals





Joy for Porsche boys in Webber's first win since 2012 British Grand Prix



WEC Nurburgring (D)

August 30

Round 4/8



PORSCHE QUITE SIMPLY DOMINATED ON HOME ground at the Nurburgring on a day when it surely placed one hand on the trophies awarded for the World Endurance Championship drivers' and manufacturers' titles. It doesn't lead the drivers' standings after last weekend, but the pace of the new high-downforce version of the 919 Hybrid in comparison with the rival Audi R18 e-tron quattro suggests that it is going to be difficult, if nigh on impossible, to beat over the rest of the season.

It wasn't the one-lap margin of victory for Mark Webber, Timo Bernhard and Brendon Hartley after six hours of racing around the 3.19-mile Nurburgring Grand Prix Circuit which suggested that Porsche is going to have things pretty much its own way over the final four races. It was more the fact that Neel Jani, Marc Lieb and Romain Dumas came back to finish second after spending one minute and 35 seconds stationary in the pitlane taking stop-go penalties for technical infringements. Porsche LMP1 technical director Alex Hitzinger summed it best when he said: "The win was easy, the double was difficult."

Audi might have claimed victory in the opening two WEC rounds at Silverstone and Spa in April and May respectively, with two different versions of the R18 turbodiesel that both had more downforce than the 919, but Porsche was competing with a compromise aerodynamic set-up based on the configuration it planned to run at the Le Mans 24 Hours in June. Now it has bespoke bodywork more suited to the tracks that make up the bulk of the WEC.

Hitzinger even suggested that a "disadvantage had been turned into an advantage", given Audi was running the so-called low-drag version of the R18 that competed at Spa and Le Mans. Now the battle was between two high-downforce cars, one with eight megajoules of hybrid power and one with only four. The 8MJ car should always be the winner, and that was the case at the 'Ring.

Not that it was quite plain sailing for either of the Porsches in front of a 32,000 raceday crowd.

Jani was able to race away from the sister car at the start in the 919 that Lieb and Dumas had put on pole. The Porsche that would go on to win sustained a broken diveplane, and Bernhard was struggling. After 10 laps, Jani was 10 seconds up the road while his team-mate was fending off Loic Duval in the best of the Audis.

"I didn't feel that I had hit anything, but it was a big issue – the balance was completely gone," explained Bernhard.

Porsche brought the #17 919 into the pits for its first stop as soon as it entered a window where it could make the finish on the scheduled six stops. The nose was replaced for Webber and its balance was restored, though the car was the better part of a minute behind the leader after Jani had handed over to Lieb.

That gap was entirely eradicated in the second hour when Lieb was given a five-second stop-go penalty after the car exceeded its fuel allocation



Fassler's Audi was a breathless third

EBREVILAT



over the course of two successive laps as per the rules in the energy-based formula. An issue with the boost-pressure sensor resulted in more fuel being dumped into the engine than was allowed.

"It created a sudden overshoot on the fuel-flow meter and by the time we had seen it and reacted it was too late," explained Hitzinger. "We changed the settings, but then we weren't able to fix it initially [Porsche subsequently switched to a back-up sensor to cure the problem]."

That explains why the Porsche was back in the pitlane on two occasions early in the third hour to take further penalties when Dumas was at the wheel. The regulations lay out a sliding scale of sanctions, which explained the 30-second penalty for the second offence and a full minute for infringement number three.

Lieb had come out of the pits just ahead of the sister car after the first stop-go, but now Dumas trailed the two Audis by approximately a minute.

That gap closed during the course of a short triple – including a stint and a half on one set ofMichelins – from Jani. The team opted to bring the Swiss in during a full-course yellow period for a splash of fuel to make sure there would be no need for an extra stop at the end of the race.

Forgoing tyres got him ahead of Lucas di Grassi in the #8 Audi, and even on old rubber he was able to move in on Benoit Treluyer in the #7 car. In the battle that followed, a charging di Grassi was actually able to overtake a Porsche. Jani was third when he pitted – Treluyer had gone into the pits before him – but Lieb was in second after the final stops. The one-two for Porsche at the race for which its senior management had pushed so hard was complete. Which of the Porsches might have ▶



KCMG ORECA leads
G-Drive Ligier early on

XBP IMAGES

LMP2

Tandy and co surprised by victory

THE KCMG SQUAD RECKONED AHEAD OF THE Nurburgring that a podium would be a good result, class win at Le Mans notwithstanding. Yet its Nissan-powered ORECA 05 dominated LMP2 in the hands of Nick Tandy, Richard Bradley and Matt Howson. If the narrow-track car can win at the 'Ring, it can win anywhere. That was the feeling in both KCMG and over at the rival G-Drive/OAK camp after the race.

Tandy converted the pole that he had claimed together with silver driver Howson into the lead, got lucky during the first full-course yellow, and had a 20-second cushion over the chasing Sam Bird in the best of the G-Drive Ligier-Nissan JSP2s. Bird managed to eat into the leader's advantage as the ORECA's Dunlop tyres went away over the final laps of a double, the result of Tandy pushing too hard early on.

A slow pitstop for KCMG – when the team struggled to get the wheels off the ORECA and Howson got hemmed in by the CLM-AER privateer LMP1 in the adjacent box – allowed Roman Rusinov, who'd taken over from Bird, into a narrow lead of approximately nine seconds. Howson was able to close that down, retake the lead and then fend off a challenge from the second G-Drive Ligier of Gustavo Yacaman, who had moved past Rusinov, before stopping in the middle of his double stint.



Tandy, Bradley,
Howson glory

It was plain sailing for KCMG after that. It got it right in the pits and Howson extended his lead over the second half of his double, so much so that the car was already a minute clear when Bradley took over and went up against the silver-rated drivers – Julien Canal and Ricardo Gonzalez – in the two Ligiers. The final margin of victory for the ORECA was 1m11s over the Bird car, while the second Ligier started by Pipo Derani was a lap behind.

"This really bodes well for the rest of the season," said Howson. "We thought our car didn't lend itself well to this track, but this proves we can be competitive everywhere."

Bird had similar thoughts after the race. "It is fairly obvious which car is faster," he said. "They have a newer car and are maximising what they have got. We did the best we could and still came up short."

"With that package it looks like they are going to be quicker than us everywhere. But there are still four races to go and we've got to be ready in case they slip up."

The rest of the P2 field were effectively makeweights in Germany. The Morand team held on to fourth with its Morgan-Judd/BMW EVO shared by Oliver Webb, Pierre Ragues and Archie Hamilton, though Nelson Panciatici was closing at the end in the Signatech Alpine ORECA-Nissan 03R, which had dropped back after a spin from silver driver Vincent Capillaire.

Strakka Racing endured a disappointing debut with the new Gibson-Nissan 015S that has replaced its Dome S103 for the second leg of the WEC. The car ended up seventh, four laps down, in the hands of Danny Watts, Jonny Kane and Nick Leventis after two penalties and a pitstop to replace the tail section following contact. But ultimately the car was not competitive.

Team principal Dan Walmsley admitted that the team was not happy with its performance, but reckoned it deserved no better than its eventual finishing position.



Audis weren't consistent enough

► won in a straight fight can only be a matter of conjecture, and the second-placed drivers were magnanimous in defeat.

"The #17 has had issues before this season, so we can't say that they don't deserve it," said Jani.

That comeback must be ringing alarm bells at Audi. It had no problems aside for a slow puncture for Duval during his first stint, but neither of its cars was able to beat a rival that lost approximately three minutes to penalties. And this was at a race where a new Equivalence of Technology in favour of the diesel machinery came into effect. All three LMP1 manufacturers reckoned an increase in the per-lap energy allocation for the diesels and a decrease for the petrol cars was worth between four and five tenths last weekend.

"We've definitely got some homework to do," said Andre Lotterer, who was handed third place in the car he shared with Treluyer and Marcel Fassler with five minutes to go when di Grassi backed off.

"Our strength was that we had good aero, but now they have that too. We are racing against an 8MJ car and can't compensate for that."

The performance of the two Audis was inconsistent over the race. Lotterer was quick during his first double, but not when he got back in at the end. Di Grassi was significantly quicker in the car he shared with Duval and Oliver Jarvis after the final stops. Audi Sport Team Joest boss Ralf Juttner wasn't able to come up with an explanation straight after the race.

"The drivers said that they sometimes had really good grip and then it started to slide around," he explained. "Sometimes it happened during a stint and sometimes from one set of tyres to another."

Toyota was present at the Nurburgring, in case anyone was wondering. Its TS040 HYBRID wasn't on the pace. Anthony Davidson, Sebastien Buemi and Kazuki Nakajima had a trouble-free run, yet finished three laps in arrears of the winner in fifth. The second car, shared by Alex Wurz, Stephane Sarrazin and Mike Conway, was a further lap down.

"We did a perfect job today," said Davidson. "There was no more we could have done."

Not much could be added to that. The Toyota is where it was at Spa and Le Mans. Nowhere.

FOR FULL RESULTS, PAGE 47

Toyota's LMP1s were way off the pace



XPB IMAGES



Lietz and Christensen spent less time in pitlane

GTE

911s echo Porsche's LMP1 win

PORSCHE'S PERFECT WEEKEND ON HOME

ground was completed by a one-two victory in the GTE Pro ranks. And as in the race for overall honours, one car pretty much dominated, while the other had to scrap hard for second position after delays along the way.

Michael Christensen and Richard Lietz ran at the front pretty much all the way, on a day when championship leaders Gianmaria Bruni and Toni Vilander hit trouble early on aboard their AF Corse Ferrari 458 Italia, and the trio of Pro class Aston Martin Vantage GTEs were barely in the game. The second of the Manthey-run factory 911 RSRs, shared by Frederic Makowiecki and Patrick Pilet, had to come back from two drive-through penalties to claim the runner-up spot.

Christensen moved into the lead after first Bruni had slowed, and then pitted, with an electronic problem after a handful of laps, and then AF opted to bring in James Calado for an early first stop. Makowiecki, meanwhile, was penalised for a jumped start and then again for avoidable contact when he hit Calado up the rear after the full-course yellow boards were shown.

The Ferrari pitted with a puncture, but was back in soon after because the bodywork was fouling a rear tyre. That delay left Calado and Rigon no way back from third, even when Makowiecki was penalised.

A reduction in air-restrictor diameter for the Vantage GTE, which Aston Martin Racing boss



Porsche's GTE drivers claimed a one-two

XPB IMAGES

John Gaw reckoned accounted for "more than 10 and less than 20bhp", had something to do with a disappointing day for the British team that yielded a best result of fourth place for the car shared by Marco Sorensen and Christoffer Nygaard. But it didn't explain why Aston stalwart Darren Turner described his first stint as "the most confused I've ever been in a racing car". The Vantage he shared with Stefan Mucke and Jonny Adam subsequently picked up pace, but still ended up three laps down in sixth.

Ferrari claimed GTE Am honours with the AF-run SMP Racing 458 Italia shared by Andrea Bertolini, Viktor Shaitar and Aleksey Basov. It had led into the final pitstops, but dropped behind the Aston shared by Pedro Lamy, Paul Dalla Lana and Mathias Lauda because the British car pitted during a full-course yellow. The positions were reversed when an electrical glitch hit Lauda on his out-lap.



SMP picked up GTE Am win

XPB IMAGES

IN THE PADDOCK

GARY WATKINS
CONTRIBUTOR

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THERE WAS A TIME WHEN WE ALL used to take it for granted that Porsche would be competing at the top of the sportscar tree at the Le Mans 24 Hours and beyond. I'm not just thinking about the 1980s and successive campaigns with the Group C 956/962. Remember some of those last-minute programmes before and after, such as the decision to bring out the 936 one more time in 1981, or the hurried Dauer 962LM Porsche project of 1994? It almost felt like the great marque had some kind of need to be at Le Mans challenging for outright victory.

That mentality disappeared in the noughties, but the good news is that the men who run the company today think in the similar terms as their predecessors of the 1970s, '80s and '90s. Wolfgang Hatz's comments after the race prove that, I reckon.

Times have changed, however, and Porsche is going racing in a much more structured way than it did in the past. The fact that it committed to a five-year programme from 2012 that only included three seasons of racing proves that. The romance of cars being wheeled out of the museum to race at Le Mans is a thing of the past.

But there can be few sportscar fans who don't want to see Porsche competing for the win at Le Mans and in world championship sportscar racing year after year. Le Mans isn't quite the same place without Porsches at or near the front.

936 was dusted off for 1981



MILESTONE

Porsche's victory at the weekend was its first in a world championship sportscar race at the Nurburgring since the first 1000km event held on the 'new' Grand Prix circuit in 1984. Derek Bell and the late Stefan Bellof were the winners that day in a Rothmans-sponsored 956.



LMP1's stakeholders will have their say



Rules roadmap is imminent

THE FUTURE DIRECTION OF LMP1 will be mapped out in a meeting of the Endurance Commission today.

The Commission will discuss proposals from a number of working groups set up by the FIA and the Automobile Club de l'Ouest. These include when to adopt new monocoque regulations, which are likely to be set back from 2017 until '18, and when

there will be an increase in the power and scope of energy-retrieval systems.

ACO sporting manager Vincent Beaumesnil said: "There are different scenarios that we are discussing with the manufacturers. All of them have voiced their opinions on when we should have new monocoques, new aero rules and new rules on engines and hybrids."

Porsche in for the long haul

PORSCHE EXPECTS TO HAVE A

long-term presence in the LMP1 division of the World Endurance Championship beyond the two-year extension of its existing programme announced last week.

Research and development boss Wolfgang Hatz, who is the board member at Porsche in charge of motorsport, said: "Basically that is the plan. Porsche has to be in top-level motorsport. That is what we decided in 2011 when we announced that we would be coming back."

Asked if Porsche would be racing in LMP1 into the 2020s, he replied: "I think we can say that. We expect to continue racing here in the WEC."

He also appeared to rule out a move into Formula 1. "There are no plans at present," he said.

Porsche announced last week a commitment to continue in LMP1 until the end of the 2018 season. That represents an additional two seasons beyond the existing programme laid out in 2011, which started with two years of development in 2012-13 and encompasses the 2014-16 seasons.

Porsche chairman Matthias Muller said in a statement: "The competition bears fruits and we see further potential for future synergy between the racing and road-car programmes – this is why we have extended the programme."

Latest Ferrari gets a shakedown

The new Ferrari 488 built to next year's GTE rules ran for the first time two weeks ago. The car, powered by a twin-turbo V8, was given a shakedown by Gianmaria Bruni and Davide Rigon at Vallelunga.



KOLLES CASHES IN

LMP1 privateer honours were claimed by the ByKolles team's CLM-AER P1/01 (above) driven by Pierre Kaffer and Simon Trummer, which had a largely trouble-free race apart from losing a rear wing as a result of contact. The #12 Rebellion-AER R-One shared by Nick Heidfeld, Nicolas Prost and Mathias Beche finished two laps behind after its external kill switch popped out.

OAK STICKS AT TWO

OAK Racing will focus on running its two championship-challenging G-Drive Ligiers over the remainder of the season, and has no plans to run the third car that raced under its own banner in the opening three rounds. Team boss Jacques Nicolet explained that work commitments for team-mates Erik Maris and Jean-Marc Merlin ruled them out.

GTE SET FOR UPGRADE

The GTE manufacturers' points classification could be upgraded from World Endurance Cup and be given full world championship status for next season. WEC boss Gerard Neveu has admitted that the move is under discussion at the behest of the manufacturers.

ADAM DRAFTED IN

British GT Championship frontrunner Jonny Adam was drafted into the line-up of the lead Aston Martin Vantage GTE alongside Darren Turner and Stefan Mucke. It is expected that he will complete the WEC season in the car.

MORAND MISSES OUT

The Morand ORECA-Judd/BMW EVO (below) driven by Oliver Webb, Pierre Ragues and Archie Hamilton missed the opening session of free practice as a result of a legal dispute with a catering company contracted by the Raceto24 reality TV show that the Swiss team had planned to be involved with this year.





Winning machine leads GT300 Subaru

SUPER GT SUZUKA (J), AUGUST 30 RD 5/8

Repeat win for Rossiter and TOM'S

EXPAT BRIT JAMES ROSSITER AND the TOM'S Lexus team took their second successive Suzuka 1000km victory in a wet-dry race.

Co-driver Daisuke Ito was out of luck in qualifying. The car suffered gearbox failure and, without a proper set-up, Ito was unable to do better than ninth on the grid after failing to get through to the second stage of qualifying.

On a soft set of wet-weather Bridgestone tyres, Rossiter started the car and made a great push to climb to fourth in the opening wet stint of the race. Ito continued the

progress after he took over, rising to second place. With the track now dry, Rossiter continued on slicks and in the lead after a quick stop.

Thanks to two safety-car periods TOM'S was able to make just four pitstops instead of six, Ito keeping the lead and then Rossiter pulling out a gap in the final run to the flag.

The Cerumo Lexus of Hiroaki Ishiura and Yuji Tachikawa started second on the grid. The car dropped to seventh in the rain early on, but the duo staged a recovery to second on slicks in the latter half of the race. Championship leaders Joao Paulo

de Oliveira and Hironobu Yasuda carried the highest amount of success ballast and started their Team Impul Nissan from fifth on the grid. They soon joined the leading group and finished third, maintaining their points advantage.

The GT300 class went to the series-leading Nissan of Andre Couto, Katsumasa Chiyo and Ryuichiro Tomita, who beat BMW pair Jorg Muller and Seiji Ara by a second. Ex-Auto GP champion Kimiya Sato was in the fourth-placed Lamborghini.

● Jiro Takahashi

RESULTS

1 James Rossiter/Daisuke Ito (Lexus RC F), 163 laps in 5h45m55.277s; 2 Yuji Tachikawa/Hiroaki Ishiura (Lexus), +1m25.629s; 3 Hironobu Yasuda/Joao Paulo de Oliveira (Nissan GT-R); 4 Juichi Wakisaka/Yuhi Sekiguchi (Lexus); 5 Naoki Yamamoto/Takuya Izawa (Honda NSX Concept); 6 Satoshi Motoyama/Masataka Yanagida (Nissan); 7 Tsugio Matsuda/Ronnie Quintarelli (Nissan); 8 Andrea Caldarelli/Ryo Hirakawa (Lexus); 9 Daisuke Nakajima/Bertrand Baguette (Honda); 10 Kosuke Matsuura/Tomoki Nojiri (Honda). **Points 1 Yasuda/de Oliveira, 51;** 2 Tachikawa/Ishiura, 44; 3 Rossiter/Ito, 43; 4 Matsuda/Quintarelli, 39; 5 Hirakawa/Caldarelli, 34; 6 Motoyama/Yanagida, 30.

GTMASTERS SACHSENRING (D), AUGUST 29-30 RD 6/8

Schubert's symphony

SCHUBERT BMW PAIR DOMINIK Baumann and Jens Klingmann kept their title hopes alive by leading a team one-two.

Claudia Hürtgen claimed pole in the sister Z4, and the car was leading late in the race in the hands of Uwe Alzen when Klingmann passed with three laps to go, going on to win by just a tenth of a second. A remarkable drive saw Andreas Wirth and Daniel Keilwitz go from 15th to third in their Callaway Corvette.

Reigning champion Kelvin van der Linde scored his first win of the season in race two, sharing the C Abt Racing Audi with Stefan Wackerbauer. They beat Clemens Schmid and Fabian Hamprecht in their HTP Bentley to the flag by only 0.6s, with polesitter Klaus Bachler and Martin Ragginger third in the Schutz Porsche.

Bachler is second in the points

behind Zakspeed Mercedes duo Sebastian Asch and Luca Ludwig, who were fifth in race one but then retired with a steering issue.

● Rene de Boer

RESULTS

Race 1 1 Dominik Baumann/Jens Klingmann (BMW Z4 GT3), 42 laps in 1h00m56.575s; 2 Claudia Hürtgen/Uwe Alzen (BMW), +0.126s; 3 Andreas Wirth/Daniel Keilwitz (Chevrolet Corvette C6.R); 4 Diego Alessi/Patrick Assenheimer (Chevy); 5 Sebastian Asch/Luca Ludwig (Mercedes SLS AMG GT3); 6 Hari Proczyk/Andreas Simonsen (Mercedes). **Race 2 1 Stefan Wackerbauer/Kelvin van der Linde (Audi R8 LMS ultra)**, 41 laps in 1h00m09.943s; 2 Clemens Schmid/Fabian Hamprecht (Bentley Continental GT3), +0.676s; 3 Martin Ragginger/Klaus Bachler (Porsche 911 GT3-R); 4 Luca Stolz/Maximilian Buhk (Bentley); 5 Proczyk/Simonsen; 6 Florian Stoll/Marc Basseng (Audi). **Points 1 Ludwig/Asch, 161;** 2 Bachler, 138; 3 Baumann/Klingmann, 130; 4 Proczyk, 95; 5 Hürtgen, 91; 6 Stolz, 84.

V8 STOCK CARS CASCAVEL (BR), AUGUST 30 RD 8/12

Brito's record-breaker day

VALDENO BRITO HAD A FANTASTIC weekend at the fast Cascavel track, scoring a win and a second to take a V8 Stock Car weekend points record of 37 from the 39 available.

Brito led all the way from pole position in the first race from the sister Shell Racing Chevrolet of Ricardo Zonta. Behind third-placed Allam Khodair, Caca Bueno was unable to hold off the attack of Ricardo Mauricio in the closing laps.

With the top 10 from the opener reversed on the grid for race two, Diego Nunes sat on pole. The

ex-GP2 racer's life was made easier when Atila Abreu and Sergio Jimenez (second and third on the grid) were forced off the grid with fuel-pump temperature problems. While Nunes led the early laps, his fuel pump was another victim of the heat. As Nunes faded, Thiago Camilo moved into the lead for an easy win.

Brito stormed through the order, he and Mauricio knocking rising star Vitor Genz off the podium. Series leader Marcos Gomes took top-six results in both races.

● Lito Cavalcanti

RESULTS

Race 1 1 Valdeno Brito (Chevrolet Cobalt), 42 laps in 49m12.068s; 2 Ricardo Zonta (Chevy), +1.490s; 3 Allam Khodair (Chevy); 4 Ricardo Mauricio (Chevy); 5 Caca Bueno (Chevy); 6 Marcos Gomes (Peugeot 407). **Race 2 1 Thiago Camilo (Chevy)**, 23 laps in 24m23.047s; 2 Brito, +1.266s; 3 Mauricio; 4 Vitor Genz (Peugeot); 5 Bueno; 6 Gomes. **Points 1 Gomes, 182;** 2 Bueno, 151; 3 Daniel Serra, 133; 4 Julio Campos, 121; 5 Camilo, 120; 6 Rubens Barrichello, 115.



Brito bursts away from Zonta



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ERC RALLY ZLIN (CZ), AUGUST 28-30 RD 7/10

Kopeccky cruises at home

SKODA WINNING ITS HOME ROUND of the European Rally Championship, and its star driver Jan Kopeccky clinching the Czech national title, didn't come as a great surprise on Rally Zlin.

Having set eight fastest stage times in a row, Kopeccky switched his Fabia R5 into cruise-control and, together with co-driver Pavel Dresler, drove fast enough keep a comfortable 30-second-ish cushion right to the finish. It was a masterful display by Kopeccky, although there

were plenty of drivers behind who demonstrated how treacherous the fast and bumpy Tarmac roads of southern Moravia are.

Two drivers in particular suffered massive accidents. Frenchman Robert Consani rolled his Citroen DS3 R5 at high speed on leg one, while Peugeot UK junior driver Chris Ingram suffered a similar fate in his 208 R2 on leg two. Both accident scenes were bad enough for following drivers to stop and check to see if the crews were OK



Kopeccky on top in Zlin

DPPI/ERC

— which, thankfully, they were.

It was a rally Craig Breen might want to forget too. Three early punctures dashed all victory aspirations, and he could only salvage a seventh-place finish in his Peugeot 208 T16.

Breen is now 23 points behind Kajetan Kajetanowicz, with just three ERC rounds remaining, after the Pole finished third in his Ford Fiesta R5 — just behind local driver Vaclav Pech in his Mini.

● Paul Evans

RESULTS

1 Jan Kopeccky/Pavel Dresler (Skoda Fabia R5), 2h12m17.7s; 2 Vaclav Pech/Petr Uhel (Mini Cooper S2000 1.6T), +27.3s; 3 Kajetan Kajetanowicz/Jaroslav Baran (Ford Fiesta R5); 4 Alexey Lukyanuk/Alexey Arnautov (Ford); 5 Pavel Valousek/Veronika Havelkova (Skoda Fabia S2000); 6 Jan Cerny/Petr Cernohorsky (Skoda). **Points** 1 Kajetanowicz, 159; 2 Craig Breen, 136; 3 Lukyanuk, 105; 4 Robert Consani, 55; 5 Siim Plangi, 43; 6 Bruno Magalhaes, 38.



Crowd cheered Czech combo

WORLD CHALLENGE SONOMA (USA), AUGUST 29-30 RD 10/11

Supersub's great Effort

DUTCHMAN RENGER VAN DER ZANDE almost did a perfect job subbing for Scot Ryan Dalziel — away on World Endurance duty at the Nurburgring — with a win and a second in Effort Racing's Porsche.

Van der Zande led the opening race before McLaren factory driver Kevin Estre moved his 650S in front at two-thirds distance to win.

In the second race, Estre demoted the sister McLaren of Robert Thorne to second after an early safety-car period, but this time could not stop van der Zande. Johnny O'Connell now leads the points in his Cadillac.

RESULTS

Race 1 1 Kevin Estre (McLaren 650S GT3), 32 laps in 51m39.786s; 2 Renger van der Zande (Porsche 911 GT3-R), +2.740s; 3 Mike Skeen (Audi R8 LMS ultra); 4 Olivier Beretta (Ferrari 458 Italia GT3); 5 Johnny O'Connell (Cadillac ATS-VR GT3); 6 Andy Pilgrim (Cadillac).

Race 2 1 van der Zande, 30 laps in 50m54.748s; 2 Estre, +2.186s; 3 Beretta; 4 Robert Thorne (McLaren); 5 Pilgrim; 6 James Davison (Nissan GT-R GT3). **Points** 1 O'Connell, 162.5; 2 Beretta, 159; 3 Davison, 149; 4 Ryan Dalziel, 148.4; 5 Estre, 137.5; 6 Skeen, 114.6.

SUPER TC2000 SANTA FE (RA), AUGUST 29-30 RD 7/12

Ardusso denied a double

AN APPARENT BRAKE DRAMA COST Fiat ace Facundo Ardusso a double win on the unforgiving street circuit of Santa Fe.

Ardusso won the Saturday evening race after patiently waiting for the right moment to pounce on the leading Peugeots of Agustin Canapino and Nestor Girolami. When Ardusso made his move, Canapino lost time and was passed by Girolami and several others. The Renault Fluence of Leonel Pernia completed the podium.

After an incident-free opener, Sunday's race was another matter,

with two safety-car periods.

Ardusso stalked leader Canapino until immediately after the second caution period when he swept into the lead, only to run wide a lap later at the hairpin and fall out of contention.

While Canapino took his first Super TC2000 win of the season, reigning champion Girolami inherited the runner-up placing and in the process regained the series lead, but he could do nothing about the winner. Once again a Renault driver was third, this time Christian Ledesma.

● Tony Watson

RESULTS

Race 1 1 Facundo Ardusso (Fiat Linea), 24 laps in 39m53.646s; 2 Nestor Girolami (Peugeot 408), +1.600s; 3 Leonel Pernia (Renault Fluence); 4 Damian Fineschi (Peugeot); 5 Mariano Werner (Ford Focus); 6 Agustin Canapino (Peugeot). **Race 2** 1 Canapino, 24 laps in 47m08.959s; 2 Girolami, +0.495s; 3 Christian Ledesma (Renault); 4 Fineschi; 5 Pernia; 6 Facundo Chapur (Fiat). **Points** 1 Girolami, 112; 2 Chapur, 106.5; 3 Canapino, 101; 4 Matias Rossi, 92; 5 Jose Manuel Urcera, 73; 6 Ardusso, 70.5.



Spectacular for Ardusso's Fiat

BRAZILIAN FORMULA 3

Pedro Piquet won both races at Cascavel to take his record to eight wins in 10 races. In doing so, the 17-year-old became the fourth member of his family to win on the fast-and-sinuous track, following father Nelson (Formula Super Vee) and brothers Nelson Jr (F3) and Geraldo (Formula Truck). In the first race the Cesario F3 driver was followed home by the promising Christian Hahn (Hitech Racing) and Argentinian Nicolas Dapero (PropCar Racing); in the second Dapero was second from Carlos Cunha (CF3).

GERMAN FORMULA 4

Marvin Dienst extended his points lead with two wins and a second at the Sachsenring. The HTP Junior driver was followed home in each of the first two races by Motopark's Joel Eriksson, with Tim Zimmermann third in the first race and Joey Mawson taking that spot in race two. Australian Mawson then took his Van Amersfoort Racing car to victory in the reversed-grid race from Dienst and Kim-Luis Schramm.

JAPANESE FORMULA 4

Toyota protege Sho Tsuboi has almost eradicated the points gap to early-season pacesetter Tadasuke Makino after winning both races at Suzuka, the first in dry conditions and the second in the wet. Makino was second each time out, with Yuya Hiraki taking a brace of thirds.

FRENCH GT

Porsche and Audi shared the honours at Magny-Cours. In the first race, it was the Imsa Performance 911 of Sebastien Dumez, Raymond Narac and Olivier Pernaut that triumphed. In the second, Mike Parisy, David Hallyday and Philippe Gaillard were first to take the flag in their Sebastian Loeb Racing R8. A fourth for the Imsa crew means they have moved into the championship lead.

FRENCH FORMULA 4

Valentin Moineault was the man of form at Magny-Cours, with a couple of wins stretching his advantage at the top of the points. He beat Sacha Fenestraz home in the first race, and defeated Gabriel Aubry in the second. The reversed-grid race went to Finn Simo Laaksonen.

X-COUNTRY WORLD CUP

Polish veteran Krzysztof Holowczyc won three of the five stages of Baja Poland on his way to a 7m32s victory over Mini All4 Racing team-mate Nasser Saleh Al-Attiyah, who extends his advantage over reigning champion Vladimir Vasilyev in the points standings with two rounds to run. Overdrive Racing Toyotas filled five places in the top 10, with Dutchman Bernhard ten Brinke third in his Hilux.

NASCAR TRUCKS

A win on the Mosport road course has moved Erik Jones into the series lead. Alex Tagliani was second until the last lap, when a broken third gear dropped him to fifth. Matt Crafton claimed second place.

Wehrlein was Saturday
winner for Mercedes



44

Mercedes and Audi break the DTM monopoly saga

For the first time since twin-race weekends were revived for 2015, we didn't have one make dominating an event. **MITCHELL ADAM** describes the title twists from Russia

THE LAST TIME TWO DIFFERENT DTM

manufacturers won a race on the same weekend, Pascal Wehrlein was seven years old.

Laurent Aiello and Bernd Schneider split the honours for Audi and Mercedes at Hockenheim in the 2002 season finale. The following year the series switched to single-race weekends – which admittedly accounts for the bulk of Wehrlein's journey from youngster to racer – but that it's taken so long for it to happen this year with the format's reintroduction is an anomaly.

Before Mercedes' Wehrlein and Audi's Mike Rockenfeller won at Moscow Raceway, the same manufacturer had won both races at each of the first five events. And often with massive sweeps, such as BMW's rout of the top seven and then five at Zandvoort in July. Some of those results have been influenced by the DTM's performance weights, leading to a single make often running considerably lighter than others.

With the balance of those weights in BMW's favour in Russia, the stage was set for another

good weekend for the Munich men. And that's how it started, with Marco Wittmann topping Friday practice, Bruno Spengler second practice and Wittmann then taking pole for Saturday's opening race. While Wittmann led the bulk of it, that's where Wehrlein entered the picture.

Wehrlein closed in as Wittmann began to struggle – it later emerged he had a slow puncture from debris – and, after two unsuccessful looks around the outside of the final corner, pounced down the inside with four minutes remaining. He went on to take his second win of the season, and regain the championship lead.

"The BMW is quite strong on top speed, and it wasn't that easy," Wehrlein said.

"I was on the outside but I wasn't able to overtake him. I had to change that way of thinking. I was on the outside, and then late on braking I went on the inside and it worked out.

"But I have to say that Marco was really fair and could have defended that, but then maybe we would have crashed, you never know. The fight with him was really good. That's how motorsport should be."



Vietoris (left) slammed
into Molina's Audi



XPB IMAGES

Rockenfeller (left) and Ekstrom: joy on Sunday

Marco was really fair, the fight with him was good. That's how motorsport should be

PASCAL WEHRLEIN

pitstop (the last to do so of the leading drivers), the yet-to-pit Lucas Auer split the 2013 champion and Spengler. By the time Spengler cleared Auer, Rockenfeller was long gone, eventually winning by four seconds. His first DTM victory since the Russian round in August 2013 was his first visit to the podium this year, ending a tough run.

"Obviously in the past we thought we knew what we were doing, and we were quite OK with that," he reflected.

"And then you come into a new season, winter is OK, and all of a sudden you struggle a bit. In this championship, it's not so easy to really follow your feeling, and then you can lose track quite easy. I think we have all seen how strong the car is this year. My team-mates are doing a great job; Mattias is leading the championship, Jamie had a great start and also Edoardo [Mortara].

"Myself, I'm struggling, but I think every driver and everyone in the DTM knows how quickly that can happen. This year it happened to me so far, but it's still not over."

Wittmann held on for second on Saturday as Spengler made it a pair of BMWs on the podium – setting himself up for a double-podium weekend – with a final-corner move on Green.

Fourth was former championship leader Green's first points finish since the Norisring's Saturday race at the end of June. He backed it up with fifth on Sunday, just behind Martin.

"I just looked at the points, and actually in the previous five races I didn't score a point. I didn't realise it had been that long, such a big drought," Green admitted on Saturday evening.

Behind Wehrlein, Daniel Juncadella was the next best Mercedes on Saturday in fifth, while Gary Paffett followed a first-race fightback with sixth, ahead of Wittmann, on a quiet Sunday for the Stuttgart make.

GLOCK FURY WITH EKSTROM

Timo Glock qualified a season-best fourth on Saturday, but was left fuming after his clash with Mattias Ekstrom. The BMW driver took to Twitter to berate the Swede thus: "watch the race from [Pascal] Wehrlein and learn you idiot! How stupid you need to be to overtake in that corner!"

HARD WORK FOR MERC

HWA worked until 4am on Sunday to repair Christian Vietoris's Mercedes after a shunt in race one. Vietoris found Miguel Molina in the middle of the road at Turn 1 on the first lap. "I couldn't see anything – he was there and I had nowhere to go," Vietoris said. He then had to extinguish a fire that broke out after his car hit the inside barrier. Molina had entered the corner side-by-side with Tom Blomqvist, but was spun to the inside.

BURNT OFFERINGS

BMW's weekend started with 1.5 tonnes of its caterer's Moscow Raceway supplies being destroyed at the Russian border, as part of the country's ban on importing western food.

PAFFETT THE BIG MOVER

"I've had a few races where I've started P20 and finished P16 and it's a pretty terrible day," Gary Paffett said. Paffett missed the set-up window in Saturday qualifying, but then stormed through to seventh in the race. "I was hoping for points but not expecting them."

DI RESTA'S PACE PUZZLE

Paul di Resta rued a puzzling lack of qualifying pace on Sunday. He recovered from being spun at Turn 2 by Mike Rockenfeller to be 14th on Saturday, and was 16th from 21st a day later. "You need to be qualifying at the front to make an impact, because we had the same speed as Gary [Paffett] who finished sixth," he said. "It's a bit strange, yesterday we were so strong and today probably a bit puzzled."

FROM RUSSIA WITHOUT LOVE

Martin Tomczyk called this weekend one of his worst in the DTM. Tomczyk qualified on the back row of the grid each day, finished 17th on Saturday and parked his ill-handling BMW on Sunday. "We've spent the whole weekend gambling and chasing times," he said. "I'm happy that it's over."

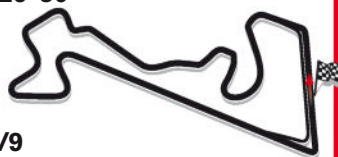
GIOVINAZZI IN FOR AUDI

European Formula 3 leader Antonio Giovinazzi made his debut with Audi, replacing Timo Scheider, who was suspended after the 'push-him-out' saga. The Italian (below) finished 19th on Saturday and qualified 16th on Sunday, but was demoted to the rear of the grid after an engine change. He was forced wide on the first lap and took 21st.



DTM Moscow (RUS)

August 29-30



Round 6/9

But as with the previous round at the Red Bull Ring, Wehrlein's time at the top of the standings was limited to 24 hours. In a qualifying session of minuscule margins, being 0.199 seconds off polesitter Rockenfeller left him 11th on Sunday's grid. He finished 10th, slowed in pitlane by Audi's release of Jamie Green.

That helped Mattias Ekstrom retake the championship lead. His first DNF of the season came on Saturday, when he clashed with Timo Glock while trying to move into fourth place, approaching the halfway mark.

When Ekstrom looked down the inside at Turn 7, the pair collided. His Audi was heavily damaged – and only fully repaired 20 minutes before Sunday's morning warm-up. Glock was unimpressed, and neither were the stewards, who handed Ekstrom a three-place grid penalty for Sunday. Demoted from second to fifth on the grid, he finished third after a late move on Maxime Martin, and leaves with a six-point advantage over Wehrlein.

Rockenfeller emerged on top from an early fight with Spengler – which included minor Turn 1 contact – to lead on Sunday. When he made his



FOR FULL RESULTS, PAGE 47

demon tweeks

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Clay Pigeon - Full Circuit

October 18th

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November 15th

Daytona Milton Keynes - International



Daytona Motorsport would like to congratulate the podium finishers for Round Seven:

Light Enduro	1st Tom Golding	2nd Jake Butler	3rd Chris Hackworth	Light Heats	1st Tom Sibley	2nd Chris Hackworth	3rd Ian Del-Pizzo
Inter Enduro	1st Joe Holmes	2nd Bobby Trundle	3rd Andrew Knapp	Inter Heats	1st Joe Holmes	2nd Bobby Trundle	3rd Andrew Knapp
Heavy Enduro	1st Jamie Pender	2nd Malcolm Clark	3rd Chris Carter	Heavy Heats	1st Chris Carter	2nd Jamie Pender	3rd Rob Bennett

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INDYCAR SERIES

ROUND 15/15 SONOMA (USA), AUGUST 30
(85 LAPS - 202.725 MILES)

1 Scott Dixon (NZ) Chip Ganassi Racing Dallara-Chevrolet	2h09m14.2620s
2 Ryan Hunter-Reay (USA) Andretti Autosport Dallara-Honda	+6.1115s
3 Charlie Kimball (USA) Chip Ganassi Racing Dallara-Chevrolet	+7.1279s
4 Tony Kanaan (BR) Chip Ganassi Racing Dallara-Chevrolet	+8.9030s
5 Ryan Briscoe (AUS) Schmidt Peterson Motorsports Dallara-Honda	+10.0749s
6 Juan Pablo Montoya (CO) Team Penske Dallara-Chevrolet	+11.2548s
7 Will Power (AUS) Team Penske Dallara-Chevrolet	+12.4877s
8 Takuma Sato (J) AJ Foyt Enterprises Dallara-Honda	+16.0888s
9 Rodolfo Gonzalez (YV) Dale Coyne Racing Dallara-Honda	+20.8011s
10 Mikhail Aleshin (RUS) Schmidt Peterson Motorsports Dallara-Honda	+22.5749s
11 Marco Andretti (USA) Andretti Autosport Dallara-Honda	+23.6709s
12 Oriol Servia (E) Andretti Autosport Dallara-Honda	+24.4514s
13 Sebastian Saavedra (CO) Chip Ganassi Racing Dallara-Chevrolet	+24.7775s

QUALIFYING

Q3 1 Power, 1m16.2597s; 2 Newgarden, 1m16.3964s; 3 Hunter-Reay, 1m16.5254s; 4 Pagenaud, 1m16.6683s; 5 Montoya, 1m16.8437s; 6 Rahal, 1m17.1769s.

DTM

ROUND 6/9 MOSCOW RACEWAY (RUS), AUGUST 29-30
RACE 1 (24 LAPS - 58.623 MILES)

1 Pascal Wehrlein (D) HWA Mercedes C63 DTM	41m56.506s
2 Marco Wittmann (D) RMG BMW M4 DTM	+1.853s
3 Bruno Spengler (CDN) MTEK BMW M4 DTM	+2.536s
4 Jamie Green (GB) Team Rosberg Audi RS5 DTM	+2.967s
5 Daniel Juncadella (E) Mücke Motorsport Mercedes C63 DTM	+3.249s
6 Edoardo Mortara (I) Abt Sportsline Audi RS5 DTM	+4.332s
7 Gary Paffett (GB) ART Grand Prix Mercedes C63 DTM	+8.867s
8 Tom Blomqvist (GB) RBM BMW M4 DTM	+10.039s
9 Nico Muller (CH) Team Rosberg Audi RS5 DTM	+10.350s
10 Mike Rockenfeller (D) Team Phoenix Audi RS5 DTM	+11.001s
11 Antonio Felix da Costa (P) Team Schnitzer BMW M4 DTM	+11.409s
12 Robert Wickens (CDN) HWA Mercedes C63 DTM	+11.813s
13 Lucas Auer (A) ART Grand Prix Mercedes C63 DTM	+12.234s
14 Paul di Resta (GB) HWA Mercedes C63 DTM	+12.600s
15 Augusto Farfus (BR) RBM BMW M4 DTM	+15.248s
16 Maximilian Gotz (D) Mücke Motorsport Mercedes C63 DTM	+15.534s
17 Martin Tomczyk (D) Team Schnitzer BMW M4 DTM	+15.649s
18 Maxime Martin (B) RMG BMW M4 DTM	+16.350s
19 Antonio Giovinazzi (I) Team Phoenix Audi RS5 DTM	+17.132s
R Adrien Tambay (F) Abt Sportsline Audi RS5 DTM	16 laps-acc damage
R Timo Glock (D) MTEK BMW M4 DTM	10 laps-accident
R Mattias Ekström (S) Abt Sportsline Audi RS5 DTM	10 laps-accident
R Miguel Molina (E) Abt Sportsline Audi RS5 DTM	0 laps-accident
R Christian Vietoris (D) HWA Mercedes C63 DTM	0 laps-accident

Winner's average speed 83.863mph.
Fastest lap Wehrlein, 1m29.891s, 97.822mph.

QUALIFYING 1

1 Wittmann, 1m28.810s; 2 Wehrlein, 1m28.979s; 3 Green, 1m28.985s; 4 Glock, 1m29.003s; 5 Blomqvist, 1m29.066s; 6 Ekström, 1m29.085s; 7 Spengler, 1m29.093s; 8 Molina, 1m29.133s; 9 Juncadella, 1m29.143s; 10 Muller, 1m29.147s; 11 Tambay, 1m29.184s; 12 Mortara, 1m29.211s; 13 di Resta, 1m29.256s; 14 Rockenfeller, 1m29.280s; 15 Gotz, 1m29.297s; 16 Martin, 1m29.304s; 17 da Costa, 1m29.350s; 18 Auer, 1m29.401s; 19 Giovinazzi, 1m29.487s; 20 Paffett, 1m29.519s; 21 Farfus, 1m29.541s; 22 Wickens, 1m29.557s; 23 Tomczyk, 1m29.766s; 24 Vietoris, 1m29.878s.

RACE 2 (41 LAPS - 100.147 MILES)

1 Rockenfeller, 1h02m14.818s; 2 Spengler, +4.132s; 3 Ekström, +9.204s; 4 Martin, +11.789s; 5 Green, +12.585s; 6 Paffett, +14.393s; 7 Wittmann, +16.593s; 8 Mortara, +18.050s; 9 Muller, +18.548s; 10 Wehrlein, +18.810s; 11 Farfus, +24.207s; 12 Blomqvist, +24.939s; 13 Juncadella, +25.237s; 14 Molina, +25.686s; 15 di Resta, +27.253s; 16 Tambay, +32.423s; 17 Glock, +33.412s; 18 Gotz, +36.718s; 19 Auer, +36.947s; 20 Vietoris, +43.030s; 21 Giovinazzi, +53.048s; 22 da Costa, +1m15.152s; 23 Wickens, +1m25.033s; R Tomczyk, 18 laps-handling.

Winner's average speed 96.532mph.

Fastest lap Rockenfeller, 1m29.870s, 97.845mph.

QUALIFYING 2

1 Rockenfeller, 1m28.540s; 2 Spengler, 1m28.580s; 3 Martin, 1m28.587s; 4 Green, 1m28.592s; 5 Ekström, 1m28.578s; 6 Muller, 1m28.592s; 7 Paffett, 1m28.632s; 8 Blomqvist, 1m28.650s; 9 Farfus, 1m28.658s; 10 Wittmann, 1m28.686s; 11 Wehrlein, 1m28.739s; 12 Juncadella, 1m28.772s; 13 Mortara, 1m28.777s; 14 Glock, 1m28.881s; 15 Auer, 1m28.896s; 16 Wickens, 1m28.970s; 17 Gotz, 1m28.978s; 18 Molina, 1m29.050s; 19 Tambay, 1m29.059s; 20 da Costa, 1m29.109s; 21 di Resta, 1m29.156s; 22 Vietoris, 1m29.261s; 23 Tomczyk, 1m29.408s; 24 Giovinazzi, 1m28.913s*. *grid penalty.

CHAMPIONSHIP

1 Ekström, 126; 2 Wehrlein, 120; 3 Mortara, 110; 4 Green, 103; 5 Spengler, 85; 6 Wittmann, 75; 7 Paffett, 75; 8 Rockenfeller, 67; 9 Wickens, 57; 10 Vietoris, 56.

14 Gabby Chaves (CO) Bryan Herta Autosport Dallara-Honda	+25.5357s
15 Helio Castroneves (BR) Team Penske Dallara-Chevrolet	+26.0659s
16 Simon Pagenaud (F) Team Penske Dallara-Chevrolet	+27.3185s
17 Stefano Coletti (MC) KV Racing Dallara-Chevrolet	+35.1645s
18 Graham Rahal (USA) Rahal Letterman Lanigan Racing Dallara-Honda	+36.4838s
19 Jack Hawksworth (GB) AJ Foyt Enterprises Dallara-Honda	+38.9404s
20 Sebastien Bourdais (F) KVSH Racing Dallara-Chevrolet	+42.5956s
21 Josef Newgarden (USA) CFH Racing Dallara-Chevrolet	-1 lap
22 Carlos Munoz (CO) Andretti Autosport Dallara-Honda	-1 lap
23 Tristan Vautier (F) Dale Coyne Racing Dallara-Honda	-3 laps
24 Luca Filippi (I) CFH Racing Dallara-Chevrolet	-5 laps
25 James Jakes (GB) Schmidt Peterson Motorsports Dallara-Honda	63 laps-accident

Winner's average speed 94.117mph.
Fastest lap Castroneves, 1m19.4914s, 108.011mph.

Q2 Power, 1m16.5571s; Hunter-Reay, 1m16.5620s; Pagenaud, 1m16.5859s; Newgarden, 1m16.6215s; Rahal, 1m16.6435s; Montoya, 1m16.6631s; 7 Kimball, 1m16.6669s; 8 Andretti, 1m16.8710s; 9 Dixon, 1m16.9677s; 10 Saavedra, 1m17.1596s; 11 Kanaan, 1m17.2899s; 12 Munoz, 1m17.3302s.

Q1 - GROUP 1 Power, 1m16.5702s; Newgarden, 1m16.5982s; Dixon, 1m16.7365s; Hunter-Reay, 1m16.9712s; Saavedra, 1m17.2631s; Munoz, 1m17.3713s; 14 Aleshin, 1m17.3885s;

16 Bourdais, 1m17.4310s; 18 Sato, 1m17.5599s; 20 Coletti, 1m17.8293s; 22 Jakes, 1m17.8968s; 24 Gonzalez, 1m18.3867s; 25 Hawksworth, 1m19.0408s.

Q1 - GROUP 2 Pagenaud, 1m16.8419s; Rahal, 1m16.8616s; Kanaan, 1m16.8719s; Andretti, 1m16.9153s; Kimball, 1m16.9622s; Montoya, 1m17.0588s; 13 Filippi, 1m17.1077s; 15 Castroneves, 1m17.2550s; 17 Briscoe, 1m17.4886s; 19 Servia, 1m17.5724s; 21 Chaves, 1m17.7994s; 23 Vautier, 1m17.9876s.

WORLD ENDURANCE CHAMPIONSHIP

ROUND 4/8 NURBURGRING (D), AUGUST 30 (203 LAPS - 647.973 MILES)

1 Timo Bernhard (D)/Mark Webber (AUS)/Brendon Hartley (NZ) Porsche Team Porsche 919 Hybrid (LMP1)	6h01m16.966s
2 Neel Jani (CH)/Romain Dumas (F)/Marc Lieb (D) Porsche Team Porsche 919 Hybrid (LMP1)	-1 lap
3 Marcel Fassler (CH)/Andre Lotterer (D)/Benoit Treluyer (F) Audi Sport Team Joest Audi R18 e-tron quattro (LMP1)	-1 lap
4 Loic Duval (F)/Lucas di Grassi (BR)/Oliver Jarvis (GB) Audi Sport Team Joest Audi R18 e-tron quattro (LMP1)	-1 lap
5 Kazuki Nakajima (J)/Anthony Davidson (GB)/Sebastian Buemi (CH) Toyota Racing Toyota TSO40 HYBRID (LMP1)	-3 laps
6 Mike Conway (GB)/Alexander Wurz (A)/Stephane Sarrazin (F) Toyota Racing Toyota TSO40 HYBRID (LMP1)	-4 laps
7 Nick Tandy (GB)/Matt Howson (GB)/Richard Bradley (GB) KCMG ORECA-Nissan O5 (LMP2)	-18 laps
8 Sam Bird (GB)/Roman Rusinov (RUS)/Julien Canal (F) G-Drive Racing (OAK) Ligier-Nissan JSP2 (LMP2)	-18 laps
9 Pipo Derani (BR)/Gustavo Yacamán (CO)/Ricardo Gonzalez (MEX) G-Drive Racing (OAK) Ligier-Nissan JSP2 (LMP2)	-19 laps
10 Oliver Webb (GB)/Pierre Ragues (F)/Archie Hamilton (GB) Team SARD Morand Morgan-Judd/BMW EVO (LMP2)	-19 laps
11 Nelson Panciatici (F)/Paul-Loup Chatin (F)/Vincent Capillaire (F) Signatech Alpine ORECA-Nissan O3R (LMP2)	-20 laps
12 Ryan Dalziel (GB)/Scott Sharp (USA)/David Heinemeier Hansson (DK) Extreme Speed M'sports Ligier-Honda JSP2 (LMP2)	-20 laps
13 Jonny Kane (GB)/Nick Leventis (GB)/Danny Watts (GB) Strakka Racing Gibson-Nissan O15S (LMP2)	-22 laps
14 Johannes van Overbeek (USA)/Ed Brown (USA)/Jon Fogarty (USA) Extreme Speed Motorsports Ligier-Honda JSP2 (LMP2)	-26 laps
15 Michael Christensen (DK)/Richard Lietz (A) Porsche Team Manthey Porsche 911 RSR (GTE Pro)	-27 laps
16 Frederic Makowiecki (F)/Patrick Pilet (F) Porsche Team Manthey Porsche 911 RSR (GTE Pro)	-28 laps
17 James Calado (GB)/Davide Rigon (I) AF Corse Ferrari 458 Italia (GTE Pro)	-28 laps
18 Pierre Kaffer (D)/Simon Trummer (CH) Team ByKolles CLM-AER P1/O1 (LMP1)	-28 laps
19 Marco Sorensen (DK)/Christoffer Nygaard (DK) Aston Martin Racing Aston Martin Vantage V8 (GTE Pro)	-28 laps
20 Richie Stanaway (NZ)/Fernando Rees (BR)/Alex MacDowall (GB) Aston Martin Racing Aston Martin Vantage V8 (GTE Pro)	-29 laps
21 Stefan Mücke (D)/Darren Turner (GB)/Jonny Adam (GB) Aston Martin Racing Aston Martin Vantage V8 (GTE Pro)	-30 laps
22 Nick Heidfeld (D)/Nicolas Prost (F)/Mathias Beche (CH) Rebellion Racing Rebellion-AER R-One (LMP1)	-30 laps
23 Viktor Shaitar (RUS)/Andrea Bertolini (I)/Aleksy Basov (RUS) SMP Racing (AF) Ferrari 458 Italia (GTE Am)	-30 laps
24 Pedro Lamy (P)/Paul dalla Lana (CDN)/Mathias Lauda (A) Aston Martin Racing Aston Martin Vantage V8 (GTE Am)	-31 laps
25 Emmanuel Collard (F)/Francois Perrodo (F)/Rui Aguas (P) AF Corse Ferrari 458 Italia (GTE Am)	-31 laps
26 Patrick Long (USA)/Patrick Dempsey (USA)/Marco Seefried (D) Dempsey Racing-Proton Porsche 911 RSR (GTE Am)	-31 laps
27 Paolo Ruberti (I)/Gianluca Roda (I)/Kristian Poulsen (DK) Larbre Competition Chevrolet Corvette C7.R (GTE Am)	-32 laps
28 Earl Bamber (NZ)/Christian Ried (D)/Khaled Al Qubaisi (UAE) Abu Dhabi-Proton Racing Porsche 911 RSR (GTE Am)	-33 laps
29 Francesco Castellacci (I)/Roald Goethe (D)/Stuart Hall (GB) Aston Martin Racing Aston Martin Vantage V8 (GTE Am)	-34 laps
30 Gianmaria Bruni (I)/Toni Vilander (FIN) AF Corse Ferrari 458 Italia (GTE Pro)	-35 laps
R Alexandre Imperatori (CH)/Dominik Kraihamer (A)/Daniel Abt (D) Rebellion Racing Rebellion-AER R-One (LMP1)	1 lap-electrical

Winner's average speed 107.612mph.

Fastest lap Jani, 1m37.955s, 117.310mph.

LMP2 Tandy, 1m47.290s, 107.103mph. GTE Pro Bruni, 1m55.191s, 99.757mph. GTE Am Ruberti, 1m56.440s, 98.687mph.

QUALIFYING

	Average		Average		
1 Lieb, 1m36.192s	Dumas, 1m36.755s	1m36.473s	17 van Overbeek, 1m48.887s	Brown, 1m52.301s	1m50.594s
2 Bernhard, 1m36.391s	Webber, 1m36.693s	1m36.542s	18 Bruni, 1m54.159s	Vilander, 1m54.391s	1m54.275s
3 di Grassi, 1m37.413s	Jarvis, 1m37.540s	1m37.476s	19 Calado, 1m54.258s	Rigon, 1m54.402s	1m54.330s
4 Fassler, 1m37.322s	Lotterer, 1m38.244s	1m37.783s	20 Sorensen, 1m53.964s	Nygaard, 1m55.032s	1m54.498s
5 Buemi, 1m38.679s	Davidson, 1m38.699s	1m38.689s	21 Makowiecki, 1m54.365s	Pilet, 1m55.012s	1m54.688s
6 Wurz, 1m39.178s	Sarrazin, 1m39.564s	1m39.371s	22 Christensen, 1m54.524s	Lietz, 1m54.935s	1m54.729s
7 Heidfeld, 1m41.759s	Prost, 1m43.268s	1m42.513s	23 Stanaway, 1m54.056s	Rees, 1m55.811s	1m54.933s
8 Abt, 1m42.569s	Kraihamer, 1m43.401s	1m42.985s	24 Mücke, 1m55.124s	Turner, 1m55.650s	1m55.387s
9 Kaffer, 1m44.347s	Trummer, 1m45.425s	1m44.886s	25 Shaitar, 1m55.732s	Basov, 1m57.325s	1m56.528s
10 Tandy, 1m45.163s	Howson, 1m47.102s	1m46.132s	26 Lamy, 1m55.739s	dalla Lana, 1m58.381s	1m57.060s
11 Bird, 1m45.969s	Canal, 1m47.041s	1m46.505s	27 Long, 1m55.672s	Dempsey, 1m58.792s	1m57.232s
12 Panciatici, 1m46.694s	Capillaire, 1m47.655s	1m47.174s	28 Collard, 1m56.097s	Perrodo, 1m58.396s	1m57.246s
13 Yacamán, 1m46.350s	Gonzalez, 1m48.009s	1m47.179s	29 Bamber, 1m56.043s	Ried, 1m59.083s	1m57.563s
14 Webb, 1m47.353s	Ragues, 1m47.791s	1m47.572s	30 Ruberti, 1m55.862s	Roda, 1m59.432s	1m57.647s
15 Kane, 1m46.249s	Leventis, 1m50.251s	1m48.250s	31 Castellacci, 1m56.899s	Goethe, 2m03.088s	1m59.993s
16 Dalziel, 1m47.918s	H Hansson, 1m48.766s	1m48.342s			

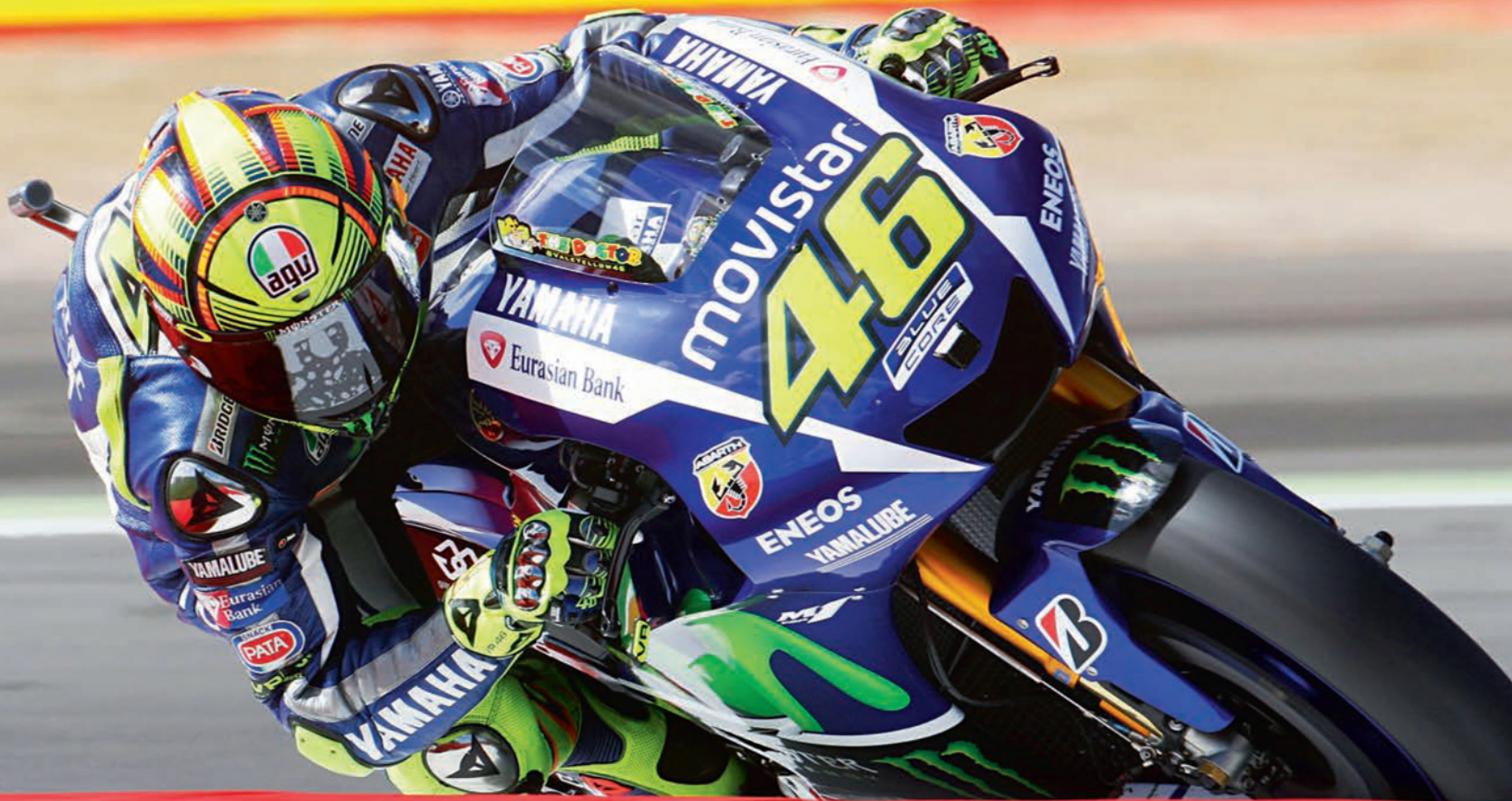
CHAMPIONSHIP

LMP drivers 1 Lotterer/Fassler/Treluyer, 95; 2 Webber/Bernhard/Hartley, 78; 3 Dumas/Lieb/Jani, 76; 4 Tandy, 66; 5 Bamber/Nico Hulkenberg, 58; 6 Duval/di Grassi/Jarvis, 52. LMP manufacturers 1 Porsche, 184; 2 Audi, 151; 3 Toyota, 89. LMP2 drivers 1 Howson/Bradley, 104; 2 Yacamán/Derani/Gonzalez, 89; 3 Canal/Rusinov/Bird, 82; 4 Nicolas Lapierre, 66. GTE drivers 1 Lietz, 73; 2 Rigon/Calado, 72; 3 Bruni/Vilander, 62.5; 4 Basov/Bertolini/Shaitar, 58; 5 Christensen, 55; 6 MacDowall/Rees/Staway, 49. GTE manufacturers 1 Ferrari, 166; 2 Porsche, 142; 3 Aston Martin, 106. GTE Am drivers 1 Basov/Bertolini/Shaitar, 106; 2 Collard/Perrodo/Aguas, 81; 3 Lauda/dalla Lana/Lamy, 71; 4 Seefried/Dempsey/Long, 66.



CHAMPIONSHIP

1 Dixon, 556; 2 Montoya, 490; 3 Power, 493; 4 Rahal, 490; 5 Castroneves, 453; 6 Hunter-Reay, 436; 7 Newgarden, 431; 8 Kanaan, 431; 9 Andretti, 429; 10 Bourdais, 406.



HALF THE WHEELS HALF THE HASSLE

It's not fair to compare MotoGP and F1 on-track, but a weekend in Britain's Motorcycle Grand Prix paddock convinced **MATT BEER** that car racing's top tier can learn lessons about handling its stars

When interviewing a GP3 driver, you can be pretty confident you won't be endearingly interrupted by a current Formula 1 frontrunner leaning in to shout "he's got a three-year deal with Mercedes" into your dictaphone as he swaggers through the scene. If you're waiting for an F1 post-race press conference, you know

your winner is unlikely to arrive soaked from leaping into the circuit's lake for a celebratory swim in full race gear.

Declaring MotoGP 'better than F1' is as tiresome as all other fatuous 'my-series-is-better-than-yours' arguments. There are areas where F1 can only fall short in comparison. A MotoGP bike is only one third of the width of an F1 car – that immediately makes fitting a few more of them side by side into a corner easier, regardless of aerodynamic-turbulence and braking-distance considerations.



The raw physicality of motorcycle racing is another advantage for public perceptions. Though F1 still requires supreme fitness, a MotoGP rider is a much greater percentage of the combined man/machine physical presence than their F1 counterpart. Exceeding a racing car's limits may involve braking later; taking a racing bike to that level means physically pushing it and yourself harder. Yamaha rider Jorge Lorenzo describes trying to fend off Marc Marquez's faster Honda at Indianapolis

as just such a process: "I reached a level of concentration and speed on the bike where I could stay on his level. But this creates a lot of physical demands on me. You put everything you have on the bike for 30 to 35 minutes, the changes of direction are so aggressive and so fast, your physical condition starts to get a little bit down even if you are very prepared. When he overtook me four laps from the end, I didn't have the energy to fight and be aggressive on the braking again because I'd given everything I had during the race."

Even as Formula 1 tries to raise its physical demands in its next rules revamp, it would have to go deep into retro engineering territory to create a comparable technical situation, and probably shouldn't.

But while shrinking its cars or making them physically monstrous aren't options for F1, that doesn't mean it can't learn from MotoGP. And the main lesson is that motorcycle racing – perhaps helped by the greater importance of the flesh part of the man/machine balance – nurtures an atmosphere in which being an engaging human being is encouraged, not discouraged.

BRITAIN'S NEXT WORLD CHAMPION

"I'm almost trying to protect the championship," mused Danny Kent as the Britpack gathered at a saturated Tower Bridge for UK broadcaster BT Sport's pre-Silverstone festivities. "They think, 'Danny's not being aggressive, let's try to mess him up.' I need to shove it under them and show them who's boss. I want them to think, 'Oh God, Danny's behind me.'"



Four days later, at a similarly sodden Silverstone, Kent obliterated his Moto3 rivals for a win that puts him 70 points clear and on the brink of becoming Britain's first grand prix motorcycle racing world champion since Barry Sheene's 1977 500cc title. He has offers on the table that could take him straight up to MotoGP, but he's already spurned one and may yet opt for a second crack at Moto2 (after a disappointing 2013) instead.

"A lot of riders probably would've snatched their hands off to go to MotoGP, but I snapped hands off to go to Moto2 and had a terrible year," he says. "I wasn't enjoying racing because the results were shit. If I go to MotoGP, I want to make sure I can be competitive. I want the right package not just for next year but my whole career, for the long term."

Even when British MotoGP representation was just midfield underdogs, UK crowds took Rossi to their hearts. With Bradley Smith, Cal Crutchlow and Scott Redding all regular MotoGP frontrunners, Union Jacks are proliferating in the stands. A world champion – as Redding so nearly was in Moto2 in 2013 – can only stoke awareness further.



Rossi greets his adoring public



Jack Miller can't mistake his board



Johann Zarco celebrates Moto2 win

You can't create character through legislation, and MotoGP has been very fortunate to have Valentino Rossi. Though the percentage of fans wearing orange #93s for Marquez is growing (and Lorenzo gear is not as sparse as you might expect given the disparity in crowd noise for him versus his title rivals), the most common colour in the stands is still Rossi's favoured yellow. But while it didn't invent him, MotoGP has allowed Rossi to flourish and let him become an example.

F1 had to go soul-searching over whether to allow winners to do celebratory doughnuts or drivers to give post-race 'lifts' to stranded rivals. Motorbike racing just applauded when Rossi invited a man in a chicken costume to join him for a victory lap and brought fans dressed as Snow White and the Seven Dwarfs on track for his seventh title. The logistical ease of hopping off a bike for a costume change versus doing so from an F1 cockpit doesn't hurt, but so does knowing you're not risking official censure. Not every rider is as gregarious as Rossi, but when the darker temperament of a Lorenzo or Casey Stoner, or a man of Dani Pedrosa's off-track shyness, is

"YOU PUT EVERYTHING YOU HAVE ON THE BIKE. YOUR PHYSICAL CONDITION STARTS TO GET LOW"

JORGE LORENZO

added to a vibrant character mix, there's a natural role for them in the storyline too.

MotoGP also starts the development of its characters earlier, since its ladder categories Moto2/3 are an integral part of the show. There's a single shared paddock and combined line-ups in many press conferences (allowing the heckling opportunities mentioned at the outset), which in a time of Italian/Spanish duopoly on the top step of the MotoGP podium helps stoke local intrigue too as most host nations have a competitive presence somewhere across the three categories.

The MotoGP riders' keen interest in their future rivals helps too. Top-class podium finisher Andrea Dovizioso's train of thought slipped in the post-race press conference at

Silverstone as he avidly watched the unfolding Moto3 race on the big screens, and race winner Rossi was distracted by a question when the lead rider in his own VR46 team – Romano Fenati – crashed away a Moto3 podium. Underdog podium finisher Danilo Petrucci was no stranger to the big guns he was upstaging – he's one of many riders from all levels who trains with Rossi on his ranch, and his breakthrough achievement was greeted with real warmth throughout the paddock.

You can't fairly compare F1 and MotoGP on a technical or sporting basis; they're universes apart. But they are both sports in which intriguing people do extraordinary things, and MotoGP has the edge when it comes to ensuring the world knows it. ❧

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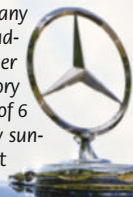
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Rivett's ex-BTCC Honda Accord

Rivett set for double duty at Rockingham

Renault Clio Cup racer will also run ex-BTCC Honda in Super Touring Car Trophy series finale

THREE-TIME RENAULT UK CLIO CUP champion Paul Rivett will combine his Clio duties with another outing in the Super Touring Car Trophy at Rockingham this weekend.

Rivett won the ST2 class on his debut at the wet Silverstone Classic in July driving a 1995 Honda Accord.

He will again join the field when the Super Touring series returns to the British Touring Car Championship support bill.

"It will be a busy weekend because the qualifying sessions are back-to-back," said Rivett.

"The owner of the car [Alex Schoolege] asked me if I wanted to race it again and it's a nice opportunity to be given.

"I've driven the car very little and I will have to see how it performs in the dry, but I'm really looking forward to it. There are so many lovely cars in historics and it's great to be part of it."

Leading contenders among the 20-car entry include the newer Honda Accords of James Dodd and Stewart Whyte, and former BTCC drivers John Cleland (Vauxhall Vectra) and Patrick Watts (Peugeot 406). Keith Butcher has also entered his Audi A4 for this, the final round of the season.

The Historic Sports Car Club category for historic tin-tops of the 1970-2000 era also ran with the BTCC at Oulton Park in 2014. On that occasion Dodd beat Cleland to win both races.

KARTER SET FOR CLIO DEBUT

Karting star Josh Price will make his car-racing debut in the Clio Cup at Rockingham this weekend.

The 16-year-old has a strong record in karting and won the Junior Max class of the 2013 Kartmasters Grand Prix.

He will now contest the final three rounds of the Clio Cup season with frontrunning squad Team Pyro and will become the youngest driver on the current grid.

"The plan is for Josh to do the last rounds this year to understand the car and what the series is all about," said Pyro team boss Mark Hunt. "Then next year we will try to win the championship."

"He has impressed me in testing but we don't know where his pace will be at Rockingham."

Due to championship regulations, Price will not be able to test on the Friday before the Rockingham races



Price will race Pyro Clio

since he has already tested at the track when he was not registered for the championship, so his first running will come in qualifying.

Price said: "I can't wait but I would be more confident if I could do some testing on the Friday. In testing I thought it would take quite a while to get used to the car but I think I adapted to it well."

"I've thrown myself in at the deep end and will try to gain experience. There's no pressure so it will be just like a practice."



Dodd was a winner at Oulton last year

Ahmed scores first two single-seater wins in SMP F4

World and European Karting champion Enaam Ahmed scored his maiden single-seater wins in the SMP Formula 4 Championship at Parnu in Estonia last weekend.

The 15-year-old Briton, whose main 2015 programme is in the UK's MSA

Formula equivalent, beat polesitter Niko Kari off the grid to win the opening race, before soaking up pressure from his Finnish rival to triumph again in race two.

Ahmed recovered from a poor start to come home sixth in the finale, as Kari took the win to extend his points lead.

"Niko had a wetter starting slot so I got the jump on him," said Ahmed. "The track was drying out, so it was hard for me to keep the pace up, but I just felt what was underneath me and then the pace improved as the race went on."

"I feel over the moon to finally win a

race. The main thing for me is that my pace has been better. That's a good thing to take on to future races."

The winner of the SMP series, which also races in Finland and Russia, will win €350,000 to go towards a drive in the Formula 3 European Championship.



Tegiwa's M3 Cup is expected to launch

JONES

750MC

Two new BMW series go head to head

TWO RIVAL ONE-MAKE BMW

series are due to be introduced in 2016 both based around the E46 model.

Tegiwa is planning to organise an M3 Cup through the 750MC, and BMW Race Days is plotting a 330 Challenge.

The M3 Cup will partner Tegiwa's Civic Cup while the 330 Challenge will act as a sister series to the Compact Cup and will use the E46-generation

BMW 330ci. This will deliver 250bhp – around 100 more than the Compact Cup's machinery.

Organiser Paul McElean is confident that the series is sufficiently different to its new rival.

"I think there's a massive difference," he said. "From what I understand the M3 Cup is considered an affordable GT route. Our costs will be much lower and

it's something we think the market needs, wants and is ready for."

M3 Cup organiser Luke Sedzikowski responded: "The M3 Cup will be faster, sound better and have an iconic draw towards it, which 330 won't.

"We have had massive success with the Civic Cup – that being a front-wheel-drive championship, it made sense for us to start a rear-wheel-drive one.

"The M3 Cup will work on the same idea as Civic Cup with controlled parts, weight and power making it very close racing and all down to the driver."

The 330 Challenge is planned to be a natural progression for Compact Cup drivers seeking a more powerful car, with many of the top drivers likely to make the switch. The Compact Cup regularly achieves 40-car grids.

British GT

Optimum retains Robinson and Johnson for 2016

BRITISH GT4 CHAMPIONSHIP

frontrunners Mike Robinson and Graham Johnson will return to the series next season to fight for the title.

Robinson and Johnson have extended their deal with the Optimum Motorsport team and will return to British GT with their Professional MotorSport World Expo-backed Ginetta G55 GT4.

The pair are currently third in the points with a race win in what is their first season of endurance racing.

The GT4 title fight was settled in favour of Beechdean AMR duo Jamie Chadwick and Ross Gunn during the last round at Snetterton, but Robinson and Johnson believe they have laid solid foundations for a title push next term.

"GT4 has been more competitive than

ever this year and is clearly going from strength to strength," said Robinson. "Optimum has prepared the car so well and winning on our British GT debut [at Oulton Park] was a testament to that. The decision to stay with the team for next year was easy."



Robinson and Johnson will return

British GT

FF Corse starts driver search ahead of GT finale

THE FF CORSE TEAM IS

searching for an alternative driver pairing for the British GT Championship finale at Donington Park later this month after Gary Eastwood and Adam Carroll withdrew from the event.

Eastwood and Carroll elected not to compete in the second race during the most recent round at Snetterton after Eastwood was given a grid-drop penalty following contact with Jon Minshaw's BMW Z4 GT3 early in the



Eastwood/Carroll have pulled out

first race. Eastwood and Minshaw collided at Montreal, the BMW picking up a puncture.

Eastwood got two points on his licence and his Ferrari 458 Italia GT3 was dropped five places on the race-two grid.

The Silverstone-based team was also excluded from the Rockingham round in May for avoidable contact.

FF Corse's Anthony Cheshire said: "Gary feels very aggrieved and Snetterton was the final straw."

In brief

Brown's NASCAR bow

Daniel Brown finished his first NASCAR Truck Series race in 27th after a crash at Mosport Park.

Brown had run in 17th place at the Canadian track prior to his incident, before rejoining to run to the finish.

FF1600 debut for karter

Highly rated Scottish karter Sam McKenzie will make his car-racing debut in the next round of the Scottish Formula Ford 1600 Championship.

McKenzie, who turned 16 years old last week, will join the Graham Brunton Racing team to handle a 2010 Ray for the races at Knockhill on September 13.

HARD opens scholarship

Team HARD has opened a scholarship for a driver to win a fully funded drive in next year's Volkswagen Racing Cup.

The prize is worth £100,000 and includes race entry fees and 10 tests. It is open to anyone over the age of 16 with or without a race licence, with driving ability, fitness and media skills all assessed.

BRDC stars revealed

The BRDC has announced the latest five young drivers to be added to its Rising Stars Scheme.

Recently crowned GT4 champions in British GT Jamie Chadwick and Ross Gunn head the list, with Ricky Collard, Ash Hand and Lewis Plato the other recipients of the award.

GT racing

Britons Lloyd and Watson get international call-ups

BRITISH DRIVERS DANIEL LLOYD and Andrew Watson will both be in GT action overseas this weekend.

Former Motorbase driver Lloyd has joined the GT Asia Series for the remainder of the season, and will join Darryl O'Young in the series-leading Craft-Bamboo Racing Aston Martin Vantage GT3 at Sepang this weekend.

"I am over the moon about joining

the team for the last three rounds," said Lloyd. "It will be my first time racing in Asia, so I'm really excited about the opportunity. I have been in a GT3 Aston all year so I'm used to the car.

"My goal is to show my pace as well as being consistent, and with the car currently leading the championship, this is the most important thing."

Watson, meanwhile, will team up with McLaren factory driver Rob Bell this weekend in the International GT Open at Spa. "I loved racing at Spa in British GT and we had good pace that weekend," said Watson. "I went to watch the recent Spa 24 Hours race too and got to see how the factory drivers operate.

"It will be really interesting to work alongside Rob in a race scenario as we've only tested together so far. It's a really exciting chance."



Lloyd (left) will compete in Asia

MX-5s

Eaton set for MX-5 return

REIGNING MAZDA MX-5

Supercup champion Abbie Eaton will make a one-off return to the series at Croft next weekend.

Eaton, 23, has been racing in the GT Cup this season driving a BMW M3 E46.

"I miss the close racing so I just want to go back and have a bit of fun," said Eaton. "I want to do well but expecting myself to jump back in the car and win again may be too much

– but I want to be in the top three.

"I'm really looking forward to it. The main aim is to enjoy myself in a non-pressured environment."

Eaton's first season in GT racing has been a difficult one and she missed last month's round at Brands Hatch while her car was repaired.

"It's been a tough year in GT Cup but I should be back out again at Donington Park later this month," Eaton added.



Eaton has MX-5 pedigree

Pickups

Willis steals the show

MARK WILLIS EMERGED AS THE

first champion of the Rockingham 100 as an 18-strong field of 2.4-litre engined Pickup Trucks took to the Northamptonshire track to compete in the inaugural Cars & Stripes Festival.

Willis claimed victory thanks to a sensational pass around the outside of David O'Regan in a wet opening heat.

Reigning champion and points leader Michael Smith came home just fifth as he

complained of low visibility, while Antony Hawkins's title hopes took a blow when he crashed out at Turn 1.

With the top-six finishers reversed, the second 30-lap race was a thriller as Willis charged through to double up with an exact-replica pass on O'Regan, who narrowly beat Gavin Murray to second.

On a drying track, Willis completed his dominant display in the 40-lap finale with a clean sweep of victories.

HUMBLE PYE

The voice of club racing

Historic Touring Cars thrilled in the wet



"HISTORIC TOURING CARS AT THEIR BEST AT OULTON PARK"

The HSCC/HRSR Historic Touring Car Championship enjoyed a golden August, with sensational double-headers at the Croft Nostalgia Festival and the Oulton Park Gold Cup event. Bank Holiday Monday's action in Cheshire was among the finest I've witnessed and will stand comparison with anything I see over 30 meetings – and 500+ individual races – in 2015.

Pressures of space preclude more comprehensive reportage of every club race, but the excellence of Oulton's fare merits more. Particularly since the reaction of spectators at Knickerbrook (where I was commentating) suggested that racing for Pre-1966 tin tops is as popular as it was in the period.

As they did when John Rhodes, John Handley and others raced works Mini Cooper Ss against Ford Mustangs, Falcon Sprints and Cortina Lotuses, onlookers got behind the underdog. They whooped with delight when Fosters Booth garagiste Jon Milicevic – the detail preparation of whose Cooper is stunning – staved off a trio of hot Cortinas to record his first victory in incredibly slippery wet conditions.

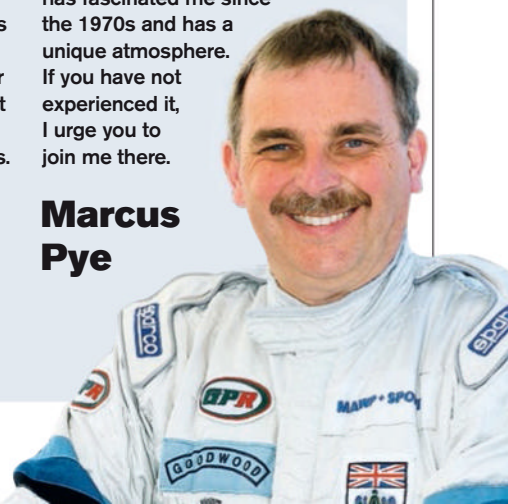
If the sequel was gripping up front, where brilliant single-seater veteran Tim Davies fought off his Ginetta champion namesake Mark in a fierce duel, the battle behind was extraordinary. At its height, former HRSR champions Roger Godfrey (Cooper S) and Simon

Benoy (Hillman Imp), Steve Platts's Imp, the Lotus Cortinas of David Tomlin, John Avill and Graham Pattle, Bob Bullen's Anglia and the Minis of Andy Harrison and Tim Harber were embroiled here.

Benoy, who (unlike 2013/14 title-winner Tim Davies in his two-litre Cortina) has had plenty of class competition this year, eventually shrugged off Platts's challenge to claim a full quota of points and extend his slender championship lead. There is still everything to fight for with three races remaining.

Club racing at its best still cannot be beaten in my book, but at grass-roots level Saturday's Brighton Speed Trials should be a superb precursor to the massive Goodwood Revival and Spa Six Hours events that have flavoured my Septembers for towards 20 years. First run in 1905, Brighton's seaford drag race has fascinated me since the 1970s and has a unique atmosphere. If you have not experienced it, I urge you to join me there.

Marcus Pye



Charteris (left)
battles Glover



WALKER

OULTON PARK GOLD CUP OULTON PARK, AUGUST 29-31 HSCC

64

Charteris lands Trophy win

AN HSCC GOLD CUP EVENT WITHOUT a Chevron victory is unusual, but while Mark Dwyer's Formula 2 March 742 thwarted Neil Glover's quest to commemorate Derek Bennett's marque's Golden Jubilee with the Formula 5000 B37 in Sunday's **Derek Bell Trophy** feature, Mark Charteris topped Clubmans' 50th Anniversary season when rain levelled Monday's playing field.

Race one was halted when 1974 Gold Cup winner Ian Ashley's Lola T300 cartwheeled towards Cascades

after contact with Brian Cullen's Crossle, without injury. Charteris survived a grassy moment as Classic Clubmans drivers filled four of the top six places. Dwyer upheld single-seater honour stoutly, repelling John Harrison for second.

Six writhing Ford V8-powered monsters made a magnificent **Guards Trophy GT** vanguard, Mike Whitaker diving past fellow TVR Griffith wrestler Mike Gardiner into Old Hall, then powering clear. Robert Bremner broke the Blackpool

rockers' monopoly in a strong third in his AC Cobra.

The **Guards Sports Racers** were closer, Max Bartell toiling to keep the ex-Keith St John Elva ahead of Jon Waggitt/Peter Needham (Lenham) and Charlie Allison's Chevron B8 before installing Callum Grant. Beaten in class by Rob Wainwright/Arnie Black (Crossle), Mike and Andrew Hibberd (Lotus 23B) lead the title race into Silverstone's finale.

Roger Waite (Elan) made a brilliant start from row two to lead the **Historic Road Sports** race and fought off Patrick Ward-Booth (Ginetta G4) and table-topper Kevin Kivlochan's Morgan +8. Invitee Julian Barter took the chequer in Iain Daniels's Elan, but Waite claimed his fifth maximum score of the year.

Two stupendous launches from fourth by Pete Morton shot the unique Lightning Envoyette ahead in Sunday's **Historic Formula Junior** rounds, but Lotus driver Andrew Hibberd deserved his double over Morton and poleman John Fyda, now in the ex-Dave Methley Brabham BT6. Andrew Tart (Bond) extended his points lead, twice beating rival Mark Woodhouse



Morton leads the
Formula Juniors

(Elva) in the front-engined split.

Simon Armer won two 1000cc **Historic Formula 3** races, forging his March 703 past Steve Seaman's Brabham BT21 round the outside at the Shell Oils hairpin in a thrilling second stanza. Mike Scott, runner-up in race one, chased them while genial Swede Leif Bosson maintained his championship lead.

Michael Wilkinson was 37 seconds adrift of leader Martin O'Connell when he relayed John Bussell in the **Jaguar Heritage Challenge**. "We were never going to keep up," said Wilkinson following an 18-month layoff, but O'Connell returned to the pits two laps after his mandatory stop and Bussell



Ashley was unhurt
in this shunt

Barter back on top with celebration race win

CHARLES BARTER COULD NOT HAVE chosen a better way to claim his first victory of 2015 than in a poignant race run to celebrate the life of Oulton Park stalwart Bob Trotter, who died in April.

The long-time Special Saloon competitor enjoyed his **70s Road Sports** swansong, thus his widow Jan was delighted to present the trophy to championship chairman Barter, who last tasted victory in his ex-Win Percy Datsun 240Z at Silverstone last October.

The former hillclimb star settled in behind title favourite Jim Dean (Lotus Europa), reigning champion Peter Shaw (TVR Tuscan) and Will Leverett (Porsche 911SC) who bolted out of the blocks impressively. Barter boldly annexed second on lap five on an increasingly slippery track – “when oil started to appear, Charles ignored it,” said Shaw – then growled past Dean.

The Lotus driver retaliated quickly – “My car was stronger into Druids and I took him there very bravely,” he puffed – only to overcook it at Old Hall.

Dean regained his equilibrium and piled on the pressure once more, menacing Barter round the final lap to the flag. Somehow, Barter’s nerve survived an attack at Lodge and, having accelerated over Deer Leap abreast, he crossed the line 0.089 seconds ahead of Dean in Sunday’s closest finish.

“These boys are too good, their cars are too quick and I’m getting too old,” smiled the Dorset watercress king from MSV’s Gold Cup rostrum. “Although I touched Howard Bentham, in his last race, which I deeply regret [spinning the Elan at Hislops, and taking the escape road to Knickerbrook himself], it was a fantastic race.”



Barter signed off with victory

RESULTS

FORMULA JUNIOR (11 LAPS) 1 Andrew Hibberd (Lotus 22) 21m20.415s (83.25mph); 2 Peter Morton (Lightning Envoyette) +0.150s; 3 Stuart Roach (Alexis Mk4); 4 John Fyda (Brabham BT6); 5 James Claridge (Lola Mk5A); 6 Urs Eberhardt (Lotus 27). Class winners Andrew Tart (Bond); Andrew Robertson (Croselle 4F); Alex Morton (Ausper); Anthony Smith (Lola Mk2). Fastest lap Hibberd 1m53.945s (85.05mph). Pole Fyda. Starters 27.

RACE TWO (8 LAPS) 1 Hibberd 15m26.317s (83.69mph); 2 Fyda +4.832s; 3 P Morton; 4 Roach; 5 Eberhardt; 6 Andrew Garside (Lotus 20). CW Tart; Laine Martin (Lotus 20); Robertson; Simon Durling (Lotus 18). FL Hibberd 1m53.280s (85.55mph). P Hibberd. S 23.

HISTORIC FORMULA 3 (10 LAPS) 1 Simon Armer (March 703) 19m15.804s (83.84mph); 2 Michael Scott (Brabham BT28) +17.042s; 3 Leif Bosson (Brabham BT28); 4 Steve Seaman (Brabham BT21); 5 Keith Messer (Vesey); 6 Jim Blockley (Brabham BT21B). CW Andrew Thorpe (Brabham BT15). FL Armer 1m53.638s (85.28mph). P Armer. S 19. **RACE TWO (8 LAPS) 1 Armer 15m27.562s (83.58mph); 2 Seaman +0.550s; 3 Scott; 4 Christoph Widmer (Brabham BT18A); 5 Bosson; 6 Blockley. CW Thorpe. FL Armer 1m53.469s (85.40mph). P Armer. S 17.**

70S ROAD SPORTS (9 LAPS) 1 Charles Barter (Datsun 240Z) 18m54.487s (76.88mph); 2 Jim Dean (Lotus Europa) +0.089s; 3 Peter Shaw (TVR Tuscan); 4 Iain Daniels (Lotus Elan); 5 William Jenkins (BMW CSL); 6 Will Leverett (Porsche 911SC). CW Dean; Daniels; Jenkins; Mark Bennett (MGB); Brian Jarvis (Porsche 924); Chris Fisher (MG Arkley). FL Dean 2m02.790s (78.92mph). P Shaw. S 29.

HISTORIC ROAD SPORTS (10 LAPS) 1 Julian Barter (Lotus Elan) 20m37.653s (78.30mph); 2 Roger Waite (Lotus Elan) +3.592s; 3 Patrick Ward-Booth (Ginetta G4); 4 Kevin Kivlochan (Morgan Plus 8); 5 David Boland (Ginetta G4); 6 Kristy Brooks (Lotus Elan). CW Waite; Kivlochan; John Shaw (Porsche 911); Colin Sharp (Triumph TR5); Larry Tucker (MG Midget); Richard Owen (Triumph TR2). FL Barter 2m01.795s (79.57mph). P Barter. S 22.

JAGUAR HERITAGE CHALLENGE (19 LAPS) 1 Mike Wilkinson/John Bussell (E-type) 40m02.885s (76.63mph); 2 Paul Castaldini (E-type) +1m44.900s; 3 Dave Coyne/Robert Gate (E-type); 4 James Tester (XX120); 5 Nik Spencer (E-type); 6 John Burton (E-type). CW Castaldini; Tester; Burton; Andy Wallace (Mk1); Ben Cussons (C-type); Chris Keith-Lucas/Claire Keith-Lucas (XX150). FL Martin O’Connell (E-type) 1m58.529s (81.76mph). P O’Connell. S 20.

GUARDS TROPHY GT (19 LAPS) 1 Mike Whitaker (TVR Griffith) 38m19.315s (80.08mph); 2 Mike Gardiner/Dan Cox (TVR Griffith) +11.336s; 3 Robert Bremner (AC Cobra); 4 John Spiers (TVR Griffith); 5 Bob Brooks (TVR Griffith); 6 Kevin Kivlochan (TVR Griffith). CW Charles Allison/Peter Thompson (Marcos 1800GT); Grahame Bull/Dave Coyne (Jaguar E-type); Allan Ross-Jones (Triumph TR4). FL Whitaker 1m55.123s (84.18mph). P Gardiner/Cox. S 19.

GUARDS TROPHY SPORTS RACING (19 LAPS) 1 Max Bartell/Callum Grant (Elva Mk7S) 37m47.193s (81.21mph); 2 John Waggitt/Peter Needham (Lenham P69); 3 Charles Allison (Chevron B8); 4 Rob Wainwright/Arnie Black (Croselle 7S); 5 Jonathan Hair (Croselle 9S); 6 Michael Hibberd/Andrew Hibberd (Lotus 23B). CW Waggitt/Needham; Allison; Wainwright/Black; Hair; Marcus Mussa (McLaren M1B). FL Allison 1m52.833s (85.89mph). P Bartell/Grant. S 20.

DEREK BELL TROPHY (7 LAPS) 1 Mark Dwyer (March 742) 11m39.758s (96.94mph); 2 Neil Glover (Chevron B37) +5.871s; 3 Mark Charteris (Mallock Mk20/21); 4 Daryl Taylor (March 78B); 5 Ray Mallock (Mallock Mk18B); 6 John Harrison (Mallock Mk21). CW Glover;



Grant acknowledges Guards win

Charteris; Taylor; Gaius Ghinn (Ralt RT3); Paul Dibden (Argo JM6); Stefano Rosina (Leda LT25). FL Dwyer 1m37.362s (99.53mph). P Dwyer. S 22. **RACE TWO (11 LAPS) 1 Charteris 21m02.175s (84.46mph); 2 Dwyer +46.482s; 3 Harrison; 4 Glover; 5 Robert Manson (Mallock Mk21); 6 Alan Cook (Mallock Mk20). CW Dwyer; Glover; Keith Norris (Chevron B49); Mark Hulme (Modus M1). FL Charteris 1m51.947s (86.57mph). S 17.**

CLASSIC CLUBMANS (12 LAPS) 1 Mark Charteris (Mallock Mk20/21) 21m31.147s (90.07mph); 2 John Harrison (Mallock Mk21) +6.631s; 3 Mark Hales (Centaur 14X); 4 Rob Manson (Mallock Mk21); 5 Alan Cook (Mallock Mk20); 6 Clive Wood (Mallock Mk20B). CW Wood. FL Harrison 1m45.690s (91.69mph). P Charteris. S 17.

CLASSIC F3/FF2000 (10 LAPS) 1 Ian Pearson (Van Diemen RF83) 20m16.599s (79.65mph); 2 Max Bartell (Chevron B34) +30.975s; 3 Anthony Hancock (Lola T670); 4 Chris Lord (Van Diemen RF82); 5 Andy Huxtable (Van Diemen RF83); 6 Graham Ridgway (Reynard SF78). CW Bartell; Ridgway; Neil Bowman (Merlyn Mk21). FL Pearson 2m00.500s (80.42mph). P Pearson. S 16.

CLASSIC F3/FF2000/CLASSIC RACING CARS (12 LAPS) 1 Pearson 21m25.965s (90.43mph); 2 Bartell +14.903s; 3 Paul Smith (Martini Mk31); 4 Huxtable; 5 Lord; 6 Paul Dibden (Argo JM6). CW Bartell; Antonio Armelin (Reynard SF79); Mike Painter (Brabham BT16); Sam Binfield (Titan Mk6). FL Pearson 1m45.581s (91.78mph). P Pearson. S 22.

HISTORIC FF2000 (11 LAPS) 1 Tom Smith (Royale RP27) 21m42.470s (81.84mph); 2 Callum Grant (Delta T78) +3.219s; 3 Andrew Park (Reynard SF81); 4 Ben Tusting (Reynard SF79); 5 Lee Bankhurst (Royale RP30); 6 Tom White (Osella FAF). CW White; John Bowles (Elden PRH14). FL Grant 1m56.229s (83.38mph). P Tusting. S 20.

HISTORIC FF1600 (11 LAPS) 1 Callum Grant (Merlyn Mk20A) 21m01.566s (84.50mph); 2 Mark Shaw (Merlyn Mk20) +0.790s; 3 Rob Wainwright (Elden Mk8); 4 Stuart Baird (Merlyn Mk11A); 5 Pertti Kivveri (Kvantti Mk1); 6 Tiff Needell (Lotus 69). FL Michael Mallock (Mallock Mk9) 1m52.540s (86.11mph). P Grant. S 32.

HISTORIC TOURING CARS (9 LAPS) 1 Jon Milicevic (Mini Cooper) 21m47.635s (66.70mph); 2 Mark Davies (Lotus Cortina) +1.555s; 3 Tim Davies (Lotus Cortina); 4 Mark Jones (Lotus Cortina); 5 Roger Godfrey (Austin Cooper S); 6 Peter Halford (Ford Mustang). CW M Davies; T Davies; Godfrey; Halford; Simon Benoy (Hillman Imp); David Tomlin (Lotus Cortina); John Marsden (Austin Cooper S); Colin McKay (Jaguar S-type). FL M Davies 2m22.988s (67.77mph). P Milicevic. S 30.

RACE TWO (10 LAPS) 1 T Davies 21m37.794s (74.67mph); 2 M Davies +0.207s; 3 Jones; 4 Halford; 5 Warren Briggs (Ford Mustang); 6 Tomlin. CW M Davies; Halford; Tomlin; Milicevic; Godfrey; Benoy; McKay; Alan Wheelwright (Ford Corsair). FL Briggs 2m03.428s (78.51mph). P Milicevic. S 28.

FISCAR (13 LAPS) 1 Mike Freeman (Lotus Elite) 30m12.858s (69.49mph); 2 Jonathan Abecassis (Austin Healey 100/4) +4.218s; 3 Nigel Grice (Austin Healey 100M); 4 Geoffrey Otley (Jaguar XK120); 5 Glynn Allen/Darren Roberts (Aston Martin DB2); 6 Brian Arculus (Alfa Romeo Giulietta). FL Abecassis 2m12.323s (73.23mph). P Freeman. S 12.



Freeman's Elite leads in FISCar

lapped within 0.104s of his best in sealing an unexpected victory at the E-type’s competition birthplace. Paul Castaldini and Dave Coyne/Robert Gate completed the podium.

Callum Grant attacked throughout the **Historic FF1600** race and needed his 5.79s cushion over 2012 Caterham champion Mark Shaw onto the final lap when a lapped runner put him on the grass at Island. Michael Mallock (U2) was mighty until he slid off battling Shaw, thus Rob Wainwright claimed third. With James Buckton hooked off by Brian Morris at Old Hall, the absent Richard Mitchell’s points lead remained intact.

Tom Smith’s first **Historic**

FF2000 victory since Thruxton’s opener stretched his advantage from two points to nine as Andy Park – with a broken exhaust – fell prey to Callum Grant. Tom White dominated Class B in his Osella.

Mini maestro Jon Milicevic’s trumping of three snarling Lotus Cortinas in the wet animated spectators. Mark Davies homed in as Milicevic scored his first **Historic Touring Car** outright win. After passing Mark Jones audaciously at Druids, Tim Davies was shadowed home by his namesake in a corking finale. Warren Briggs stormed his Mustang from the back to threaten Pete Halford while unbeatable Imp perennial Simon Benoy extended his

championship lead over Tim Davies.

Mark Charteris closed on his third successive **Classic Clubmans** crown with another win over John Harrison, while Centaur-mounted Mark Hales piped Rob Manson for third. Clive Wood dashed from Brands Hatch to beat Adam Paterson in the FF1600-engined split.

URS FF2000 star Ian Pearson dropped the **Classic F3** leaders in Monday’s opener. First time out in his Lola T670, Anthony Hancock’s mowing at Hislops let Max Bartell off the hook. It was the same story in the dry, when FF1600 reserves Nick Pancisi and Sam Binfield posted a Titan 1-2 in the concurrent **CRC** race after a collision beached

Andy Jarvis’s Palliser at Hislops.

Veteran Mike Freeman snuck his Lotus Elite ahead of Jonathan Abecassis’s Austin-Healey 100M at the **FISCar Intermarque** stops, having gone ahead briefly on track. ● Marcus Pye

Birley's Escort WRC was the class of Saloon field



BRANDS HATCH, AUGUST 29-30 BARC

Birley doubles up with dominant display

ROD BIRLEY ADDED TWO MORE wins to his considerable tally in the *Motorsport News Saloons*, but behind his Escort WRC was some thrilling racing, especially in Sunday morning's race.

Early on, Birley began to pull away from Malcolm Wise's Escort. Further back, Dan Palmer closed in fast after starting his Mitsubishi Evo from 15th on the grid, and romped past his rivals until he caught Wise and set off after the leader. Palmer reduced Birley's 10-second advantage to less than three by the end. The last two laps were frantic as four cars fought for third, but at the finish it was Dan Cowan (Sierra) who pipped the BMW M3 of Tom Knight by 0.003s, with Andy Banham's Impreza and the misfire-hobbled Wise next.

In race two Birley shook off an early challenge from Wise, and then kept an eye on his mirrors and adjusted his pace whenever Wise reduced the gap. Knight finished third, well clear of Cowan and Banham.

Robert Singleton came through to win both *Sevensque/Allcomers* races despite a strong challenge from Ian Conibear, who led both races initially.



Noye (right) holds off the attack of Surdi

Conibear led for most of race one, but slid wide. He was jumped by both Singleton and Christian Pittard when racing resumed after a lengthy safety-car period. In race two he had no answer when Singleton drove around the outside of him at Druids. The star was Birley who surged through the field to finish second in his Escort WRC. Third-placed Colin Watson just held off Conibear in a photo finish.

Ian Crombie and Chris Pickering were the class of the *Clubmans* field, and they pulled away from Peter Richings to finish first and second respectively in race one. They were set to repeat that success on Sunday until both were eliminated at Clearways. Crombie's Mallock began to overheat so he pulled over. Then John Lambert, who had been lapped, slid into the gravel and prompted waved yellows. He was lucky not to be injured as he climbed out of the car and was hit by Pickering's car. Pickering was subsequently excluded from the meeting for his part in the incident. The race continued under the safety car with Alex Champkin,

Richings and Michelle Hayward inheriting the top three places.

James MacIntyre-Ure was on pole for the sparse *BMW A* class event, but his E46 M3 motor failed to start for the first race. Consequently, Colin Wells came through to take his 10th win of the season ahead of James Card and Roger Lavender.

Fortunately MacIntyre-Ure was able to start race two from the back and surged through the field to take his maiden win by 11s from James Cannon. Wells was forced to retire due to a loss of oil pressure on his M3 CSL.

Domenic Surdi claimed pole for the *BMW B, C and D* classes, but it was fellow front-row starter Scott Noye who led from start to finish. Surdi pushed him all the way until gremlins struck and he fell back to third behind Dave Heasman, although Surdi was classified second as Heasman was given an 8s penalty for overtaking before a green flag.

In race two it was Surdi's turn to lead all the way. On lap 10 four cars flew off at Surtees due to dropped anti-freeze on the track, but Heasman survived to take second

ahead of Paul Travers. The race finished under the safety car.

Max 5 honours were shared between Jonathan Halliwell and Ian Loversidge. In race one Loversidge hunted down Halliwell and squeezed through to take the win. Halliwell was determined to hold onto his advantage next time out, and he went on to beat Loversidge home by just over 3s. Simon Fleet and Nick Dunn finished close behind.

Barnaby Davies has already won six *Tin Top* races this season and at Brands he added another two to his tally. The youngster set fastest lap in his Toyota Starlet GT as he ripped past Chris Whiteman's Civic, the Integra of Birley and the early leader of race one, Tom Bridger (Rover 220 Turbo).

Davies could have claimed all three wins, but lost a turbo pipe when chasing Bridger, who went on to win the second race from Whiteman. After a frantic battle with Birley, Chris Bassett picked up third in his Peugeot 205.

The third race provided the most thrilling lead battle of the entire weekend. Despite a partial reversed grid, Bridger soon seized the initiative and attempted to make good his escape. But Davies was on a charge, and with three laps to go they were side by side from Druids to Clearways with neither prepared to give. It was a perfect demonstration of firm, but fair, racing from two fine drivers. Davies eventually inched ahead and went on to win from Bridger, with Bassett third.

● Kerry Dunlop

Davies and Bridger shared Tin Top wins



KIRKISTOWN, AUGUST 29
500MRCI

Davidson turns tables on Byrne

A LAST-DITCH MOVE BY ALAN Davidson interrupted newly crowned champion Jake Byrne's winning run in **Northern Ireland Formula Ford 1600**, but Byrne was back on winning form later on.

Kirkistown's penultimate meeting of the season brought the biggest entry of the year to the County Down circuit, and it was Jonny McMullan, returning to his home track, who placed the Motorsport Ireland Van Diemen on pole with Byrne taking the outside spot in his Ray. It was a packed grid, with the race also counting for the All Ireland series.

The rain came just as the lights went out. Stephen Daly was spat out of the pack at Colonial One as McMullan headed Byrne, only for McMullan to spin exiting the Crossle chicane. Leader Byrne then had an ever-closer Davidson in his Mondiale behind. On the last corner of the last lap, Davidson seized the moment and passed Byrne to grab victory. The recovering Daly finished third.

Race two, in dry conditions, featured the same front row of McMullan and Byrne. The same quartet fought for the top spot too, soon joined by double Martin Donnelly Trophy winner Noel Robinson, who was using the event to prepare his challenge to claim the MDT for a record third time. It was a fraught weekend for Robinson: fuel-pump problems in testing, followed by the wrong set-up for the race and a sixth-place finish.

Byrne broke clear of the pack, leaving a three-car battle for second as Daly spun at the Hairpin. With two laps remaining the red flags were displayed and Byrne had notched up yet another win.

Paul Dagg comfortably placed his Formula 3 Dallara on pole as



Davidson (front) won FF1600 opener

the **BMCG BOSS series** made its second visit of the season. Pursued in the early stages by Cian Carey's Formula Renault, Dagg was soon able to break away, leaving the rest to dispute the places in his wheeltracks. Carey finished second while Robinson switched from his FFord to his FRenault and fought his way up to third.

Dagg was missing from the race-two line-up, leaving Carey to start from pole. He eventually pulled clear of Darragh Daly, and when Robinson spun it was Barry Rabbitt who snatched third spot.

Formula Sheane had one race and Enda O' Connor was on pole for it. Red flags were shown after an incident in the Colonial area, and on the restart it was Kevin Sheane who led from Brian Hearty. O'Connor and Hearty disputed second and this briefly allowed breathing space for Sheane, but soon it was a three-car battle for the lead, and O'Connor eased past to win from Hearty and Sheane.

Ray Moore was on pole for the first **Formula Vee** race, but Des Foley was the early pacesetter. Moore went off on the second lap, and Justin Costello and Anthony Cross passed Foley. But Foley came back to snatch the victory by a fraction of a second.

Moore led at the start of race two as Kevin Grogan, who had shared the front row, went off exiting Colonial One, although he quickly rejoined. Jimmy Furlong briefly passed Moore for the lead, while Robbie Allen closed in on the pair and went into second to challenge Moore, who remained in command.

In **Roadsports** it came as no surprise to see Jim Larkham on pole with his Radical, but on the opening lap Sean Turner crashed heavily in his Crossle at the Crossle chicane and the race was red-flagged. After the restart Larkham hauled in John Benson to win.

Larkham was a non-starter for race two, which turned into a benefit for Benson and his Crossle

37S. Graham Moore finished second and best of the **NI Sevens**, with Mark Francis in close company.

Benson was to enjoy further success as the Crossle driver added two further wins to his tally in both of the well-supported **HRCA** races, making him the most successful driver of the meeting. It wasn't all so straightforward. Race one was looking good for Benson, but Jackie Cochrane was a man on a mission with his Sunbeam Tiger and he hauled in the Crossle to take the lead, only to grind to a stop on the final lap, leaving Benson close to a minute ahead of the competition.

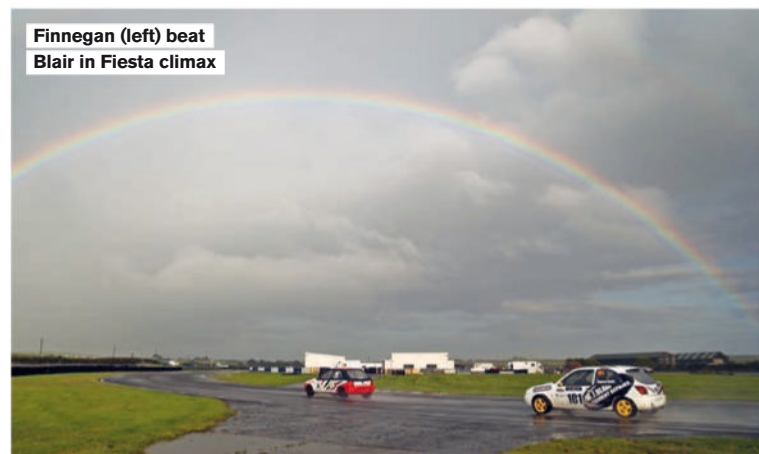
There followed another large winning margin for Benson in the second race, with Stephen Doyle taking second in his Crossle.

The **Ford Fiestas** delivered great entertainment. Andrew Blair was on pole for both races. He triumphed in the first but a determined Adrian Finnegan emerged the winner in the second.

● Ian Lynas



Larkham took Roadsports win



Finnegan (left) beat Blair in Fiesta climax

ALL PICS: ROY DEMPSTER

Lockie and Mason retain control



REIGNING CHAMPIONS DAVID MASON and Calum Lockie strengthened their grip on the **British Endurance Championship** with a double victory on Snetterton's 300 layout. The groundwork for success was laid by Lockie, who pulled away from pole each time to allow Mason to calmly claim a sixth win of the year for their Ferrari.

While Mason and Lockie controlled top spot, Nick Holden's supercharged Atom took second overall in the opening race,

benefiting from the retirement of Darelle Wilson's 997 with gearbox failure. Outwardly the Atom looked in control of the place thereafter, but the reality was different. Having had to patch it up after damage from a qualifying off, the team was worried throughout over whether the car would make it to the finish.

Chasing the leaders hard to the end was the M3 of Mike Moss and Tom Howard, who claimed a well-deserved third place, despite losing time due to a slow pitstop.

The father-and-son pairing of Mark and Peter Cunningham had an eventful drive to fourth. Despite starting from the pitlane, Mark had climbed to third by the halfway point in his 997. But a drive-through penalty for making a late switch to his co-driving dad dropped them back. "It's our first race this year — we were a bit rusty!" he explained.

Sadly the absence of a number of cars from race two left a depleted field for Lockie and Mason to conquer in the sequel. Behind them, there were no mistakes this time for the Cunningham clan, who passed Holden's late-stopping Atom to secure runner-up spot.

Championship leader Andrew Rogerson survived damp and difficult conditions to chalk up his 10th win from 11 **MGOC** championship races in the opener. After his ZR dropped behind fast-starting Mark Baker's MGF at the lights ("He got a typical front-wheel drive start!" Baker reckoned), Rogerson reclaimed the initiative on lap two, and held on to win. "I had a



few hairy moments into a few corners," he admitted. Baker also had an eventful time, dropping back to fourth as Simon Kendrick and Martin Wills slipped past.

Rogerson was a comfortable winner in race two, well clear of Baker. Meanwhile, an inspired Stuart Plotnek sped from eighth on the grid to complete the podium. Ben Palmer won the MG invitational.

Tom Hibbert also enjoyed a double top, dominating both **Britcar Trophy** encounters in his Ginetta. Behind him, local racer Tom Howard put in a scintillating drive in race one to steal second from James Colburn's Clio Cup car in a Ginetta





Mason and Lockie romped to a double



Clarke beat Colburn to first win

that had stood unused in Howard's garage for two years. Howard's early retirement from race two allowed Colburn to claim the place.

Despite treacherous conditions, a cracking opening race for the **Junior Saloons** featured the top three nose to tail heading onto the final lap. With one-time leader George Sutton running wide, James Clarke edged out Ben Colburn to win.

Clarke controlled race two to complete the double, well clear of Brad Hutchinson. Third went to the wire, Matteo Zanetti leapfrogging the battling Scott Mitchell and Edward Moore on the final lap.

● Oliver Timson

Ahlers scored more Morgan wins



HAWKINS

BRANDS HATCH, AUGUST 31 MSCC

Ahlers and Bellinger mark Morgan landmark with wins

JACK BELLINGER AND KEITH

Ahlers won the two flagship races for the **Peter Morgan Memorial Trophy**, celebrating 30 years of the Morgan Challenge at a rain-soaked Brands Hatch.

Ahlers was one of those present on Monday who took part in the original Challenge race in 1985 at Snetterton.

It was no easy win for Bellinger, who headed the dash from pole but lost the lead to Tom Andrew in traffic.

Andrew had the advantage of being under cover in his Aero 8, unlike the open car of Bellinger, but this didn't help him to avoid a spin at Paddock. He narrowly missed a spinning car, but it dropped him to fourth and put Bellinger back into the lead.

Simon Orebi Gann set the race's best lap while closing on Bellinger but, despite a last-corner lunge from a long way back – more in hope than expectation – Orebi Gann had to be content with second and a class win.

With six wins out of seven already in this year's Morgan Challenge, Ahlers triumphed again in the Class A race, but it was second qualifier William Plant who led from the grid only to spin at Druids first time round. He was 15th after a lap and made further progress up to fifth before a safety-car intervention, to move a Cooper Straight casualty, enabled him to close on the leaders. He quickly took fourth, then third, and threatened the first two, but an early chequered flag with a car stranded at Graham Hill ended his charge. Ahlers had Billy Bellinger (son of Jack) making a nuisance of himself in second place.

The Morgan races for the **AR Trophy** were a repeat of the first two, except that this time Tom Andrew kept the Aero 8 pointing in the right direction and beat Orebi Gann, with Jack Bellinger third. Ahlers won again after Plant threw his car off the road at Surtees while leading and fell to fourth. It didn't take Plant long to reach second place but he could make little impression

on the leader. Tony Lees beat Billy Bellinger to third, but Bellinger had the consolation of being declared winner of these two races on handicap.

Pre-1973 Morgans had the day's longest race and one of the smallest entries. Richard Plant led every lap, but the hard-working Jack Bellinger didn't give him a chance to relax at any stage. They both drew well clear of Philip Goddard and the rest.

Brothers Russell and Spencer McCarthy occupied the front row for the **MGB, C and V8** championship race. While Russell slipped back to finish fifth, with his car having been set up too stiff, Spencer raced clear and won by nearly five seconds. Rob Spencer started sixth and finished second ahead of James Wheeler and Simon Cripps, all of them in V8s.

Russell McCarthy survived a green-flag lap spin and a brush with the pitwall during the **Thoroughbred Sports** race but still set fastest lap and finished third behind brother Spencer and Neil Fowler. Second place looked likely for Russell until the chequered flag was again presented early.

Neil Fowler's MG qualified almost 3s faster than anyone else in a poorly supported **Sports versus Saloons** finale. He won with equal comfort despite being beaten off the line by Tim Parsons, who finished second.

● Brian Phillips



McCarthy brothers led BCV8 field away

HAWKINS

Moyers spun out of race two



CASTLE COMBE, AUGUST 31 CCRC

Orgee takes step closer to title as Moyers crashes out

ROGER ORGEE ENDED THE weekend with the **Castle Combe Formula Ford Championship** in his grasp thanks to a win in race two after rival Michael Moyers retired from the lead.

It was Moyers who won the first race in his Spectrum 11c, keeping Orgee (Van Diemen RFoo) behind him, while polesitter Luke Cooper (Swift SC92) finished in third. Moyers carried his race-one form into the second race, but this time Orgee was a lot closer, and eventually Moyers cracked and went off into the wall, damaging his suspension. But Orgee still had his work cut out following Moyer's excursion, since he had Felix Fisher (Van Diemen RFo2) shadowing him and ultimately finishing just 0.176s behind.

David Gillett (Dallara F302) took victory from pole position in race one of the **Monoposto Championship**, with Jeremy Timms 1.569s behind in his Dallara F399. Mark Harrison

(Dallara F302) was just four seconds further in arrears when the race was stopped early after six laps after John Hare beached his Van Diemen RF88 at Folly. Gillett stalled at the start of race two, and unsighted row-11 starter David Parkinson (Vauxhall Junior) ploughed into the back of the stranded Dallara. Both drivers walked away uninjured.

Timms took advantage of Gillett's absence, winning ahead of Ben Cater (Dallara F301), while James MacLachlan placed his Jedi MkIV on the podium in third after starting seventh.

Gary Culver repeated his 2014 Bank Holiday success, taking a pair of **Ferrari Formula Classic** wins in his 328 GTB. James Cartwright placed his similar car on pole and led Culver in both races, but twice failed to finish owing to a broken exhaust. That handed Tim Walker (328 GTB) and Richard Moseley (308 GTB) second in race one and two respectively. Darren Wilson made it an all-328 podium in race one, while Peter Everingham (328 GTB) finished

race two a second shy of Moseley, both of them well behind Culver.

Tony Hutchings was able to capitalise on **Combe Saloons** Class A points leader Gary Prebble's qualifying error. Prebble damaged his SEAT Leon's radiator when he aquaplaned off at Quarry and was a DNF in race one, then failed to start race two.

Hutchings was fighting for the lead with James Keepin (MG ZR) in race one when he lost his Audi TT under braking at Quarry and collected Keepin. Charles Hyde-Andrews-Bird moved his Renault Megane into the lead, and after a brief safety-car interlude ran untroubled to the chequered flag. Hutchings made amends for his error by winning race two from Hyde-Andrews-Bird.

Nick Holden won race one of the **Sports & GT Championship** in his Ariel Atom thanks to the reliability woes of Barry Squibb's Mitsubishi and a set-up blunder by Matt Simpson, who opted for wet settings on his Vauxhall Silhouette. He blistered his tyres on the drying circuit and spun off. Oliver Bull (Vauxhall Tigra) and Keith Butcher (Nissan Primera) completed the podium.

Squibb and Simpson fought hard during the shortened second race until Squibb managed to prevail by 0.246s. Bull was third.

Tim Gray dominated both **Combe Sports Racing Series** outings to claim two comfortable wins in his Spire GT-3.

● Seb Scott



Bellerby pulled away for a win in Juniors

Culver claimed two wins in his 328 GTB



O'Donovan survived
a late scare to win



LYDDEN HILL, AUGUST 31 BRX

O'Donovan wins despite late puncture

FRESH OFF THE BACK OF BECOMING the first Irishman to make a European Rallycross Championship Supercar final in Norway the previous week, Ollie O'Donovan won the penultimate round of the **British Rallycross Championship** at Lydden Hill.

The Ford Fiesta driver set the fastest time in heat one, but ended up qualifying fourth on the grid for the final behind poleman Kevin Procter (Ford Fiesta), championship leader Julian Godfrey (Ford Fiesta) and Andy Scott (Peugeot 208).

O'Donovan made the best start in the final, launching between Procter and Godfrey to lead into Chessons Drift for the first time, followed by Procter, while Godfrey and Scott headed straight for the joker lap.

Pat Doran (Citroen DS3) ran third on lap one ahead of Andy Grant and Steve Hill. The trio took their jokers on lap two, which allowed Godfrey and Scott back into third and fourth.

Of the leaders, O'Donovan was first to take his joker, on the third lap, returning to the main circuit in

second while Procter took the lead. Using a new two-litre engine for the first time, Procter took his extra-route joker on the final tour and came out side by side with O'Donovan, who reclaimed the lead.

But O'Donovan's Fiesta had picked up a puncture, and was slow up Hairy Hill for the final time. O'Donovan covered his line at the hairpin, but Procter got a run on him back down the hill and tried a move around the outside at Paddock Bend.

It didn't come off, and O'Donovan won his second event of the year as Procter had to settle for second.

"I'm ecstatic, to win at Lydden – the home of British Rallycross, that



will do me for the year," said a smiling O'Donovan.

"To do the last lap and a half with a flat tyre was pretty hairy, and Kevin came very close in the last corner but I was just able to stay out in front."

Behind, Godfrey had also picked up a puncture and was defending hard from Scott on the last lap; the fight on track replicated the championship battle. Scott made a move stick at the hairpin to claim the final spot on the podium.

"That was a lot of fun," he grinned afterwards. Doran finished fifth with Mark Flaherty (Ford Focus) sixth.

SuperNational championship leader Dan Rooke scored his second victory of the season, both of which have been at Lydden Hill, in his Citroen AX. Rooke took his joker on the first lap while Paige Bellerby (Lotus Exige) led on the main circuit.

Gareth Wood, winner of the previous round at Pembrey in his Ford Ka, passed Bellerby to lead. But when Wood took his joker on the last lap, Rooke had done enough

to secure the win. Wood finished second, while Gary Simpson moved his BMW into third on the last lap when Stuart Emery's Peugeot ran into technical problems.

Fighting back from a difficult event at the previous round at Pembrey, Marc Scott started on pole for the **RX150** final and won. He beat guesting World Rallycross Championship star Reinis Nitiss by less than a second at the finish.

Championship leader Chrissy Palmer finished third, while another guest driver, commentator Andrew Coley, was classified fifth.

Tristan Ovenden was triumphant in the **Suzuki Swift** category, racing at his home circuit in a competitive field, ahead of another local driver, Darren Scott.

Drew Bellerby took the win in the **Swift Junior** final, while Craig Lomax (Citroen C2) won the four-car **Super1600** class.

Rob Gibson was victorious in the **Retro Rallycross** category at the wheel of his MG Metro 6R4.

● Hal Ridge



Moran claimed two dominant wins

GURSTON DOWN BRITISH HILLCLIMB, AUGUST 29-30

Moran charges to Gurston victories

SCOTT MORAN DOMINATED BY taking both run-offs and the class win again to move into second overall ahead of Trevor Willis, although Moran's absence from two of the remaining six rounds will surely hand the advantage back to his main rival.

At the top of the table, Moran's co-driver Alex Summers is still some way ahead but he looks to be dropping at least 14 points. Summers looked on slightly despondently at the end as Moran spoke to AUTOSPORT. "That was much more difficult than it looked," he said. "I nearly repeated Tommy's [Tom New] error at Ashes but managed to haul the car around. Conditions were slippery all day after the overnight rain." Summers admitted: "I tried everything I could but Scott had me in the first, then he and Trevor had me just now. I don't know what more I could have done".

Willis may have finished second in the final shootout but a fifth in the first encounter handed second in points to Moran.

While the first set of qualifying runs was even to all as the track had mostly dried after early morning practice, there was a shower after the first run-off as drivers returned to the paddock and some light drizzle continued before fading. A number of competitors in the early classes chose not to take their second runs in the knowledge that they

could not improve on their morning class positions. That brought forward Q2 for the most likely run-off contenders and there was some effect on them.

Will Hall, sharing Graham Wynn's Force Turbo after his Shelsley shunt, found the car took a bit of learning and, while he qualified for the first stanza, he finished out of the points. Later he set a decent qualifying time but could not start the run-off as Wynn bent the car trying to set his own time.

Tom New shunted the shared Gould GR55 in the first run-off and returned to the paddock without the nosecone. There was a mighty rush to fit the spare in time for co-driver Wallace Menzies to go. Menzies duly started with the steering wheel not straight, but although he suffered he was able to score.

Dave Uren had his best-ever day on the hills and climbed further up the chart. Alastair Crawford was smooth as usual and John Bradburn took enough points to be reasonably happy.

Local Gurston specialist Ed Hollier again scored well with only 1600cc in his Empire and moved to the top of the class-based Leaders chart.

The factory Gould GR59 driven by Wiscombe winner Eynon Price scored in the second run-off but Paul Haimes's similar turbo GR59 rolled to a halt.

● Eddie Walder

A fraught day for New and Menzies (pictured)



RESULTS

BRANDS HATCH BARC, AUGUST 29-30



MOTORSPORT NEWS SALOON CAR CHAMPIONSHIP (17 LAPS) 1 Rod Birley (Ford Escort WRC) 15m24.261s (79.98mph); 2 Daniel Palmer (Mitsubishi Evo) +2.756s; 3 Daniel Cowan (Ford Sierra); 4 Tom Knight (BMW E36 M3); 5 Andy Banham (Subaru Impreza); 6 Malcolm Wise (Ford Escort). **Class winners** Knight; Matthew Turner (BMW E36); Pantelis Christofourou (Ford Escort Mk1); Bill Richards (Rover Mini Clubman). **Fastest lap** Wise 52.486s (82.85mph). **Pole** Birley. **Starters** 20.

RACE TWO (18 LAPS) 1 Birley 15m49.815s (82.41mph); 2 Wise +0.930s; 3 Knight; 4 Cowan; 5 Banham; 6 Turner. **CW** Knight; Turner; Richards; Andy Pipe (Ford Escort Mk1). **FL** Birley 51.377s (84.64mph). **P** Birley. **S** 21.

SEVENESQUE/ALLCOMERS (14 LAPS) 1 Robert Singleton (Caterham C400) 15m44.454s (64.46mph); 2 Christian Pittard (Caterham 7) +0.147s; 3 Ian Conibear (Caterham 7); 4 Colin Watson (Caterham C400); 5 Rob Grant (Caterham C400); 6 Graham Charman (Caterham Superlight). **CW** Grant; Charman; David Tilley (Hart Sports); Hugh Coulter (Caterham R300); Michael Jordan (Caterham 7); Rod Birley (Honda Integra). **FL** Conibear 51.054s (85.17mph). **P** Singleton. **S** 27.

RACE TWO (15 LAPS) 1 Singleton 15m41.465s (69.28mph); 2 Birley (Ford Escort WRC) +0.274s; 3 Watson; 4 Conibear; 5 Grant; 6 Charman. **CW** Birley; Grant; Charman; Tilley; Coulter; Mark Horton (Caterham 7). **FL** Singleton 51.885s (83.81mph). **P** Singleton. **S** 26.

CLUBMANS CHAMPIONSHIP (19 LAPS) 1 Ian Crombie (Mallock Mk28B) 15m59.174s (86.14mph); 2 Peter Richings (Mallock Mk3OPR) +4.127s; 3 Alex Champkin (Vision V84); 4 Howard Payne (Mallock Mk20B); 5 Steve Everson (Mallock Mk28EB); 6 Christopher Lake (Mallock Mk27/28). **CW** Richings; Barry Webb (Mallock Mk16B); Philip Barak (Mallock Mk20B). **FL** Crombie 48.993s (88.75mph). **P** Crombie. **S** 25.

RACE TWO (9 LAPS) 1 Champkin 10m37.866s (61.35mph); 2 Richings +2.662s; 3 Michelle Hayward (Mallock Mk27); 4 Kevin Burnham (Mallock Mk28/30); 5 Winston Graham (Mallock Mk27); 6 Rodney Player (Mallock Mk23). **CW** Graham; Clive Wood (Mallock Mk20); Barak. **FL** Crombie 49.133s (88.50mph). **P** Crombie. **S** 24.

BMW - CLASS A (23 LAPS) 1 Colin Wells (M3 CSL) 20m02.678s (83.16mph); 2 James Card (E46 M3) +7.111s; 3 Roger Lavender (M3 Evo); 4 Michael Vitulli (CSL); 5 James Cannon (Series 1); 6 Jim Cannon (Series 1). **FL** Wells 51.342s (84.69mph). **P** James MacIntyre-Ure (E46 M3). **S** 6.

RACE TWO (24 LAPS) 1 MacIntyre-Ure 20m44.536s (83.85mph); 2 James Cannon +11.595s; 3 Vitulli; 4 Jim Cannon; 5 Card; no other finishers. **FL** MacIntyre-Ure 51.032s (85.21mph). **P** MacIntyre-Ure. **S** 7.

BMW - CLASS B, C & D (21 LAPS) 1 Scott Noye (E36 M3) 20m37.422s (73.79mph); 2 Domenic Surdi (M3) +4.656s; 3 Alan Thompson (328i); 4 Paul Travers (328i); 5 Dave Heasman (328i); 6 Brian Anderson (E36 328). **CW** Thompson; Anderson; Gregory Marking (318is). **FL** Surdi 54.372s (79.97mph). **P** Surdi. **S** 18.

RACE TWO (12 LAPS) 1 Surdi 18m18.920s (47.48mph); 2 Heasman +1.220s; 3 Travers; 4 James Ford (318is); 5 Peter Miller (E36 M3); 6 Marking. **CW** Heasman; James Ford (318is); Steve Camplin (325ti Compact). **FL** Heasman 55.371s (78.53mph). **P** Noye. **S** 17.

MAXS (20 LAPS) 1 Ian Loversidge 20m01.686s (72.37mph); 2 Jonathan Halliwell +0.403s; 3 Nick Dunn; 4 Simon Fleet; 5 Jeremy Shipley; 6 Geoff Gouriet. **CW** Chris Webster. **FL** Fleet 57.957s (75.03mph). **P** Halliwell. **S** 16.

RACE TWO (21 LAPS) 1 Halliwell 20m26.522s (74.45mph); 2 Loversidge +3.007s; 3 Fleet; 4 Dunn; 5 Shipley; 6 Gouriet. **CW** Webster. **FL** Dunn 57.632s (75.45mph). **P** Loversidge. **S** 17.

TIN TOPS (13 LAPS) 1 Barnaby Davies (Toyota Starlet GT) 15m10.946s (62.05mph); 2 Tom Bridger (Rover 220T) +1.424s; 3 Chris Whiteman (Honda Civic Type R); 4 Rod Birley (Honda Integra); 5 Chris Bassett (Peugeot 205GTI); 6 Bob Hosier (SEAT Leon). **CW** Whiteman; Cliff Pellin (Ford Fiesta ST150); Ryan Steel (Citroen Saxo). **FL** Davies 54.209s (80.21mph). **P** Birley. **S** 21.

RACE TWO (17 LAPS) 1 Bridger 15m51.009s (77.73mph); 2 Whiteman +4.630s; 3 Bassett; 4 Birley; 5 Hosier; 6 Pellin. **CW** Whiteman; Pellin; Dominic Ryan (Ford Fiesta). **FL** Davies 54.002s (80.52mph). **P** Davies. **S** 23.

RACE THREE (17 LAPS) 1 Davies 15m47.570s (78.01mph); 2 Bridger +4.111s; 3 Bassett; 4 Birley; 5 Carey Lewis (Honda Civic Type R); 6 Pellin. **CW** Bassett; Pellin; Steel. **FL** Davies 54.167s (80.28mph). **P** Lewis. **S** 22.

KIRKISTOWN 500MRCI, AUGUST 29



FORMULA FORD 1600 (15 LAPS) 1 Alan Davidson (Mondiale M89S) 17m07.56s (79.46mph); 2 Jake Byrne (Ray GR13) +0.14s; 3 Stephen Day (Ray GR14); 4 Jonny McMullan (Van Diemen LA10); 5 Johnnie Mulholland (Van Diemen RF91); 6 Ryan Campbell (Reynard 89FF). **FL** Byrne 1m04.98s (83.77mph). **P** McMullan. **S** 16.

RACE TWO (12 LAPS) 1 Byrne 12m34.05s (86.62mph); 2 McMullan +1.08s; 3 Davidson; 4 Daly; 5 Mulholland; 6 Noel Robinson (Van Diemen JLO12K). **FL** McMullan 1m01.65s (88.30mph). **P** McMullan. **S** 16.

BMCG BOSS (12 LAPS) 1 Paul Dagg (Dallara F304) 11m07.70s (97.82mph); 2 Cian Carey (Tatuus Renault) +17.34s; 3 Noel Robinson (Tatuus Renault); 4 Barry Rabbitt (Tatuus Renault); 5 Darragh Daly (Tatuus Renault); 6 John Daly (Lola Holden). **FL** Dagg 54.52s (99.83mph). **P** Dagg. **S** 10.

RACE TWO (14 LAPS) 1 Carey 13m17.30s (95.58mph); 2 D Daly +5.40s; 3 Rabbitt; 4 J Daly; 5 John Stewart (Mygale M12); no other finishers. **FL** Carey 55.96s (97.27mph). **P** Carey. **S** 7.

FORMULA SHEANE (13 LAPS) 1 Enda O'Connor 13m22.84s (88.14mph); 2 Brian Hearty +1.80s; 3 Kevin Sheane; 4 David Parks; 5 Richard Kearney; 6 Niall O'Flynn. **FL** O'Connor 1m00.83s (89.48mph). **P** O'Connor. **S** 13.

FORMULA VEE (10 LAPS) 1 Des Foley (Leastone JH004) 11m29.96s (78.89mph); 2 Anthony Cross (Sheane FV10) +1.18s; 3 Justin Costello (Leastone JH002); 4 James Jones (Sheane FV10); 5 Joe Power (Leastone JH002); 6 Mark Reade (Leastone JH004). **FL** Cross 1m07.55s (80.58mph). **P** Ray Moore (Leastone JH004). **S** 12.

RACE TWO (12 LAPS) 1 Moore 13m28.80s (80.76mph); 2 Robbie Allen (Sheane FV) +0.17s; 3 Jimmy Furlong (Sheane FV94); 4 Stephen Morrin (Leastone JH004); 5 Foley; 6 Colm Blackburn (Leastone JH002). **FL** Allen 1m06.05s (82.41mph). **P** Moore. **S** 20.

ROADSPORTS (11 LAPS) 1 Jim Larkham (Radical PRO6) 11m38.33s (85.74mph); 2 John Benson (Crossle 375) +1.12s; 3 Mark Francis (GMS Honda); 4 Trevor Allen (GMS Honda); 5 Davis Buick (Reis Aero Honda); 6 Richard Munnis (RAW Stryker). **CW** Francis. **FL** Larkham 1m01.72s (88.19mph). **P** Larkham. **S** 8.

RACE TWO (11 LAPS) 1 Benson 11m42.18s (85.27mph); 2 Graham Moore (GMS Honda) +7.32s; 3 M Francis; 4 Allen; 5 Richard Francis (GMS Honda); 6 Munnis. **CW** Moore. **FL** Benson 1m02.80s (86.68mph). **P** Benson. **S** 6.

HRCA (13 LAPS) 1 John Benson (Crossle 375) 14m05.35s (83.70mph); 2 Stephen Doyle (Crosley 95) +51.34s; 3 Stephen Doyle (Chevron B8); 4 Clive Brandon (Lotus 47); 5 Steve Griffin (MG Midget); 6 Paul Gray (Porsche 911). **FL** Benson 1m03.54s (85.67mph). **P** Benson. **S** 16.

RACE TWO (12 LAPS) 1 Benson 13m03.01s (83.41mph); 2 Stephen Doyle (Crosley 95) +29.73s; 3 Stephen Doyle (Chevron B8); 4 Griffin; 5 Brandon; 6 Brian Cassidy (Sunbeam Tiger). **FL** Benson 1m03.28s (86.02mph). **P** Benson. **S** 16.

FORD FIESTAS (5 LAPS) 1 Andrew Blair 6m43.76s (67.40mph); 2 Richard Livingston +0.49s; 3 Adrian Finnegan; 4 Jonny Forsythe; 5 Eorann O'Neill; 6 Paul Magill. **FL** Blair 1m18.10s (69.69mph). **P** Blair. **S** 13.

RACE TWO (10 LAPS) 1 Finnegan 13m49.15s (65.65mph); 2 Blair +0.67s; 3 Livingston; 4 Ben McCully; 5 Lewis Dunlop; 6 Magill. **FL** Blair 1m20.72s (67.44mph). **P** Blair. **S** 10.

SNETTERTON BARC, AUGUST 30-31



BRITISH ENDURANCE (45 LAPS) 1 David Mason/Calum Lockie (Ferrari 458 Challenge) 1h31m02.872s (88.04mph); 2 Nick Holden (Ariel Atom) -2 laps; 3 Mike Moss/Tom Howard (BMW E46 M3); 4 Mark Cunningham/Peter Cunningham (Porsche 997); 5 Luca DeMarchi (BMW 135D); 6 Martin Scheile (BMW M3 Compact). **CW** Holden; Moss/Howard. **FL** Lockie 1m52.742s (94.80mph). **P** Lockie. **S** 10.

RACE TWO (44 LAPS) 1 Mason/Lockie

Packed Saloon field at wet Combe



ROUND-UP



S. BLOHAM/AT

Ian Ashley escaped Gold Cup roll unhurt

1h30m52.427s (86.25mph): 2 Cunningham/Cunningham -1 lap; 3 Holden; 4 Fareed Ali/Christopher Valentine (Porsche Boxster); 5 Martyn Compton/ Mark Allen (VW Golf Mk6); no other finishers. **CW** Holden; Ali/Valentine. **FL** Lockie 1m52.485s (95.01mph). **P** Lockie. **S** 6.

MGOC (6 LAPS) 1 Andrew Rogerson (ZR160) 16m41.446s (64.03mph); 2 Simon Kendrick (F VVC) +3.159s; 3 Martin Wills (F); 4 Mark Baker (F); 5 David Mellor (F); 6 Adrian Wray (ZR). **CW** Kendrick; Chris Pollard (B Roadster); Russell Davison (Montego). **FL** Wills 2m43.308s (65.44mph). **P** Rogerson. **S** 22.

RACE TWO (8 LAPS) 1 Rogerson 22m16.145s (63.99mph); 2 Baker +11.254s; 3 Stuart Plotnek (F VVC); 4 Wray; 5 Kendrick; 6 Mellor. **CW** Baker; David Amphlett (Roadster); Davison. **FL** Rogerson 2m44.316s (65.04mph). **P** Rogerson. **S** 20.

MGOC INVITATIONAL (6 LAPS) 1 Ben Palmer (ZR 160) 17m04.889s (62.57mph); 2 Brian Butler (F) +35.600s; 3 Adrian Wray (ZR 160); 4 Russell Davison (Montego); 5 Ashley Barnes (B GT); no other starters. **FL** Palmer 2m47.276s (63.89mph). **P** Butler. **S** 5.

BRITCAR TROPHY (17 LAPS) 1 Tom Hibbert (Ginetta GT4) 47m13.560s (64.12mph); 2 Tom Howard (Ginetta) +50.901s; 3 James Colburn (Renault Clio Cup); 4 Steve Glynn (TVR Sagaris V8); 5 Warren Gilbert/Darelle Wilson (Marcos Mantis); 6 Alex Sidwell (Holden V2 Commodore). **CW** Howard; Colburn. **FL** Hibbert 2m15.988s (78.59mph). **P** Hibbert. **S** 10.

RACE TWO (19 LAPS) 1 Hibbert 46m24.884s (72.91mph); 2 Colburn +1m03.969s; 3 Glynn; 4 Gilbert/Wilson; 5 Jon Harrison/Gilbert (Marcos Mantis); 6 Sidwell. **CW** Colburn; Rob Hedley (Chevrolet CR8). **FL** Hibbert 2m16.502s (78.29mph). **P** Hibbert. **S** 10.

JUNIOR SALOONS (8 LAPS) 1 James Clarke 22m28.052s (63.42mph); 2 Ben Colburn +0.775s; 3 Edward Moore; 4 George Sutton; 5 Brad Hutchinson; 6 Scott Mitchell. **FL** Clarke 2m44.322s (65.04mph). **P** Clarke. **S** 13.

RACE TWO (6 LAPS) 1 Clarke 16m53.863s (63.25mph); 2 Hutchinson +3.120s; 3 Matteo Zanetti; 4 Moore; 5 Mitchell; 6 Sutton. **FL** Sutton 2m45.098s (64.73mph). **P** Clarke. **S** 13.

BRANDS HATCH MSCC, AUGUST 31

PETER MORGAN MEMORIAL TROPHY (23 LAPS) 1 Jack Bellinger (+8) 25m59.275s (64.14mph); 2 Simon Orebi Gann (Roadster) +0.451s; 3 Tim Parsons (4/4 Supersport); 4 Tom Andrew (Aero 8); 5 Henry Williams (4/4); 6 Tim Ayres (+8). **CW** Orebi Gann; Ayres; Roger Whiteside (4/4). **FL** Orebi Gann 1m06.066s (65.82mph). **P** Bellinger. **S** 26.

RACE TWO (15 LAPS) 1 Keith Ahlers (+8) 19m44.697s (55.05mph); 2 Billy Bellinger (+8) +1.299s; 3 William Plant (4/4); 4 Tony Lees (+8); 5 Philip Goddard (+8); 6 Russell Paterson (AR V6). **CW** Bellinger; Lees. **FL** Plant 1m05.468s (66.42mph). **P** Ahlers. **S** 23.

AR MOTORSPORT TROPHY (13 LAPS) 1 Andrew 14m40.425s (64.20mph); 2 Orebi Gann +3.306s; 3 Bellinger; 4 Parsons; 5 Williams; 6 Ayres. **CW** Bellinger; Ayres; Whiteside. **FL** Andrew 1m05.554s (66.33mph). **P** Bellinger. **S** 24.

RACE TWO (19 LAPS) 1 Ahlers 20m40.412s (66.60mph); 2 Plant +5.866s; 3 Lees; 4 B Bellinger; 5 Goddard; 6 Elliott Paterson (Roadster). **CW** Lees; B Bellinger. **FL** Ahlers 1m03.968s (67.98mph).

P Ahlers. **S** 20.

AVALANCHE MOTORSPORT MGB, C, V8 CHAMPIONSHIP (15 LAPS) 1 Spencer McCarthy (B GT V8) 16m40.441s (65.20mph); 2 Rob Spencer (B GT V8) +4.823s; 3 James Wheeler (B GT V8); 4 Simon Cripps (B GT V8); 5 Russell McCarthy (B GT V8); 6 Ollie Neaves (B GT V8). **CW** Jonnie Wheeler (B GT V8); Mark Scott (B Roadster); Bob Luff (B Roadster). **FL** Spencer 1m05.486s (66.40mph). **P** R McCarthy. **S** 21.

MOTORING CLASSICS THOROUGHbred SPORTS CHAMPIONSHIP (14 LAPS) 1 Spencer McCarthy (MGB GT V8) 15m04.867s (67.28mph); 2 Neil Fowler (MGB GT V8) +2.679s; 3 Russell McCarthy (MGB GT V8); 4 Simon Cripps (MGB GT V8); 5 Rob Spencer (MGB GT V8); 6 Jordan Spencer (MGB GT V8). **CW** J Spencer; Peter Samuels (MGB Roadster); Roy Chamberlain (Triumph TR5). **FL** R McCarthy 1m02.690s (69.36mph). **P** S McCarthy. **S** 18.

JIM TUCKER TROPHY FOR PRE-1973 MORGANS (28 LAPS) 1 Richard Plant (+8) 30m59.540s (65.47mph); 2 Jack Bellinger (+8) +9.964s; 3 Philip Goddard (+8); 4 Roddie Feilden (+8); 5 William Plant (+4); 6 Jochem Kentgens (+4). **CW** W Plant. **FL** R Plant 1m05.291s (66.60mph). **P** R Plant. **S** 12.

SPORTS VERSUS SALOONS CHALLENGE (14 LAPS) 1 Neil Fowler (MGB GT V8) 15m18.256s (66.30mph); 2 Tim Parsons (Morgan 4/4) +20.417s; 3 John Milbank (Morgan 4/4); 4 Andrew Thompson (Morgan AR V6); 5 Greg Parnell (Morgan +4); 6 Craig Hamilton-Smith (Morgan +8). **CW** Parsons. **FL** Fowler 1m04.139s (67.79mph). **P** Fowler. **S** 7.

CASTLE COMBE BARC, AUGUST 31

FORMULA FORD 1600 (15 LAPS) 1 Michael Moyers (Spectrum 011c) 20m15.842s (82.16mph); 2 Roger Orgee (Van Diemen RF00) +7.194s; 3 Luke Cooper (Swift SC92); 4 Adam Higgins (Van Diemen JL12); 5 Felix Fisher (Van Diemen RF02); 6 Richard Higgins (Van Diemen JL12). **CW** Cooper; Josh Fisher (Reynard 89FF). **FL** Moyers 1m19.655s (83.61mph). **P** Cooper. **S** 25.

RACE TWO (15 LAPS) 1 Orgee 17m57.740s (92.69mph); 2 F Fisher +0.176s; 3 Ed Moore (Van Diemen JL013K); 4 Nathan Ward (Spectrum 011C); 5 A Higgins; 6 J Fisher. **CW** J Fisher; Cooper. **FL** Orgee 1m10.559s (94.38mph). **P** Cooper. **S** 24.

MONOPOSTO TIEDEMAN TROPHY (6 LAPS) 1 David Gillett (Dallara F302) 11m05.038s (60.80mph); 2 Jeremy Timms (Dallara F399) +1.569s; 3 Mark Harrison (Dallara F302); 4 Ben Cater (Dallara F301); 5 Terry Clark (Van Diemen RF99); 6 Ewen Sergison (Swift SC99Z). **CW** Timms; Clark; Sergison; Geoff Fern (Van Diemen RF99); Graham Read (Dallara F306). **FL** Gillett 1m16.413s (87.15mph). **P** Gillett. **S** 28.

RACE TWO (9 LAPS) 1 Timms 10m02.729s (99.44mph); 2 Cater +7.705s; 3 James MacLachlan (Jedi Mk4); 4 Harrison; 5 Nigel Davers (Jedi Mk6); 6 Richard Gittings (Jedi Mk6). **CW** Cater; Jim Blockley (Ralt RT3); Sergison; Fern; Philip Davis (Van Diemen RF98). **FL** Timms 1m05.198s (102.15mph). **P** Gillett. **S** 28.

FERRARI FORMULA CLASSIC (14 LAPS) 1 Gary Culver (328 GTB) 20m56.964s (74.17mph); 2 Tim Walker

(328 GTB) +1m04.837s; 3 Darren Wilson (328 GTB); 4 Peter Everingham (328 GTB); 5 Richard Moseley (308 GTB); 6 Myles Poulton (328 GTS). **CW** Walker; John Swift (308 GTB). **FL** Culver 1m26.801s (76.72mph). **P** James Cartwright (328 GTB). **S** 15.

RACE TWO (16 LAPS) 1 Culver 21m19.963s (83.25mph); 2 Moseley +18.109s; 3 Everingham; 4 Walker; 5 Wilson; 6 Richard Dougal (328). **CW** Everingham; Swift. **FL** Culver 1m18.564s (84.77mph). **P** Cartwright. **S** 14.

CASTLE COMBE SALOONS (15 LAPS) 1 Charles Hyde-Andrews-Bird (Renault Megane) 24m36.221s (67.67mph); 2 Kieren Simmons (Ford Fiesta) +9.128s; 3 Mark Wyatt (Vauxhall Astra); 4 John Barnard (Vauxhall Astra VXR); 5 Craig Wright (Citroen Saxo); 6 Ayrton Anderson (Ford Fiesta). **CW** Simmons; Wright; Steve Sutton (Peugeot 106). **FL** Hyde-Andrews-Bird 1m24.652s (78.67mph). **P** Wyatt. **S** 36.

RACE TWO (15 LAPS) 1 Tony Hutchings (Audi TT) 19m05.458s (87.21mph); 2 Hyde-Andrews-Bird +2.425s; 3 Wyatt; 4 Kevin Bird (BMW 130i); 5 Barnard; 6 Simon Norris (Mitsubishi Colt Ralliart). **CW** Wyatt; Adrian Slade (Peugeot 106 GTi); Arthur Marks (Suzuki Swift GTi). **FL** Hutchings 1m14.717s (89.13mph). **P** Gary Prebble (SEAT Leon Cupra). **S** 33.

SPORTS AND GT (15 LAPS) 1 Nick Holden (Ariel Atom) 19m50.922s (83.88mph); 2 Oliver Bull (Vauxhall Tigra Silhouette) +12.204s; 3 Keith Butcher (Nissan Primera Supertouring); 4 David Krayem (Ginetta G50); 5 Steve Rogers (Caterham R300); 6 Perry Waddams (TVR Tuscan Challenge L53). **CW** Bull; Krayem; Mahesh Perera (Toyota Supra). **FL** Holden 1m17.243s (86.22mph). **P** Barry Squibb (Mitsubishi Evo 9). **S** 21.

RACE TWO (8 LAPS) 1 Squibb 9m39.163s (91.99mph); 2 Matt Simpson (Vauxhall Silhouette) +0.246s; 3 Bull; 4 Waddams; 5 Krayem; 6 Holden. **CW** Simpson; Waddams; Holden. **FL** Waddams 1m10.069s (95.04mph). **P** Squibb. **S** 18.

SPORTS RACING SERIES (18 LAPS) 1 Tim Gray (Spire GT-3) 20m32.231s (97.28mph); 2 Josh Smith (Radical SR4) +1m00.052s; 3 Norman Lackford (Radical PR6); 4 Mark Nicholson (Radical SR3 RS); 5 Scott Mittell (Mittell MC-52); 6 Brent Hill (Radical SR3). **CW** Smith. **FL** Gray 1m06.461s (100.20mph). **P** Gray. **S** 15.

RACE TWO (13 LAPS) 1 Gray 14m12.185s (101.59mph); 2 Richard Fearn (Radical SR8) +1m17.622s; 3 Smith; 4 Robert Gillman (Radical Prosport); 5 Lackford; 6 Mittell. **CW** Fearn; Smith. **FL** Gray 1m02.580s (106.42mph). **P** Gray. **S** 13.

LYDDEN HILL BARC, AUGUST 30

MSA BRITISH RALLYCROSS CHAMPIONSHIP (4 LAPS) 1 Ollie O'Donovan (Ford Fiesta) 3m25.589s; 2 Kevin Proctor (Ford Fiesta) +0.329s; 3 Andy Scott (Peugeot 208) +0.554s; 4 Julian Godfrey (Ford Fiesta) +1.228s; 5 Pat Doran (Citroen DS3) +3.870s; 6 Mark Flaherty (Ford Focus) +6.806s.

SUPERNATIONAL RALLYCROSS CHAMPIONSHIP (4 LAPS) 1 Daniel Rooke (Citroen AX) 3m45.052s; 2 Gareth Wood (Ford Ka) +0.997s; 3 Gary Simpson (BMW E30); 4 Mike Howlin (Ford Fiesta); 5 Steve Cozens (Renault Clio); 6 Allan Tapscott (Vauxhall Corsa).

SUZUKI SWIFT RALLYCROSS CHAMPIONSHIP (ALL 1.6 SUZUKI SWIFT) (4 LAPS) 1 Tristan Ovenden 3m50.558s;

2 Darren Scott +3.756s; 3 Aiden Hills; 4 David Ellis; 5 Nathan Heathcote; 6 Alex Spencer.

JUNIOR SWIFT CHAMPIONSHIP (ALL 1.3 SUZUKI SWIFT) (4 LAPS) 1 Drew Bellerby 4m11.062s; 2 Bradley Durdin +4.408s; 3 Thomas Constantine; 4 Jennie Hawkes; 5 Thomas Middleton.

RX150 RALLYCROSS CHAMPIONSHIP (ALL RX150) (4 LAPS) 1 Marc Scott 3m33.887s; 2 Reinis Nitiss +0.955s; 3 Chrissy Palmer; 4 Kevin Feeney; 5 Andrew Coley; 6 Stephen Jones.

HOT HATCH (4 LAPS) 1 Tomasz Marciniak (Citroen Saxo) 3m52.564s; 2 John Lyne (Citroen Saxo) +2.163s; 3 Adam Trzonkowski (Citroen Saxo); 4 Alf Hyde (Citroen Saxo); 5 Tomasz Wielgosz (Peugeot 106); 6 Robert Potyra (Citroen Saxo).

SUPER1600/BMW MINI (4 LAPS) 1 Craig Lomax (Citroen C2) 3m41.078s; 2 Michael Boack (Citroen C2) +3.853s; 3 Keifer Hudson (BMW Mini); 4 Kris Hudson (BMW Mini); 5 John Clayton (BMW Mini); 6 Martin Hawkes (BMW Mini).

RETRO RALLYCROSS (3 LAPS) 1 Rob Gibson (MG Metro 6R4) 2m41.663s; 2 Barry Stewart (Porsche 911) +12.721s; 3 James Harrold (VW Beetle); 4 Ray Morgan (Ford Escort); 5 Ian Biagi (Mini); 6 Paul Smith (VW Polo).

GURSTON DOWN BARC, AUGUST 29-30

ROUND 26: 1 Scott Moran (3.5 Gould-NME GR61X) 26.17s; 2 Alex Summers (3.5 Gould-NME GR61X) 26.43s; 3 Dave Uren (1.3t Force-Suzuki PC) 26.77s; 4 Alastair Crawford (2.8 Gould-NME GR55) 27.05s; 5 Trevor Willis (3.2 OMS-RPE 28) 27.20s; 6 Oli Tomlin (4.0 Pilbeam-Judd MP97) 27.60s; 7 John Bradburn (3.5 Gould-Cosworth GR55) 27.82s; 8 Wallace Menzies (3.5 Gould-NME GR55) 27.89s; 9 Ed Hollier (1.6 Empire-Suzuki 00 Evo) 28.35s; 10 Graham Wynn (1.3t Force-Suzuki PC) 28.62s; 11 Will Hall (1.3t Force-Suzuki PC) 28.68s; DNF Tom New (3.5 Gould-NME GR55).

ROUND 27: 1 Moran 26.43s; 2 Willis 26.79s; 3 Summers 26.82s; 4 Menzies 27.69s; 5 Uren 27.70s; 6 Crawford 27.89s; 7 New 28.04s; 8 Bradburn 28.20s; 9 Hollier 28.82s; 10 Eynon Price 29.01s; DNF Paul Haines (1.3t Gould-Suzuki GR59); DNS Hall.

CLASSES: Peter Hammock (1.6 OMS-Suzuki CF04) 31.98s; Paul Webster (2.0 Mazda MX-5) 39.52s; Simon Neve (2.3t Mitsubishi Lancer E6) 35.46s; Dave Warburton (2.5 Caterham-Duratec) 34.64s; Neil Turner (1.4 Mini Cooper S 16v) 37.43s; Colin Satchell (2.0 Peugeot 205) 35.06s; Geoff Twemlow (2.0t Subaru Impreza) 35.36s; Simon Purcell (1.8s Lotus Exige) 35.40s; Antony Orchard (1.3 Westfield Bakerbusa) 33.48s; Mike Rudge (2.3 Westfield Sei) 33.98s; Fyrth Crosse (1.6 Ensign LNF3) 35.63s; Derek Harris (1.7 Malloc Mk17b) 40.11s; Chris Cannell (1.3t Empire Evo Libre) 33.01s; Nic Mann (1.7t Mannic-Beattie) 29.94s; John Forsyth (0.5 Alfa Dana F3) 44.62s; Simon Fido (1.0 Empire-Suzuki Wraith) 30.67s; Tony Wiltshire (1.6 Swift FF) 37.09s; John Hewett (5.0 Lyncar-Rover F Atlantic) 34.87s; Hollier 28.74s; Uren 27.41s; Moran 26.73s.

CHAMPIONSHIP POSITIONS AFTER ROUND 27: 1 Summers 209; 2 Moran 171; 3 Willis 169; 4 Menzies 162; 5 Hall 118; 6 New 101.

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Tel: +44 (0) 1733 555161. Printed in England by Wyndeham Peterborough Ltd.
ISSN 0269-946X. AUTOSPORT, incorporating Autosport, is published weekly by Haymarket Consumer Media, Teddington Studios, Broom Road, Teddington, TW11 9BE, UK.

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THIS WEEK

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Fewer aero appendages would mean less debris

Safer option, with side benefits

As an alternative to the closed-cockpits idea that has come back to the fore, is it naive to suggest that drastically restricting the number and size of aerodynamic appendages could be a simple way to cut down considerably the number of car parts most likely to get loose and to fly around in an accident?

Side benefits would include the possibility for cars to follow each other close enough to attempt genuine passing moves and a decrease in the amount of the carbon debris littered on the track during a race that represent a hazard for tyres.

Gautier Mathys, Vitacura, Chile

The incident that claimed the life of Justin Wilson has once again highlighted the one major safety weakness in open-wheel racing. While big improvements have been made in cockpit design and crash-helmet technology, safety in this area remains flawed.

As an enthusiast of motor racing for 37 years, I am a purist and suspicious of significant change. However, in 2015, death and life-changing injury cannot be accepted through such an obvious avenue, and it's high time closed cockpits of some description are mandated.

Paul Roberts
Caerphilly

As the marshal who had to replace the cones at Silverstone last weekend, I feel I am in a better position to comment (*Humble Pye, August 27*). Initially they were placed one metre outside track limits and then steadily moved back, and when the cone shown

in the photo was hit they were more than a car's width outside track limits.

What amazed us was certain racers never even came near the cones, although they were racing hard, but other series took out the cones, rarely on the first lap when you would expect drivers to be unsighted or finding track limits, but later in the race. They all drove green-flag laps and knew this was part of the circuit, and the cones were also there during practice.

I know cones are not ideal markers, but are a lot less painful to hit than most other barriers that were available.

Dave Boswell
By email

Sebastian Vettel's point, seemingly lost on the marketing driven "science" of Pirelli, is that there was no indication that Ferrari should not go one-stop. Their pre-race indication was that the tyre may do 40 laps. The fact it didn't last 29 just shows that either Pirelli's product or its estimating

tools are wayward by about 30 per cent.

Pirelli needs to understand neither Nico Rosberg, Sebastian Vettel, Mercedes, Ferrari, nor Pirelli tyre technicians could detect that the current run was wrong and that there was an impending problem. On that basis how does a customer use their product?

And, of course, had Vettel's tyre lasted the race distance, do we think we'd all be reading the press release from Pirelli saying, "Phew, that was lucky, one more lap and it would have been disaster"?

Paul Irwin
Bexleyheath

CORRECTION

Thanks to reader Daniel Boys for pointing out our error in stating that Dan Brown will be only the second British driver to race in the NASCAR Truck Series (August 27, p70). He adds two more Brits to the list: Dario Franchitti and Paul Poulter.

BIG NUMBER

3 Years since Formula Renault 3.5 last visited Silverstone, in 2012. The winners were Sam Bird and the late Jules Bianchi.

MILESTONE

Swiss-Greek Tom Pryce fan Alex Fontana will become the most experienced GP3 driver in history at Monza, with his 51st start on Saturday.



MANIGER/LAT

WHAT'S ON TRACK IN THE UK

EVENT OF THE WEEK



Renault's race-fest is back in the UK

VAN DER LAAN/LAT

SILVERSTONE RENAULT WORLD SERIES

September 4-6
OK, there are no free tickets for Renault World Series on its return to British soil, but it's still

a great event to go to. With Formula Renault 3.5, the two-litre Formula Renault Eurocup and the spectacular Renault Sport Trophy – not to mention Red Bull F1 demos – there'll be plenty of entertainment on offer.

CASTLE COMBE 750MC

September 5
The combination of arguably Britain's best grassroots racing organiser and the Wiltshire circuit is club-racing gold. Caterhams, RGBs and saloons are on the 12-race menu.

PRESCOTT HILLCLIMB

September 5
The course near Gloucester presents quite a challenge, but it's one that Scott Moran proved equal to at the start of the year with a double victory. Can anyone break his course record this time?

BRANDS HATCH AMOC

September 5-6
This isn't just any old Aston Martin Owners Club event – it's the 80th-anniversary celebration. The line-up includes the Pre-War Challenge, the GT4 Challenge for modern cars and everything in between.



AMOC

BOURNE

DONINGTON PARK CSCC

September 5-6
The Classic Sports Car Club offers a diverse two-day meeting, with Saturday biased more towards older machinery such as Swinging Sixties and Classic K and Sunday offering Modern Classics and the New Millennium Series. There's also Tin Tops, Jaguar Saloons and Ferrari Formula Classic, among others.

ROCKINGHAM BTCC

September 5-6
The British Touring Car Championship always produces dramatic racing at Rockingham. This weekend it will be supported by the Renault Clio Cup, MSA Formula and Ginetta's Supercup and Junior categories.



BTCC

EBREY/LAT

WHAT'S ON TRACK AROUND THE WORLD

ITALIAN GRAND PRIX

Formula 1 World Championship
Rd 12/19
Monza, Italy
September 6
f1.com

GP2 SERIES

Rd 8/11
Monza, Italy
September 5-6
gp2series.com



F1

XBB/IMAGES



EURO F3

GP3 SERIES

Rd 6/9
Monza, Italy
September 5-6
gp3series.com

PORSCHE SUPERCUP

Rd 7/8
Monza, Italy
September 5-6
porsche.com

EUROPEAN LE MANS SERIES

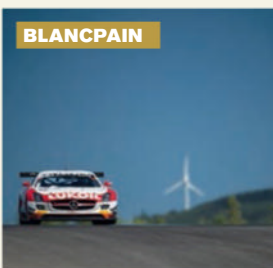
Rd 4/5
Paul Ricard, France
September 6
europeanlemansseries.com

EUROPEAN FORMULA 3

Rd 9/11
Algarve, Portugal
September 5-6
fiaf3europe.com

BLANCPAIN SPRINT SERIES

Rd 5/7
Algarve, Portugal
September 5-6
blanpain-gt-series.com



BLANCPAIN



RALLYCROSS

McKLEIN

WORLD RALLYCROSS

Rd 9/13
Loheac, France
September 5-6
fiaworldrallycross.com

NASCAR SPRINT CUP

Rd 25/36
Darlington, South Carolina, USA
September 6
nascar.com

INTERNATIONAL GT OPEN

Rd 5/7
Spa, Belgium
September 5-6
gtopen.com

EUROFORMULA OPEN

Rd 6/8
Spa, Belgium
September 5-6
euroformulaopen.com

BARCELONA 24 HOURS

24 Hour Series
Rd 5/6
Barcelona, Spain
September 5-6
24hseries.com

EUROPEAN TOURING CARS

Rd 4/6
Brno, Czech Republic
September 6
fiaetcc.com

FROM THE SOFA

WHAT'S ON TELEVISION

Muddy sideways action and it's all free format



Sideways action close to home

DEPENDING ON WHAT SIDE OF the fence you are on, paid internet subscriptions are supposed to be the future of online sports viewing, particularly for rallying. I'm not convinced. But that's for a different opinion column.

One forward-thinking sport that has taken the idea up is the World Rally Championship, whose 'WRC+' package grants subscribers special access to live stages, onboard and other unique services.

While the debate on online subscriptions rages, Motors TV's recent move to Freeview means watching UK grassroots rallying at home is easier – and cheaper – than ever before.

Wayne Goldring and his company Special Stage Rally create coverage of some of the UK's biggest rallying events, including the BTRDA, which is currently the highest level of national rallying in the UK until the British Rally Championship returns from its current hiatus in 2016.

At the very heart of the coverage is a core group of passionate enthusiasts, led by Goldring, who hope that free-to-air exposure will help cultivate a circle of support for the championships the programme covers, as well as encouraging more sponsors to the championship with the promise and attraction of TV coverage.

"Everyone who is involved has so much passion for it and that's why we are able to bring the sport to the viewers," he says. "It's just a case of making programmes we would sit down and watch, and hopefully the viewer does too."

"It's club rallying, we are trying to get in as many people as possible, really. It's a case of trying to get that match in entertainment."

One big reason to watch the national series is the eclectic mix of machinery it attracts. On August's Tyneside Stages a Metro 4M4 (a modern take on the 6R4) went up against a brand-new M-Sport Ford Fiesta WRC test car. Battles like that simply don't occur anywhere else.

"Watching UK rallying at home is easier than ever before"

Where else can you enjoy scenes like this?



"It gives a real buzz to the event when you've got an older car like a Metro or an Escort going up against modern WRC machinery and doing well," says Goldring.

"It makes it seem like it's down to the driver more than the car, which is rare in motorsport these days."

"You think, if you'd have had a budget behind you, you could have done something."

And those drivers in ex-WRC factory machinery aren't shy about pushing their prized possessions as hard as they can.

"There's genuine ex-works cars out there and it makes you wonder, would you have it at 10 tenths like they do? It's incredible what the drivers are willing to do with six-figure cars."

It isn't just the WRC-spec cars that provide the entertainment. Hordes of Mk2 Escorts deliver sideways fun, as well as the two-wheel-drive categories, which allow viewers to see the latest up-and-coming talent. Drivers such as European Rally Championship Junior driver Chris Ingram and works M-Sport WRC driver Elfyn Evans started in national 2WD formulas.

So while the debate on subscriptions and the right format for WRC telly continues, there is a dedicated team you may not be aware of, bringing you action just as muddy and exciting in an accessible and free format.

Jack Benyon

TV pick of

Edited by Dan Paddock



ITALIAN GP - LIVE

Sky Sports F1 Live - Sun 1230-1530

BBC1 Highlights - Sun 1705-1835

Lewis Hamilton continued his march to a third world title with victory at Spa, and next up is Monza, where rival Nico Rosberg's 2014 title challenge started to unravel after two costly mistakes.

With the championship on a tipping point, the German simply can't afford to settle for second again this time.

After two wins already this year, what chance of a Ferrari triumph at home to cement Sebastian Vettel's status with the Tifosi? You have to go back to 2010 for the Scuderia's last win at Monza.



FR3.5 SILVERSTONE - LIVE

BT Sport 2 Saturday 1100-1815

BT Sport 1 Sunday 1100-1615

The Renault World Series package will descend on Silverstone this weekend, with FR3.5 back at the circuit for the first time since 2012, when Sam Bird and the late Jules Bianchi shared the wins.

Sheffield-born Oliver Rowland will be looking to emulate their exploits, and claim a fifth win of the year at home to extend his advantage over rival Matthieu Vaxiviere.

All the World Series action from Saturday will be live on BT Sport 2, before switching over to BT Sport 1 on Sunday, so you can enjoy the FRenault 2.0 Eurocup and new Renault Sport Trophy too.

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Top stories on AUTOSPORT.com in the past week

RENAULT POISED TO COMPLETE LOTUS DEAL

Details of Renault's plans to take over Lotus were revealed by Ian Parkes last week, including the timeframe for the completion of the deal.

WHITING: PROTECTED COCKPITS WILL HAPPEN

In the wake of Justin Wilson's tragic IndyCar accident, FIA technical chief Charlie Whiting explained the next moves in cockpit safety testing.

BUTTON: McLAREN'S GOALS HAVE CHANGED

McLaren's ambitious pre-season talk of podiums and victories with Honda by the end of the year has been parked until 2016, says Jenson Button.

TECH ANALYSIS: LATEST 2017 FORMULA 1 IDEAS

Our technical expert Craig Scarborough detailed the latest ideas being discussed for F1's rules revolution in 2017 as new information emerged.



MALDONADO HAD 17G KERB IMPACT AT SPA

Pastor Maldonado's retirement from the Belgian Grand Prix – his seventh in 11 races this season – was caused by a 17G impact with the kerbs at Eau Rouge, according to the Lotus team's technical director Nick Chester.

REMEMBERING BELLOF

Thirty years on from the death of the German – who was tipped for great things in F1 – in a sportscar crash at Spa, Gary Watkins looks back on the career of Stefan Bellof.

the week



EUROPEAN F3 ALGARVE **Motors TV**

Sat 1745-1915, Sun 1620-1720

After that washed-out final race in Austria, European F3 heads to Portugal for its first visit to the Algarve circuit, a popular replacement for Moscow Raceway.

Points leader Antonio Giovinazzi and title rival Felix Rosenqvist will be the ones to watch, but don't discount Ferrari protegee Lance Stroll after he claimed a maiden series podium last time out.

Motors TV has delayed-as-live coverage of the races, but for particularly keen fans live streaming of each race is available on the series' website.



SOUTHERN 500 - LIVE **Premier Sports**

Monday 0000-0430

With time running out to secure a spot in the Chase, NASCAR arrives at Darlington Speedway for the Southern 500 – shifted back to its traditional Labour Day slot for 2015, and marking it with a host of retro liveries.

Champion Kevin Harvick was the winner here in 2014, but it's Jeff Gordon who holds the major honour of six wins at Darlington. Still winless this season, might he still claim one final victory and cement his place in the Chase in his final Cup campaign?



BTCC ROCKINGHAM - LIVE **ITV4**

Sunday 1045-1745

British Touring Car Championship fans are in luck as ITV4 returns with a bumper seven hours of race-day coverage live from Rockingham.

Despite a rough weekend at Knockhill, Jason Plato still leads the championship, with Gordon Shedden now his closest challenger after collecting his third win of the year. Reigning champion Colin Turkington has dropped to fourth, behind Matt Neal, but don't count him out yet.

Keep an eye out for Rob Austin, twice a winner at Rockingham since 2013 – can he give his Audi A4 a last hurrah?



CLASSIC F1 - SPAIN 1981 **Sky Sports F1**

Wednesday 2100-2135

If the 2015 Italian Grand Prix doesn't quite do it for you, Sky Sports F1 is stocked with classic content this week, with Gilles Villeneuve's brilliant win at Jarama in 1981 the pick of the bunch.

Driving the ill-handling, turbo-powered Ferrari, Villeneuve held off a train of faster cars in one of the closest grand prix finishes of all time.

John Watson's fine drive to end McLaren's three-year winless drought at Silverstone back in 1981 also gets our vote. Victory number one of the Ron Dennis era, no less.

HOT ON THE WEB THIS WEEK

YouTube EPIC FAMILY RUMBLE IN DANISH THUNDERSPORTS



SEARCH FOR: AutoMester DTC – Ring Djursland – Duellen mellem Magnussen og Lind Ex-Formula 1 racer turned sportscar ace Jan Magnussen (#23 Camaro) attempts – repeatedly – to overtake his nephew Dennis Lind (#60 Mustang) during a round of the Danish Thundersport Championship at a sopping-wet Ring Djursland.

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INTRODUCING

Luca Ghiotto

Ocon and Kirchhofer were the favourites in GP3 – until this Italian came along



S.BLOXHAM/LAT

Luca Ghiotto, to borrow the title of Steve Coogan alter-ego Alan Partridge's autobiography, is a man who is 'bouncing back' this year. The 20-year-old Italian struggled in Formula Renault 3.5 in 2014 – with just three points finishes – but is now the man to beat in GP3, with three victories, four pole positions and a championship lead of 28 points. What a difference a year makes.

Ghiotto began karting in 2007 and jumped straight into international-level categories, spending two years in KF3 and one season in KF2. But he was rarely competitive and struggled due to his height and weight.

This issue forced Ghiotto to move up to single-seaters earlier than he had hoped. "I did my racing licence early in 2011," he says. "I was quick in both Formula 3 and Formula Abarth, which were the cars the Italian Federation used to do the test. Because of that we signed a deal with Prema to do Formula Abarth."

He enjoyed a steady first year in the European and Italian Abarth

Series but began to find some rhythm in his second year – mistakes were very much still a part of his repertoire, but he was able to take the title fight, which he had led earlier in the season, down to the final round.

"I lost the championship by a few points but it was my fault because I lost so many races from my mistakes," admits Ghiotto.

Prema branched into Formula Renault 2.0 in late 2012, with Ghiotto part of the squad, before a full campaign in the category the following season. The competition was fierce in the Eurocup, where he found himself up against drivers such as Oliver Rowland, Red Bull junior Pierre Gasly and McLaren protege Nyck de Vries, but he

picked up a race win at Spa and a pole position at Paul Ricard. Much better was his campaign in the Renault ALPS series, where he was the closest rival to team-mate Antonio Fuoco, encouraging a look towards his next career progression.

The switch to Formula Renault 3.5 with Draco in 2014 looked like a natural one but the season that followed was a horror show. It began well but things soon began to unravel. A stall on the grid on his series debut at Monza summed up his time in FR3.5, and it seemed his career was now stalling.

"I think it was a bad choice to move to Renault 3.5, which was probably the worst year for me," he says. "At Monza it looked like we had the pace to fight but after that race I was not able to be inside the top 10 and I really didn't understand the problem."

Later in the year he joined Trident for his GP3 debut at Spa – he took pole and has used that as a launch pad to excelling in the series in 2014, allowing him to well and truly put last year behind him. Even more impressive, he is leading highly fancied Esteban Ocon and Marvin Kirchhofer, as well as Fuoco.

"I made a mistake with Formula Renault," he reflects. "I think the GP3 car can be better adapted to my driving style. I like this car and I enjoy driving it. I can do what I want when I'm driving it."

"For the future I want to see what is going on with the new Formula 2 and GP2 because it's not clear at the moment. But for now I'm concentrating fully on this year." *Aaron Rook*



ROZENDAAL/LAT



MAUGER/LAT

CV

Age 20
Hometown Arzignano, Italy

2015

Leading in GP3 (Trident)
3 wins to date



MAUGER/LAT

2014

17th in Formula Renault 3.5 (International Draco Racing)

0 wins

Selected races in GP3 (Trident)

2013

2nd in Formula Renault 2.0 ALPS (Prema Powerteam)

5 wins

9th in Formula Renault 2.0 Eurocup

1 win

1st in FR2.0 at Pau Grand Prix

2012

2nd in Formula Abarth European Series (Prema Powerteam)

7 wins

Selected races in Formula Renault 2.0 (Prema Powerteam)

2011

6th in Formula Abarth European Series (Prema Powerteam)

0 wins

2010

23rd in CIK-FIA World Karting Championship

2009

WSK KF3

2008

1st in KF3 – Champions Cup

NEXT WEEK

Italian Grand Prix action

Plus: Rockingham BTCC; IndyCar season review

Formula One ● Le Mans 24hr ● MotoGP ● Superbikes ● Historic

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