

**GROUP B RALLY
RETRO SPECIAL**

**RISE AND FALL OF AN
OUTRAGEOUS ERA**

**CURRENT POLO TAKES ON
ULTIMATE 1986 QUATTRO**

 **AUTOSPORT**

MONSTERS

RALLYING'S MOST SPECTACULAR CARS

**"Only three people could
really drive them well"**

Walter Rohrl



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The good, the bad and the spectacular

IN TERMS OF EXCITING MACHINERY, RALLYING IN the mid-'80s was a high water mark for the sport. Loud, brash and difficult to control, cars such as the bewinged Audi Quattro, Lancia Delta S4 and Peugeot 205 T16 brought out the very best from the drivers of the day, and attracted hordes of spectators.

We've run a series of specials on some of the great categories in motorsport history during recent summer breaks and it was inevitable that Group B would be on the list. Speaking to stars including Markku Alen, Walter Rohrl and Ari Vatanen, it's clear that the period was a special one for the drivers as well as the fans.

But Group B was not without its downsides. Quite apart from the increasing costs of unfettered competition (where have we heard that before?!), the speed of the incredible 500+bhp monsters created new safety problems, exacerbated by the huge crowds that lined the routes on some events. It was inevitable that things would eventually have to change.

Thankfully, the sport is much safer now. And, as David Evans shows in our VW Polo v Quattro comparison, the current cars are also much faster. But as with most areas of motorsport, that pace comes from efficiency and cornering, not from raw power.

That makes the current cars easy to admire, but hard to love. It will be interesting to see how far the new, faster 2017 World Rally Cars can go to recapturing some of that past glory.



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AUTOSPORT



GROUP B SPECIAL
RALLYING'S GREATEST ERA



BY DAVID EVANS

Rise and demise

For four seasons, Group B took rallying to new heights in entertainment, popularity – and danger. What made it so strong eventually killed it off

Eighties music. Where do you stand? Personally, I love it. For me, it wasn't about the singing. Singing went out with Group 4. For me, it was all about the B-side howling, yowling, whistling, wailing, chirruping chatter-chatter.

Eyes shut, Group B came with the most dramatic of soundtracks. Forget Rick Astley, not even Mozart's Requiem could touch a supercharged S4 overlaid by the frantic natural aspiration of a 6R4.

Eyes open, Group B was a sight to behold. Still is. Open the throttle on an Audi Quattro and the theatre remains; watch a Peugeot 205 T16 off the line and the spectacle's still there. Three decades down the line, these cars are still hero-worshipped in a way contemporary machinery can only dream about.

It's the same with the McLaren MP4/3 and Benetton's B186. Terry Butcher. Ferris Bueller.

They were all so good they made time stand still – while possibly adding a deeper, rosier tint to spectacles.

Rally cars go around corners far faster today than they ever did between 1983 and 1986, but the commitment from Walter Rohrl, Hannu Mikkola, Ari Vatanen and their contemporaries was arguably greater. Not for them compliant suspension working miracles to keep the car straight with all four wheels pulling them towards the horizon.

Instead, the Group B boys were armed with a sledgehammer. The power was huge, unremitting and unrelenting. A modern-day road car with 300bhp is nice, but it's nothing particularly special. Things get interesting north of 400, but once you're into the mid-500s, your mind is definitely on the job.

Now, imagine firing that much power between the trees with no powersteering, no tricky differentials, smaller brakes and antiquated suspension technology.

"You could go down the straights

like hell," remembers Stig Blomqvist. "But the corners..."

Group B cars weren't made with corners in mind. On high-speed, fast, flowing roads the cars worked and worked well. The aero gave tangible, useable downforce above 60mph and, providing there was no need to slow them down in a hurry or change direction quickly, Group B cars were devastatingly quick and effective.

Unfortunately, rallying requires plenty of slowing down and an inordinate amount of direction change. Putting that 550th horse to work was what cut the good from the great in Group B.

Walter Rohrl agrees.

"I don't want to think about names,"

BLOMQVIST: "You could go down the straights like hell. But the corners..."

he says, "but it was only three people who were able to go fast in a Group B car."

The German believes the problem for a driver in that era was the amount of data the brain was called upon to compute. Corners were coming so quickly, pacenotes were heard but not always acted upon. A lot of the time, the drivers were relying on sight – especially in places like Italy and Portugal where spectators had poured into the road, altering the line significantly from where it had been on the recce.

The best drivers had a constant capacity for adjustment while walking two tightropes. The first tightrope was keeping the turbo on the boil, the second was keeping them off the fans' toes.

Rohrl had one big advantage over his rivals: "I had a photographic memory. This helped me a lot."

The intensity of Group B created heroes like never before in rallying. Before Audi's Quattro arrived, what had rallying been about? A Ford Escort, some Saabs and a continental Vauxhall Cavalier.

The Renault Alpine and Lancia Stratos excepted, were these really cars fit for a bedroom wall? Not so much.

Then these angular, aggressive and outrageously fast cars arrived in the 1980s. There were scarcely enough bedroom walls to go around for the Peugeot 205 T16, Ford RS200 and MG Metro 6R4.

And out of these cars came real men. In the same way that us mere mortals couldn't comprehend what their rocketship cars could do, we couldn't understand them.

Interviews usually took place after the cars had been roadside-serviced; service took place after loads of stages and loads of stages took place after absolutely no sleep. Moments before diving under the duvet for a 120-minute powernap, a mic was shoved under their nose while a camera assistant fired up a searchlight and aimed it squarely in the eyes. Is it any wonder some of the responses from drivers were monotone?

But, as much as we pondered Markku Alen's: "For sure, 99% puncture..." we adored the tall Finn for his legendary line, "Hey, is maximum attack."

Cut to Timo Salonen. Er, cut away, quick, let him finish his fag.

Come back in two hours and watch the boys being pumped with Pro Plus and sent back out into the night. Back out to do battle with new boots, gearbox changed, filled with rocket fuel and door square cleaned – possibly the rear lights and number plate, if it was the RAC.





Peugeot's 205 T16 was one of the ultimate Group B machines, the cars evolving rapidly after the category first arrived in 1982.

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Is it any wonder the world fell in love with Group B? It's when you're tired, and then tired some more, that you become more susceptible to emotions. For four years, fans slept in cars with a distant five-cylinder alarm clock bringing them back to their senses just in time to see the first car tear past their own unbelieving eyes. Blink and you missed it. In more ways than one.

The spectacle carried the sport higher than ever before – closer to rivalling Formula 1 for popularity than ever before. But it also killed it. People couldn't get enough of Group B. They certainly couldn't get close enough.

"I remember one time on the Monte Carlo," says Blomqvist, "I came around the hairpin onto the Tarmac and hit someone. No-one was hurt too badly, he had a little bit sore in his face because he was hit by the spoiler a bit. But he was quite happy to be hit by me.

"There was another guy in Sanremo: Walter [Rohrl] went off and broke his leg. He was happy like hell that his leg was broken by Rohrl!

"People wanted to see the cars up close and that was a problem, especially in Italy and Portugal where the crowd is

very keen about motorsport. I think they thought like the bullfighter, because they only want to touch the car. It's a bit stupid to try to touch a car that is going past at 150km/h [93mph]."

Some of the drivers were able to close their mind to the potential consequences. Rumour has it some even took a nip of something shortly before a stage, just to kill the fear before dancing between "soft trees".

Vatanen could see the dangers.

"You wave your fist a lot at these stupid people who are too close," he says. "On the Monte I actually ran into the crowd and people went over the windscreen. You think you have killed people. But in fact only one spectator had a broken leg. But it's a terrible feeling to hit people and see them going over your car."

Spectator control was tricky in Italy, where the fans couldn't get enough of their beloved Lancias. But in Portugal, it was almost impossible.

Vatanen had seen the numbers building in the north of the country. He says: "I was angry with spectators in Portugal. How could they be so foolish? They were standing in Sintra, I mean they were standing literally on the road; the road was just as wide as this human

corridor. And down this corridor with human guardrails you go flat-out. Sintra was an accident waiting to happen."

And on Wednesday March 5 it happened. Waiting at the end of the first stage of the 1986 Rally Portugal, Salonen was first through the 3.5-mile Lagoa Azul – the Blue Lagoon – in the Sintra area. The Finn's Peugeot was shorn of its rear

VATANEN: "It's a terrible feeling to hit people and see them going over your car."

bodywork. Had he been off?

No. He'd hit a cameraman.

Bruised and battered, the cameraman lived to tell the tale. A matter of minutes later, three would be dead and more than 30 injured not far from that spot.

Joaquim Santos and Miguel Oliveira went off the road and into the crowd.

The private Ford RS200 came to rest in a scene of utter carnage.

In the aftermath of the crash, there was criticism that Santos was given the keys to a car with which he had too little experience. Oliveira, who owned the RS200, claimed his driver had tested and was up to speed.

"There is the fastest part of the stage, you come on to a straight and then you have a right-hand bend which is very, very fast," says Oliveira. "It's almost no bend. It's fifth gear, almost maximum, in the training [recce] Joaquim was doing 200km/h [124mph] at that point.

"After that you are slowing down for a left-hand bend. The road was completely packed. There were people and people and people. When Joaquim came out of the [right-hand] corner, one guy steps into the Tarmac, so he has to make a correction and when he made the correction and tried to come back to normal, the rear of the car went. He lost it.

"I have years of experience as a co-driver. I was looking down. You feel things on your back, on your arse. I felt the car was not controlled, but I felt it could still be controlled so I kept looking at the pacenotes and reading.



Blomqvist was the most successful driver in Group B in terms of wins – victory on the 1983 RAC in his Quattro A2 was a precursor to title glory in 1984, despite the arrival of Peugeot.

"Then bump, bump, bump. I didn't see anybody. I didn't see anything because everything was on the left side of the car. I felt the whack, whack, whack of the car hitting people. But then I came out from the right and they took me and put me in a car. He stayed in the car, because he was completely in shock. They tell me he came out of the car and stayed completely in the middle of the road. His eyes glazed."

Nuno Sardinha was one of those fans hit by the Ford.

"The crowds were applauding, cheering on the drivers, showing how happy they were to see the cars going at such speed," Sardinha says. "The cars made a scary and spectacular noise and the people normally moved to the side of the road. I never saw people touching the cars. I never saw that. There were people who would applaud and wave their arms, but it was impossible to touch a car going at that speed."

"We were a few metres from the front and, when I heard the sound of the car, I knew for sure he had lost control. Around the corner, it started sliding and skidding. I remember I tried to move back and get away, go to the middle of



Salonen with fag in mouth was far from a rare sight during the Group B era – epitomising the image drivers gained in the mid-'80s as rallying rockstars.



Toivonen got his big break in the WRC with Lancia – starting out with the 037, pictured above, before winning on his first rally in the Delta S4 at the end of 1985. He lost his life the following season, aged 29.



Audi withdrew from the WRC in the aftermath of the Tour de Corse crash that claimed the lives of Henri Toivonen and Sergio Cresto and ended Group B.

►► the crowd and run away. I tried to run back away from the track, but the car hit me. I was knocked out momentarily.

"When I woke up, I was missing the sole of my boot. The sole of my boot was taken off by the tyre of the car. I walked away from the car, thank God."

Sardinha's only too well aware of how fortunate he was to escape with his life, but he doesn't blame anybody.

Helio Tomar was also in that crowd, but he sees it quite differently. His friend died from his injuries that day.

"When I chose the place to stand, I made the choice knowing it was a place where the cars would not come off the track. It was a good place to take photos and it wasn't a dangerous place to be. We saw the first set of cars going past, up until the accident, of which I have no recollection. There were a lot of people unconscious, many people screaming. There was mass confusion.

"I could have died. I never thought it was my fault. Rallying is made for people to watch. If people go to a place where they're allowed to be and the authorities say that people can be there and somebody comes off the road, then it's that person's fault.

"If you have a house next to a road and a car comes off the road and into your house, it's not the house's fault."

An immediate concern was the length of time it took for the organisers to mobilise emergency services. Marc Duez was the next driver through the stage. He passed the scene then got his MG Metro 6R4 to the finish as quickly as possible, knowing there would be radio contact. He told them of the accident and the spectator injuries.

Nothing was done. Another 11 cars started the stage before ambulances were sent in. When the ambulances finally arrived, they found a mother and her 11-year-old son among the dead, along

with another child. Another person died in hospital later.

The drivers and co-drivers took matters into their own hands and convened in the Hotel Estoril later in the day. They'd had enough. Together, they produced a handwritten statement withdrawing from the rally due to spectator safety – and their behaviour.

What followed was breathtaking. The rally continued, with the stewards issuing their own withering statement in condemnation of the "notorious FISA seeded crews".

What followed that was even more breathtaking. Talking in *L'Equipe* in the aftermath of Portugal, [FISA president, Jean-Marie] Balestre wouldn't be drawn on specifics. He did, however, admit to sending a telegram to event organiser and FISA vice president Cesar Torres, confirming Portugal would be on the rallying calendar in 1987.

And Balestre wanted it on the record

ROHRL: "If it's too dangerous, we stop now. Not in six months. It was a good decision."

that he congratulated the amateur drivers who continued in the rally after the works drivers withdrew.

Two months later, Balestre had plenty more to say. The day after the Tour de Corse crash, which claimed the lives of Henri Toivonen and Sergio Cresto, Balestre announced the end of Group B.

Pretty much there and then, Audi withdrew from rallying, a decision Rohrl backed all the way.



Toivonen's fatal crash

May 2, 1986 had started well for Lancia. Three of the Delta S4s were running in the top five on the Tour de Corse, with Henri Toivonen extending his lead over Peugeot's Bruno Saby at the front.

After an overnight halt in Bastia, Saby was fastest on the second stage of the day, Friday's opener having been cancelled. Toivonen responded to Saby's challenge with four quickest times, putting the Delta out of reach at the front.

The 29-year-old Finn had won two of the previous four events he'd started. This was looking increasingly like Toivonen's year.

Stage 18 started from Corte, a small town in the centre of Corsica and the heart of the island's mountains. There was talk of Toivonen suffering from a head cold, but the team insisted everything was calm.

The opening day had included more than 250 competitive miles in just 12 hours – that's the equivalent to the full competitive length of a modern WRC round, in one day.

Like his contemporaries, Toivonen was increasingly uncomfortable at driving such staggeringly powerful cars on the limit for such long periods. In his last recorded interview, shortly before driving to the start of stage 18, Toivonen reflected on those sentiments.

Following the deaths of three spectators on the previous European round of the championship in Portugal, the sport's then governing body FISA had recognised the issue of ever-increasing speeds. In time for the 1986 Tour de Corse, the rules

had been changed, with competitive sections run at an average speed of more than 68mph being banned. On an event known as the Rally of 10,000 Corners, this rule would have no effect in Corsica.

Nobody was faster on the Corsican asphalt that day. Right up, that is, until a tightish left-hander, six miles north of Calvi on the N187. The Delta S4 failed to negotiate the corner, went off the road and landed on its roof at the bottom of the valley. Running in asphalt trim, the Lancia was shorn of the heavy-duty protection under the fuel tank. The car burst into flames and Toivonen and his American co-driver Sergio Cresto perished.

Take your pick from the assorted conspiracy theories about Toivonen's medication for his cold, the lack of skid marks or his demeanour that day. It's all conjecture. The fact is, in clear, dry conditions, the car left the road and the two people who could have offered any explanation were dead moments later.

It was quickly apparent that nothing could have been done, the mix of high-octane race fuel and Kevlar parts intensified the fire immediately.

The rest of that day was cancelled, with the crews heading to Calvi for the overnight halt, where Lancia withdrew the remaining official S4s of Markku Alen and Miki Biasion plus Alex Fiorio's Jolly Club car.

This is an adapted version of David Evans' Toivonen tribute in 2011 – 25 years after the accident.

He says: "After that race, the rest of the official works teams continued in 1986. But if you come to a point and say it's too dangerous, and this decision was made in April, you cannot say we continue until October. If it's too dangerous we stop now, not in six months. It was a good decision."

Even before Corsica, Rohrl felt drivers had been taking too many risks.

"Sometimes with Markku [Alen] after the stage there had been some marks on the road and I said to him, 'Listen, you should not smile. You should cry'."

"He was very lucky. I don't have to wait for luck. I want everything under control. I am responsible for my life and if I have 500bhp instead of 100bhp on the same small road, then it's up to me. I cannot say you have to widen the road because I need more places for mistakes."

Disillusioned with the sport, Rohrl played no further part in Group B. And

he wasn't much for what followed either. He contested three WRC rounds in a 200 Quattro in 1987 and that was enough.

"In 1987 Monte Carlo we had 230bhp," he says. "Before I was with 530 in 1986. On that event, I was thinking three people were on the same level. But the year later, I was thinking it was 15 people because it was too easy. It was flat-out all the time and this is the reason I stop rally driving. It was not the challenge for me any more. I was not sure I wanted to leave this fantastic sport, but Group A made my decision so much easier."

Maybe Rohrl should have stuck around. Four years later, those Group A cars were going faster than the Group B cars. Progress came via suspension and transmission technology. But efficiency didn't equate to emotion and Group A left rallying out in the cold for a long time.

Group B became a nightmare. But remains the stuff of dreams. ■



Toivonen was dominating in Corsica, but already had reservations about the state of the sport.

The uncrowned champion



Few did as much for Group B rallying as Markku Alen. The Finn has fond memories of the era and was its final champion – but only for 10 days

The sun comes out. The Aviators go on. The jumper stays around the shoulders, partially covering a perfectly pressed white shirt. Nothing's changed.

When the talking starts, the years fall away with the clipped, urgent tone. Markku's got time. Just. Not once does

he look at his watch or over my shoulder. But his character is that of a man in a hurry. Not for nothing is he still known as Mr Maximum Attack.

We met in Jyväskylä during Rally Finland late last month, but talking to Alen in such an arena is almost

impossible. A bit like trying to engage the Pope while he's giving mass. Rallying retains its religious-like following in Finland; the congregation still hangs on its leader's every word.

I steer him inside, where there's half a chance of getting through the interview without the slightly unnerving stare of an adoring population.

"David, did you see Henri's car in Harju last night?"

Toivonen's 1985 RAC Rally-winning

Lancia Delta S4 stole the show at the opening stage of Finland's round of the world championship. Of course I'd seen it. The presence of such an iconic machine provided the perfect route into the interview.

"Beautiful car, hey?" he says. "Beautiful car and the colours, so fantastic. I like these nice sponsors: you know, tobacco and alcohol. Martini was always the best one for me."

Three decades down the line, the S4

Alan and Lancia were a long-running and fearsome combination in Group B. Here, the partnership tackles Sanremo in 1982 – but would not taste victory until the following season.



still stands the test of time. It looks utterly modern and deeply capable. But it was brutal. Group B was brutal.

"Sometimes I was scared in the S4," says Alan. "I remember here in Ouninpohja, 1986, we were going sideways and then spinning at very high speed. Big moment – hey, I am telling you, a big moment. I was scared this time. What is happening? I get out of the stage and the rear wing is missing – no downforce. Very scary.

ALAN: "Sometimes I was scared in the S4. It was not an easy car to drive – definitely not."

"The S4 was not an easy car to drive, definitely not. You have volumex [supercharger] low down to maybe 4000 revs. But then there is a hole coming before the turbo is hitting, then more power."

Just months after seeing his team-mates Henri Toivonen and Sergio Cresto perish in a fire at the Tour de Corse, those fears were entirely understandable.

"When I was sitting on the startline of the stage in Corsica, the smoke was coming," he says. "What is that? I don't

understand, some forest fire, something? We go. I am coming down to this left corner and car is off. The boys are finished. It was a very bad moment, *very bad*. You know Henri was a good guy, tough guy. Professional driver, he only wanted the win – second is nothing."

That time was all the more difficult for Alan, who lost his favourite team-mate 12 months earlier when Attilio Bettega hit a tree side-on in his Lancia 037.



After the 037 was outgunned by Audi's latest Quattro and the Peugeot 205, the S4 brought the Italian manufacturer back into contention – Alen won the season-ending 1986 Olympus Rally, but lost the title days later.

▶▶

"I taught Bettega a lot," he says. "He was the good one, really becoming a good driver: very calm but in a big hurry. He had Miki [Biasion] coming behind him, there were more Italian drivers coming all the time. But Bettega was starting to make himself into an official driver more and more. Then bad luck – he takes a rollage straight to the helmet."

Alen's matter-of-fact approach to the madness of Group B is a reflection of the muck-and-bullets nature of the era. You got on with it.

"You didn't think about things back then," he says. "Sitting on the fuel tank in S4, OK. We didn't know anything about how strong the rollage was. And spectators, some were so stupid. You were driving into a wall of people, then it would open. We could not change the way we drove, if you start to slalom then you pay one minute – you have to just hope you come through. You don't lift off, just drive."

And drive very, very fast.

"On straights, the car was crazy," he says. "So fast. I remember when we tested for Group A Delta at end of '86. 'Hey, what is this? The car is nothing.'"

Alen's reluctance to look back on that winter with fondness is understandable. He won and lost everything.

ALAN: "You were driving into a wall of people, then it opened. You don't lift, just drive."

He and Juha Kankkunen went to the final event of the 1986 season, the Olympus Rally in America, for a winner-takes-all showdown. Alen's title tilt had been helped in no small part by Peugeot's exclusion from the Sanremo Rally for the use of illegal side skirts, not to mention his team-ordered elevation to the top step of the podium in the Ligurian Alps.

"I lost five minutes with a puncture early in the event," Alen says, "but [Lancia team principal Cesare] Fiorio told the boys what was happening. But it was such a stupid way to do it: Miki [Biasion] and Dario [Cerrato] were waiting for me in front of all the spectators and I was coming like a bus driver. Why do it there? Why not in the middle of the stage away from TV and spectators? This is like: 'Alen, he is so bad.'"

Life at Lancia wasn't easy, not even for northern Italy's adopted son, Alen.

"Fiorio was a tough guy," remembers Alen. "For me, you look in first three or four stages if you can win. If the feeling is there, then it's maximum attack. But

Why the magic died for Alen after Group B – and how he ended his career in the trees

Life after Group 4 and Group B was never quite the same for Markku Alen.

Miki Biasion had arrived as a genuine force within the official Lancia team and, much as the Italians looked upon the Finn as one of their own, when the Vicenza-born Biasion arrived it was inevitable he would find more favour.

Markku won three rallies in 1987 and 1988, finishing third and second respectively in those title races. The following year, the dream was done. Fifteen years on from starting to work with Fiat, he was leaving.

Bound for Banbury.

He says: "The Delta Integrale was not my car. Before this car, I didn't crash. Not so much. But the Integrale, I rolled so many times, so many times. Stupid. So in 1989, I knew it's *finito* with the Integrale and I signed for Subaru. This was difficult. At Lancia we were having, I don't know, 200, maybe 300 people. But with all the mechanics and everybody – David Richards, David Lapworth, Subaru had 45 or something. It is day and night. But the Legacy was becoming a good car, a strong car."

While Alen might not have been at the height of his power, he made the move to Subaru as the world championship's most successful driver in terms of wins at the time. But he wouldn't add to his tally of 19.

The development of the Legacy was a tricky time for all involved, especially for a man who had grown accustomed to bountiful Italian budgets. Old habits died hard for Alen – on more than one occasion he pulled the Subaru outside Lancia's service barge.

After spending 1992 with Toyota, Alen's final official outing was back with Subaru. Given his immense success on his home round of the championship, he was handed the keys to an Impreza 555 for the 1993 1000 Lakes. It ended in the trees on the first stage.

Alen's time had come. No regrets. "Group A," he says, "was not Group B. Before, we were starting flat-out into the night, all night, all day. Then we were coming to service at side of the road, car destroyed, the boys would fix it and we were flat-out again."

"Today, what is happening? All the time is spent sitting in service staring at split times and eating your fingers."

"But, I hope with 2017, it's looking good again. Group B is coming back..."



After Group B, Alen (r) stuck with Lancia – before moving to Subaru, then Toyota, then back to Subaru.

if the confidence is not there then OK, look at second or third, maybe. Take the points. In Lancia there was no tactics like this with Fiorio. All the time he is coming on the radio: 'Hey, you no win that stage! Why?' He was pushing like hell all of the time."

He'd driven for Fiat and Lancia since 1974, but all that very nearly came to an end in the autumn of 1985. Having sat and watched Audi and Peugeot lead rallying's revolution, Alen's frustration at the delays to the Delta S4 got the better of him.

"For one month," he says, "I was a Peugeot driver. I remember, it was September [1985] and I was calling Fiorio. Nothing. He didn't answer the telephone, all the time he's away testing a powerboat. He had no time for me. I said, 'OK, I take Alen time now' and I called [Jean] Todt. He answered the phone to me. We were in Sienna, testing for Sanremo. I went to dinner with Jean and I gave him paper [contract] and I signed."

"Jean," I said, "I work for you now". These were days before the mobile

phone, and I was on my own. I didn't call my wife or [co-driver Ilkka] Kivimaki, I just signed. One or two days before I was moving, the big boss came from Italy to tell me I was staying."

Twelve months on and, controversial or not, there was a shot at the title. Alen had won the 1978 FIA Cup for Drivers, the forerunner to the official World Rally Championship drivers' crown that arrived the following season.

December 1986 was his moment. "There was a lot of talk about what was happening with the FIA," says Alen. "So before the start [of Olympus] we talked and the FIA, Peugeot and Lancia all agree – who is winning here is coming world champion. So Juha and me, we were pushing like hell. That was the biggest risk ever for us."

"But the S4 in the USA was the best car I ever drove. I was feeling 650 or 700 horsepower on that event. We were making a fantastic rally, but so risky. We were winning and the feeling was coming that we were world champion."

Just over a week later, Group B done, Alen and Kivimaki were in Lapland testing Lancia's Group A Delta. The day before, the governing body had met to discuss Peugeot's Italian exclusion. If the results were annulled, Alen would lose his Sanremo points and his title would be handed to Kankkunen.

"I saw this private plane coming," says Alen. "This is the middle of winter. Why is a private plane coming to north of Finland? I knew this was Lancia PR people. I say to Kivimaki straight away: 'We have lost.'"

For four years, Group B had been pure drama. Its final act was cruel on a man who did more than most to help tell the story of what would become rallying's most impassioned and fervent era.

"Hey," he says "I know the feeling to be world champion. I had this feeling for 10 days and it didn't change my life. We had a good party and then I lost everything. Life is beautiful, I have lots of great memories and fantastic friends."

"Not a bad story, hey?" ■

The winning cars

Predictably, the question 'Which Group B car was the best ever?' isn't a simple one to answer

In terms of wins per starts, Renault's glorious 5 Maxi Turbo is impossible to beat. As an official manufacturer, it started the 1985 Tour de Corse and won

it with Jean Ragnotti. Toyota's Celica TCT manages almost the same impressive statistic, with the affectionately known whistling pig

winning on six of its eight starts. What those numbers don't tell you is that that success was all in Africa. The 5 Maxi Turbo was ace on asphalt, the TCT epic in Africa, but which was the master of all?

Audi's Quattro stole the march and bagged plenty of early success in different evolutions, but it's hard to look past

Peugeot's all-round ability and 16 wins, not to mention its domination of the 1985 and 1986 championship titles. In the heat of Group B competition, this must mark the 205 as the standard-bearer. ■

*Won as Group 4 car in 1981/1982 (Groups 4 and B ran side-by-side in '82)

AUDI QUATTRO

21 WRC rallies, 10 wins*



AUDI QUATTRO A2

18 WRC rallies, 9 wins



PEUGEOT 205 T16

14 WRC rallies, 9 wins



PEUGEOT 205 T16 E2

15 WRC rallies, 7 wins



TOYOTA CELICA TCT

8 WRC rallies, 6 wins



LANCIA 037

13 WRC rallies, 5 wins



LANCIA DELTA S4

12 WRC rallies, 5 wins (including 1986 Sanremo)



OPEL ASCONA 400

12 WRC rallies, 3 wins



RENAULT 5 TURBO

7 WRC rallies, 2 wins



RENAULT 5 MAXI TURBO

1 WRC rally, 1 win



AUDI QUATTRO A1

4 WRC rallies, 2 wins



AUDI QUATTRO E2 S1

6 WRC rallies, 1 win



LANCIA 037 EVO

14 WRC rallies, 1 win



AUDI QUATTRO SPORT

14 WRC rallies, 1 win



GROUP B RETRO

BY SCOTT MITCHELL



Matti Alamaki (left) battles Terje Schie: between 1988 and 1990, Alamaki took three European Rallycross Division 2 titles on the trot in the Peugeot 205 T16

The short-term legacy: the exodus to rallycross



RS200s and 6R4s got a second lease of life in rallycross competition, achieving levels of success that contrasted starkly with their WRC records

The WRC's cancellation of Group B delivered European Rallycross a warmly welcomed shot in the arm

When the World Rally Championship outlawed Group B, its rallying icons became racing machines in European Rallycross. Audi Quattro S1s, Lancia Delta S4s, Peugeot 205 T16s, Ford RS200s and Metro 6R4s shot to the forefront of the series and, much like in rallying, the exotics helped establish an iconic era for the discipline.

While the Peugeot continued where it left off in rallying – Seppo Niittymäki and Matti Alamaki winning four Euro RX titles between them before the regulations changed for 1993 – RX provided a reprieve for the RS200 and 6R4.

Ford sold its machines to private buyers and the 1991 title helped cement Martin Schanche's legacy as Mr Rallycross. The



Per Eklund at the wheel of the MG Metro 6R4 – the lack of a turbocharger hit results hard in rallying

following season, British hero Will Gollop became the final European champion of Group B-derived Division 2 in his hugely uprated 6R4.

During this time, rallycross's reputation grew to such an extent that the end-of-season British Rallycross Grand Prix would attract the likes of active Formula 1 driver Jonathan Palmer. The event was also often dominated by RS200s and 6R4s (Gollop claiming a GP hat-trick).

The success that Britain's two supercars enjoyed in rallycross contrasted starkly with their achievements in the World Rally Championship.

The MG Metro 6R4 provided the most extreme and effective aerodynamic answer to the question of downforce, but the lack of a turbocharger hit the Austin Rover machine hard in rallying. Group B was about grunt and the easiest way to top 500bhp was by forcing induction.

The naturally aspirated three-litre V6 motor sounded utterly gorgeous between the trees and it was certainly quicker than its contemporaries out of slow and medium-speed corners – no turbo equals no lag – but where power counted, it was found wanting.

On its debut, Tony Pond delivered the Metro 6R4 to a brilliant third on the 1985 RAC Rally, raising hopes, but ultimately that was as good as it would get. There was, however, a bright future waiting in national rallying, albeit in a markedly detuned version from the 400-plus horsepower machine that signed off on the 1986 RAC.

The Metro started life in RX with just over 400bhp in normally aspirated form. But by the end of the era, a special turbocharged 2.3-litre V6 was churning out 700bhp. It was the most extreme

evolution of anything that had competed in the WRC before.

In rallying terms, the RS200 lasted less than a season at the highest level. After a string of delays, the car finally arrived in time for the Swedish Rally in 1986. When it did arrive, it caused something of a stir – and not just because it shared parts with the humble Ford Sierra.

The RS200 looked like a pure sportscar. And it handled beautifully. The double wishbone and damper suspension set-up worked a treat and was also ahead of its time. The car didn't want

***The RS200
looked like a
pure sportscar.
And it handled
beautifully.***

for power either, arriving with 450bhp.

The biggest disappointment for Ford came on the Acropolis, where Kalle Grundel's wheelstuds sheared, forcing him out of a lead that was inherited by team-mate Stig Blomqvist. The Swede, however, crashed out soon after.

Like the Metro, its best came early, with Grundel's third in Sweden. Unlike the 6R4, a turbo engine meant no future in national rallying – although both cars continued in domestic rallycross, claiming titles this side of the millenium in the hands of Lawrence Gibson (6R4) and Pat Doran (RS200). ■

The long-term legacy: how it inspired the WRC's overhaul

With every passing year, Group B gets quicker. The drivers braver. So, is World Rally Championship tamer by comparison? Absolutely not. World rallying has never been faster than it is right now.

And next year it's going to get even faster.

Rallying's biggest problem is that Group A followed Group B. The cars were shockingly slow by comparison. But only for a season. Four years on from 1986 and the drivers were back to convincingly beating stage records. But nobody remembers that. Group A will always be the class that followed the greatest era.

The World Rally Cars came along and the championship became more successful than ever, with a flood of manufacturers joining the party and David Richards driving it forward on both a technological and commercial level.

But still, it wasn't Group B. Not even a 1997 Subaru Impreza WRC, clothed in its gorgeous 555 livery, could top what had passed 11 years earlier. A decade down the road and rallying still hadn't moved on from a watershed four years.

Thirty-one years on and it looks like Group B might have its legacy. At least in the eyes of FIA president Jean Todt. Todt talks of the need to dream again when he stands in a

WRC service park. And next season looks like it could be the stuff that dreams are made of.

With bigger wings, wider arches, longer splitters, sexier sills and grunt to go with it, there's a visceral link to what's gone before.

Beneath the skin, however, these are different beasts. Transmission, suspension and tyres have moved on so far that next year's World Rally Cars are from a different planet. For starters, they'll go around corners.

Any understeering similarities are coincidental: drivers today have the car set up like that for a reason – it's proven to be the quickest way. Three decades ago, front-end push came in the doldrums that were also known as turbo lag. Understeer was always followed by one of two things: almost uncontrollable oversteer or the ditch. Both accompanied by the cheerful whistle of an almighty big blower.

On a far more serious note, safety is something that has evolved further than ever in and out of the car. The crews at the front of world rallies work in a far safer environment than ever before, while those of us watching from the side of the road do so without playing Russian roulette with every other competitor.

DAVID EVANS



Citroën's C3 WRC: all-round hike in the performance profile invites comparison with Group B days

RALLYCROSS ROLL OF HONOUR

European RX Division 2 titles after WRC ditched Group B

| Year | Driver | Car |
|------|------------------------|----------------------|
| 1987 | Seppo Niittymäki | Peugeot 205 T16 E2 |
| 1988 | Matti Alamäki | Peugeot 205 T16 E2 |
| 1989 | Matti Alamäki | Peugeot 205 T16 E2 |
| 1990 | Matti Alamäki | Peugeot 205 T16 E2 |
| 1991 | Martin Schanche | Ford RS200 E2 |
| 1992 | Will Gollop | MG Metro 6R4 BiTurbo |

Substance



or style?

It's time to find out

The Audi Quattro changed the face of world rallying. Now the VW Polo WRC is tearing up trees. We needed to get them together – and we've succeeded



There's nothing. Nothing. Walter Rohrl says it'll come next week. And he'd know.

It's arrived. G-force, via a whopping big blower. Finger on the button. Bang, another gear. Nothing. Everything.

That's life aboard the Audi Quattro S1 E2, 30 years and seven months on from Rohrl rolling it down a bank in Rheola. And Jari-Matti Latvala's got the enviable job of comparing his experience of the Quattro with his 2016 World Rally challenger: Volkswagen's Polo R WRC.

For two years, we've been trying to tee this story up and now, finally, the moment has arrived. Now, finally, definitively, we can answer the question of which is the faster: Group B or the World Rally Car?

Obviously, the first choice was Ouninpohja. What better place to test? When that didn't work out, there was always Dyfi... Not a hope. Thanks to the lovely, helpful and fully fevered folk at Goodwood, we found ourselves at the motor circuit, shortly before this year's Festival of Speed. Granted, West Sussex mightn't be the first place you think of when it comes to either of these rallying titans. But the asphalt's primed and the array of corners perfect. Let's get on with it.

Volkswagen's beloved Polo R WRC rolls out of the trailer, hunkered down, hugging the Tarmac. It sits alone briefly, looking menacing, ready for action. Audi UK's pride and joy arrives and, in terms of latent menace, blows it into the weeds.

It's the same when fuel is fired into all five cylinders to sound the rumble of distant thunder.

"I drove one of these on the road before," he says. For those who don't know, Latvala lives for this kind of motor – he owns an original Group 4 Quattro and a Group B A2.

LATVALA: "I can see the bonnet in a Quattro. I haven't seen a bonnet for around 10 years!"

Norman Gault and Steve Black, the men who tend to this 30-year-old work of art, have not fitted the development twin-clutch transmission that was there in 1985. But it has the clutchless shift. And not much else.

I open the door. And almost remove it. I've known bags of Monster Munch weigh more than that. The inside of the Audi's, er... It's period. Very period.

Gault steps in: "Everything's as it was in 1985. Original belts, seats, everything. After the crash, we took a long time rebuilding the car and putting everything back exactly as it was."



The Quattro, in its various guises, made Audi the most successful manufacturer in the sport.

A seat's a seat, but still, the two installed for Rohrl and co-driver Phil Short look like dining chairs in comparison with the race-ready wrap-around numbers in the Polo. Behind the wheel, there's an astonishing number of dials, switches and fuses. To the uninitiated, it's baffling to think how on Earth a driver would keep their eye on any of this during a stage. This is familiar territory for J-ML.

"It's pretty similar to my car," he says. "You know which are the important ones to look at. If you have a problem with the boost, you know exactly where to look for the [boost] pressure gauge. We have

all of the same as this in the Polo. But the difference is that we have it in one really small screen and you have to scroll through the screens to find the water temperature or oil pressure. Actually, when the car is in the 'stage' mode, I cannot scroll through the pages – it's only Miikka [Anttila, Latvala's co-driver] who can do this. He has his own smaller screen on the floor of the car."

Once you've got past the overwhelming busyness of the dash, the location of those mechanical dials hits you. Everything is so high up. Including the driver's seat.

"That's the first thing you notice when you get into the Quattro," says Latvala. "I can see the bonnet. For around 10 years, I haven't seen the bonnet in a car I have been competing in – you sit so, so much lower in a World Rally Car than you ever did in this thing. It's almost like I'm sitting on top of the car in the Audi."

Black is a regular behind the wheel of this thing, so advice is sought from him for the best way to get it off the line. Launch control's presence on the Audi is via the driver's feet.

"You need around between 6000 and 7000 revs to build the turbo boost," says



Everything in VW's latest Polo R WRC has been engineered to sit low down for the lowest possible centre of gravity.

Latvala. "But then, you don't just jump off the clutch, this can damage the transmission. Feel a little bit for the bite and then feed it out quickly."

There's immediately a problem. "Wheelspin. You have to play with the throttle off the line. We have the car weighing around 1100kg with 550bhp, you have to remember and be progressive off the line."

There's a powerboat style takeoff, with the car's nose rising as it gains traction.

"That's normal," Latvala insists. The S1 builds speed very, very quickly, especially when he pushes the button.

The button is situated on top of the gear lever. Pushing it activates a hydraulic pump that fires the clutch pedal to the floor, in an early flat-shift solution.

"You don't want to get your toe caught under there," laughs Latvala. With every bang comes a brief lull as boost pressure inevitably dips before it builds again and sets us away on another monster wave of power. The button really comes into its own on setting the car up for corners.

Latvala knows the difference between using the button and not using it.

The brakes are impressive. There's not much weight in this car, but the turbo lag

is immediately obvious on the clutch. There's a proper calm-storm scenario, with the understeer at the exit only dissipating when, finally, there's a whoosh and 550bhp comes knocking.

"You have to make sure the wheels are straight when the turbo comes," says Latvala. "If your wheels are not straight when the rev counter is hitting 5000, you could be in trouble. You could end up anywhere!"

Now the button. The difference is immediately noticeable. Keep the turbo on the boil and blip the throttle down the gears, while setting the car up for the

EVANS: "Once the Audi breaks away, with the engine in the sweet spot, it's quite controllable."

corner on the brakes to shift the weight and get the Audi sliding (no hydraulic handbrake here). Once the car breaks away and with the engine in the sweet spot, it actually feels quite controllable, and not the vicious widow-maker it looks from the outside.

From apex to exit, a good couple of seconds quicker.

"You have to be quite aggressive with the car," says Latvala. "Even on the asphalt, if you want it to turn in, you have to force it. And you keep the turbo spinning all the time. On my cars the lag is terrible! But if you give more fuel to the turbo on overrun, that's why we used to see all the time the big flames coming from the car."

There's a surprising amount of pitch and roll even in what's loosely described as an asphalt set-up for the Quattro.

It's in the high-speed corners that you realise how brave Rohrl and the others were. Even up in fourth and fifth gear, the car has to be pushed to the corner and when it's there it still doesn't feel enormously precise. A big, heavy engine at the front doesn't help that. But back on the straights and it's away again.

"This thing," says Latvala, "it's incredible. You can see where the speed was coming in places like Finland. Down the straight, it's so fast..."

Which leads us neatly to the reason for getting these cars in the same place.

How would it compare to Latvala's Polo down the roads at home?

"On the straights, for sure it would be faster," he says. "All of that power counts. But the trouble is, in Finland you have the corners and you have the jumps. That's where the Polo would take all the time away from this car."

"In the Polo we fly as long and as fast as you want. Look at the jump, the big jump in Ouninpohja, all of the time the take-off speed has been getting higher and higher and higher and we jump further and further all of the time."

"In the Audi, this wouldn't be possible. The suspension simply couldn't take this – you would be out of the road and in the trees for sure. The dampers are old technology with no chance for the rebound."

Stepping from the Audi to the VW is like moving from an oldish car to a work in progress. There's nothing there, the dash is completely bare.



Latvala describes the high seating position of a Quattro as “like sitting on top of the car”...

►►

“The biggest difference in this car is that everything is on the floor,” Latvala explains. “Everything with these cars is about getting the centre of gravity as low as possible, so we have nothing – not even the crew are high up.”

But what about all of the information that the myriad of dials and readouts in the Quattro offered? It’s all in a 10cm square screen that falls to the co-driver’s left hand.

“In ‘stage’ mode, all I see on my screen is the big number, it’s telling me what gear I’m in,” says Latvala. “For the rest of the information, I rely on Miika and he can tell me everything that I would have been able to read in the Audi from here. And there’s a little bit more, look at this...”

Flick a switch and scroll through three screens and you reach what looks like a short phonebook.

“We can make a telephone call – even in the stage if we have to; Walter Rohrl definitely couldn’t do that on the 1985 RAC!” Latvala jokes. “But not everything is electric on the Polo. We have a mechanical system for the wipers.

“We have this because it can be quite difficult to find a button on the wheel if you go through a watersplash or a puddle and need the wipers straight away. Dani Sordo had a problem like this in Sweden: snow filled the screen, he couldn’t find the wipers and he went to the snowbank.”

The steering wheel has plenty of buttons and dials. This allows you to adjust the turbo’s anti-lag system, spike a question in the data flow from the car, turn the lights on, wash the windows and blow the horn. The one thing that hasn’t changed is the start button. It’s still red.

Thumb it, and the engine turns and sounds warbly, racey, not bellowy-noisy, not scary like the S1. If efficiency sounded like anything, it would sound like this.

Getting the Polo off the line is way,

LATVALA: “We can make a phone call in the Polo – Rohrl couldn’t do that on the 1985 RAC.”

way more complicated than it was three decades ago.

“We have to decide which launch we want,” says Latvala. “We can launch at 5000, 6000 or 7000rpm. It always depends on the grip we have off the line.

“So, I push the launch button and put the throttle to the floor, now the engine won’t give me more than 7000 revs. I pull on the handbrake and take my foot off the clutch.”

We’re out of there with a fraction of the slip the Audi produced. Launch... [Gear]... Makes... [Gear]... A big... [Gear]... Difference!

The brakes are ruthlessly efficient even when they’re pretty much stone cold. As an aside, Latvala runs the car’s ALS system on a much more aggressive programme than his team-mates. Off the throttle, it’s amazing how much the car’s being forced on. Left-foot braking helps steady the car. There’s no pitch. And zero roll.

The paddleshift on the gears makes even more of a difference in the acceleration of the car. Off the line and out of the slow corners, the Audi is a kick in the back – you really feel the acceleration. Then there’s a pause, next gear, boost builds and you go again. In this car it’s like somebody had pulled back an elastic band and fired you and they keep doing it with every gear.

“The biggest difference, though, is



the suspension,” explains Latvala. “Yes, it allows us to fly further in Finland, but also the way we are connected to the road is so much better now. We hit bumps and barely feel them. In the Audi, you would have to lift off, go around them or go off.

“All the time you can feel the grip, with this suspension, everything is much more progressive, predictable and all of that goes to make you faster.”

Everything is so much quicker.

Maybe this comparison was unfair. Actually, this comparison was unfair.

This laptop I’m tapping right now, we wouldn’t compare that to a 1985 Gavilan SC portable computer that sported a 3.5-inch disc drive, offered 64kB of memory and weighed four kilogrammes.

Group B was always and will always be

an enormously special period in rallying’s history. And cars like Audi’s Quattro S1 E2 will be cherished in a way I doubt Volkswagen’s Polo R WRC and its multitude of titles and rally wins will.

The Volkswagen smashed the Audi, taking second after second per mile off it.

There are those who still label Group B as rallying’s fastest era. Categorically, it was not. Outside of this test, the best guesstimates are around four seconds per mile faster for the modern WRC car. So, on an average WRC round, a modern car would win by a whopping 14 minutes. Today’s cars are fast, the fastest. And they’re getting faster.

But still, they can’t match the raw, edgy emotion and awkward, angular beauty of Group B machinery. ■



...which contrasts completely with the low, high-tech cockpit of his Volkswagen Polo WRC.



Latvala's modern mount is considerably more complicated than the Audi that preceded it 30 years ago.



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The key numbers

CHAMPIONS AT A GLANCE

DRIVERS

| | | |
|------|----------------------|--------------------|
| 1982 | Walter Rohrl..... | Opel Ascona 400 |
| 1983 | Hannu Mikkola..... | Audi Quattro |
| 1984 | Stig Blomqvist | Audi Quattro |
| 1985 | Timo Salonen..... | Peugeot 205 T16 |
| 1986 | Juha Kankkunen..... | Peugeot 205 T16 E2 |

MANUFACTURERS

| | | |
|------|---------------|--------------------|
| 1982 | Audi | Audi Quattro |
| 1983 | Lancia | Lancia Rally 037 |
| 1984 | Audi | Audi Quattro |
| 1985 | Peugeot | Peugeot 205 T16 |
| 1986 | Peugeot | Peugeot 205 T16 E2 |

WINS BY SEASON

1982 DRIVERS

| | |
|-----------------------|---|
| Michele Mouton | 3 |
| Walter Rohrl | 2 |
| Stig Blomqvist | 2 |
| Hannu Mikkola | 2 |
| Shekhar Mehta | 1 |
| Jean Ragnotti | 1 |
| Bjorn Waldegard | 1 |

MANUFACTURERS

| | |
|---------------|---|
| Audi | 7 |
| Opel | 2 |
| Datsun | 1 |
| Renault | 1 |
| Toyota | 1 |

1983 DRIVERS

| | |
|-----------------------|---|
| Hannu Mikkola | 4 |
| Walter Rohrl | 3 |
| Markku Alen | 2 |
| Ari Vatanen | 1 |
| Bjorn Waldegard | 1 |
| Stig Blomqvist | 1 |

MANUFACTURERS

| | |
|--------------|---|
| Audi | 5 |
| Lancia | 5 |
| Opel | 1 |
| Toyota | 1 |

1984 DRIVERS

| | |
|-----------------------|---|
| Stig Blomqvist | 5 |
| Ari Vatanen | 3 |
| Walter Rohrl | 1 |
| Hannu Mikkola | 1 |
| Bjorn Waldegard | 1 |
| Markku Alen | 1 |

MANUFACTURERS

| | |
|---------------|---|
| Audi | 7 |
| Peugeot | 3 |
| Toyota | 1 |
| Lancia | 1 |

1985 DRIVERS

| | |
|----------------------|---|
| Timo Salonen | 5 |
| Ari Vatanen | 2 |
| Juha Kankkunen | 2 |
| Jean Ragnotti | 1 |
| Walter Rohrl | 1 |
| Henri Toivonen | 1 |

MANUFACTURERS

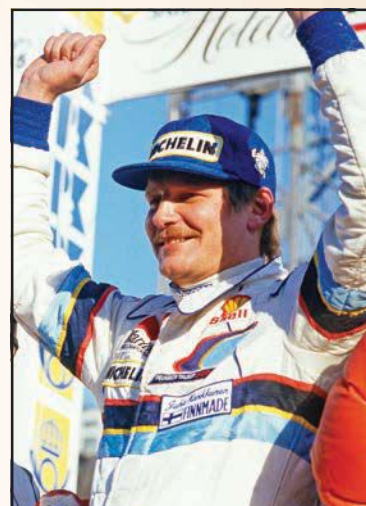
| | |
|---------------|---|
| Peugeot | 7 |
| Toyota | 2 |
| Renault | 1 |
| Audi | 1 |
| Lancia | 1 |

1986 DRIVERS

| | |
|------------------------|----|
| Juha Kankkunen | 3 |
| Bjorn Waldegard | 2 |
| Timo Salonen | 2 |
| Markku Alen | 2* |
| Henri Toivonen | 1 |
| Joaquim Moutinho | 1 |
| Bruno Saby | 1 |
| Miki Biasion | 1 |

MANUFACTURERS

| | |
|---------------|----|
| Peugeot | 6 |
| Lancia | 4* |
| Toyota | 2 |
| Renault | 1 |

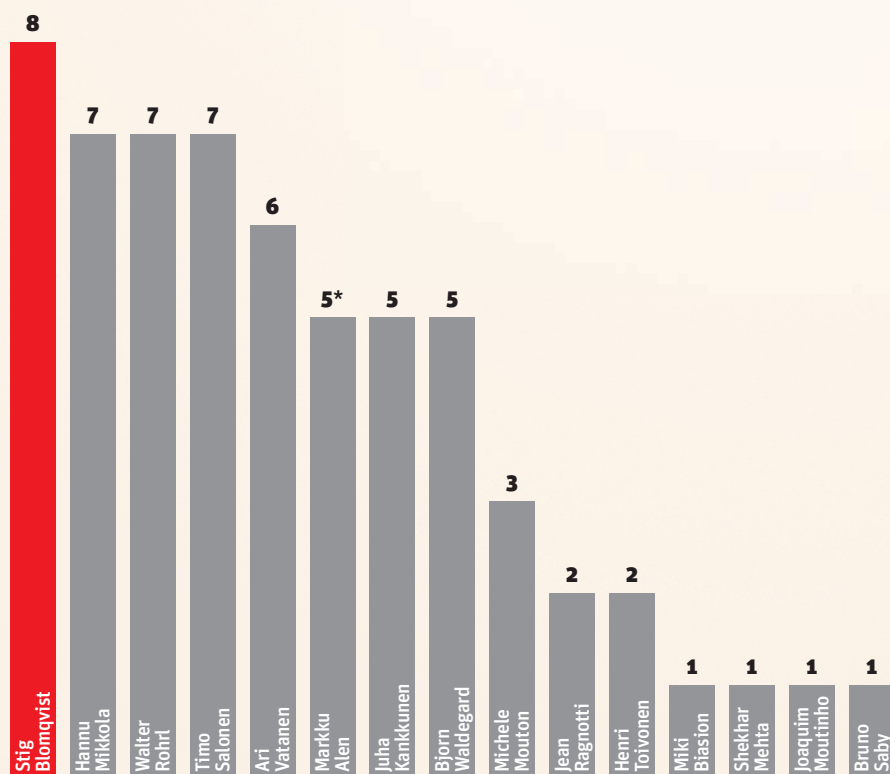


Victory in Sweden was one of three for Kankkunen as he became the final Group B champion in '86

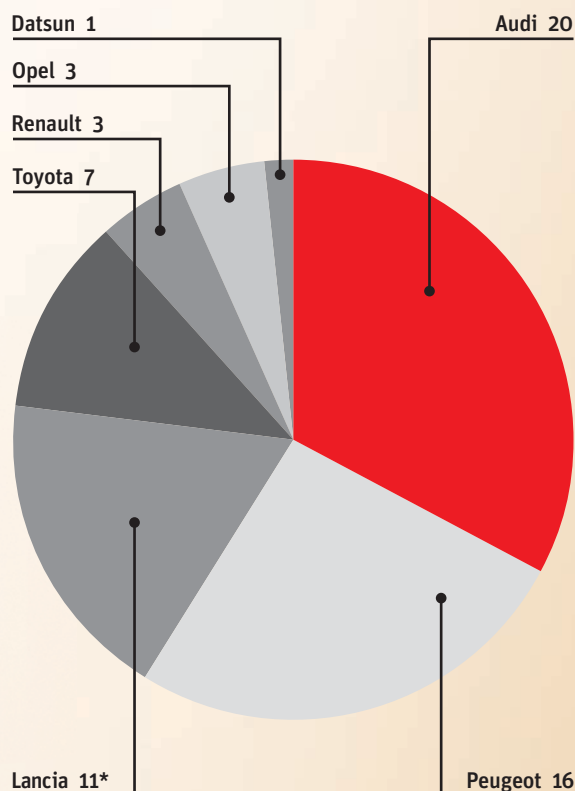
*Includes 1986 Sanremo win, later dropped from championship

TOTAL WINS

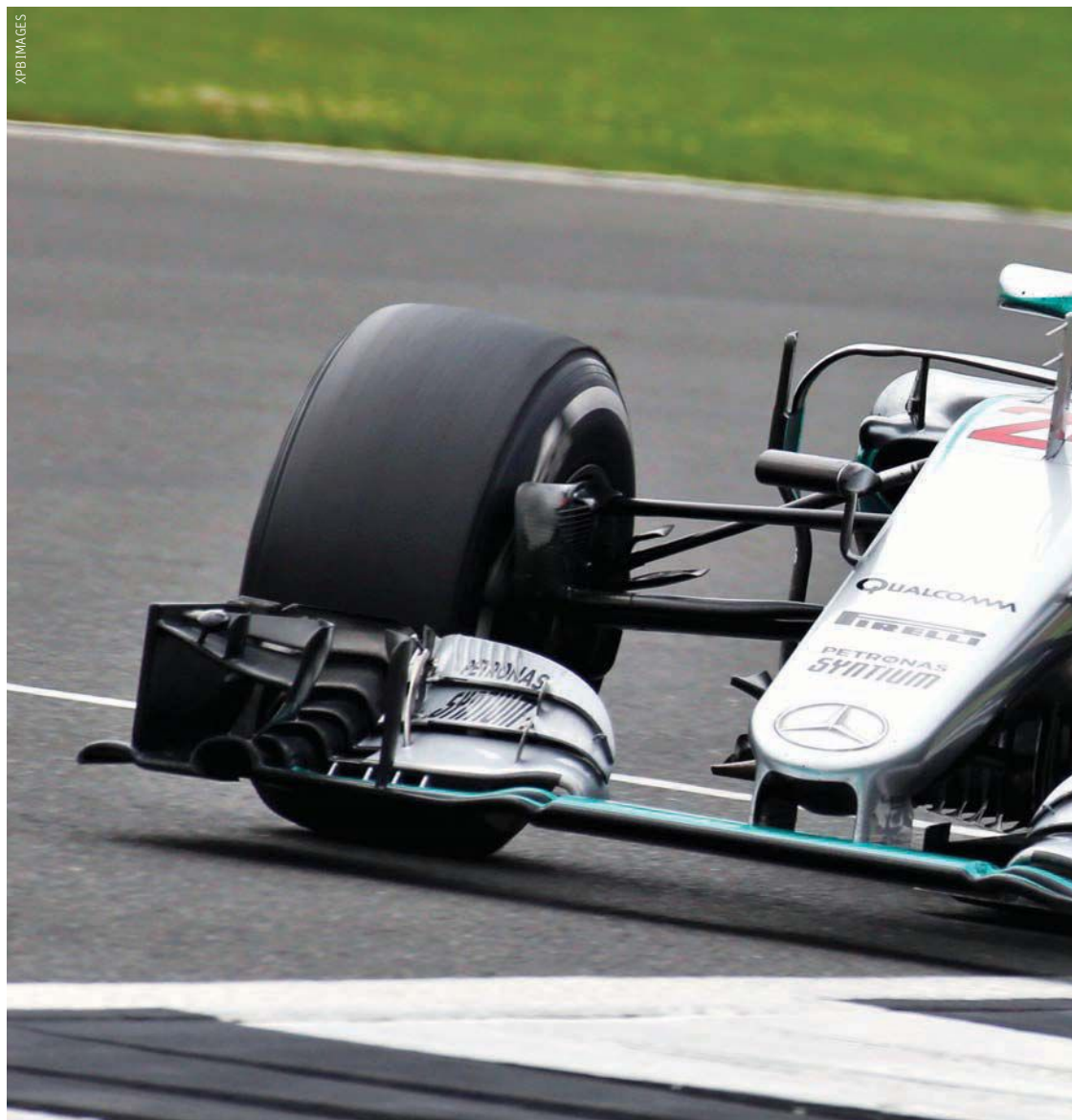
DRIVERS



MANUFACTURERS



XPI IMAGES



FORMULA 1

Ocon's Manor drive sets

MANOR'S DECISION TO REPLACE RIO Haryanto with Esteban Ocon for the remainder of the Formula 1 season, as a result of the Indonesian failing to come up with the required budget, is tantalising in the sense we will now get to see Mercedes' top junior drivers go head-to-head in the same equipment.

Mercedes doesn't run an official junior driver programme in the Red Bull mould, but it has supported Pascal Wehrlein's progression from promising F3 driver, to DTM champion, to F1 prospect. Having failed to secure Max Verstappen's signature in 2014, it took Ocon.

The 19-year-old Frenchman won last year's GP3 championship as a Mercedes junior, and this year graduated to the DTM. He was also loaned to the reborn Renault works F1 squad for reserve driver duties, which included some free practice outings, most recently in Germany.

Mercedes seems to be grooming Wehrlein and Ocon as potential candidates for the post-Lewis Hamilton/Nico Rosberg era, which will come eventually – perhaps as soon as the end of 2018 when their current contracts are up.

It doesn't have a junior team within F1 in the way Red Bull does, but by urging Manor

to choose Ocon as its replacement for the out-of-cash Haryanto (in exchange for a further offset of its engine supply costs), Mercedes has effectively created its own version of Toro Rosso.

This will allow Mercedes to better evaluate the potential of its next generation, over the remainder of this season at least.

There's no doubt Wehrlein has done an excellent job so far in his rookie campaign, including scoring that crucial world championship point for Manor in Austria. But his qualifying record against Haryanto – a rookie with less F1 testing experience and only modest success across four seasons of GP2 to his name prior to this year – has not been spectacular.

Wehrlein was beaten four times by Haryanto in qualifying, discounting that unfortunate session in China, where Wehrlein crashed before setting a time in Q1.

Although it's also fair to say Wehrlein has often lacked prior circuit knowledge compared to his team-mate, Mercedes probably would have expected him to be more dominant on Saturdays than he generally has been.

Haryanto readily admits qualifying is not his strongest suit, and he is not a highly rated



up Mercedes junior shootout

talent in the Wehrlein/Ocon/Verstappen mould.

By placing Ocon alongside Wehrlein, Mercedes will have the chance to better assess how fast Wehrlein really is with like-for-like, same-day comparisons, in equal machinery, against a driver Mercedes rates highly.

Mercedes should then have a clearer idea of the merit of trying to move Wehrlein up the grid next season, perhaps to a vacant Force India or Williams seat, based on that comparison.

Meanwhile, Ocon has the chance to prove he is worth a proper shot at Renault, which is trying to sign Sergio Perez as its lead driver for 2017 and seems minded to make Ocon his team-mate, should he continue to impress now he has a race seat.

It's a convenient arrangement for all parties: Mercedes gets a chance to properly evaluate its two top junior drivers; Renault gets the opportunity to assess whether Ocon can be the French F1 driver it surely craves; and Manor obtains a reduction in the costs of competing in F1, as well as a driver who is perhaps more likely

to achieve the big results Haryanto could not.

And F1 also wins – by getting to see two of the brightest prospects in single-seater racing go head-to-head in the same team.

Ocon's readiness for F1 is clear. Having won the Formula 3 European Championship in 2014 – beating, among others, Max Verstappen – he has performed well in his six test days and five Friday outings for Mercedes and Renault.

While this season he has struggled on his switch to the DTM with the ART Mercedes team, scoring just two points in 10 starts, it's not unusual for drivers to find things hard on their first attempt in such a competitive championship.

Reigning DTM champion Wehrlein, for example, finished last in his debut campaign in 2013.

"It's a very tough series," said Ocon during the German Grand Prix weekend. "I was expecting to be at the front more easily, but you realise soon that they are very fast drivers, they are all champions there. It's a series you need experience in, it's a car that's different to

drive and, because it's heavy, you don't make up so much time with driving.

"You need to work more on the set-up than you usually do. I scored points on the last weekend I did, finally."

Ocon has done a good job on his Friday outings for Renault, and his diligence has certainly caught the eye of those in the team. The Frenchman is already well placed for promotion to the race team next year, and the Manor seat will allow him to build on what he has done on Fridays so far this year.

"That's what I'm trying to do," said Ocon of his attempts to convince Renault of his value as a race driver.

"I need to do a good job and to make them happy, for me to have a chance next year. That's the only way I can demonstrate, by doing well – that's what I need to do."

As for Haryanto, he is staying on as Manor reserve driver and is working on raising the finance for a return to an F1 race seat in future.

In the meantime, he will have a ringside seat for a team-mate battle that could be one of the most interesting of the second half of 2016.

BEN ANDERSON AND EDD STRAW

"I need to do a good job to have a chance for next year"

DUCATI BECOMES THE KINGMAKER IN MOTOGP FIGHT

ANDREA IANNONE and Andrea Dovizioso moved up to sixth and seventh in the MotoGP standings thanks to Iannone leading his team-mate to his maiden victory and a Ducati one-two at the Red Bull Ring last weekend. But four DNFs apiece mean neither is even remotely in title contention, belying the speed of the 2016 Desmosedici GP.

Ducati has produced the pick of the MotoGP engines, was best at reacting to the new control electronics and is also ahead of the curve on winglets, all of which make it the best at accelerating and traversing straights. It also has impressive braking stability. It's as if the Red Bull Ring was built for the bike.

After Ducati finally got its win, sporting director Paolo Ciabatti said he was "relieved in a way" before admitting recent near-misses started to get "quite heavy".

But where does it go from here? Initially, this weekend, to Brno, for the 11th round of the championship.

Ciabatti believes "our bike can be competitive on any track". Iannone finished fourth there last year with a minor engine problem, and agrees it is "a very positive track for us".

Yamaha's Valentino Rossi is also tipping a competitive Ducati in

the Czech Grand Prix.

"I think they will also be very strong in Brno because they are always fast and the track also has a lot of straights and it's so fast, so I think we have to keep an eye on them," he said.

A single victory in 2016 will still represent underachievement for Ducati. There is genuine optimism that it can fight at the front, not just at Brno but at other venues, although Dovizioso is wary of Michelin's ongoing tyre development.

On the run home last year, Dovizioso finished third in the wet-dry Silverstone race, Iannone fourth at Motorland Aragon and then third at Phillip Island, less than a second off the win.

If Ducati can improve that return, it will take points off Marc Marquez, Jorge Lorenzo and Rossi.

Honda's Marquez heads to the Czech Republic 43 points clear of Lorenzo and 57 up on Rossi. In the unlikely scenario that Lorenzo wins the last eight races with Marquez second each time, Marquez is still champion, by just three points.

But if Yamaha has enough good days and the Ducatis can also prevent Marquez and Rossi from getting onto the podium, then it's a whole new game as the season nears its climax.

MITCHELL ADAM



'Nein' to three cars at Le Mans

'Dieselgate' fall-out continues as Porsche and Audi rule out three-car line-ups for "efficiency" purposes

P

PORSCHE AND AUDI WILL NOT RETURN TO RUNNING three-car squads at the Le Mans 24 Hours next year.

The cost-saving move of scaling down to two cars, announced last December in the wake of the 'dieselgate' emissions row that engulfed parent company the Volkswagen Group, will remain in place for 2017, Porsche and Audi have confirmed.

"Three cars is not in the plan," said head of Audi Sport Wolfgang Ullrich. "We have reorganised our structure for two cars. It would not be an efficient use of resources to restructure from three to two and then go from two back to three."

Porsche LMP1 team principal Andreas Seidl said a return to the three cars was "not a topic for discussion".

"We have to use our budget efficiently," he said. "We have realised that it is such a big workload going from two to three cars."

Toyota, which has yet to field an additional entry at Le Mans since its return to the top of sportscar racing on the rebirth of the World Endurance Championship in 2012, has left the door open on a third car next season.

"Had we entered three cars this year, maybe we would have been able to win Le Mans," said Toyota Motorsport GmbH technical director Pascal Vasselon, whose team lost a first victory in the 24 Hours with five minutes to go. "We have still to reach a decision on that."

Similar statements have been made by Toyota in previous seasons. Any idea of expanding to three cars for 2016 was quickly ruled out after it decided to bring forward its switch to an all-new turbocharged engine, a move originally scheduled for 2017. It has stated in the past that it would not compromise development to run an extra car at Le Mans.

Should the manufacturer entries remain stable for Le Mans next year, it seems likely that the LMP1 field will once again be made up of the six factory cars and the privateer entries from the Rebellion and ByKolles teams. Measures announced during race week this year to encourage independents by bringing them closer in performance to the works machines are unlikely to result in new cars for 2017.

Vincent Beaumesnil, sporting director of race organiser the Automobile Club de l'Ouest, said: "At the moment we are not expecting anyone new; maybe there could be one more car, but that has a big question mark against it."

Beaumesnil stressed that the package of rule changes put in place for the next two seasons, including the introduction of a rear Drag Reduction System for 2018, would take time to have an effect on the privateer entry. "We have looked at the next three years and provided a basis for people to work for the future," he explained. "For anyone starting from zero, it will take more time."

GARY WATKINS

OBITUARY

Fred Opert 1939-2016

FAMED AMERICAN RACE TEAM OWNER

Fred Opert, open-wheel guru and arguably the catalyst of Keke Rosberg's rise to become Formula 1 World Champion with the Williams team in 1982, passed away last week following a lengthy illness.

A successful New Jersey motor trader, Opert raced Elvas and Porsches from the 1960s and contested the Daytona 24 Hours in 1967, sharing a prototype Chevron-BMW GT (B4) with Briton Peter Gethin and US compatriot Roy Pike.

Straight-talking and popular, Fred expanded his business interests to embrace his hobby, becoming US agent for (among others) Brabham, Chevron and Titan cars – plus racing equipment manufacturers – in a receptive marketplace. He also operated a race school and briefly managed German wheel manufacturer Gunther Schmid's ATS F1 team.

But it was as an entrant of up-and-coming drivers, such as US-domiciled Swede Bertil Roos and Rosberg, that he left his mark on the sport. A fixture in European F2 from the mid-1970s, pale blue Fred Opert Racing cars were run for

Alain Prost, Alan Jones, Jochen Mass and Jacques Laffite, among a *Who's Who?* of F1 hopefuls and regulars.

As champion of Rosberg's spectacular crowd-pleasing style, Fred nurtured the Finn's success in both F2 and Formula Atlantic (in North America and Tasman arenas) in quasi-works Chevron B35, B40 and B42 models designed by quiet-achieving marque founder Derek Bennett.

Budgets were often tight but always spent wisely, with team manager Dick Bennetts engineering the cars and juggling the finances. In '78, an F2 season dominated by Bruno Giacomelli in a works March-BMW 782, Rosberg won at Donington in a Hart-engined ICI/Newsweek B42.

Almost 30 years later, when Simon Hadfield and I acquired the Chevron B40 in which Rosberg had won the 1977 Enna-Pergusa Euro F2 round – the weekend after I joined Autosport! – Fred kindly sent me some FOR team stickers and the racesuit patch that I treasure still.

MARCUS PYE



WRAPS OFF KTM officially launched its 2017 MotoGP programme, including its livery, during the Austrian Grand Prix weekend. The prototype RC16 also turned a handful of demo laps at the Red Bull Ring. Mika Kallio will give KTM an early debut as a wildcard in this year's Valencia finale, before Bradley Smith and Pol Espargaro take over for 2017. **Photograph by GEPA Pictures/Red Bull**

IN THE HEADLINES



STONEMAN HAS FIRST INDYCAR TEST

Indy Lights racewinner Dean Stoneman had his maiden IndyCar test at Watkins Glen last week driving for Andretti Autosport. "It was a new learning curve for me," said Stoneman (above). "It was really enjoyable to drive the car and over the runs we were able to get quicker."

POCONO SIGNS NEW INDYCAR DEAL

Pocono has extended its deal to remain on the IndyCar calendar for another two years ahead of its 2016 event this weekend. Pocono returned to the IndyCar schedule in 2013 having last appeared back in 1989.

DA COSTA JOINS ANDRETTI FORMULA E

BMW DTM driver Antonio Felix da Costa has joined Andretti for the 2016-17 season, having previously raced for the Aguri team. Mercedes GT driver Maro Engel has also landed a Formula E drive and will join Venturi.

JONES GETS SPRINT CUP RIDE IN 2017

Joe Gibbs Racing protege Erik Jones will contest next year's NASCAR Sprint Cup as part of an expanded two-car Furniture Row line-up. He is currently fourth in the second-tier NASCAR Xfinity standings.

MEEKE PUSHING FOR HOME OUTING

Kris Meeke is pushing Citroen to field him for Rally GB, as he is currently likely to miss his home round of the World Rally Championship. Citroen has yet to confirm its line-up for the October event, but it is understood that it is leaning towards running Craig Breen and Stephane Lefebvre alongside Khalid Al-Qassimi.

BILL ALSUP 1938-2016

Bill Alsup, who started 57 Indycar races and finished second in the 1981 CART series driving for Team Penske, has died at the age of 78 after a crane accident. Alsup never won in Indycar, but he did claim several third places, and also won the 1978 Formula Super Vee title.

NEWSHAM MAKES BTCC COMEBACK

British Touring Car Championship race winner Dave Newsham returned to the series for the first time this year at Knockhill last weekend. He filled in for Kelvin Fletcher, whose wife was giving birth, at Power Maxed Racing, and scored points in all three races (below).



FEEDBACK

F1 needs more mid-season breaks

The summer break gives us all, drivers and fans included, a chance for a much-needed break from Formula 1. However, it's especially important for those who work in the teams. Being on the road for months on end, away from family and friends, is tough and many comments made in races leading to the break told us just what a strain it is.

Fundamentally, the issue has arisen due to expansion of the calendar and thus elongation of the traditional season period during the '80s and '90s.

I'm sure all fans wish to see as many races in a season as they can but not to the extent where quality is diminished and mistakes made.

Perhaps there needs to be a limit to the number of races on the calendar. One could even make a case for some events operating on a rotational basis, as well as a cleverer implementation of the existing races, perhaps including more back-to-backs that crucially allow for a three-week break between races once a month.

Michael Brierley
Stalybridge, Cheshire

What about Broadley?

I have just been reading 50 People who Changed Motorsport (Autosport, July 21),

and no doubt all the contenders you list are worthy. But there are two names I was surprised to find omitted: Eric Broadley and Owen Maddock.

Maddock's rear-engined Cooper was the start of rear-engined Formula 1, and Broadley was the builder of the first spaceframed sportscars.

Maddock lived only 50 yards from us. I did not know who he was at the time but was impressed by the way he thrashed his black Beetle. I was building an Austin 7 special and I had welded a tubular frame to the chassis to stiffen it. While I was working, this bearded gentleman came and watched. He asked why I had welded the frame to the chassis and I explained. I had no idea it was Owen Maddock. I dearly wish I had known.

Tony Brookes
Byemail

Praise where it's due

Kris Meeke was unlucky early this year with the rocks/stones he 'came across' when challenging Sebastien Ogier. OK, Citroen is selecting events and gets an advantage in running order but even so.

VW boss Jost Capito predicted Meeke's Rally Finland win but Jari-Matti Latvala got beaten fair and square, despite



Hard-working teams in Formula 1 need time off, reckons reader Michael Brierley

running further down the order. And under the current rules.

It's sad that Capito can't just say "well done". The Polo is clearly the best car but do they have to win every rally?

I suspect Capito is going to have to get used to losing in his new job at McLaren! Not forever, maybe, but VW and Merc seem to be quite dominant in their respective areas of motorsport.

Humble pie might not taste good but occasionally we all have to taste it and congratulate someone for a job well done.

Simon Astley
Rickmansworth, Hertfordshire

Don't forget Teo

Perhaps without realising it, you set a very interesting quiz in last week's issue when you stated that the late, great Chris Amon was one of just "nine drivers who had led, finished on the podium and had a pole position in F1" without winning.

I believe there was at least one more — Teo Fabi, albeit for just a few seconds, during the 1986 Austrian Grand Prix on the majestic old Osterreicherung. Teo stormed past his team-mate Gerhard Berger going into the Bosch Curve, led through the corner only for the engine in his Benetton-BMW to fail, allowing Berger to retake the lead on the exit.

It didn't last long but Teo does deserve to be on that list...

Simon Scott
Moulton, Northampton

Nice to recall Fabi's efforts, but we were going with the accepted standard of drivers who have officially led a lap, ie crossed the line in the lead. We should have been clearer. Fabi has the remarkable stat of scoring three F1 poles without officially leading a lap! — Ed

HAVE YOUR SAY, GET IN TOUCH

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Think the unthinkable

Amid a barrage of brickbats from within and without, F1 seems unable to adequately address its flaws. Time for a radical solution

By Ben Anderson, Grand Prix Editor

[@BenAndersonAuto](#)

THE CACOPHONY OF CRITICISM OF THE STATE OF Formula 1 has grown relentlessly, underlined by increasing unpopularity with its shrinking fanbase as well as its own participants. F1's top drivers – those who should be its greatest defenders – bemoan its flaws.

Lewis Hamilton is exasperated by tyres that turn to mush if he drives too fast; Sebastian Vettel talks of F1 being overly complicated by technology only a minority understand. Jenson Button says F1 has “a long way to go before it's good again”, while Fernando Alonso suggests F1's off-track political circus has become more engaging than the on-track contest that's meant to be its centrepiece.

Beyond general discontent with the style of racing, with its dependency on fuel and tyre management, what unites these critics is a lack of genuine competition on the grid.

No one can get close to Mercedes in the V6 era. Win the odd race maybe, but a title challenge? Forget it. The technical regulations change substantially for next season – the cars will be faster and the tyres should be better – but it's still difficult to envisage a massive swing in the competitive order. This is the root cause of angst. Even Hamilton – who benefits most from driving F1's best car – prefers his early days of 2007-08, when he had to fight the Ferraris as well as his own team-mate to be successful.

Alonso argues F1 should afford its participants “more freedom” from the stifling effects of over-regulation. This would be fantastic – in theory. Insanely fast and challenging cars, top drivers better showing their class, and wild competitive swings as teams find innovative ways to add performance.

But history tells us this is a pipedream. Such a move would create a nuclear arms race among the teams, the financial implications of which would be catastrophic for independents. And knowledge cannot be unlearned, so they would likely settle on similar technical solutions regardless.

What's more, the governing body would never permit such technical excess on safety grounds, because of the wholesale circuit redesigns greater speeds would necessarily entail.

You also run the risk of technology overpowering the drivers, something F1 constantly grapples with. The drive to be relevant to the automotive world seems to necessitate more automation. In the World Endurance Championship, I'm told, clever LMP1 computers cut the combustion engines automatically to save fuel. At least F1 drivers have to do their own lifting and coasting!

Back in the real world, where the freedom Alonso advocates is

not realistic, I would regrettably argue F1 actually needs to do the opposite and become a spec formula. The desire to retain manufacturer competition at all costs has led F1 down its present path, introducing expensive and complex hybrid engines that add fuel to the flames of entrenched competitive inequality.

Making F1 single-make would automatically reduce this inequality, making the competition between drivers and teams closer. It would also make it far less expensive to compete in and thus more sustainable, at a stroke eliminating a long-running debate over cost controls. It would also bring F1 into line with the rest of the single-seater ladder, and perhaps encourage more new entrants in the Gene Haas mould.

For those who worry this would reduce F1 to a technological shell, remember the car can be whatever you want it to be when designed to a spec – as loud, fast and thrilling as you like. F1 is ultimately a show for fans and sponsors, but it's not a great show right now. Other than when Hamilton and Nico Rosberg collide, or Mercedes otherwise slips up, it's boring.

If the racing, or specifically the competition, is boring, people won't watch it. If people don't watch, F1 makes less money. If F1 makes less money, its teams become poorer and so does the health of the competition. It's a vicious negative spiral.

I'm not necessarily arguing F1 has to become a cheaper sport, though that's a pleasing potential

side-effect of a single-make series, but it will become a richer one if it can better appeal to spectators. Simplify things and that will surely help. It won't make it any easier to succeed – the best teams still win consistently in junior series – but it will create a more level playing field, thus closer competition.

There would undoubtedly be pain if F1 were to make such a radical move. Manufacturers would quit and take their vast budgets with them; teams would have to drastically revamp their infrastructures. Jobs would be lost.

Alonso is right when he says there is no easy answer; in fact there are only difficult choices. But following the single-make trajectory not only positively impacts several problem areas simultaneously, it's also perhaps inevitable at some point.

Periodically the customer-car debate surfaces. If F1 has to go down this route eventually, or even ape the halfway-house Haas model more widely, the final consequence will be a gradual creep towards a single-make formula. It's happened in plenty of other motorsport categories. Eventually it will probably happen in F1 too. Why not pre-empt the inevitable? Before the world really has switched off for good. *✂*

“Following the single-make trajectory is perhaps inevitable”

Plato back on top in Scotland

On his 500th BTCC start, veteran Jason Plato broke his 2016 season duck for his 95th win in the series

By Matt James, BTCC Correspondent

[@MattJMNews](#)

This was the weekend when table topper Rob Collard was meant to press home his advantage at the head of the British Touring Car Championship.

Coming to his favourite circuit, the smart money was on Collard to power clear at Knockhill. Instead, it was his WSR BMW 125i M Sport team-mate Sam Tordoff who was the real mover in the standings with two second-place finishes, and that has allowed him to wriggle free at the head of the points.

But while the struggle at the top of the table was on a lot of people's lips, so was the resurgence of Jason Plato in his Team BMR Subaru.

Incredibly, there had been 10 different winners as the 2016 BTCC circus arrived at Knockhill and two-time champion Plato had not been among them. Team-mate Colin Turkington had broken his duck at Oulton Park and gone on to add two more victories. Plato, on the other hand, had scored five podiums as the series headed for Fife but lacked the headline result. Until last weekend...

Aided by carrying no ballast, Plato hooked up his qualifying lap for pole and controlled race one ahead of a snarling pack of rivals, including Turkington, Tom Ingram's Toyota Avensis and the WSR

BMW of Tordoff and Jack Goff. Even a late-race safety car couldn't put him off his stride as he took his first victory at Knockhill since 2010.

Race two was always going to be a race of defending. With 75kg on his Subaru for the first time this season, Plato fended off Goff first, then Turkington, and then Tordoff with superb skill. It wasn't until Matt Neal arrived on the scene in his soft-tyred Honda Civic Type R that Plato was forced to cede, and that was only with three laps to go.

Race three was a gift as he avoided carnage ahead to run third in the queue of cars trying to usurp Mat Jackson's Ford Focus from the lead. He failed to make any progress from there, but nevertheless it meant that Plato banked 53 points from a weekend on which he was the heaviest scorer and has leapfrogged to seventh in the points.

The crown is a long shot, but he can certainly cause some furrowed brows among his rivals along the way. "The balls are finally falling as they should on this side of the garage," he said. "Colin might have won three races, but we weren't panicking. There was a reason that we didn't quite have the ultimate speed, just little things, and it wasn't a mystery. We just needed it to fall for us."

For Collard and his hopes, they were blown apart after the third race when he ended up with a battered car. His chances of gripping onto his buffer >>







were dented by qualifying. Coming to Knockhill with 75kg of ballast was always going to be difficult. And while team-mate Tordoff managed to land on the second row, Collard was all at sea. He was pinged for track limits on his best effort and was cross to see others transgress similarly and not face a censure. "After I lost my time I put in a conservative lap, but it was frustrating," he admitted.

Race one was a struggle with the extra weight and he could only manage 17th, but race two hinted at some redemption. Collard performed his traditional climb through the pack to scorch to fifth, but that was as good as it would get.

He got some luck when he was pulled on the front row for the finale, but a lap-eight collision with Turkington ruined both their weekends – and it was particularly painful for the BMW man, who slipped from the top of the standings to 32 points adrift.

Turkington had gone down the inside of Collard into Clark's and the two made contact at the apex. They then cannoned into each other on the run down the Railway Straight and both ended up on the grass. "That was a crazy move from Colin, just crazy," said Collard. "It was unforgivable. He took me out of the race and himself with a move that was never on. I came here and was hopeful of being

able to extend my championship lead, and now I will leave in third place. This is not what I had planned."

Turkington too was left raging about his race-three exit, for which he was given two penalty points on his licence. "I've made that move on other drivers and it's never been a problem before," he explained. "It just seems that you can't make that sort of move with Rob..."

While Collard walked away with only 11 points, Turkington's weekend was better before their tangle. The Northern Irishman snatched a last-gasp third place in the opening race to take his seventh podium of the season from Tom Ingram's

Neal bounces over the chicane. The Honda man won race two

tyre wear-afflicted Speedworks Toyota Avensis. It could have been more had he not dropped behind the Motorbase Ford Focus of Andrew Jordan and then had to spend 11 laps unpicking the 2013 champ's defences. "Once I'd got in front of Andrew the car just felt electric," said Turkington. "I felt confident I could pass anywhere."

The one person he couldn't pass in race two was team-mate Plato, who put up a wall of stone around his leading Levorg, hindered by its 75kg of ballast. After a clash between the pair at Croft earlier in the season, the relationship in the heat of battle has become somewhat tense. Knockhill is not the place to slug



Collard versus Turkington turns to strife



it out and Turkington knew it.

Turkington had 18kg less weight on his car than Plato and, once into second place after a clinical passing move on Goff going in to McIntyres on lap 10, he was queued up behind the sister machine.

As the pair fought, it was their undoing. They slowed each other up enough for Tordoff to gleefully gain second spot at half distance and, although Turkington soon put that right, it happened again as the cars started lap 19. Plato was so intent on keeping the sister Subaru at bay that he held him up and that allowed Tordoff into the runner-up spot again.

That trio tripped over each other again sufficiently to allow Neal to jump all three of them in a matter of two laps to steal victory from under their noses.

The Collard/Turkington shunt in the finale was the icing on the cake for Tordoff, who drove past the crashing cars in front to bank his second runner-up position of the day. Tordoff tried everything he knew to unseat Jackson from the lead, but the Motorbase Ford Focus man was not for giving way. Tordoff was forced to look to his mirrors too, because Plato was nibbling away at the BMW and the factory Honda of reigning champion Gordon Shedden was also part of the four-car attack on the leader. >>

NORFOLK TO SCOTLAND, VIA THE BODYSHOP

FOUR TEAMS WERE UNDER SEVERE PRESSURE to have repaired machines ready in time for the three races in Fife last weekend, but the quartet all managed to make it north of the border.

A bruising weekend at Snetterton two weeks earlier had left Power Maxed Racing with a huge job to fix up Hunter Abbott's car, which had rolled out of the third race, while Team BKR and Team Parker Racing were stretched to respectively fix the Volkswagen CC of Mark Howard and the Ford Focus ST of Alex Martin, which were also badly in the wars.

Dan Welch, too, was facing a mammoth task to refettle his Proton Persona after a race-two accident totally destroyed the machine.

Welch said: "We have been so grateful for the support we have had from the public – the reaction has been stunning. We had £60,000 of damage after Snetterton and the boys – plus some experienced engineers who volunteered to help – stepped in to make it all work."

The team had a second bodyshell and transferred the salvageable parts from the broken car to the new one. "We have worked overnight, and only got the car loaded to come up in the nick of time," added Welch. "We set off in the early hours of Thursday and then the truck had two punctures getting up to Knockhill. Talk about a kick in the teeth..."

The effort was worthwhile for Welch, who powered into the points in the third race of the weekend with a 14th spot, his first points finish

since Thruxton at the start of May.

Power Maxed Racing also took the few undamaged parts from Abbott's Chevrolet Cruze and sent the bodyshell away to be rejigged. "It was about £55,000 to repair the car," said team boss Adam Weaver. "We had the car back to a bare shell and started from there. There have been a lot of late nights. We missed the shakedown because we were still getting it ready, but it's a credit to the team that we've managed it."

Abbott's best result at Knockhill was a 20th place in the opening race.

Howard's machine also required extensive work, and was transported to Knockhill with repairs still to be made. BKR was able to complete final fixes while in the paddock on Friday evening. Those repairs obviously worked, because the 51-year-old took his first Jack Sears Trophy win – for rookie BTCC drivers – in the final encounter with a 23rd-place finish.

Team Parker Racing, on the other hand, had more than one problem. Two of its Bentley Continental GT3 cars had been badly damaged at the Spa 24 Hours, its Porsche Carrera Cup car for Stephen Jelley was written off at Snetterton in the support race and Martin's Focus was also in the wars. "It was a bit of a nightmare couple of weeks for us," said Stuart Parker. "Repairing the BTCC car was just one part of a very long job list." Martin brought the car home to three welcome finishes, with his best being 18th in race two.



Martin wasn't holding back in repaired Focus



Shedden was one of those unhappy

POWER POLITICS

ONE OF THE MOST PLEASING ASPECTS OF THE British Touring Car Championship this season had been the lack of moaning about the relative performances of the engines.

The flow test, conducted by BTCC officials, seemed to have evened out the powerplants to a degree that the drivers didn't really have too many beefs. Or so we thought... But that was blown apart at Knockhill.

There had been rumblings of unhappiness last time out at Snetterton, but the paddock in Scotland was full of frowns and concerns.

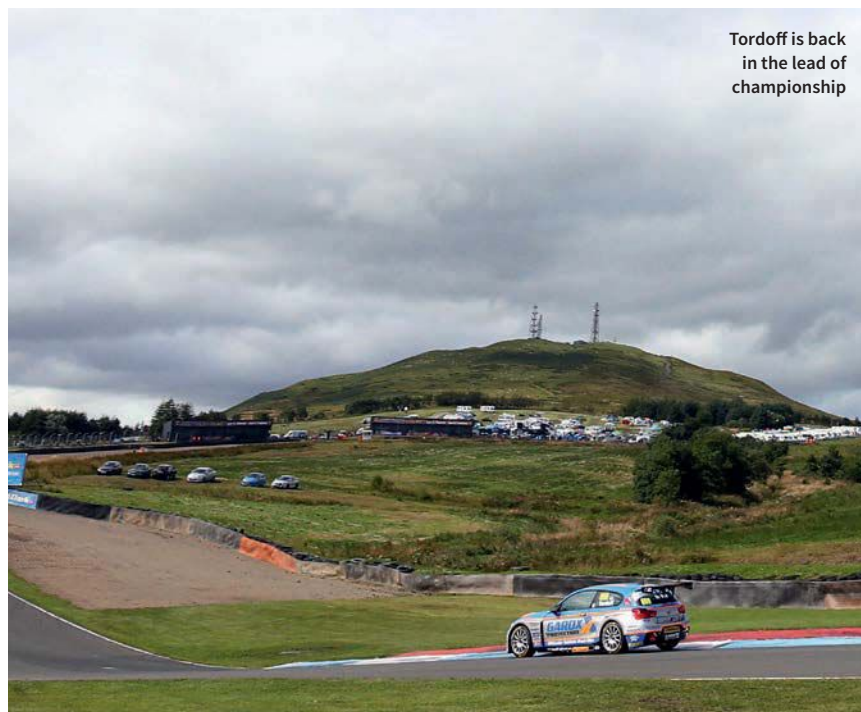
The second mid-season tweak had seen most of the cars remain the same, but there had been some changes. The Motorbase Ford Focuses of Andrew Jordan and race-three winner Mat Jackson, for example, were gifted more boost.

One of Jackson's race-three pursuers, Subaru's Jason Plato, explained: "Jackson didn't have to worry in that last race, because he had enough boost to build up enough of a straightline advantage that he wasn't under attack going into any corner."

That was an opinion backed up by second-place finisher and points leader Sam Tordoff.

"They are just walking away from us in a straight line," added a miffed Gordon Shedden at the end of the meeting – limp speed-trap figures for the Honda Civic showed that he and team-mate Matt Neal have a point.

Despite all of that, Honda and Subaru were both race winners in Scotland. It hardly helps galvanise the case of the concerned drivers if they then go out and win events. And, with 11 different winners now over the course of the 21 races so far, it's not like anyone is walking away with the title race. The arguments should not get in the way of what has been a fantastically open season so far.



Tordoff is back in the lead of championship

"This weekend couldn't have gone any better. It's only at Oulton we scored higher"

Sam Tordoff was a happy man

"I knew that Mat had the legs of me on the straight, and I didn't want to risk it all," said Tordoff. "He was just too far away in the braking zones for me to do anything about it."

"This weekend couldn't have gone any better," added the Yorkshireman. "It's only at Oulton Park where we scored higher than here. We've maximised our rear-wheel-drive advantage. Things are looking good, we're fast, the car is reliable, carries the weight well and we'll need this to mount a serious title challenge."

Given the results across the three races, the 27-year-old will be a major factor in the title run-in, whatever the outcome. The other major factor has to be second-placed Neal. While it's clear that the Hondas are lagging behind in the speedtraps compared to the rivals around them in the title fight, the superb chassis is being exploited to the full. Neal lined up seventh for the opener, the first of the runners to stick with the harder Dunlops rather than the option version.

That restricted him to eighth, but it would reap huge rewards in race two. While the others battled to contain the drop-off in the harder covers, Neal exploited the warmer temperatures and the extra grip to surge to the front.

Race three was a careful run to fifth place, in the wheeltracks of team-mate Shedden (now on the softer tyres) and it was job done. He is still just nine points from the top. "The Civic was monstrous

in the second race," said Neal.

Local hero Shedden was stymied from the outset. His Civic developed a turbo-boost-pressure leak in qualifying, which consigned him to 11th. Once the car was working properly he converted that into two ninth places, but waited until the softer rubber in race three to really make an impact. He was part of the quartet at the front and held onto fourth.

Jackson, the winner of that race, suffered a broken anti-rollbar in qualifying, but clawed his way up the pack in the openers to sixth in the second encounter. Reversed-grid pole was the only invitation he needed to record his fourth win of the campaign, the most anyone has scored this year.

It wasn't easy though, with Tordoff, Plato and Shedden hard in his wheeltracks. The Focus does have strong straightline speed, but he used it cleverly to back up the others when he could and use his right foot when he needed too. Jackson explained: "I was faster than the others over the opening part of the lap so I could pull a gap, but then I would have to defend into Clark's and the hairpin."

He managed it, and the quartet at the front gave a shining example of the BTCC, four drivers at the height of their powers fighting it out. It was just the tonic needed after the panel-crunching dramas at Snetterton two weeks before. ❧



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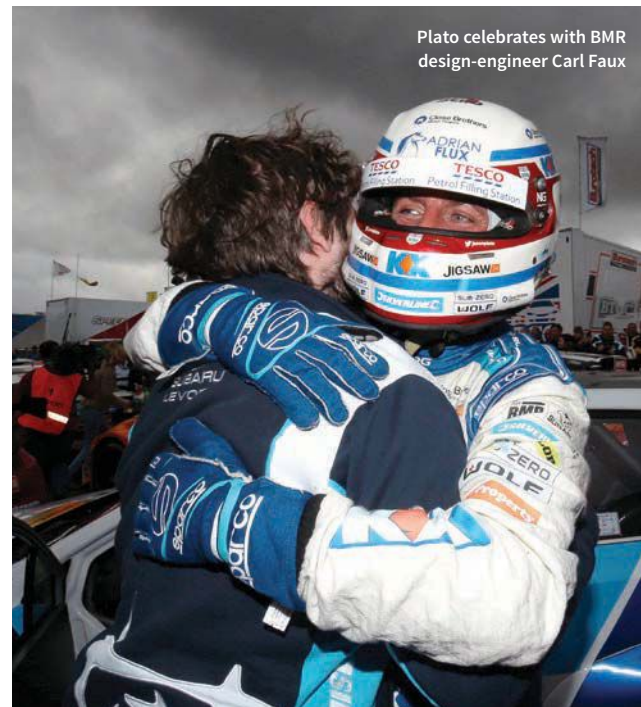
RESULTS ROUND 7/10, KNOCKHILL, AUGUST 14 RACE 1 (27 LAPS – 34.206 MILES)

| POS | DRIVER | TEAM | CAR | TIME |
|-----|-----------------------|-----------------------|--------------------|-----------------|
| 1 | Jason Plato (GB) | Team BMR | Subaru Levorg | 25m30.213s |
| 2 | Jack Goff (GB) | WSR | BMW 125i M Sport | +0.503s |
| 3 | Colin Turkington (GB) | Team BMR | Subaru Levorg | +1.003s |
| 4 | Tom Ingram (GB) | Speedworks Motorsport | Toyota Avensis | +2.375s |
| 5 | Sam Tordoff (GB) | WSR | BMW 125i M Sport | +2.781s |
| 6 | Andrew Jordan (GB) | Motorbase Performance | Ford Focus | +4.034s |
| 7 | Dave Newsham (GB) | Power Maxed Racing | Chevrolet Cruze | +5.265s |
| 8 | Matt Neal (GB) | Team Dynamics | Honda Civic Type R | +7.605s |
| 9 | Gordon Shedden (GB) | Team Dynamics | Honda Civic Type R | +8.143s |
| 10 | Rob Austin (GB) | Handy Motorsport | Toyota Avensis | +8.357s |
| 11 | Ash Sutton (GB) | Triple Eight Racing | MG6 | +9.206s |
| 12 | Mat Jackson (GB) | Motorbase Performance | Ford Focus | +10.160s |
| 13 | Aiden Moffat (GB) | Ciceley Motorsport | Mercedes A-Class | +11.295s |
| 14 | Martin Depper (GB) | Eurotech Racing | Honda Civic Type R | +11.346s |
| 15 | James Cole (GB) | Team BMR | Subaru Levorg | +11.495s |
| 16 | Jake Hill (GB) | Team Hard | Toyota Avensis | +12.307s |
| 17 | Rob Collard (GB) | WSR | BMW 125i M Sport | +12.581s |
| 18 | Josh Cook (GB) | Triple Eight Racing | MG6 | +13.652s |
| 19 | Michael Epps (GB) | Team Hard | Toyota Avensis | +14.484s |
| 20 | Hunter Abbott (GB) | Power Maxed Racing | Chevrolet Cruze | +14.863s |
| 21 | Daniel Welch (GB) | Welch Motorsport | Proton Persona | +15.114s |
| 22 | Adam Morgan (GB) | Ciceley Racing | Mercedes A-Class | +15.991s |
| 23 | Ollie Jackson (GB) | AmD Tuning | Audi S3 Saloon | +16.692s |
| 24 | Michael Caine (GB) | Team Hard | Toyota Avensis | +18.868s |
| 25 | Stewart Lines (GB) | Maximum Motorsport | Ford Focus | +19.479s |
| 26 | Mark Howard (GB) | Team BKR | Volkswagen CC | +21.057s |
| 27 | Alex Martin (GB) | Team Parker Racing | Ford Focus | -1 lap |
| R | Jeff Smith (GB) | Eurotech Racing | Honda Civic Type R | 19 laps-damage |
| R | Warren Scott (GB) | Team BMR | Subaru Levorg | 17 laps-spin |
| NC | Aron Smith (IRL) | Team BKR | Volkswagen CC | 13 laps |
| R | Matt Simpson (GB) | Speedworks Motorsport | Honda Civic Type R | 9 laps-wishbone |

Winner's average speed 80.47mph. **Fastest lap** Turkington 51.982s, 87.74mph.



Jackson kept the pack behind in final race



Plato celebrates with BMR design-engineer Carl Faux

QUALIFYING

1 Plato 51.521s; **2** Ingram 51.542s; **3** Tordoff 51.551s; **4** Goff 51.567s; **5** Turkington 51.619s; **6** Jordan 51.818s; **7** Neal 51.880s; **8** Morgan 51.899s; **9** Austin 51.912s; **10** Newsham 51.958s; **11** Shedden 51.983s; **12** Moffat 51.984s; **13** Sutton 52.015s; **14** Cole 52.062s; **15** M Jackson 52.105s; **16** Depper 52.106s; **17** Cook 52.127s; **18** Collard 52.165s; **19** Hill 52.190s; **20** Epps 52.269s; **21** Scott 52.289s; **22** J Smith 52.350s; **23** A Smith 52.366s; **24** Abbott 52.407s; **25** Simpson 52.457s; **26** Welch 52.517s; **27** Caine 52.616s; **28** Martin 52.932s; **29** Lines 52.942s; **30** Howard 53.468s; **31** O Jackson 53.923s.

GRID RACE 2 Decided by result of Race 1.

RACE 2 (27 LAPS – 34.206 MILES)

1 Neal 25m42.020s; **2** Tordoff +1.249s; **3** Plato +2.340s; **4** Turkington +2.830s; **5** Collard +2.836s; **6** M Jackson +3.640s; **7** Goff +4.175s; **8** Jordan +4.756s; **9** Shedden +5.554s; **10** Moffat +6.706s; **11** Morgan +10.914s; **12** Austin +13.192s; **13** Hill +15.079s; **14** Newsham +18.559s; **15** J Smith +19.576s; **16** Cook +25.630s; **17** Lines +32.399s; **18** Martin +33.788s; **19** Simpson +34.434s; **20** Welch +35.408s; **21** Cole +35.538s; **22** Abbott -1 lap; **23** Howard -1 lap; **R** A Smith 25 laps-oil leak; **R** Ingram 25 laps-black/orange flag; **R** Epps 24 laps-off; **R** Scott 20 laps-off; **R** O Jackson 15 laps-turbo wastegate; **R** Sutton 9 laps-damage; **R** Depper 0 laps-off; **NS** Caine-back injury.

Winner's average speed 79.86mph.

Fastest lap Morgan 52.045s, 87.63mph.

GRID RACE 3 Decided by result of Race 2, with top six reversed.

RACE 3 (27 LAPS – 34.206 MILES)

1 M Jackson 25m19.259s; **2** Tordoff +0.236s; **3** Plato +0.804s; **4** Shedden +1.297s; **5** Neal +2.256s; **6** Austin +3.933s; **7** Morgan +4.328s; **8** Moffat +8.875s; **9** Jordan +9.316s; **10** Goff +10.196s; **11** Newsham +11.386s; **12** Ingram +11.590s; **13** Cole +11.896s; **14** Welch +12.758s; **15** Hill +16.117s; **16** Depper +17.215s; **17** Simpson +21.381s; **18** A Smith +24.587s; **19** O Jackson +27.894s; **20** Epps +30.503s; **21** Martin +31.271s; **22** Lines +31.513s; **23** Howard +47.219s; **24** Turkington +47.874s; **25** Scott -1 lap; **R** Abbott 14 laps-damage/overheating; **R** Cook 8 laps-damage; **R** Collard 8 laps-accident; **R** J Smith 6 laps-damage; **R** Sutton 0 laps-accident; **NS** Caine.

Winner's average speed 81.05mph.

Fastest lap Shedden 52.339s, 87.14mph.

CHAMPIONSHIP

1 Tordoff 231; **2** Neal 222; **3** Collard 199; **4** Shedden 191; **5** M Jackson 188; **6** Turkington 183; **7** Plato 178; **8** Jordan 171; **9** Goff 170; **10** Ingram 163.



Iannone finally ends Ducati's barren spell

MOTOGP
RED BULL RING (A)
AUGUST 14
ROUND 10/18

DUCATI'S AGONISING RUN BETWEEN MotoGP victories is finally over. The Italian factory won the 2010 Australian Grand Prix with Casey Stoner in October of that year, but few would have predicted it would have to wait another 101 grands prix – or 2128 days – for its next visit to the top step of the podium.

It spiralled into a slump during Valentino Rossi's two-year tenure that followed Stoner's, but eventually found its technical feet again to become a contender. Since then, there have been near misses and squandered opportunities, especially this year with the improving Desmosedici GP 'bike.

The Red Bull Ring loomed large on the calendar as a golden chance to win, with its long straights and stop-start nature, and Ducati duly dominated July's two-day test ahead of the first motorcycle grand prix in Austria since 1997.

All eyes were on Ducati. And mercifully, the team made it stick, with Andrea Iannone leading home Andrea Dovizioso in a one-two to end the drought in style.

When its advantage over the opposition at the end of Friday's two practice sessions was eight tenths, victory looked a foregone conclusion. But Yamaha in particular closed the gap, to the point that Rossi split Iannone and Dovizioso on the

front row of the grid, getting within 0.147 seconds of snatching pole on his Yamaha.

And Rossi's team-mate Jorge Lorenzo, Honda's Marc Marquez and Suzuki's Maverick Vinales had all qualified on the second row, also within four tenths. Rossi went so far as to say that any of the sextet could win the race, but the pressure was still firmly on Ducati.

Come the start of the 28-lap race, in the weekend's warmest conditions, Rossi and Lorenzo both got among the Ducatis, the Yamahas leading momentarily before Iannone and Dovizioso took control at the front of the six-rider lead pack. They gradually dropped Marquez and Vinales, but could not shake the Lorenzo-led Yamaha pair.

Dovizioso passed Iannone at the penultimate corner on lap 10, and looked well placed to move away, based on Iannone's switch on the grid to run a softer rear tyre than his rivals. But the younger of the two – the rider being forced out to accommodate Lorenzo in 2017 – would be the one to take Ducati back to top spot.

As the Yamaha threat finally faded, Iannone repaid Dovizioso's move with seven laps to go and showed impressive speed in the closing laps to claim his maiden MotoGP victory by just under one second.

In making the strategic gamble that ultimately paved the way for his "very beautiful moment", Iannone revealed that he was met with resistance not just from his own engineers but also those from Michelin. "It was a very strong risk," said



Iannone leads at start of MotoGP's return to Austria

Iannone, nursing a rib injury following a motocross training crash. "When you know you have a very good chance to fight for the top and everybody starts with the hard one and you start with the soft one, my engineers asked me, 'Why? Why do you want these tyres? Go with everybody and we have a very good possibility.' I believed in myself and it was a very strong decision."

Dovizioso was disappointed post-race, having played it safe, while third-placed Lorenzo was elated on the podium after a race that snapped him out of the torrid recent confidence-sapping run that dropped him from championship leader to a distant second behind Marquez.

With fourth, Rossi also took a couple of points out of Marquez, who finished fifth and heads to the next round at Brno with a 43-point lead over Lorenzo and 57 over Rossi. But it could have been a very different weekend.

Marquez had a serious crash in third practice on Saturday morning — nearly taking out team-mate Dani Pedrosa in the process — and dislocated his left shoulder to the point that hospital checks were deemed essential. He was cleared and secured a result he said was "great for the championship".

Scott Redding led home fellow Brit Bradley Smith to be the top satellite rider in eighth for Pramac Ducati, while Irish rider Eugene Laverty qualified a career-best 11th and ran ahead of Redding and Smith in the early going. But Laverty lost ground with an electrical problem and was then punted from 11th at the final corner by Danilo Petrucci, who has been handed a three-place Brno grid penalty.

Five riders were penalised for jumping the start, including Cal Crutchlow — who moved but stopped before the lights went out, dropping from seventh to 15th anyway — and the Aprilia pair, which infuriated the manufacturer's top brass after the race.

MITCHELL ADAM



Marquez heads for a fall during Saturday practice

RESULTS ROUND 10/18, RED BULL RING (A), AUGUST 14, 28 LAPS – 75.126 MILES

| POS | RIDER | TEAM | TIME |
|-----|----------------------|------------------------|-----------------------|
| 1 | Andrea Iannone (I) | Ducati | 39m46.255s |
| 2 | Andrea Dovizioso (I) | Ducati | +0.938s |
| 3 | Jorge Lorenzo (E) | Yamaha | +3.389s |
| 4 | Valentino Rossi (I) | Yamaha | +3.815s |
| 5 | Marc Marquez (E) | Honda | +11.813s |
| 6 | Maverick Vinales (E) | Suzuki | +14.341s |
| 7 | Dani Pedrosa (E) | Honda | +17.063s |
| 8 | Scott Redding (GB) | Pramac Ducati | +29.437s |
| 9 | Bradley Smith (GB) | Tech3 Yamaha | +29.785s |
| 10 | Pol Espargaro (E) | Tech3 Yamaha | +37.094s |
| 11 | Danilo Petrucci (I) | Pramac Ducati | +39.765s |
| 12 | Michele Pirro (I) | Ducati | +39.766s |
| 13 | Loris Baz (F) | Avintia Ducati | +44.284s |
| 14 | Tito Rabat (E) | Marc VDS Honda | +45.004s |
| 15 | Cal Crutchlow (GB) | LCR Honda | +1m03.246s |
| 16 | Alvaro Bautista (E) | Aprilia | +1m12.448s |
| 17 | Yonny Hernandez (CO) | Pull & Bear Aspar Team | +1m14.517s |
| 18 | Eugene Laverty (IRL) | Pull & Bear Aspar Team | +1m36.510s |
| 19 | Stefan Bradl (D) | Aprilia | -1 lap |
| R | Aleix Espargaro (E) | Suzuki | 24 laps-finger injury |
| R | Hector Barbera (E) | Avintia Ducati | 12 laps-excluded |
| NS | Jack Miller (AUS) | Avintia Ducati | injury |

Winner's average speed 113.338mph. **Fastest lap** Iannone 1m24.561s, 114.226mph.

QUALIFYING 2

1 Iannone 1m23.142s; 2 Rossi 1m23.289s; 3 Dovizioso 1m23.298s; 4 Lorenzo 1m23.361s; 5 Marquez 1m23.475s; 6 Vinales 1m23.584s; 7 Crutchlow 1m23.597s; 8 Redding 1m23.777s; 9 A Espargaro 1m23.813s; 10 Barbera 1m23.822s; 11 Laverty 1m24.218s; 12 Pedrosa 1m24.263s.

QUALIFYING 1

1 Laverty 1m23.961s; 2 Crutchlow 1m23.970s; 3 Petrucci 1m24.123s; 4 Smith 1m24.126s; 5 P Espargaro 1m24.265s; 6 Hernandez 1m24.472s; 7 Pirro 1m24.593s; 8 Rabat 1m24.665s; 9 Bautista 1m24.673s; 10 Miller 1m24.852s; 11 Bradl 1m24.895s; 12 Baz 1m25.192s.

RIDERS' CHAMPIONSHIP

1 Marquez 181; 2 Lorenzo 138; 3 Rossi 124; 4 Pedrosa 105; 5 Vinales 93; 6 Iannone 88; 7 Dovizioso 79; 8 P Espargaro 78; 9 Barbera 65; 10 Redding 53.

MANUFACTURERS' CHAMPIONSHIP

1 Yamaha 202; 2 Honda 196; 3 Ducati 149; 4 Suzuki 99; 5 Aprilia 51.



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Nissan man scores a double

PIRELLI WORLD CHALLENGE
UTAH MOTORSPORTS CAMPUS (USA)
AUGUST 13-14
ROUND 9/11

NISSAN GT ACADEMY PROTEGE Bryan Heitkotter took his first two GT wins as McLaren's series leader Alvaro Parente suffered a disastrous weekend in Utah.

The Portuguese had qualified on pole for the first race around the circuit formerly known as Miller Motorsports Park, but a Turn 1 collision with Cadillac up-and-comer Michael Cooper effectively eliminated both from contention.

That left Heitkotter clear at the front from the Acura of Ryan Eversley, who would not hold onto second place. First Adderly Fong

moved his Bentley into second place and then Porsche ace Patrick Long, who had been delayed by the Parente/Cooper tangle, moved up to take the final podium position.

The second race featured exactly the same top three, although this time Heitkotter had to soak up pressure from both Fong and Long.

The Bentley and Porsche were very close to the leading Nissan in the middle of the race, before Heitkotter managed to extend the gap and use traffic to his advantage.

Michael Lewis, formerly a frontrunner in the European Formula 3 ranks, qualified his Porsche on pole but could do no better than fourth in the race.

With the grid for this race set by fastest laps in the opener, Parente

started at the back and could only forge his way to 11th by the finish, meaning that Long has slashed the points gap.

Briton Craig Dolby raced the sister Nissan to Heitkotter's, taking a best finish of eighth.

RESULTS

Race 1 1 Bryan Heitkotter (Nissan GTR)

26 laps in 51m44.186s; 2 Adderly Fong (Bentley Continental GT3) +3.632s; 3 Patrick Long (Porsche 911 GT3-R); 4 Ryan Eversley (Acura TLX-GT); 5 Colin Thompson (McLaren 650S GT3); 6 Austin Cindric (McLaren). **Race 2 1 Heitkotter** 28 laps in 51m43.187s; 2 Fong +1.375s; 3 Long; 4 Michael Lewis (Porsche); 5 Jon Fogarty (McLaren); 6 Michael Cooper (Cadillac ATS-VR GT3). **Points 1 Alvaro Parente 1411**; 2 Long 1393; 3 Cooper 1328; 4 Johnny O'Connell 1231; 5 Eversley 1191; 6 Heitkotter 1155.

Dahlgren closes gap at the top

SCANDINAVIAN TOURING CARS
KARLSKOGA (S)
AUGUST 14
ROUND 5/7

VOLVO'S ROBERT DAHLGREN scored 60 out of 75 STCC points available at Karlskoga. Back to form after illness, he dominated second qualifying – which pays the same points as a race – and also won the first race comfortably.

Dahlgren took the lead when SEAT's Johan Kristoffersson left the road with a loose wheel on the first lap. Mattias Andersson was a lonely second for Dacia, while points leader

Richard Goransson carried 60 extra kilos in his Volvo and could not pass Daniel Haglof's SEAT for third. Kristoffersson carried 30kg and Dahlgren 20kg.

With the grid reversed for the second race, Rasmus Marthen's Ford was on pole, but 2003 Formula 3000 champion Bjorn Wirdheim soon overtook Marthen with better speed in his Saab than in the first race, where he was fifth. Wirdheim quickly drew away, while Goransson got stranded with an electrical fault.

Kristoffersson picked up places from ninth on the grid and was second after eight laps, but a

puncture dropped him to eighth at the flag. Haglof shadowed Marthen for third, while Dahlgren set fastest lap on his way to fifth as he moves close to Goransson in the points.

The supporting Swedish Legends round – for the same style of five-eighths-scale racers as seen in the UK and elsewhere – featured a guest outing from Mercedes GT/DTM/Indy Lights racer Felix Rosenqvist, who took second in both races behind team boss Emil Persson.

TEGE TORNALL

RESULTS

Race 1 1 Robert Dahlgren (Volvo S60) 18 laps in 19m38.827s; 2 Mattias Andersson (Dacia STCC Edition) +8.685s; 3 Daniel Haglof (SEAT Leon STCC); 4 Richard Goransson (Volvo); 5 Bjorn Wirdheim (Saab 9-3); 6 Linus Ohlsson (Saab).

Race 2 1 Wirdheim 18 laps in 19m42.932s; 2 Rasmus Marthen (Ford Mondeo BD) +16.239s; 3 Haglof; 4 Reuben Kressner (Saab); 5 Dahlgren; 6 Andersson. **Points 1 Goransson 250**; 2 Dahlgren 239; 3 Johan Kristoffersson 189; 4 Wirdheim 144; 5 Haglof 142; 6 Andersson 126.



IN BRIEF

MOTO2

Johan Zarco edged closer to back-to-back Moto2 titles with his fifth win of the season at the Red Bull Ring. Zarco was slow away from pole, but fought back to win by three seconds over Franco Morbidelli. Frenchman Zarco is now 34 points clear of Alex Rins, who finished third, and 55 ahead of Brit Sam Lowes, who crashed twice.

MOTO3

Rookie Joan Mir took his maiden Moto3 win at the Red Bull Ring, becoming the series' first winner from pole since last September's Misano race. Mir edged out a five-rider pack on the final lap to lead home Brad Binder and Enea Bastianini. With Jorge Navarro crashing out, Binder now leads the championship by 67 points.

US FORMULA 4

Three different drivers visited Victory Lane at Mid-Ohio as the US's new FIA F4 initiative played an incongruous NASCAR support act. Kyle Kirkwood won the first race after a battle with Skylar Robinson, formerly an ace on the British Kent Formula Ford scene and having his first outing in F4. Robinson went one better in race two, but only after passing China's Jackie Ding on the last lap. Cameron Das triumphed in the finale, with Kirkwood second. Konrad Czaczyk, who dominated the opening round, withdrew after race one with damage.

NASCAR XFINITY SERIES

Road course expert Justin Marks beat former IndyCar champion Sam Hornish Jr to victory in a rain-affected race at Mid-Ohio. Australian Owen Kelly led, only for a spin to promote Hornish to the front. Then Marks (below) took the advantage. After a caution for debris, Darrell Wallace Jr led before he went off, and then it was Ty Dillon's turn to slip up while in front, allowing the challenging Marks to move his Chip Ganassi Racing Chevrolet to the front. Ryan Blaney was third from Dillon.



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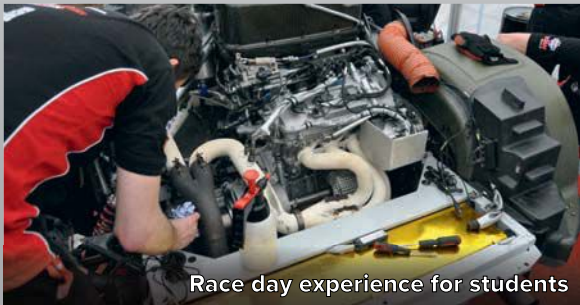
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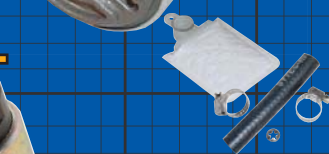
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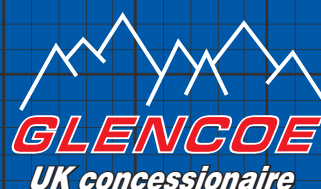
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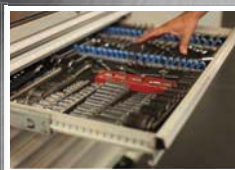


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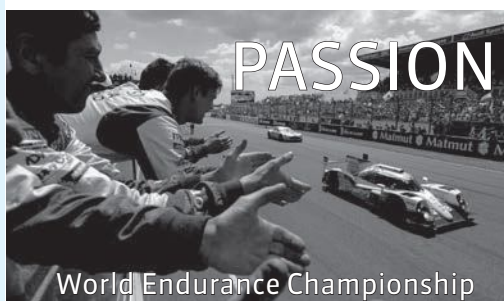
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Florescu's R2 – and weekend – ended after DeFrancesco move

Florescu excluded for punching team-mate

BRITISH FORMULA 4 CHAMPIONSHIP contender Petru Florescu was excluded from the Knockhill meeting last weekend after punching Carlin team-mate Devlin DeFrancesco.

The duo were stuck behind third-placed Jamie Caroline in the second race in Scotland and collided across the startline on lap 16.

DeFrancesco, 16, made a slight mistake coming out of the hairpin, which allowed Florescu to get a run on him on the straight. But DeFrancesco didn't give him enough room and the pair tangled, which speared DeFrancesco heavily into the barriers.

Florescu, 17, then got out of his car and stormed over to the Canadian, before punching him.

Stewards decided to exclude Florescu from the whole meeting, meaning the Romanian missed the third race of the weekend and was also stripped of his comfortable win in race one. DeFrancesco was given a 10-place grid penalty for causing the collision.

Championship promoter Sam Roach said: "We cannot allow this sort of incident and we have dealt with it firmly."

Florescu declined to comment when asked by Autosport, but DeFrancesco admitted he was at fault for the crash.

"I don't want to remember it!" he said. "I made a little mistake and didn't give him quite enough room."

When asked if he was surprised by Florescu's reaction, DeFrancesco said: "I wasn't expecting it."

Florescu's title aspirations have taken a massive hit as a result of the expulsion. He went into the weekend with a four-point advantage at the top of the standings but is now sixth and 30 points behind new leader Max Fewtrell.

DeFrancesco is now third in the points table, 18 behind team-mate Fewtrell, and also hit out at Caroline's defensive driving before the crash.

The Fortec driver had been handed a 10-second penalty for a false start and was slowing up the field as the Carlin duo struggled to get past. He was also later given a 10-place grid penalty for weaving.

"I think Jamie was weaving around too much and it's now getting dangerous," said DeFrancesco. "I don't think he was given the right penalty – it should've been a drivethrough."



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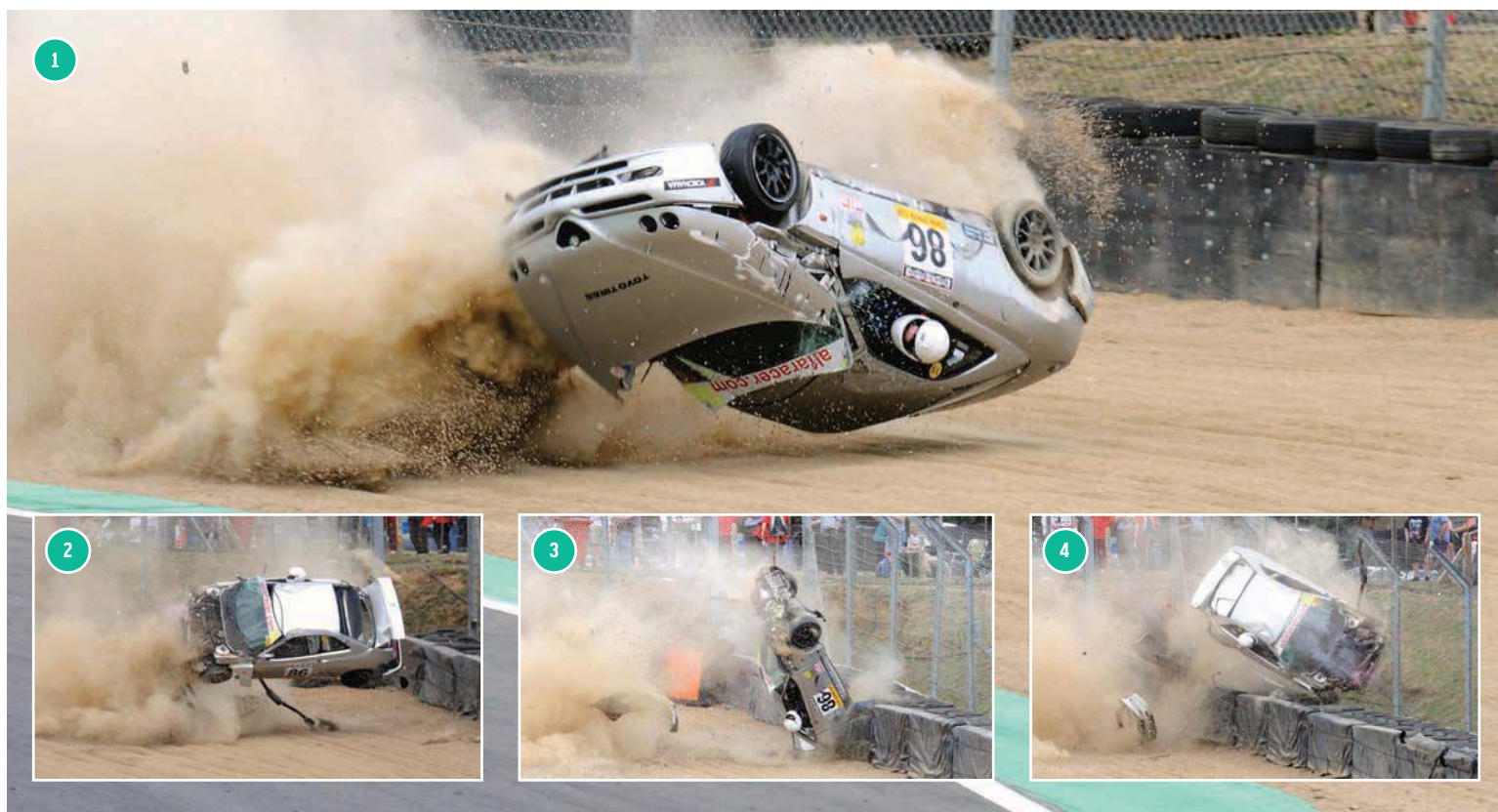
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ALFA ROMEO CHAMPIONSHIP Alfa Romeo racer Andrew Bourke was fortunate to escape injury in this huge airborne accident at Brands Hatch last weekend. Bourke was taking part in qualifying for the BRSCC Alfa Romeo Championship event on Sunday when the brakes on his GTV failed heading into Paddock Hill Bend. Bourke's car then clipped the rear of a fellow competitor, which sent the GTV into a series of rolls, the force of the accident forcing Bourke's helmet out through his driver's side window. The car vaulted the tyre wall at Paddock before striking the catch fencing and coming to rest in the gravel. Bourke was helped from the car and escaped with no serious injuries. **Photographs by PSP Images**

HISTORIC FORMULA 1

Padmore pips Deman

NICK PADMORE TOOK TWO MORE STEPS towards landing the FIA Masters Historic Formula 1 championship at last weekend's Nurburgring Oldtimer GP, extending his winning streak to eight races in Max Smith-Hilliard's Williams FW07C.

Second on Saturday, Belgium's Loic Deman fitted new Avon tyres to his Tyrrell 010 for Sunday's second leg and pressured Padmore to the finish. Deman (below, chasing Padmore) nearly pipped the Briton in traffic on the last lap, but fell just short.

Former champion Steve Hartley finished third on Saturday in his Ceramiche Ragno Arrows A4, but when its wing flew off dramatically in the closing stages the following day team-mate Simon Fish (Ensign N180) completed the podium.

The first Pre-'77 contest was an all-Shadow

affair at the front, with Smith-Hilliard (DN5) beating Jamie Constable (DN8) to victory after Michael Lyons's Hesketh 308E lost its gears. Lyons bounced back to beat Constable in race two.

Manfredo Rossi di Montelera claimed his first outright victory in the Historic Sports Car round, beating strong opposition in his Abarth-Osella PA1, and topped the Lurani Trophy Formula Junior result on aggregate in his Lotus 22.

Rossi overtook Smith-Hilliard and narrowly held off the Lola-Chevrolet T70s of both Italian-domiciled American Jason Wright and Briton Mike Donovan.

Andy Wolfe took over American Michael Gans's AC Cobra to win the Gentlemen Drivers GT race from Julian Thomas (Jaguar E-type) and Nicky Pastorelli (Ferrari 250 GTO).



FORMULA RENAULT

Renault NEC squads 'committed' for '17

FORMULA RENAULT NORTHERN EUROPEAN CUP organisers are confident that the series can continue to be successful next year, despite Renault Sport revamping the Eurocup for 2017.

For next year, the Eurocup will feature more rounds and top drivers will receive Renault Sport backing, but organiser Mick de Haas insists the NEC can still prove popular.

"We have more cars than the Eurocup at the moment," he said.

"We have spoken to drivers and teams and they are very happy with our NEC programme and have committed for next year."

De Haas questioned plans to increase the number of Eurocup rounds from seven to nine or 10, arguing that drivers may be unable to compete in both championships.

"We've had a conversation with Renault Sport and think 10 rounds is too many," he said. "The feedback from teams is drivers have the budget for a double programme."

"They wouldn't have the budget for 17 events but would for 14. A lot of drivers wanting to move up from Formula 4 are finding Euro F3 is too expensive [so FRenault is a good option]."

BOSS organisers invite UK entrants

BOSS IRELAND ORGANISERS WILL OFFER free race entries to any single-seater drivers from the UK mainland wishing to compete at this year's Leinster Trophy event.

Chiefs from the Big Open Single-Seater category have put up a total of €1750 (£1510) to fund free race entries and garages for five drivers from England, Wales or Scotland to bolster the grid for the prestigious event, which takes place at Mondello Park on September 17/18.

BOSS Ireland will race for the historic trophy – previously won by drivers such as Ayrton Senna and Mika Hakkinen – for the first time this year, and organisers are keen to bring in some international competition.

Class regular Barry Rabbitt, who worked with organisers to help arrange the offer, said: "It's always attracted international entries, but in recent years we've lost that, so this is a plan to bring in a bit of flair by helping different drivers and cars make the trip."



CHESTER

2CV24 HOURS

C1s granted entry for 2CV 24-hour race

THIS WEEKEND'S 2CV 24-hour race at Anglesey will feature Citroen C1s for the first time.

There will be two or three first-generation C1s on the grid in a separate class, alongside regular divisions for Belgian 2CVs and Mini Grands.

The C1 is viewed as a cheaper alternative to the long-established 2CVs.

"This is a trial effort to find out the best way forward for the race," said the 2CV Racing Club's Martin Harrold. "The problem is that racing 2CVs is quite an expensive business and C1s start with a clean sheet of paper and they are easier to police. They will be much cheaper to run too."

The race has attracted a

31-car entry, which the club is hoping to expand on for 2017.

"We're pleasantly surprised with the entry and our target for next year is 40 cars," added Harrold. "But we'll try to maintain at least 50% 2CVs."

This year's event features a condensed timetable, with qualifying ending at 2200 on Friday and the race starting at 0900 the next day.

J BLOXHAM/LAT



FORMULA FORD 1600

Teams reject four-round proposal

A PLAN TO REDUCE THE FORMULA FORD 1600 National Championship to a four-round festival-style series has been panned by teams.

The championship currently runs across eight events, with each featuring a double-header race format.

But a new proposal has been put forward by the new Formula Ford Focus Group, which has tabled a four-round format with each round being modelled on knockout events,

such as the Formula Ford Festival or Walter Hayes Trophy, which themselves could form two of the four rounds.

The idea would allow drivers and teams to compete in regional FF1600 series and then fight for the National title.

The idea was met with disapproval from team bosses, including James Oldfield and Cliff Dempsey, who said: "Four rounds would kill Formula Ford here. I'd leave it if that happened."

IN BRIEF



ROBERTS RETURNS AFTER APPEAL

Ginetta Junior racer Cameron Roberts returned to the grid at Knockhill last weekend after a three-month ban was overturned by the MSA National Court. Roberts (above) was forced to miss Snetterton last month after wracking up 12 points on his licence at Croft, thanks to a collision with Tom Wood. But he appealed the decision to give him a three-month ban and was successful.

BRABHAM TO STAR AT COMBE CLASSIC

David Brabham is to be honoured at the Castle Combe Autumn Classic on October 1 as the event's star guest. The 2009 Le Mans winner will at least demonstrate a car, and could even race. The Wiltshire retrofest will also celebrate the 70th anniversary of the Cooper Car Company, and for the first time will run an HRDC Coys Trophy BTCC Celebration for cars from 1958-66.

CIVIC CUP CLASSES TO MERGE IN 2017

The Civic Cup will run for a single class from next season after handing performance breaks to the Class A field to equalise the two categories. The 1600cc cars will be allowed an additional 8bhp, bringing their output to 203bhp against the 2000cc machines' 230bhp. 40kg of weight will also be taken out of the older cars.

JUNIOR SALOON SCHOLARSHIP OPENED

Entries for next year's Junior Saloon Car Championship scholarship have opened. The programme – in association with the Teenage Cancer Trust – will give one teenager a fully funded season in the BARC category for 14-17-year-olds. The scholarship was introduced for 2016 and was won by Scottish racer Emily Glanville.

HARDY DEBUTS CORSA AT THRUXTON

Classic Sports Car Club Tin Tops driver William Hardy raced his new Vauxhall Corsa SRi (below) for the first time at Thruxton last weekend. Hardy qualified fourth and challenged for the lead in the early stages. He was set to finish third when he suffered a suspected fuel problem. "I'm really happy to be up with the top guys," he said. "Watch this space."



JONES

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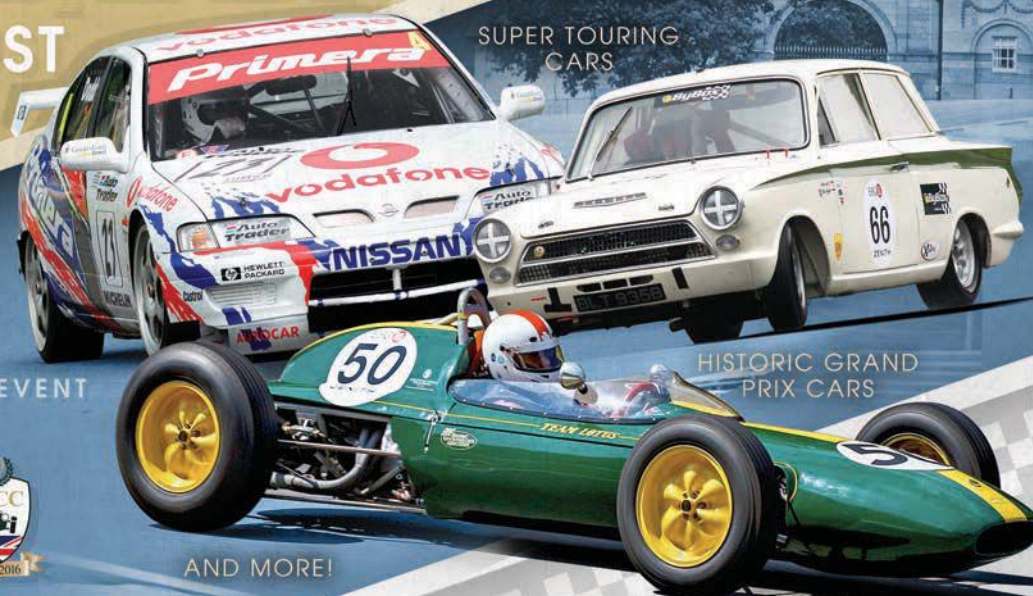
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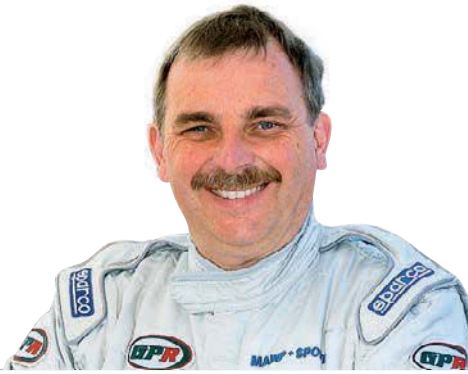
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CSCC debut recalls Thruxton glory days

By Marcus Pye, the voice of club racing

[@Autosport](#)

WHAT A JOY IT WAS TO DRIVE INTO THRUXTON AT 0800 last Saturday and find the paddock packed with racing cars, as I remember it from the '70s.

Prior to a change of management and focus, some of the resident British Automobile Racing Club's meetings had become pitifully thin. This, however, was the Classic Sports Car Club's debut weekend there, with almost 300 competitors over 10 grids clamouring to experience the UK's fastest circuit.

Like the entry, the venue's vibe was outstanding. Both operator and promoter were thrilled with the turnout. Because many of the racers were new to the place, which has a reputation for being daunting, Bill Coombs and his Thruxton Motorsport Centre team laid on PI (personal instruction) sessions in its road cars on the eve of the event. More than 150 racers took advantage, making donations to benefit the Hampshire and Isle of Wight Air Ambulance, based on-site.

The Special Saloons and Modsports Revival, which the CSCC pioneered, continues to grow in popularity, developing a strong fan base and spectator following once more.

While Joe Ward's 'Baby Bertha' is sadly *hors de combat* at present, the mix of traditional-style steel-shelled cars and modern takes on the tubeframe chassis route made for interesting scouting. A wide variety of engines were also on display, from light, modern, normally aspirated and turbo units to the 6.2-litre Chevrolet V8 in Craig Percy's wonderful Morris Minor.

All three races for them were first class, decided by less than 0.8 seconds. For much of the finale it looked as if spectators might see different winners, for Tom Carey ('Honda CRX') came close to toppling Ian Hall's mighty Darrian Wildcat T98 in the finale. Penalising victors 10 grid slots for the next start

adds to the intrigue. Different performance balancing measures (extended mandatory stop times or pit starts in some enduros) spice up the recipe elsewhere across the programme of CSCC classes, showcasing cars of the 1950s onwards.

As well as former Modsports ace Hall – who marked 50 years of racing with two wins – period Special Saloon star Tony Sugden, now well into his eighties and looking well on it, travelled from Doncaster and enjoyed his regular role as one of the safety car drivers. Gerry Taylor of Swish Anglia fame was also present and doubtless cast his eye over Steven Moss' amazing 400bhp turbocharged spaceframe 105E – albeit hobbled by a standard diff, having broken its limited-slip unit in testing.

What is great about the CSCC brand, masterminded by Hugo Holder and David Smitheram, is that it is friendly, inclusive and offers outstanding value. Welcoming the widest variety of machinery, from multi-marque stuff to the catch-all 'Run What Ya Brung' Open Series, has rekindled former racers' enthusiasm and inspired new generations to join in. There are no big prizes, but perhaps the key measure of its success to me is that so many family teams are racing for the hell of it?

While professional teams are involved, transparent rule books and attitude behind the scenes work equally for amateurs, the lifeblood of club sport.

When racers hit problems, the CSCC always seeks pragmatic solutions to help its members, not put barriers in their way. Ultimately, they have a choice, but fun and customer satisfaction keep competitors coming back for more.

Catch up with the circus at Donington Park, Cadwell Park and Oulton Park this season, but everybody wants the club to return to Thruxton in 2017. 🏁



O'BRIEN JR TRIES HISTORIC LOTUSES

Michael O'Brien added Historic GTs to his CV when he raced Mike Flewitt's Lotus Elite and Elan at Thruxton last Saturday. The Historic FF1600 winner shared the Elan with Flewitt and the Elite with 1980s' Ffordster Neil Myers. Sadly, the Elite (above) failed to finish the Classic K race, while the Elan retired in Swinging Sixties.



MORRIS BEATS BERTHA'S RECORD

Driving his family's self-developed two-litre Ford Cosworth-powered Peugeot 309 GTI turbocar, Danny Morris lapped Thruxton in 1m20.399s (105.49mph), 0.001s inside the best Special Saloon time recorded by Gerry Marshall in DTV's Holden Repco V8-engined Vauxhall Firenza 'Baby Bertha,' during Sunday's CSCC event.



FOITEK'S ELAN AT THRUXTON

A Lotus Elan 26R raced from new by Swiss Karl Foitek – father of 1990 F1 driver Gregor – rejoined the CSCC Classic K Series fray at Thruxton last Saturday. Still with its original shell, with Foitek-reworked wheelarches, David Garrett's car proved quick, but lost its hardtop, as on the combo's club debut at Silverstone in April.

GINETTA JUNIOR AUG 13-14

Trouble for rivals allows Tregurtha clear

'JUMPED' AND 'START' WERE TWO very common words at Knockhill last weekend for the Ginetta Juniors. Four frontrunning drivers were hit with penalties for this reason in race two – and that had a significant impact on the result of a crazy race.

Seb Perez was leading Stuart Middleton at the start of a frenetic encounter when drive-through penalties were dished out to the duo for over-eager starts. As they continued to fight, with Perez forcing Middleton off the track on lap three, the real leader was Daniel Harper.

But he too was embroiled in a ferocious battle with Will Tregurtha that continued even after Seb Priaulx had dived past both of them in the same manoeuvre with two laps to go. Their fight eventually ended with them both going off at Clark's on the penultimate lap. This appeared to leave a disbelieving Priaulx with his first win from Geri Nicosia and Harper.

That had all changed the following morning. Instead, it was Nicosia who took his maiden win with Dave Wooster and Tom Wood completing the podium. Priaulx and Harper had both misjudged their getaways – while Perez didn't and was incorrectly penalised (see p61).

That wasn't the end of the jumped starts, however, as poleman Lewis



Brown was also guilty in the finale.

This meant Tregurtha's move on Connor Grady into the hairpin turned out to be the race-defining pass as the pair finished first and second. Nicosia took another podium after more drama when Wood spun and Middleton and Perez collided trying to avoid him. Despite this, Middleton fought back past Jordan Collard and Wooster to claim fourth.

Another two words that were common in Scotland were 'maiden win' as Perez had beaten Nicosia to the winner's circle with a commanding performance in the opener. With Priaulx making a poor start from pole, Perez shot into the lead and was untroubled to the flag. His margin over Middleton was 4.5 seconds – gargantuan in Ginetta Junior terms.

"I was really fortunate that Seb had been battling with Stuart and I thought, 'I'm just going for it' as I knew Stuart would be quick," said Perez. "I'm over

Tregurtha won final race and steered clear of trouble to extend points lead

the moon – it's been such a long wait."

After a bruising weekend, it's no surprise that the one driver who generally avoided the incidents (and jumped starts) was points leader Tregurtha. He has therefore extended his advantage in the championship to 36 over Middleton.

STEPHEN LICKORISH

RESULTS

RACE 1 (12 LAPS) 1 Seb Perez; 2 Stuart Middleton +4.570s; 3 Sebastian Priaulx; 4 Daniel Harper; 5 William Tregurtha; 6 Geri Nicosia. **Fastest lap** Middleton 1m02.038s (73.52mph). **Pole** Priaulx. **Starters** 17.

RACE 2 (12 LAPS) 1 Nicosia; 2 Dave Wooster +1.914s; 3 Tom Wood; 4 Tregurtha; 5 Connor Grady; 6 Lewis Brown. **FL** Harper 1m01.796s (73.80mph). **P** Perez.

S 17. RACE 3 (12 LAPS) 1 Tregurtha; 2 Grady +2.920s; 3 Nicosia; 4 Middleton; 5 Jordan Collard; 6 Wooster. **FL** Middleton 1m01.472s (74.19mph). **P** Brown. **S 17.**

POINTS 1 Tregurtha 454; 2 Middleton 418; 3 Wooster 351; 4 Brown 333; 5 Harper 304; 6 Nicosia 295.

BRITISH F4 AUG 13-14

Florescu fist spoils title punch

A MOMENT OF MADNESS FROM Petru Florescu has blown the British Formula 4 title fight wide open.

The points leader's exclusion from the Knockhill meeting after thumping Carlin team-mate Devlin DeFrancesco, following a collision between the pair in race two, means it's another Carlin driver – Max Fewtrell – who leads the standings.

Florescu was a comfortable winner in the opener but his expulsion meant that Fortec's Alex Quinn inherited victory ahead of DeFrancesco.

Leeds was the main beneficiary of Florescu's fighting with two podiums allowing him to rise to second in the points. The Arden Aussie won race two after he and compatriot Zane Goddard pulled away from the pack.

Behind, Jamie Caroline had almost all of the other cars in tow, with Florescu and DeFrancesco unable to find a way through. Caroline continued to defend robustly even when a 10-second time penalty for a jumped start was announced.

Inevitably, with so many cars running so close together, there was contact with Florescu and DeFrancesco colliding across the startline and bringing the race to a premature end.

Quinn had pole for the finale and led at the start but Double R man Goddard made an excellent getaway to climb to second into Turn 1. Then Quinn ran slightly wide at the hairpin and Goddard snatched the lead and romped away to a dominant win. Leeds also passed Quinn at the same corner to seal second.

STEPHEN LICKORISH



Leeds's pass on Quinn was part of Aussie's strong weekend

RESULTS

RACE 1 (20 LAPS) 1 Alex Quinn; 2 Devlin DeFrancesco +0.461s; 3 Zane Goddard; 4 Jamie Caroline; 5 Luis Leeds; 6 James Pull. **FL** Max Fewtrell 50.266s (90.81mph). **P** Petru Florescu. **S 16. RACE 2 (17 LAPS) 1 Leeds;** 2 Goddard +0.467s; 3 Fewtrell;

4 Quinn; 5 Pull; 6 Ayrton Simmons. **FL** Leeds 49.814s (91.56mph). **P** Leeds. **S 16. RACE 3 (24 LAPS) 1 Goddard;** 2 Leeds +5.815s; 3 Quinn; 4 Sennan Fielding; 5 Fewtrell; 6 Rafael Martins. **FL** Goddard 50.232s (90.80mph). **P** Quinn. **S 15. POINTS**

1 Fewtrell 232; 2 Leeds 227; 3 DeFrancesco 214; 4 Fielding 210; 5 Pull 210; 6 Florescu 202.

Clash denies Wrigley clean sweep

A COLLISION WITH CARL BOARDLEY and Callum Pointon in the finale prevented Tom Wrigley claiming an unprecedented four wins at Knockhill.

The runaway points leader was aided by the absence of key rival Jamie Orton, whose wife was expecting a child at the weekend.

Wrigley had to work his way through the field to win the opener – the third race from Snetterton, which was postponed after the BTCC shunt delays.

His path to victory was aided by Will Burns crashing into leader Tom Hibbert at Scotsman on the sixth lap. This promoted Wrigley to third and he soon dispatched Reece Somerfield and Boardley to triumph.

Race two was more straightforward for Wrigley, as he was able to pull out a small gap from Burns to win, while Mark Davies snatched third with a better run out of the final hairpin than Ben Green.

The third race was largely uneventful until a crash between Fraser Robertson and Mike Newbould brought out red flags with

Wrigley, Burns and Green the top three.

Burns was finally able to end Wrigley's stranglehold of the meeting in the reversed-grid finale, with Hibbert's strong weekend being rewarded with a second place. Wrigley ended up seventh after his contact – his first race off the podium this season – but maintains a 93-point lead over Burns in the title race.

STEPHEN LICKORISH

RESULTS

RACE 1 (23 LAPS) 1 Tom Wrigley; 2 Carl Boardley +0.920s; 3 Mark Davies; 4 Ben Green; 5 Reece Somerfield; 6 Colin White. **FL** Boardley 52.686s (86.57mph). **P** Tom Hibbert. **S 14. RACE 2 (17 LAPS) 1 Wrigley;** 2 Will Burns +0.844s; 3 Davies; 4 Green; 5 Hibbert; 6 Callum Pointon. **FL** Wrigley 51.985s (87.73mph). **P** Wrigley. **S 14. RACE 3 (18 LAPS) 1 Wrigley;** 2 Burns +4.269s; 3 Green; 4 Hibbert; 5 Davies; 6 Boardley. **FL** Wrigley 51.858s (87.95mph). **P** Wrigley. **S 13. RACE 4 (26 LAPS) 1 Burns;** 2 Hibbert +2.820s; 3 Green; 4 Boardley; 5 White; 6 Chris Ingram. **FL** Burns 52.484s (86.90mph). **P** Davies. **S 14. POINTS 1 Wrigley 457;** 2 Burns 364; 3 Boardley 267; 4 Jamie Orton 261; 5 Davies 240; 6 Hibbert 236.



Cammish capitalises with double

DAN CAMMISH SCORED ANOTHER double win in the Carrera Cup as title rival Dino Zamparelli struggled for a second weekend in a row.

Knockhill was one of the few circuits at which Cammish didn't dominate last year as he relied on an error from Josh Webster to triumph.

But there were no such problems this time for the Redline driver as he led every lap in Scotland. Throughout both races he had team-mate Charlie Eastwood behind, but the scholar was unable to keep pace with the reigning champion.

Tom Sharp completed the podium in the opener but the main feature of the race was Stephen Jelley's surge. Despite still feeling the effects from his massive shunt at Snetterton two weeks ago, the Team Parker racer climbed up to fourth.

The second race included a thrilling battle between Sharp and Tom Oliphant for the final podium place which was eventually resolved in favour of Sharp.

There was no such excitement for Zamparelli – he could only manage a brace of sixth places.

STEPHEN LICKORISH

RESULTS

RACE 1 (31 LAPS) 1 Dan Cammish; 2 Charlie Eastwood +2.116s; 3 Tom Sharp; 4 Stephen Jelley; 5 Lewis Plato; 6 Dino Zamparelli. **FL** Cammish 50.074s (91.08mph). **P** Cammish. **S 20. RACE 2 (31 LAPS) 1 Cammish;** 2 Eastwood +2.673s; 3 Sharp; 4 Tom Oliphant; 5 Alessandro Latif; 6 Zamparelli. **FL** Cammish 50.143s (90.96mph). **P** Cammish. **S 20. POINTS 1 Cammish 239;** 2 Zamparelli 195; 3 Eastwood 179; 4 Oliphant 147; 5 Sharp 143; 6 Jelley 132.

Moore and Hanson well clear in Audi

NIGEL MOORE AND PHIL HANSON extended their lead in the Dunlop Endurance Championship with a dominant victory on the International Circuit in their Audi R8 LMS.

After initially falling behind the FF Corse Ferrari 458 GT3 of Calum Lockie and David Mason, the Tockwith Motorsport crew fought back to win with a crushing two-lap victory over the Ferrari 458 Challenge driven by the father-and-son pair of Mike and Anthony Wilds, who also won Class 2. Key to the Audi's success was the decision to pit under the two safety-car periods, caused by the MacG Racing Taranis shattering a wheel and the Synchro Motorsport Honda Civic crashing into the spinning Cunningham Porsche 997 at Vale.

Class 3 was a close contest early on but, despite a strong challenge from the Whitebridge Motorsport Aston Martin GT4 of Jonny Cocker and Chris Murphy, the Bespoke Cars Porsche 997 Cup of Marcus Fothergill, David Benett and Adam Dawson took the honours. The Moss Motorsport BMW M3 E46 took Class 4 victory with ease in the hands of Mike Moss and David Cooper. Even after its impact with the Porsche, the Martin Byford/Dan Wheeler-piloted Civic still finished the race, albeit 43 laps down on the winner.

Charlie Hollings and Bonamy Grimes narrowly missed out on victory in race one of the Dunlop GT & Production Championship in their Ferrari Challenge car, losing by just four tenths of a second to the 458 GT3 of Lockie and Mason. Lockie's advantage over Grimes had been over a lap at the pitstops but, with Hollings at the wheel, the Challenge car chased down Mason all the way to the flag. Two laps down in third came the Whitebridge Aston of Cocker and Murphy, who also took that position in race two.

Lockie and Mason missed that race to save fuel and tyres for the Enduro, while Hollings and Grimes retired with a gearbox malfunction. The race win went to Moss and Cooper in their ageing BMW, ahead of the Porsche 997 of David Benett and Marcus Fothergill.

In Classic Formula Ford 1600, Adriano Medeiros scuppered his chances of extending his series lead. Having held off Mike Gardner's Crossle to win by just under a second in race one, Medeiros's Van Diemen arrived late on the grid for race two. He overtook the field on the formation lap to start on pole instead of from the back, but was disqualified for the breach.

Topping a miserable afternoon, Medeiros also earned a 10-second penalty as a result of a clash with Gardner, who spun out. With that, Nigel Lingwood (Van Diemen) took the honours and now leads the points. Matthew Wrigley took Class B honours in both races in his Merlyn from Ian Jeary and Kevin Howell.

CHRISTOPHER SHARP

➔ P72 FULL RESULTS



THRUXTON
CSCC AUG 13-14

In the Hall of the Modsports king

FIFTY YEARS AFTER HIS RACE DEBUT in his road-going Austin-Healey Sprite, Bristolian Ian Hall won two of the three close-fought Special Saloons & Modsports features at the Classic Sports Car Club's triumphant first Thruxton event in his stretched Rover V8-engined Darrian.

The retired Rolls-Royce aero engineer worked hard to pip the nimbler 250bhp Lotus Elan-BDG of Paul Sibley and Chris Southcott's extraordinarily rapid 235bhp MG Midget in Saturday's opener, which earned him a 10-place grid penalty for Sunday morning's stanza.

"Mowing the grass at 150mph wasn't much fun," said Hall, who – with nose splitter planed off – salvaged fourth in race two, behind Sibley, Ian Stapleton's beefy Alfa Romeo GTV and Southcott. Danny Morris was catching them and set a scintillating 105mph lap record before his Peugeot 309 turbocar was savaged at Campbell by an inattentive backmarker. Hall's victory in the third leg was the best, for Tom Carey drove his BDG-powered Honda CRX clone like the wind to forge ahead, only to straight-line the Complex with the monstrous 'Pikes Peak' Darrian filling his mirrors. Undeterred, Carey recovered to shadow it home.

Past Caterham master Peter Ratcliff won a frantic Magnificent Sevens scrap with top qualifier Jonathan Mitchell either side of a safety-car interlude. Ex-Pickup racer Nic Grindrod ran second before wheelbearing failure forced retirement, while Christian Pittard scorched his Boss Motorsport car to third in the huge field.

Not since Mallory Park last August had a Jaguar Series race been won from

Class B. Tom Butterfield emulated Guy Connaw's feat on Saturday in his XJ40, downing XJS duo Colin Philpott and Ian Drage for his "first career win", then outran them again. Erstwhile points leader Adam Powderham (XJR) retired on day one with a broken bonnet catch, and couldn't breach Steve Askham's defences on Sunday.

TVR Griffith tamer John Spiers braved 50C cockpit temperatures for Classic K victory, his task eased when early duellist Paul Tooms's Lotus Elan was pitted by Peter Shaw with a loose wheel. David Holroyd (Elan) eventually led the chase as the Jaguar E-types of Harry Wyndham and fathers-and-sons Mike and Kallum Gray and Graham and Alan Bull, which had diced merrily, were split by the Allen Tice/Chris Conoley Marcos and Jack Rawles's Healey 3000.

Once poletime-setter Danny Cassar was in Nigel Ainge's rorty Jordan Racing Team-built Honda Integra, the destiny of the Tin Tops trophy was sealed. Pursuer Richard Wheeler (Ford Fiesta ST) was excluded for missing a black flag, thus

Hall, here leading the Midget of Southcott, took a fine double in his Darrian-Rover

Carl Chambers (Peugeot 306) nabbed second from the Simpsons' 206, with Tom Mensley (Renault Clio) in tow.

A second attempt at the end of Saturday's programme concluded the Swinging Sixties race, stopped when Jersey doctor Mike McBride's MGC GT was tagged into a roll on the exit of Noble by Jim Gathercole's Lotus Elan +2 – avoiding Ben Gough's Marcos, spinning on oil – without personal injury. This time the stars favoured Richard Wheeler, for Ross Curnow (son of ex-Mini Miglia ace and BTCC racer Alan) blitzed the restart in his John Danby Racing-run Elan, chased by Ray Barrow (Chevrolet Camaro) and David Thompson (TVR Tuscan).

Porsches filled five of the top seven Future Classics places when runaway leaders Bill and Howard Lancashire (TVR Tuscan) were penalised two laps for pitting outside the window, albeit slowed by a safety car with debutant John Fox's Triumph TR8 backwards at the chicane. Mark Chilton (928) outgrunted Sports 2000 convert Tony Maryon (944),



Cassar jumped straight into Jordan Integra and raced clear to Tin Tops win



Spiers lit up Classic K race with Griffith win



although Myles Castaldini had tricycled his Davrian spectacularly from the back to second, before transmission failure.

Sunday's Open Series race was restarted from the pits after Dominic Malone's newly completed BMW M3 spun at Goodwood and was immovable amid a huge pack, before Christian Pittard and his rasping Caterham CSR narrowly beat Tommy Field's Vauxhall Tigra silhouette for honours. "Tommy's the moral victor," said Pittard. "I happened to be in the left-hand lane [let out first, dramatically reshuffling the order] at the green."

The Modern Classics race showcased the engine-tuning wizardry of Thruxton-based Ray West. The veteran fired his BMW M3 E36 clear of the Evo versions of Andrew Szymanski/Barry O'Neill and David Marcussen and super-fast Monaco Historic F1 winner Stuart Hall. The David Hornsey/Steve Miller Porsche 911 faded, while Alan Broad and son James finished a strong seventh in their Boxster.

In only his second race, Piers Reid jostled his BMW M3 E46 to the head of the New Millennium finale, and was flabbergasted to win. "I honestly didn't know where I was," he said, having caught and passed Lee Spencer, who locked a brake in his E36 and crashed at Campbell on the penultimate lap. One of three previous victors delayed in the 'win bin', Mark Smith and son James Moulton-Smith overcame a double success penalty (60 seconds), hurtling their E36 to fifth. Luke Johnson gave Ben and Alex Eacock the slip in the Puma Cup section.

MARCUS PYE

➔ P72 FULL RESULTS

DONINGTON PARK MSVR AUG 13-14

Success penalty means Bentley boy is outWitted

THE DOMINANCE OF BENTLEY AND Jordan Witt in the GT Cup was halted by Audi at the MSVR meeting at Donington Park.

Victorious in all but two races this season, Witt looked set to continue the trend with pole position and a convincing lights-to-flag brace of victories on Saturday in the Bentley Continental GT3.

But the 50-minute final encounter would produce a new 2016 winner, with the Audi R8 of Nigel Hudson and Adam Wilcox sealing honours in a race delayed by an off for Neil Huggins's Lamborghini Gallardo.

A 75-second success penalty and safety-car interruption hindered Witt in the shortened race, leaving former Lotus Elise champion Wilcox to chase down and pass the Lotus Evora of Gareth Downing for JMH Automotive's first win of the season. Aaron Scott fought from last, after John Dhillon had spun the AF Corse Ferrari, to snatch a last-lap podium finish. Witt's fifth spot was enough to leave him with a three-point series lead over Tom Webb (BMW M3 E46 GTR), while an oil leak cut short Richard Chamberlain's weekend in the Porsche 935.

While one Porsche endured troubles, those competing in the Porsche Club GB series thoroughly entertained onlookers. Peter Morris was twice victorious after a fine defensive display in both outings, resisting pressure from the charge of championship leader Mark McAleer. "I'm back on form", declared Morris, who claimed a 30th class win. "I've got a fresh engine now, which has helped after a bad start to the season."

McAleer's title push was helped by son Jake, who grabbed the second S Class win from his father's main rival, Andy Toon, the series leader forced to avoid a spinning Mike Johnson in the opening race.

Wilcox/Hudson Audi brought Witt's GT Cup run to an end



A battling trio of wins moved James Littlejohn and Tony Wells into a clear Radical European Masters championship lead, despite being chased hard all weekend by RAW Motorsport's Alex Kapadia and Manhal Allos.

After a strong race one win, Littlejohn fended off Kapadia's late surge in the second, before a drive-through penalty for Allos gave Wells breathing space to complete his narrow treble. "Their penalty was a godsend," said Littlejohn. "We stayed out as late as possible to avoid giving them an advantage."

It was a rollercoaster weekend for Ben Cater (Dallara F301) in the Monoposto F3, 2000 and 2000 Classics. Cater took race-one honours thanks to an early pass on Chris Hodgen, but a fire in qualifying meant he would be absent from race two, which was won by Hodgen's F304 after a three-way tussle with Simon Tate and Tony Bishop.

Jason Timms did the double in the smaller-engined Monopostos with his Moto 1400 Dallara F311, albeit aided by the race-one exclusion of cousin Jeremy, who won on the road. The 1600 class welcomed F1 commentator Ben Edwards and the experienced Martin Short, as Geoff Fern's Van Diemen grabbed honours in both races.

Richard Bromley's BMW E36 M3 claimed a hard-fought Trackday Championship win, while Henry Curtis battled to Trackday Trophy success in his Peugeot 205GTi after a lengthy dice with Darren Johnson and Alex Hodsall. There were 15 cars competing for success in the MSVR All-comers, both races won comfortably by the Radical SR3 RS of Barry Liversidge.

DAN MASON

➔ P72 FULL RESULTS



Wells and Littlejohn went undefeated in three Radical races

SILVERSTONE
BARC AUGUST 13-14

Dutchman Smit flies to Trucks Silverstone triple

THE HIGHLIGHT OF THE BRITISH Truck Racing Championship was the division two trucks, with six closely fought encounters.

Frans Smit was the class of the field as he landed three wins. He could have claimed a fourth had an ECU issue not ended his race one duel with Adam Bint prematurely, allowing Bint to win by an impressive 23 seconds from Ryan Colson. Andy Lovenberry had altered his tyre pressures in a bid to find the optimum set-up, but visibly struggled for grip in race one. He admitted to going from "hero to zero" when he spun from the lead on the exit of Brooklands and plummeted down the order.

Lovenberry also led much of the second race, but a brave dive up the inside into Luffield by Smit meant the Dutch driver stood on the top step of the podium. Victory at least went Lovenberry's way in the non-points sixth race.

Smit followed up his race two victory with a pair of wins in races three and four, passing championship contender Bint in the closing stages of both.

Not to be outdone, in the final race Bint made several classy moves around the Brooklands-Luffield complex to pass first Smit, then Marco Donk and Colson to win his second race of the weekend.

Smit was arguably the fastest on both days, but his part-campaign in 2016 meant it was Bint who was all smiles by Sunday evening. "We have to stay confident and keep earning points," reflected the leader. "It's really good, close racing and that's what everyone wants to see."

In the division one category, Ryan Smith followed up his quickest efforts in practice and qualifying to enjoy a faultless race one win, crossing the line 4.433s ahead of Stuart Oliver.



The reversed-grid second race was closer all round, with Luke Garrett, Simon Reid, reigning champion Mat Summerfield and eventual winner Shane Brereton all trading the lead.

Luke Taylor enjoyed a maiden win in a shortened race three following an early red flag for the stranded Oliver, who had spun at Luffield. Summerfield held off a charging Smith in race four before Oliver won a quiet fifth race, making it five winners from as many races. Summerfield again won the non-championship finale.

The odds looked stacked against championship leader John Mickel in the UK National Legends Cars Championship when he was drawn to start at the back of the first race. A three-car spin going into Luffield on the opening lap involving Mickel added to his woes, but crucially he managed to keep going.

After a brief safety car period, the Horsham driver fought through the 12-car field, reaching the podium positions by half distance and trading the lead with Robert King for the remainder of the race. The result went in favour of King as the pair went three abreast with third-placed Connor Mills at the finish.

Mickel held on to the win in the second heat, ahead of Paul Simmons

Smit's three division two Truck wins could have been four, but for an ECU issue

and Stephen Whitelegg. The Saturday finale resumed the battle between Mickel, King and Mills, with the trio crossing the line in the same order as in race one.

King continued his storming form with a win in Sunday's first heat ahead of Mills. Mickel had been running in third before retiring with a prop shaft failure, but came back to win races five and six, beating King's points haul in fourth and third.

Former British Touring Car Championship driver Lea Wood claimed two out of three Pickup Truck Racing Championship wins as title leader Freddie Lee had to work hard to gather points. Lee rapidly reeled in Paul Jones' lead in race one and it was soon Lee and Wood contending for the win, seemingly changing the lead into Brooklands every lap. Wood held on to win that duel.

Wood made steady progress from his third-row starting position in race two to grab a lead on lap six that he wouldn't relinquish. Lee could only manage eighth after early contact with Antony Hawkins.

Wood almost didn't make the start of the final race, having still been up on jacks for clutch repairs just seconds before the green flag lap. It was all about Wood and Michael Smith at the front, the pair teasing each other with numerous lead changes that finished with a Smith victory.

The first Mighty Mini Championship race was a three-horse battle between Steven Dawson, Louise Inch and Adrian Tuckley, settled in favour of Inch in the Super Mighty Mini category.

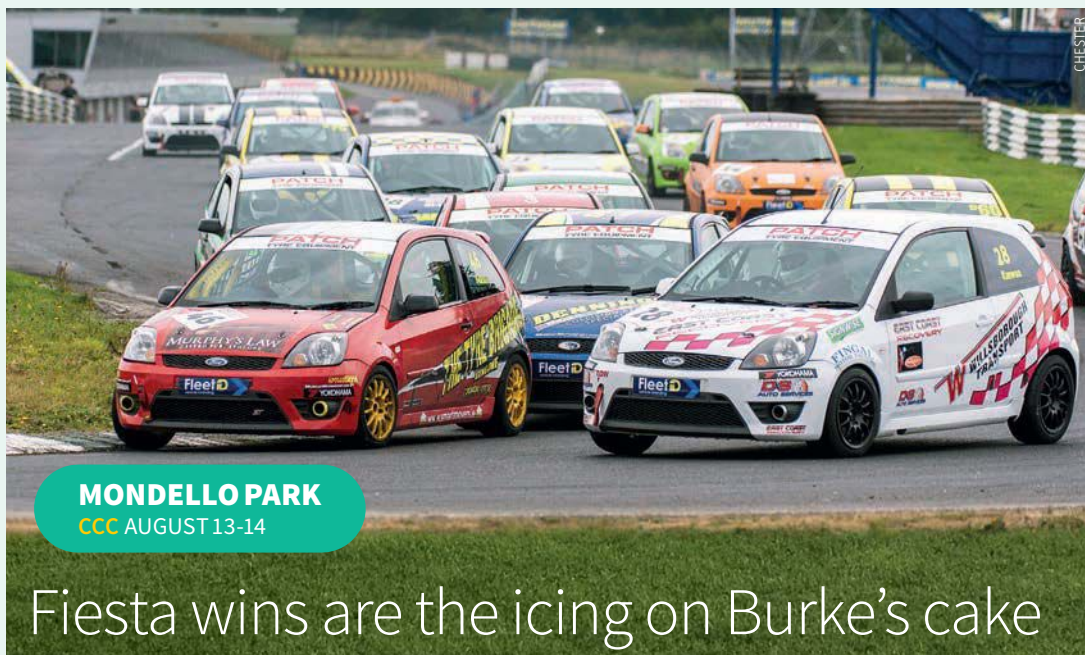
Inch, Tuckley, Ian Slack and Steven Dawson seemed to be magnetically attached in the second race such was the closeness of their fight, but Dawson held on to take the win.

Sam Tomlinson and Stuart Coombes claimed the Mighty Mini class honours.

JASON NOBLE



Pickup wins were Wood's reward for stout defence



MONDELLO PARK
CCC AUGUST 13-14

Fiesta wins are the icing on Burke's cake

ULICK BURKE TOOK A FORD FIESTA ST double at Mondello Park.

The birthday boy had to defend hard in the closing stages of race one as Kevin Doran piled on the pressure, having fought up from seventh on the grid. Dave Maguire pipped Murray Motorsport team-mate John Denning to the final podium spot by the tightest of margins in a drag race to the line.

In race two, with Burke having pulled clear, Denning had his mirrors full of Maguire for the duration, while Brendan Fitzgerald came out top of a rather physical battle with Doran for fourth.

Darragh McMullen drove superbly to relieve Phil Lawless of the Fiesta Zetec series lead, with Michael Tumulty grabbing second, relegating Lawless to the third step of the podium. In race two, class returnee Alan Dawson beat poleman Lawless to Turn 1, but Lawless reclaimed the lead two laps in. When the pair touched at Southside, Dawson emerged ahead once again, with Shane Kenny following him through. Despite Lawless' best efforts, Kenny hung on for second.

On his return to Global GT Lights, Jake Byrne won race one ahead of Peter Drennan and Mark Braden. In race two, Byrne again led until he encountered a wayward backmarker. Drennan pounced and, despite a late-race charge from Byrne, hung on for the win with Braden in third – this trio well ahead of the rest.

James Holman took the first Irish Legends race, from the impressive former saloon racer Ian Conroy. In race two, Holman had to start from the pitlane after a clash in the assembly area. Even so, after repairs, he charged up to second behind winner Paul O'Brien, with Jonathan Taylor in third. In the third race, O'Brien took the honours – just – from Holman and Niki Meredith.

William Harron took a dominant Ginetta Junior Ireland win in race one, but brother Samuel had to fight off the

advances of the charging Darragh Denning for runner-up spot in the closing stages. In race two, William completed the double despite a mid-race challenge from Samuel. Denning withstood race-long pressure from Morgan Quinn to take third.

Grzegorz Kalinecki took another ITCC win – and in doing so, clinched the 2016 title – with early leader Shane Rabbitt in second. Ian O'Driscoll was adjudged to have jumped the start, leaving local man Pa Hudson to take a first Production win.

In race two, Rabbitt again led away and Kalinecki had to work hard to get by. Rabbitt kept the pressure on, however, and when a late-race red flag brought a halt to proceedings, he was still in touch with the winning Golf. O'Driscoll took Production honours from Jay O'Reilly and Hudson.

Timmy Duggan was the early Future Classics leader until Tommy Byrne tipped him into a rotation at Bridgestone. When the red flags flew towards the end, the order was Byrne from David Hammond and William Kellett.

In the second encounter, most of the top 10 broke the barrier time (a lap time drivers cannot exceed without incurring a penalty), causing utter confusion and leaving William Kellett to take his first win despite crossing the line in sixth.

LEO NULTY



Birthday boy Burke took pair of close Fiesta wins

Byrne made winning return in first Global Lights affair



Kalinecki took the Touring Car title

RESULTS

FIESTA ST (14 LAPS) 1 Ulick Burke; 2 Kevin Doran +0.898s; 3 Dave Maguire; 4 John Denning; 5 Stephen Kirwan; 6 Brendan Fitzgerald. **Fastest lap** Burke 1m06.617s (62.12mph). **Pole** Denning. **Starters** 17.

RACE 2 (14 LAPS) 1 Burke; 2 Denning +1.746s; 3 Maguire; 4 Fitzgerald; 5 Doran; 6 Hugh Grennan.

FL Burke 1m06.869s (61.89mph). **P** Denning. **S** 15.

FIESTA ZETEC (13 LAPS) 1 Darragh McMullen;

2 Michael Tumulty +0.333s; 3 Philip Lawless;

4 Shane Kenny; 5 John Boland; 6 Mark Johnston.

FL Alan Dawson 1m11.880s (57.57mph). **P** Lawless.

S 23. **RACE 2 (13 LAPS)** 1 Dawson; 2 Kenny

+0.363s; 3 Lawless; 4 McMullen; 5 Tumulty;

6 Trevor Farrar. **FL** Dawson 1m11.531s (57.85mph).

P Lawless. **S** 23.

GLOBAL LIGHTS (15 LAPS) 1 Jake Byrne;

2 Peter Drennan +0.948s; 3 Mark Braden; 4 Michael

Conway; 5 Conor Farrell; 6 Conor May. **FL** Drennan

59.321s (69.76mph). **P** Braden. **S** 10.

RACE 2 (15 LAPS) 1 Drennan; 2 Byrne +0.831s;

3 Braden; 4 Conway; 5 Farrell; 6 John Murphy.

FL Drennan 59.419s (69.65mph). **P** Byrne. **S** 10.

LEGENDS (10 LAPS) 1 James Holman;

2 Ian Conroy +3.400s; 3 Jonathan Taylor; 4 Paul

O'Brien; 5 Gordon Brown; 6 Gary Humphries.

FL O'Brien 1m03.810s (64.85mph). **P** Holman. **S** 8.

RACE 2 (10 LAPS) 1 O'Brien; 2 Holman +1.041s;

3 Taylor; 4 Conroy; 5 Brown; 6 Humphries.

FL Holman 1m03.406s (65.27mph). **P** Holman. **S** 8.

RACE 3 (12 LAPS) 1 O'Brien; 2 Holman +0.042s;

3 Niki Meredith; 4 Conroy; 5 Taylor; 6 Brown.

FL Holman 1m03.392s (65.28mph). **P** Meredith. **S** 8.

GINETTA JUNIOR IRELAND (14 LAPS)

1 William Harron; 2 Samuel Harron +4.920s;

3 Darragh Denning; 4 Morgan Quinn; 5 Patrick

Dempsey; 6 Cameron Fenton. **FL** W Harron

1m06.302s (62.42mph). **P** W Harron. **S** 11.

RACE 2 (14 LAPS) 1 W Harron; 2 S Harron +3.442s;

3 Denning; 4 Quinn; 5 Dempsey; 6 Fenton. **FL** W

Harron 1m06.390s (62.33mph). **P** W Harron. **S** 11.

IRISH TOURING CARS (15 LAPS) 1 Grzegorz

Kalinecki (VW Golf); 2 Shane Rabbitt (Mazda RX7)

+6.330s; 3 Pa Hudson (Honda Integra); 4 Jay

O'Reilly (Honda Civic); 5 Nicole Drought (Honda

Integra); 6 Ian O'Driscoll (Honda Civic). **CW** Hudson.

FL Kalinecki 1m00.201s (68.74mph). **P** Kalinecki.

S 7. **RACE 2 (12 LAPS)** 1 Kalinecki; 2 Rabbitt

+4.370s; 3 Martin Duffy (BMW M3); 4 O'Driscoll;

5 O'Reilly; 6 Hudson. **CW** O'Driscoll. **FL** Kalinecki

1m00.584s (68.31mph). **P** Duffy. **S** 7.

FUTURE CLASSICS (7 LAPS) 1 Tommy Byrne

(Toyota Celica); 2 David Hammond (Fiat Uno)

+0.668s; 3 William Kellett (Nissan Micra); 4 Ken

Byrne (Toyota Celica); 5 Aidan Byrne (Vauxhall

Chevette); 6 Eoghan O'Brien (Honda Civic).

FL Timothy Duggan (SEAT Ibiza Cooper) 1m07.810s

(61.03mph). **P** Adrian Dunne (Citroen Saxo). **S** 23.

RACE 2 (13 LAPS) 1 Kellett; 2 Ian Thornton (Fiat

Punto) +2.658s; 3 Dunne; 4 Hammond; 5 Brendan

Travers (Fiat Punto); 6 Gary Duggan (SEAT Cordoba).

FL Dunne 1m08.401s (60.50mph). **P** Dunne. **S** 21.



BRANDS HATCH

MSVR AUG 13-14

BMW races mask AMOC shortcomings

WINS FOR KUMHO BMW DRIVERS
James MacIntyre-Ure and championship leader James Card helped rescue a lacklustre Aston Martin Owners Club event. Boasting a 30-car field, the BMW championship and a well-supported Equipe GTS double-header saved the day.

The track organisation was in MSVR's capable hands, but the Aston Martin race involvement was very poor, with a grand total of eight AM participants. Two of these were drivers having a second race.

MacIntyre-Ure left Brands Hatch the winner of the first BMW race from Card and Daniel Wylie, but the order at the chequered flag had been significantly different. Son and father Jamie and Jim Cannon were both hit with 30-second 'out-of-position' startline penalties and Cannon Jr also incurred a 5s track limits penalty, dropping them from first and third to seventh and eighth. Another quartet had 30s added for passing under waved yellow flags to protect a car parked at Paddock. Unofficial observation suggested it would have been quicker to list those who did not offend.

Card made a break in race two while the Cannons hounded MacIntyre-Ure, who retired when his engine lapsed onto five cylinders. Card's advantage shrank in lapped traffic and he eased his pace on an oily track, but he remained out of Cannon Jr's reach, with Sr not far back.

Tom Smith won both Equipe GTS races in his MGB and avoided some exciting racing behind. William Penrose (TVR Grantura) missed qualifying but dashed from last to third in race one, just failing to catch Chris Ryan (TR4). Ryan had an epic battle with John Andon's Triumph until Andon outbraked Ryan and himself and ploughed into the barriers at Paddock. Rob Cull (Grantura) and Neil Fowler (MGB) were fourth and fifth.

Ryan was a no-show for race two and Penrose retired with failing brakes after leading. Smith was in charge, although his advantage was cut during a caution period to deal with Graham Bates's upended MGB at Paddock. In a final change, Brian Arculus (Lotus Elite) slithered off at Druids in a bid to pass Robin Ellis for second in an identical car.

MacIntyre-Ure (left) was one of the winners of the entertaining BMW events

Mike Dowd wore out his BMW GT4's tyres before handing over to owner Jeremy Cooke in the lead of the Aston Martin GT4 Challenge. Slightly the slower of the two, Cooke slipped to a class-winning third while Tom Black and Chris Kemp contested the lead in their Astons. Kemp was faster, but couldn't make up for a 30s winner's penalty from the previous race. Fifth man Robert Hollyman (Porsche 964) won the AMOC Intermarque section.

Cooke made sure he had the first go in the pair's shared Shelby Mustang in the Innes Ireland Cup, leaving Dowd to take over and powerslide to victory over Tony Bianchi's rumbling Farrallac sports racer, winner of the 1950s Sports Cars classes.

A weak Allcomers finale was won by more than a lap by Ollie Taylor's BMW M3. Seven cars started and five finished.

The following day, the focus switched from a classic British marque to the Italian thoroughbreds taking part in the first Festival Italia. This had a host of off-circuit attractions to draw a big crowd, making the event a surprise hit despite the thin race programme.

First out was the Alfa Romeo Championship, won by Andy Robinson despite a shrinking margin as his 156 developed a misfire. George Osborne was second and Chris Snowdon third in his first Alfa race of the year. Sixth overall, David Messenger won his class from





HAWKINS

runaway points leader Tom Hill. Andrew Bourke's GTV was a qualifying casualty, having rolled and crashed heavily when his brakes failed at Paddock (see p60).

Robinson's car expired in a cloud of steam in race two, and Snowdon outfoxed Osborne in a cluster of traffic to grab the lead, which became a win when the race ended early following a clash at Druids. Messenger won his class again.

Tristan Simpson headed the first Ferrari Formula Classic race until backmarkers edged him off at Druids, filling his car with gravel. Richard Cook took over at the front, heading Tim Mogridge and Vance Kearney. Cook never looked like losing the second race, but there was a sting in the tail in a two-lap dash following a caution period. A mistake at Graham Hill Bend cost Simpson second to Mogridge, but Mogridge almost handed it back by skating wide at the final corner.

Pat Gormley steered Kearney's car to predictably easy Italy-versus-England Allcomers' wins with Simpson a distant second from a pitlane start in race one. Aaron Smith embarrassed a few drivers on the home country's behalf until his Mini Miglia blew up, but Paul Simmonds continued the good work with third overall in both outings with his Miglia.

BRIAN PHILLIPS

➔ **P73 FULL RESULTS**

OULTON PARK BRSCC AUGUST 13

Winstanley withstands Head pressure

DANNY WINSTANLEY MADE A victorious return to the Caterham Superlight R300-S series after a car rebuild, helping himself to a brace of wins ahead of pre-event championship leader Aaron Head.

Head, the 2014 Superlight R300 champion, may have taken seven victories from the eight opening R300-S races this season, but the Colchester-based driver made a poor start from third on the grid in the first part of the double-header. Winstanley swept into an early lead while Head started his recovery drive. But despite applying intense pressure, Head had to settle for second, with Jack Sales completing the podium.

The second contest had to be red-flagged following offs at Druids for Justin Armstrong and Paul Thacker. After the restart, Winstanley could never relax with Sales and then Head in pursuit, but he held on for his double.

In the opening Caterham Tracksport encounter, poleman Daniel Bremner sprinted ahead, but championship frontman Anthony Barnes got the better of him on the second tour, with Alistair Calvert a close third. Bremner was soon out in front again though. Following Calvert's retirement, he led Barnes to the chequered flag, the winning margin just 0.074 seconds. Barry Moore finished third, more than half a minute adrift of the leading duo.

Next time out, Bremner and Barnes again took turns in the lead, but the former's race came to an abrupt end with a trip through the gravel and into the tyres at Knickerbrook. Bremner emerged unscathed, but had to watch new leader Barnes on his way to the spoils.

The current Caterham Supersport field, many of whom have raced together since

their Academy days, put on two superb displays of clean and close racing. Both events featured multiple leaders, but Jack Brown hit the front in the closing stages in race one and just held off Henry Heaton, William Smith and Andres Sinclair at the chequered flag. Later, Smith took the head of the charging field and held on for victory, as Ben Tuck edged Sinclair for second by a mere 0.001s.

Daniel Quintero emerged as a double Caterham Roadsport winner. The story of the opening event was the fine scrap for the spoils between poleman Quintero, William Lloyd and championship leader Russ Olivant. Quintero drove a composed race to take the laurels, leaving Lloyd as runner-up after Olivant had lost second place at Cascades on the penultimate lap. Come the start of the second contest, Olivant made a brilliant getaway from the second row to lead into Old Hall for the first time. But Quintero got the better of him early on, and remained in front to the finish.

Peter Spencer consolidated his Caterham Academy Green Group championship advantage with a clear-cut victory after turning his P2 starting position into an early lead, which he then maintained. Behind Pete Walters, Steven Tozer and Tom John had their own fine battle for the supporting spots.

Jay McCormack was the dominant winner in the subsequent White Group encounter, although he was kept honest throughout by the chasing championship frontman Ben Gillias. In their wheeltracks, Spencer Wright completed the podium after resisting pressure from Philip Bianchi.

GRAHAM READ

➔ **P73 FULL RESULTS**



Winstanley made winning Superlight return with brace

WALKER

RESULTS ROUND-UP

SILVERSTONE BRITCAR

DUNLOP ENDURANCE (121 LAPS)

1 Phil Hanson/Nigel Moore (Audi R8

LMS); 2 Anthony Wilds/Mike Wilds (Ferrari 458 Challenge) -2 Laps; 3 Leyton Clarke/Simon Atkinson (Ferrari 458 Challenge); 4 Calum Lockie/David Mason (Ferrari 458 GT3); 5 Bonamy Grimes/Charlie Hollings (Ferrari 458 Challenge); 6 Marcus Fothergill/David Benett/Alan Dawson (Porsche 997 Cup).

Class winners Wilds/Wilds; Fothergill/Benett/Dawson; Mike Moss/David Cooper/Ashley Bird (BMW M3 E46); Martin Byford/Daniel Wheeler (Honda Civic Type R). **Fastest lap** Lockie 1m04.416s (103.44mph). **Pole** Lockie/Mason. **Starters** 13.

GT AND PRODUCTION (43 LAPS)

1 Calum Lockie/David Mason

(**Ferrari 458 GT3**); 2 Bonamy Grimes/Charlie Hollings (Ferrari 458 Challenge) +0.384s; 3 Christopher Murphy/Jonny Cocker (Aston Martin Vantage GT4); 4 Peter Challis (Porsche 997 Cup); 5 David Benett/Marcus Fothergill (Porsche 997 Cup); 6 Mike Moss/David Cooper (BMW M3 E46). **CW** Grimes/Hollings; Murphy/Cocker; Moss/Cooper. **FL** Lockie 1m05.017s (102.84mph). **P** Lockie/Mason. **S** 14. **RACE 2 (40 LAPS)**

1 Moss/Cooper; 2 Benett/Fothergill +18.252s; 3 Murphy/Cocker; 4 Rob Hudson/Adriano Medeiros (BMW M3 E46); 5 Del Shelton (BMW E36 M3); 6 Neil Garnham/Rob Young (BMW M3 GT4). **CW** Benett/Fothergill; Hudson/Medeiros; Jack Wright/Colin Willmott (Porsche 997); Steve Burke/Mark Gillham (Nissan 350Z). **FL** Cocker 1m09.902s (95.32mph). **P** Lockie/Mason. **S** 12.

CLASSIC FORMULA FORD 1600

(17 LAPS) 1 Adriano Medeiros

(**Van Diemen RF80**); 2 Mike Gardner (Crossle 32F) +0.864s; 3 John Village (Crossle 32F); 4 Nigel Lingwood (Van Diemen RF80); 5 Ghislain Genecand (Crossle 32F); 6 Scott Guthrie (Crossle 32F). **FL** Medeiros 1m13.490s (90.66mph). **P** Medeiros. **S** 26. **RACE 2 (15 LAPS) 1 Lingwood**; 2 Village +0.178s; 3 Genecand; 4 Stuart Kestenbaum (Van Diemen RF79); 5 Matthew Wrigley (Merlyn Mk11A/20); 6 Guthrie. **FL** Lingwood 1m14.926s (88.93mph).

P Medeiros. **S** 26.

THRUXTON CSCC

SPECIAL SALOONS & MODSPORTS

(11 LAPS) 1 Ian Hall (Darrian

Wildcat T98); 2 Paul Sibley (Lotus Elan-BDG) +0.610s; 3 Chris Southcott (MG Midget-K Series); 4 Ian Stapleton (Alfa Romeo GTV6); 5 Daniel Brown (Ford Escort Mk2 RS); 6 Piers Grange (Ford Escort Mk1 turbo). **CW** Sibley; Grange; Steve Minton (Ford Escort Mk2-BDG). **FL** Hall 1m21.192s (104.46mph). **P** Hall. **S** 20. **RACE 2 (11 LAPS) 1 Sibley**; 2 Stapleton +0.652s; 3 Southcott; 4 Hall; 5 Tom Carey (Honda CRX-BDG); 6 Grange.

CW Stapleton; Grange; Tim Cairns (MG Hexagon Midget). **FL** Danny Morris (Peugeot 309 GTi Cosworth turbo) 1m20.399s (105.49mph). **P** Sibley. **S** 20. **RACE 3 (10 LAPS) 1 Hall**; 2 Carey +0.790s; 3 Stapleton; 4 Sibley; 5 Brown; 6 Grange.

CW Carey; Grange; Dan Minton (Ford Escort Mk2-BDG). **FL** Carey 1m21.451s (104.13mph). **P** Stapleton. **S** 19.

CLASSIC K (38 LAPS) 1 John Spiers

(**TVR Griffith**); 2 David Holroyd (Lotus Elan) +1m18.537s; 3 Harry Wyndham (Jaguar E-type); 4 Allen Tice/Chris Conoley (Marcos-Volvo 1800GT); 5 Michael Gray/Kallum Gray (Jaguar E-type); 6 Jack Rawles (Austin-Healey 3000). **CW** Holroyd; Wyndham; David Thompson/Jon Wolfe (TVR Grantura MkIII); Brian Lambert (MGB); Steve Chapman (Triumph TR4 SLR); Josh Sadler/Gideon Hudson (Lotus Elite).

FL David Garrett (Lotus Elan 26R) 1m31.418s (92.77mph). **P** Spiers. **S** 28.

TIN TOPS (27 LAPS) 1 Nigel Ainge/

Danny Cassar (Honda Integra Type R); 2 Carl Chambers (Peugeot 306 Rallye) +23.822s; 3 Colin Simpson/Steve Simpson (Peugeot 206); 4 Tom Mensley (Renault Clio 172); 5 Mark Livens (Honda Civic Type R); 6 Ryan Colvey/Robert Chase (Renault Clio 172). **CW** Mensley; Steve Papworth (Ford Fiesta ST); Mathieu Fowler (Honda Civic); Nick Mellor (Peugeot 205 GTi); Lisa Selby/Toby Harris (Ford Puma); Alan Breck (Honda Civic Type R). **FL** Cassar 1m25.920s (98.71mph). **P** Cassar. **S** 25.

SWINGING SIXTIES GROUPS 1 & 2 (13 LAPS) 1 Richard Wheeler/Ross

Curnow (Lotus Elan); 2 Ray Barrow

(Chevrolet Camaro) +36.187s; 3 Jon Wolfe/David Thompson (TVR Tuscan V8); 4 Harry Wyndham (Jaguar E-type); 5 Simon Lane (Chevrolet Camaro); 6 Clive Tonge/Vaughan Winter (Mini Cooper S). **CW** Barrow; Wyndham; Tonge/Winter; Peter Chambers (Ford Lotus Cortina); Charles Tippet (BMW 2002Ti); Ben Gough/Iain Daniels (Marcos GT); David Cornwallis (BMW 1600Ti). **FL** Curnow 1m30.299s (93.92mph). **P** Lane. **S** 30.

JAGUAR SALOONS & GTs (BOTH

12 LAPS) 1 Tom Butterfield (Lister XJ40); 2 Colin Philpott (XJS) +7.376s; 3 Ian Drage (XJS); 4 Rodney Frost (XJS); 5 Cliff Ryan (XJRS); 6 James Ramm (XJS). **CW** Philpott; Ryan; Simon Blunt (XJS). **FL** Philpott 1m31.883s (92.30mph). **P** Philpott. **S** 25. **RACE 2 1 Butterfield**;

2 Philpott +7.938s; 3 Drage; 4 Kevin Doyle (XJ12 Coupe); 5 Frost; 6 Ryan. **CW** Philpott; Doyle; Steve Askham (XJ6 300). **FL** Philpott 1m31.843s (92.34mph). **P** Butterfield. **S** 26.

FUTURE CLASSICS (24 LAPS)

1 Mark Chilton (Porsche 928 S4); 2 Tony Maryon (Porsche 944 S2) +4.990s; 3 Stephen Scott-Dunwoodie (Ford Sierra Sapphire Cosworth); 4 Miles Masarati (Porsche 911 Turbo); 5 Tim Bates (Porsche 911SC); 6 Brian Lilley/Aaron Tucker (Ford Sierra RS Cosworth). **CW** Maryon; Scott-Dunwoodie; Masarati; Bates; Graham Scarborough (Ford Capri); Rhys Jenkins/Ben Rogers (Mazda MX5); David Bryant (Toyota MR2); David Hall (Vauxhall Firenza Droopsnoot); Tony Crudgington/Alexander Vincent (Triumph Dolomite Sprint). **FL** Bill Lancashire (TVR Tuscan) 1m27.843s (96.55mph). **P** Bill Lancashire/Howard Lancashire. **S** 33.

OPEN SERIES (9 LAPS) 1 Christian

Pittard (Caterham CSR); 2 Tommy Field (Vauxhall Tigra) +1.908s; 3 Jonathan Mitchell (Caterham CSR); 4 Mark Smith/James Moulton-Smith (BMW M3 Evo E36); 5 Ashley Haigh-Boyles/Steven Boyles (Caterham R300); 6 Lewis Tootell/Gary Tootell (Caterham R300).

CW Field; Smith/Moulton-Smith; Haigh-Boyles/Boyles; Stephen Mansell/Wil Arif (Caterham Roadsport); John Sheppard/Jake Sheppard (Alfa Romeo GTV); Richard Bateman (Ford Lotus Cortina). **FL** Field 1m22.913s (102.29mph). **P** Mitchell. **S** 39.

MODERN CLASSICS (26 LAPS)

1 Ray West (BMW M3 E36); 2 Andrew Szymanski/Barry O'Neill (BMW M3 Evo E36) +5.616s; 3 David Marcussen/Stuart Hall (BMW M3 Evo E36); 4 David Hornsey/Steve Miller (Porsche 911); 5 Edward Leigh (BMW M3 Evo E36); 6 Nic Olson (Lotus Esprit S3). **CW** Szymanski/O'Neill; Olson; Richard Hayes (Toyota Celica GT4); Marcus Dudley (Ginetta G20); Andrew

O'Connell/Robert Fellowes (Porsche 968). **FL** Hall 1m25.885s (98.75mph). **P** Marcussen/Hall. **S** 26.

MAGNIFICENT SEVENS GROUPS 1

& 2 (24 LAPS) 1 Peter Ratcliff (Caterham C400); 2 Jonathan Mitchell (Caterham CSR) +3.781s; 3 Christian Pittard (Caterham CSR); 4 Colin Watson (Caterham C400); 5 Graham Charman (Caterham Superlight R400); 6 Mike Aikens (Caterham CSR). **CW** Watson; Charman; Carl Nairn (Caterham R300); Stephen Mansell/Wil Arif (Caterham Roadsport); Mark Horton (Caterham 7); Lee Morey (Westfield SEW); Stephen Storey/Andy Tidy (Caterham Blackbird). **FL** Ratcliff 1m22.108s (103.29mph). **P** Mitchell. **S** 34.

NEW MILLENIUM & PUMA CUP

(27 LAPS) 1 Piers Reid (BMW M3 E46); 2 Daniel Wylie (BMW M3 E46) +4.860s; 3 Dean Cook (TVR Sagaris); 4 Mark Anderson/Carl Grimsley (BMW M3 E46); 5 Mark Smith/James Moulton-Smith (BMW M3 Evo E36); 6 Jamie Sturges (SEAT Supercopa). **CW** Cook; Sturges; Riku Garner/Phil Gardner (Renault Clio); George Barrett/Phil Barrett (Ford Focus RS); Dennis Hays/James Grange (Ford Mondeo ST); Luke Johnson (Ford Puma). **FL** Moulton-Smith 1m23.327s (101.78mph). **P** Rick Kerry/Lee Spencer (BMW M3 Evo E36). **S** 27.

DONINGTON PARK MSVR

GT CUP (17 LAPS) 1 Jordan Witt

(**Bentley Continental GT3**); 2 Gareth Downing (Lotus Evora GTE) +45.715s; 3 Nigel Hudson (Audi R8 GT3); 4 Tom Webb (BMW M3 E46 GTR); 5 Andrew Baker (Porsche 997 GT3 Cup); 6 Mike Sellar (Porsche 997 GT3 Cup). **CW** Webb; Sam Webster (Ginetta G55); Jeff Wyatt (Lamborghini Gallardo Super Trofeo LP570-4). **FL** Witt 1m29.679s (99.85mph). **P** Witt. **S** 19. **RACE 2 (17 LAPS) 1 Witt**; 2 Downing +55.929s;

3 Hudson; 4 Webb; 5 Paul Bailey (Ferrari 458 Challenge); 6 Neil Huggins (Lamborghini Gallardo Super Trofeo LP570-4). **CW** Webb; Bailey; Webster. **FL** Witt 1m29.393s (100.16mph). **P** Witt. **S** 18. **RACE 3 (16 LAPS) 1 Hudson/Adam Wilcox**; 2 Downing +10.506s; 3 John Dhillon/Aaron Scott (Ferrari 458 GT3); 4 Baker; 5 Witt; 6 Stewart Proctor/Steve Gray (McLaren 650S Sprint). **CW** Baker; Proctor/Gray; Webster/Jamie Stanley. **FL** Witt 1m28.919s (100.70mph). **P** Witt. **S** 19.

PORSCHE CLUB (BOTH 15 LAPS)

1 Peter Morris (996 C2); 2 Mark McAleer (996 C2) +0.196s; 3 Mike Johnson (996 C2); 4 Kevin Harrison (996 C2); 5 Paul Winter (996 C2); 6 Richard Ellis (996 C2). **CW** Andy Toon (Boxster S). **FL** Ellis 1m42.408s (87.43mph). **P** Morris. **S** 15. **RACE 2**

1 Morris; 2 M McAleer +0.488s; 3 Harrison; 4 Ellis; 5 Winter; 6 Chris Dyer (996 C2). **CW** Jake McAleer (Boxster S). **FL** Ellis 1m42.849s (87.06mph). **P** Morris. **S** 15. **RADICAL EUROPEAN MASTERS (39 LAPS) 1 James Littlejohn/Tony Wells (SR8 RX)**; 2 Alex Kapadia/Manhal Allos (SR8 RX) +12.473s; 3 Jeremy Ferguson/Andrew Ferguson (RSC Spyder Turbo); 4 Marcello Marateotto/Marco Cencetti (SR3 RSX); 5 Brian Harvey/Tom Harvey (SR3 RSX); 6 Peter Tyler/Tom Gladdis (SR3 RSX). **CW** Marateotto/Cencetti. **FL** Kapadia 1m28.148s (101.58mph). **P** Littlejohn/Wells. **S** 14. **RACE 2 (34 LAPS) 1 Wells/Littlejohn**; 2 Allos/Kapadia +0.578s; 3 J Ferguson; 4 Jim Booth (RXC Spyder Turbo); 5 Stuart Moseley/Riccardo Dona (SR3 RSX); 6 Jani Hjerpe (SR3 RSX). **CW** Moseley/Dona. **FL** Kapadia 1m28.326s (101.37mph). **P** Wells/Littlejohn. **S** 14. **RACE 3 (37 LAPS) 1 Littlejohn/Wells**; 2 Allos/Kapadia +2.503s; 3 Booth; 4 Marateotto/Cencetti; 5 Dona/Moseley; 6 A Ferguson. **CW** Marateotto/Cencetti. **FL** Littlejohn 1m28.011s (101.74mph). **P** Littlejohn/Wells. **S** 14.

MONOPOSTO - F3, 2000, CLASSIC

(BOTH 10 LAPS) 1 Ben Cater

(**Dallara F301**); 2 Chris Hodgen (Dallara F304) +1.721s; 3 Tony Bishop (Dallara F302/4); 4 Simon Tate (Dallara F302); 5 Russ Giles (Dallara F398); 6 James Drew-Williams (Lola). **CW** Nigel Davers (Mygale); Robin Dawe (Vauxhall Lotus). **FL** Cater 1m29.934s (99.56mph). **P** Hodgen. **S** 26. **RACE 2 1 Hodgen**; 2 Tate +1.710s; 3 Bishop; 4 Drew-Williams; 5 James Densley (Formula Renault); 6 Dawe. **CW** Dawe; Kevin Otway (Van Diemen F4). **FL** Hodgen 1m30.755s (98.66mph). **P** Hodgen. **S** 25.

MONOPOSTO - 1800, 1600, MOTO

1400, MOTO 1000 (BOTH 10 LAPS)

1 Jason Timms (Dallara F311); 2 Richard Gittings (Jedi Mk6) +9.616s; 3 Jonathan Reed (Jedi Mk6); 4 Andrew Gordon-Colebrooke (Dallara); 5 Cato Poulsen (RF1000); 6 Richard Moorcroft (Jedi Mk6). **CW** Gittings; Alex Fores (Van Diemen RF97); Geoff Fern (Van Diemen RF89). **FL** Jason Timms 1m30.752s (98.66mph). **P** Jason Timms. **S** 27. **RACE 2 1 Jason Timms**; 2 Jeremy Timms (Dallara F399) +1.631s; 3 Gittings; 4 Gordon-Colebrooke; 5 Reed; 6 Omar Gazzaz (RF1000). **CW** Gittings; Chris Levy (Van Diemen RF83); Fern. **FL** Jason Timms 1m29.307s (100.26mph). **P** Jason Timms. **S** 26.

MSVT TRACKDAY CHAMPIONSHIP

(23 LAPS) 1 Richard Bromley (BMW

E36 M3); 2 Simon Clark (Porsche Boxster S) +3.190s; 3 James Britton (BMW M3); 4 Ryan Steel (Citroen Saxo); 5 Darren Goes (SEAT Cup);



Wheeler/Curnow
Elan hops through
Thruxton chicane

6 George Wright/Jack Wright (Porsche 944). **CW** Clark; G Wright/J Wright; Warren Allen (Ginetta G27R); Neil House/Andy Tate (Renault Clio); Oliver O'Neill (Ford Fiesta). **FL** Goes 1m47.425s (83.35mph). **P** Bromley. **S** 32.

MSVT TRACKDAY TROPHY (24 LAPS) **1** Henry Curtis (Peugeot 205GTi); 2 Darren Johnson (Renault Clio) +2.904s; 3 Alex Hodsall (Honda Integra); 4 James Clink (Renault Clio); 5 Martin Amery/Keith Gibbs (Mini Cooper S); 6 Neil House/Andy Tate (Renault Clio). **CW** Johnson; Clink; Colin Tester (Ford Puma); Christopher Broad/Roger Everett (Ford Fiesta Zetec S). **FL** Curtis 1m49.599s (81.73mph). **P** Curtis. **S** 28.

MSVR ALLCOMERS (10 LAPS) **1** Barry Liversidge (Radical SR3 RS); 2 David Frankland (Radical SR3 RSX) +24.456s; 3 Luke Armiger (MDV Tigr); 4 David Tilley (Hart Sports Racing); 5 Michael Smith (SEAT Leon Supercopa); 6 Ian McDonald (Radical SR1). **FL** Liversidge 1m35.313s (93.94mph). **P** Liversidge. **S** 15.

RACE 2 (7 LAPS) **1** Liversidge; 2 Frankland +11.165s; 3 Armiger; 4 Smith; 5 McDonald; 6 Darren Johnson (Renault Clio). **FL** Liversidge 1m36.013s (93.26mph). **P** Liversidge. **S** 15.

SILVERSTONE

BARC

BRITISH TRUCK RACING DIVISION TWO (13 LAPS) **1** Adam Bint (Volvo Aerodyne 12000); 2 Ryan Colson (Foden Alpha 12000) +23.105s; 3 Marco Donk (Volvo VM 12000); 4 John Bowler (Foden 4x2 M11 Cummins 12000); 5 Andy Lovenberry (Renault Premium); 6 Brian Burt (Volvo White 14000). **FL** Frans Smit (Scania T112 12000) 1m17.930s (75.78mph). **P** Lovenberry. **S** 10.

RACE 2 (13 LAPS) **1** Smit; 2 Lovenberry +4.494s; 3 Bint; 4 Bowler; 5 Donk; 6 Paul McCumisky (Volvo FM12 12000). **FL** Smit 1m17.216s (76.48mph). **P** Burt. **S** 9.

RACE 3 (13 LAPS) **1** Smit; 2 Bint +0.916s; 3 Lovenberry; 4 Colson; 5 McCumisky; 6 Bowler. **FL** Smit 1m16.571s (77.12mph). **P** McCumisky. **S** 10.

RACE 4 (13 LAPS) **1** Smit; 2 Bint +0.393s; 3 Colson; 4 Lovenberry; 5 Bowler; 6 McCumisky. **FL** Smit 1m16.731s (76.96mph). **P** Burt. **S** 9.

RACE 5 (13 LAPS) **1** Bint; 2 Donk +1.089s; 3 Colson; 4 Lovenberry; 5 Smit; 6 Bowler. **FL** Bint 1m16.987s (76.70mph). **P** Donk. **S** 8.

RACE 6 (17 LAPS) **1** Lovenberry; 2 Bint +27.012s; 3 Colson; 4 Bowler; 5 Smit; no other finishers. **FL** Smit 1m16.353s (77.34mph). **P** Bowler. **S** 6.

BRITISH TRUCK RACING DIVISION ONE (14 LAPS) **1** Ryan Smith (MAN TGA 12000); 2 Stuart Oliver (Volvo RH13 12000) +4.433s; 3 Steven

Thomas (MAN TGX 12000); 4 David Jenkins (MAN TGX 12000); 5 Shane Brereton (MAN TGA Euro 6 12000); 6 Mat Summerfield (MAN TGX 12000). **FL** Smith 1m13.190s (80.68mph). **P** Smith. **S** 12.

RACE 2 (13 LAPS) **1** Brereton; 2 Thomas +0.758s; 3 S Oliver; 4 Smith; 5 Summerfield; 6 Jenkins. **FL** Brereton 1m14.041s (79.76mph). **P** Ben Horne (MAN TSA 12000). **S** 13.

RACE 3 (11 LAPS) **1** Luke Taylor (Renault Premium MKR 13000); 2 Jenkins +0.857s; 3 Summerfield; 4 Smith; 5 Thomas; 6 S Oliver. **FL** S Oliver 1m13.828s (79.99mph). **P** Oly Janes (Buggrya-Freightliner Big-Boy-16 12000). **S** 12.

RACE 4 (14 LAPS) **1** Summerfield; 2 Smith +0.311s; 3 Janes; 4 Jenkins; 5 Thomas; 6 Brereton. **FL** Smith 1m12.873s (81.04mph). **P** Janes. **S** 12.

RACE 5 (14 LAPS) **1** S Oliver; 2 Brereton +3.769s; 3 Thomas; 4 Smith; 5 Summerfield; 6 Jenkins. **FL** Smith 1m13.008s (80.89mph). **P** Steve Powell (MAN 12000). **S** 13.

RACE 6 (17 LAPS) **1** Summerfield; 2 Jenkins +0.844s; 3 Simon Reid (Iveco Stralis 13000); 4 Michael Oliver (Scania 12000); 5 Horne; no other finishers. **FL** Jenkins 1m13.977s (79.83mph). **P** Horne. **S** 6.

LEGENDS CARS (10 LAPS) **1** Robert King (Legend 34 Ford Coupe 1250); 2 John Mickel (Legend 34 Ford Coupe 1250) +0.030s; 3 Connor Mills (Legend 34 Ford Coupe 1250); 4 Paul Simmons (Legend 34 Ford Coupe 1250); 5 Stephen Whitelegg (Legend Coupe 1250); 6 Will Gibson (Legend 34 Ford Coupe 1250). **FL** Mickel 1m09.035s (85.54mph). **P** Mike Bournier (Legend 37 Dodge Sedan 1250). **S** 12.

RACE 2 (8 LAPS) **1** Mickel; 2 Simmons +0.528s; 3 Whitelegg; 4 Nathan Anthony (Legend Sevan 1250); 5 Matt Allen (Legend 34 Ford Coupe 1250); 6 Gibson. **FL** King 1m08.657s (86.01mph). **P** Mickel. **S** 12.

RACE 3 (10 LAPS) **1** King; 2 Mickel +0.080s; 3 Mills; 4 Whitelegg; 5 Simmons; 6 Anthony. **FL** Whitelegg 1m09.239s (85.29mph). **P** Mills. **S** 12.

RACE 4 (8 LAPS) **1** King; 2 Mills +0.062s; 3 Simmons; 4 Gibson; 5 Anthony; 6 Allen. **FL** Allen 1m08.838s (85.79mph). **P** Anthony. **S** 12.

RACE 5 (8 LAPS) **1** Mickel; 2 Whitelegg +0.287s; 3 Mills; 4 King; 5 Gibson; 6 Allen. **FL** Whitelegg 1m08.692s (85.97mph). **P** Mike Schlup (Legend 34 Coupe 1250). **S** 12.

RACE 6 (10 LAPS) **1** Mickel; 2 Simmons +0.134s; 3 King; 4 Whitelegg; 5 Mills; 6 Sean Smith (Legend 34 Ford Coupe 1250). **FL** King 1m08.483s (86.23mph). **P** Schlup. **S** 12.

PICKUP TRUCKS (16 LAPS) **1** Lea Wood; 2 Freddie Lee +0.217s; 3 Michael Smith; 4 Paul Tompkins; 5 Lee Rogers; 6 Paul Jones. **FL** Wood 1m03.936s (92.36mph). **P** Lee. **S** 14.



RACE 2 (16 LAPS) **1** Wood; 2 Scott Bourne +2.499s; 3 Tompkins; 4 David O'Regan; 5 Mark Willis; 6 Mel Collins. **FL** Collins 1m04.135s (92.08mph). **P** O'Regan. **S** 14.

RACE 3 (20 LAPS) **1** Smith; 2 Wood +0.296s; 3 Antony Hawkins; 4 Lee; 5 O'Regan; 6 Jones. **FL** Jones 1m03.861s (92.47mph). **P** Rogers. **S** 14.

MIGHTY MINI (BOTH 16 LAPS) **1** Louise Inch; 2 Adrian Tuckley +0.978s; 3 Ian Slark; 4 Scott Kendall; 5 Steven Dawson; 6 Steven Rideout. **CW** Sam Tomlinson. **FL** Kendall 1m15.090s (78.64mph). **P** Slark. **S** 19.

RACE 2 (1 Dawson); 2 Inch +0.141s; 3 Slark; 4 Tuckley; 5 Rideout; 6 David Rees. CW Stuart Coombes. FL Tuckley 1m14.937s (78.80mph). P Rees. S 19.

BRANDS HATCH

MSVR

BMW (20 LAPS) **1** James MacIntyre (E46 M3); 2 James Card (E46 M3) +7.066s; 3 Daniel Wylie (E46 M3); 4 Matt Fielding (M3); 5 Roger Lavender (E46 CSL); 6 Ollie Taylor (E36 M3). **CW** Taylor; Paul Travers (328i); Russell Dack (E46 Compact); Max Walton (318i). **FL** Jamie Cannon (1 Series) 51.703s (84.10mph). **P** MacIntyre. **S** 30.

RACE 2 (23 LAPS) **1** Card; 2 Jamie Cannon +1.522s; 3 Jim Cannon (1 Series); 4 Wylie; 5 Fielding; 6 Taylor. **CW** Taylor; Brian Anderson (E36); Dack; Walton. **FL** Card 52.263s (83.20mph). **P** MacIntyre. **S** 30.

EQUIPE GTS (31 LAPS) **1** Tom Smith (MGB); 2 Chris Ryan (Triumph TR4) +6.684s; 3 William Penrose (TVR Grantura); 4 Rob Cull (TVR Grantura); 5 Neil Fowler (MGB); 6 Robin Ellis (Lotus Elite). **CW** Ryan; Ellis; Robert Rawe (Austin-Healey). **FL** Penrose 58.340s (74.53mph). **P** Smith. **S** 26.

RACE 2 (29 LAPS) **1** Smith; 2 Ellis +6.599s; 3 Richard Lawson (MGB); 4 Pete Foster (Triumph TR4); 5 Robi Bernberg (MGB); 6 Mike Lillywhite (MGB). **CW** Ellis; Foster; Rawe. **FL** Penrose 58.583s (74.22mph). **P** Smith. **S** 23.

INTERMARQUE/GT CHALLENGE (55 LAPS) **1** Tom Black (Aston Martin GT4); 2 Chris Kemp (Aston Martin GT4) +5.728s; 3 Mike Dowd/Jeremy Cooke (BMW M3 GT4); 4 Robin Marriott (Aston Martin GT4); 5 Robert Hollyman (Porsche 964); 6 Steve Atkinson (Porsche 968 CS). **CW** Dowd/Cooke; Hollyman; Atkinson; Nicholas King (Aston Martin DB4); Bob Searles/Tony Jardine (Porsche 944 turbo); Gavin Dunn/Tim Mogridge (BMW E36). **FL** Kemp 51.480s (84.47mph). **P** Kemp. **S** 18.

1950S SPORTS CARS/INNES IRELAND CUP (44 LAPS) **1** Jeremy Cooke/Mike Dowd (Shelby Mustang GT350); 2 Tony Bianchi (Farrallac Sports Racing) +8.904s; 3 Nicholas King (Ford Mustang); 4 Andy Keith-Lucas (Jaguar XK120); 5 Mike Thorne/Sarah Bennett-Baggs (Austin-Healey 3000); 6 Mark Donnor (Jaguar XK120). **CW** Bianchi; Thorne/Bennett-Baggs; Andy Wallace/Nigel Webb (Jaguar Mk2); Oliver Harris/Richard Knight (Austin-Healey); Barry Dye (Lotus Elite). **FL** Bianchi 58.037s (74.92mph). **P** Cooke/Dowd. **S** 15.

ALLCOMERS (33 LAPS) **1** Ollie Taylor (BMW E36 M3); 2 Dave Griffin (BMW E36 M3) -1 lap; 3 Gavin Dunn/Tim Mogridge (BMW E36); 4 Angus Archer (Porsche 968); 5 Barry Dye (Lotus Elite); no other finishers. **FL** Taylor 57.359s (83.05mph). **P** Robin Marriott (Aston Martin GT4). **S** 7.

ALFA ROMEO (22 LAPS) **1** Andy Robinson (156); 2 George Osborne (75) +0.553s; 3 Chris Snowdon (75); 4 Ray Foley (147 GTA); 5 Keith Waite (75); 6 David Messenger (156). **CW** Foley; Messenger. **FL** Snowdon 54.842s (79.29mph). **P** Robinson. **S** 21.

RACE 2 (17 LAPS) **1** Snowdon; 2 Osborne +0.418s; 3 Foley; 4 Messenger; 5 Ron Davidson (164); 6 Tom Hill (156). **CW** Foley; Messenger. **FL** Osborne 55.130s (78.87mph). **P** Robinson. **S** 20.

FERRARI FORMULA CLASSIC (20 LAPS) **1** Richard Cook (F355 Challenge); 2 Tim Mogridge (F355 Challenge) +4.003s; 3 Vance Kearney (F355 Challenge); 4 James Cartwright (328 GTB); 5 Chris Butler (328 GTB); 6 Peter Fisk (550 Maranello). **CW** Cartwright; Butler; Richard Fenny (GT4); Charlie Ugo (308 GT4 Dino). **FL** Kearney 54.779s (79.38mph). **P** Kearney. **S** 17.

RACE 2 (21 LAPS) **1** Cook; 2 Mogridge +1.417s; 3 Tristan Simpson (F355 Challenge); 4 Cartwright; 5 Kearney; 6 Tim Walker (328 GTB). **CW** Cartwright; Walker; Fenny; William Moorwood (308 GT4). **FL** Cook 54.846s (79.28mph). **P** Cook. **S** 17.

ITALIANO ALLCOMERS VERSUS INGLESE ALLCOMERS (17 LAPS) **1** Pat Gormley (Ferrari 355 Challenge); 2 Tristan Simpson (Ferrari 355 Challenge) +30.012s; 3 Paul Simmonds (Mini Miglia); 4 Ted Pearson (Alfa Romeo Alfassud); 5 Ken Hunt (Mini); 6 Joshua Lambert (Alfa Romeo 147). **CW** Simmonds.

FL Gormley 54.327s (80.04mph). **P** Gormley. **S** 13.

RACE 2 (17 LAPS) **1** Gormley; 2 Pearson +27.373s; 3 Simmonds; 4 David Edge (Ferrari F355 Challenge); 5 John Griffiths (Alfa Romeo 147); 6 Lambert. **CW** Simmonds. **FL** Gormley 54.406s (79.92mph). **P** Gormley. **S** 9.

OULTON PARK

BRSCC

CATERHAM SUPERLIGHT R300-S (17 LAPS) **1** Danny Winstanley; 2 Aaron Head +0.068s; 3 Jack Sales; 4 Stephen Nuttall; 5 Lee Wiggins; 6 Philip Gladman. **FL** Head 1m48.397s (89.39mph). **P** Sales. **S** 27.

RACE 2 (14 LAPS) **1** Winstanley; 2 Head +0.113s; 3 Sales; 4 Nuttall; 5 Jeremy Ellis; 6 Gladman. **FL** Head 1m48.629s (89.20mph). **P** Winstanley. **S** 25.

CATERHAM TRACKSPORT (BOTH 16 LAPS) **1** Daniel Bremner; 2 Anthony Barnes +0.074s; 3 Barry Moore; 4 Joe Draper; 5 Steve McCulley; 6 Paul Aram. **FL** Barnes 1m55.683s (83.76mph). **P** Bremner. **S** 17.

RACE 2 (16 LAPS) **1** Barnes; 2 Aram +4.845s; 3 Alistair Calvert; 4 Moore; 5 McCulley; 6 Andrew Ebdon. **FL** Calvert 1m56.470s (83.20mph). **P** Bremner. **S** 17.

CATERHAM SUPERSPORT (16 LAPS) **1** Jack Brown; 2 Henry Heaton +0.059s; 3 William Smith; 4 Andres Sinclair; 5 Max McDonagh; 6 Ben Tuck. **FL** McDonagh 1m55.044s (84.23mph). **P** Smith. **S** 31.

RACE 2 (16 LAPS) **1** Smith; 2 Tuck +0.072s; 3 Sinclair; 4 Christian Szaruta; 5 Brown; 6 Timothy Dickens. **FL** Smith 1m54.382s (84.71mph). **P** Brown. **S** 31.

CATERHAM ROADSPORT (10 LAPS) **1** Daniel Quintero; 2 William Lloyd +0.177s; 3 Russ Oliviant; 4 Alan Cooper; 5 Rui Ferreira; 6 Daniel Martin. **FL** Ferreira 1m58.070s (82.07mph). **P** Quintero. **S** 21.

RACE 2 (10 LAPS) **1** Quintero; 2 Ferreira +0.960s; 3 Rob Watts; 4 Oliviant; 5 Lee Collins; 6 Guy Hawkins. **FL** Hawkins 1m57.198s (82.68mph). **P** Quintero. **S** 21.

CATERHAM ACADEMY - GREEN GROUP (8 LAPS) **1** Peter Spencer; 2 Pete Walters +2.837s; 3 Steven Tozer; 4 Tom John; 5 Nick Grahame; 6 Marcus Rawlinson. **FL** John 2m02.037s (79.40mph). **P** Walters. **S** 26.

WHITE GROUP (8 LAPS) **1** Jay McCormack; 2 Ben Gillias +0.343s; 3 Spencer Wright; 4 Philip Bianchi; 5 James Beardwell; 6 Eric Tiv. **FL** Beardwell 2m01.982s (79.44mph). **P** Gillias. **S** 25.

WHAT'S ON

Group B monsters of the '80s roar back to life online



LIKE MANY RETRO PERIODS IN motorsport, Group B is enjoying a new lease of life thanks to the social-media revolution and, more specifically, YouTube. Fans can indulge in a host of different clips of the era, both national and international, on the world's biggest video-sharing website.

The first to hunt down is the infamous Walter Rohrl onboard, complete with '80s disco background music.

Watching an Audi Quattro S1 at flat-chat, it's difficult to get your head around just how Group B drivers managed to control their cars' rear ends in such perfect four-wheel drifts.

This video shows a montage of Rohrl's footwork, shots of the car on-stage and a crew's-eye view. To add to the mystique, the onboard is of the famous Fafe stage in Portugal, so the fans are trying to touch the car while it's doing over 100mph. Never again will you underestimate what it took to drive a Group B car.

Because of the technology of the period, onboards are sparse, but there are plenty of highlights shows taken from the period. Perhaps the greatest is the 1985 RAC Rally, where some of the finest British talent of the time came up against the major international players and the

new Lancia Delta S4, which made its debut on the event. Get ready for some serious sideways action and a typically British commentator.

You can also get your hands on season reviews. Duke Video offers 1985 and '86 wraps, at the height of Group B madness.

Speaking of madness, the *Group B: Madness on Wheels* range is a great overview of the period. In the DVD, the era of Group B is charted through highlight clips, interviews with all the major players and some excellent narration. While it focuses on the darker side of Group B, including the casualties of the period, it does a fantastic job of revealing it to a new audience.

Just as impressive is the book, a worthwhile acquisition even if you

Watch Walter Rohrl steer his Audi Quattro S1 at full tilt on YouTube

You could get close to Group B's world championship cars at national rallies



already have the DVD. It offers the full transcripts of the interviews from the documentary in a stream-of-consciousness manner. Where the DVD picks out snippets, the book provides the unabridged words of those involved in Group B: Stig Blomqvist, Walter Rohrl, Ari Vatanen, Roland Gumpert (Audi chief) and Jean Todt, to name a few.

One of the issues Group B nostalgia faces is people looking back at it with rose-tinted spectacles. The book also includes an interview with Cesare Fiorio, Lancia team boss, on the loss of Henri Toivonen, touted as the future of rallying and one of its best. It's emotional, but it provides real insight from the people who were there, in their own words.

Stepping away from the world championship, one of the things that made Group B so accessible was the manufacturers' willingness to run their cars on national events – and there is plenty of footage of this on YouTube, mostly in Ireland because of the testing asphalt. Pick any of the 1984–86 Ulster or Circuit of Ireland rallies and see Rohrl, Mikael Sundstrom and Hannu Mikkola in full swing. Would Sebastien Ogier appear in Belfast to debut the new Polo WRC?

JACK BENYON

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WHERE TO LOOK

WALTER ROHRL: FOOTWORK

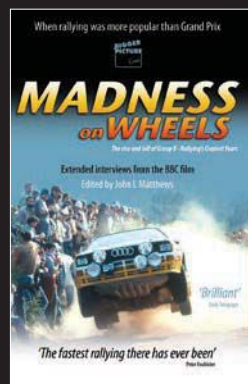
[www.youtube.com/
watch?v=s0ieRNmgxIA](http://www.youtube.com/watch?v=s0ieRNmgxIA)

1985 RAC RALLY (PARTS ONE AND TWO)

[www.youtube.com/
watch?v=Xme1baBqpaE](http://www.youtube.com/watch?v=Xme1baBqpaE)
[www.youtube.com/
watch?v=wMj0e4CRB3E](http://www.youtube.com/watch?v=wMj0e4CRB3E)

DUKE VIDEO 1985 WRC REVIEW

www.dukevideo.com/prd4961/
World-Rally-Review-1985-DVD



DUKE VIDEO 1986 WRC REVIEW

www.dukevideo.com/prd4962N/
World-Rally-Review-1986-DVD

MADNESS ON WHEELS:

Group B – Rallying's crazy years (DVD)
www.dukevideo.com/prdBIGPDVD13/
Madness-on-Wheels-Group-B-Rallying-
s-Crazy-Years-DVD

MADNESS ON WHEELS:

Group B – Rallying's crazy years
(book – Motorsport News special offer)
[www.big-pic.co.uk/madness-on-
wheels.html](http://www.big-pic.co.uk/madness-on-wheels.html)

1984 ULSTER RALLY

[www.youtube.com/
watch?v=Vb54Czy8Je8&spfreload=5](http://www.youtube.com/watch?v=Vb54Czy8Je8&spfreload=5)

1985 CIRCUIT OF IRELAND

[www.youtube.com/
watch?v=eBY7ABDCG2Y](http://www.youtube.com/watch?v=eBY7ABDCG2Y)



HOT ON THE WEB THIS WEEK

You Tube MATRA v McLAREN AT SILVERSTONE

Search for: Onboard Rob Hall overtaking Andy Newall
Matra MS670B/C pilot Rob Hall grabs the lead in the first
Can-Am race at the Silverstone Classic, having spent
several laps trying to get around Andy Newall's monstrous
McLaren-Chevrolet M8F. Hall was named driver of the
weekend for his tally of three wins at the event.



LIVE INDYCAR: POCONO

ESPN

Sunday 2000

The Pocono tri-oval only returned
to IndyCar after a long absence in
2013, and always produces some
fascinating racing. Ryan Hunter-
Reay, Juan Pablo Montoya and
Scott Dixon have won the last three
runnings of this race, which has
been a 500-miler since '14. Pocono is
also the start of the run of four races
in five weekends that will decide
the championship (including the
completion of the Texas race
that was started in June),
making it a must-see.

INTERNATIONAL MOTORSPORT

RALLY GERMANY

World Rally
Championship
Rd 9/14
Trier, Germany
August 18-21
WATCH ON TV
Live stages and daily
highlights [wrc.com/live-
stages/live](http://wrc.com/live-stages/live)
Highlights Channel 5,
Monday 1900

INDYCAR SERIES

Rd 13/15
Pocono, Pennsylvania,
USA
August 21
WATCH ON TV
Live ESPN, Sunday 2000

NASCAR SPRINT CUP

Rd 23/36
Bristol, Tennessee, USA
August 20
WATCH ON TV
Live Premier Sports TV,
Sunday 0030

DTM

Rd 6/9
Moscow Raceway, Russia
August 20-21
WATCH ON TV
Live BT Sport 3, Saturday
1215 and Sunday 1200

MASTERS OF FORMULA 3

Zandvoort, Netherlands
August 20-21
WATCH ON TV
Live Motors TV,
Sunday 1310

ADAC GT MASTERS

Rd 6/7
Zandvoort, Netherlands
August 20-21
WATCH ON TV
Web [adac-gt-masters.
de/livestream-adac-gt-
masters](http://adac-gt-masters.de/livestream-adac-gt-masters)

SUPER FORMULA

Rd 4/7
Motegi, Japan
August 21
WATCH ON TV
Web [superformula.
racelive.jp](http://superformula.racelive.jp)

JAPANESE F3

Rd 6/8
Motegi, Japan
August 20-21

MOTOGP

Rd 11/18
Brno, Czech Republic
August 21
WATCH ON TV
Live BT Sport 1,
Sunday 1245

UK MOTORSPORT

SILVERSTONE 750MC

August 20-21
Clio 182, Club Enduro,
Formula Vee, Locost,
Toyota MR2, RGB,
Bike Sports, Civic Cup,
MX-5 Cup, M3 Cup,
Classic Interseries

PEMBREY VSCC

August 20-21
Welsh Sports/Saloons,

500cc F3, Team Relay,
Seaman Trophies, Pre-
War Sports, Garry Whyte
Trophy, Novices, High-
Speed Trial

OULTON PARK MINI FESTIVAL

August 20
Mini Challenge, Mini
Se7en, Mini Miglia,
VAG Trophy

ANGLESEY BARC

August 19-21
2CV 24 Hours

KNOCKHILL SMRC

August 21
Mini Coopers, Fiestas,
FF1600, Classic Sports
and Saloons, Legends
Cars, Sports and Saloons,
BMW Compact Cup

SHELSLEY WALSH MAC

August 20-21
British Hillclimb
Championship

THE ARCHIVE

Nelson Piquet (Brabham-Ford) leads the field from pole position at the start of the 1980 United States Grand Prix West at Long Beach, California. The Brazilian dominated the race to take his first grand prix victory, finishing 49 seconds ahead of Riccardo Patrese's #29 Arrows-Ford. Third was the Fittipaldi-Ford of Emerson Fittipaldi, who started at the back of the grid.





THE BUCKET LIST

THE BIRKETT
TEAM RELAY



The 750 Motor Club's Birkett Six Hour Team Relay race has been a fun event come rain or shine since 1951. It's a quintessentially British social and sporting occasion that legions of devotees will not miss.

The handicappers' quest is to devise a formula whereby each equipe can land the all-important classification. From Smart Cars and Locosts to Chevrolet Corvettes and Porsche 935 K3s, via many marque teams, the mix is eclectic. The results of what competitors contend is the club race of the season will usually be in doubt until the chequered flag falls. And that applies to both the scratch and handicap results, which tend to share the honours around.

Back in 2014, so good were the handicappers' calculations – based on competitors' previous lap times where known, drivers' performances relative to competitors in similar cars at other tracks and educated 'guesstimates' for new combos – that the top three teams finished on the same number of laps. Indeed, 47 of the 69 were within five laps on corrected distances, with handicaps adjusted by percentage to account for full-course cautions, ensuring that nobody was disadvantaged.

Last year, the handicap fell to a team of well-driven Honda Civics, while scratch honours went to a squad of Spire sports-racers.

Since thundering Bentleys went wheel-to-wheel with spindly Austin 7s in the inaugural team relay race at Silverstone 65 years ago (run in torrential rain on a rough circuit in which Copse and Stowe corners were linked by a super-long runway), steering clear of trouble has been as much a key to success as speed, consistency, reliability and beating a handicap system that presents a level playing field.

With the big speed differential of the machinery in the packed entry, the event is a fine end-of-season test for drivers. Rain is often a factor too, but that doesn't seem to curb the enthusiasm of the dozens of competitors who end their racing seasons at one of club racing's oldest hidden gems. 🍷

Field for Birkett Relay features a good mix of machinery, thanks to handicap system

AT A GLANCE

Where Silverstone Circuit, Towcester NN12 8TN
When October 22 2016
Cost You have to be a 750MC member to compete, but that's just £20 for the year. The 2016 entry

is £1500 per team, with a minimum of three drivers/cars and a maximum of six.
Key tip Competing with friends in similar machinery is a great way to attack the Birkett. In the past, there

have been quartets from the Clio 182 Series, Radical trios and teams of Spires. Speak to the organisers if you have any queries about eligibility or need some help finding a team.



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Cencetti zooming in

With just one British GT round left Seb Morris needs a perfect race at Donington 10-11th September to make it very hard for Radical EuroMaster racer Marco Cencetti to catch him. Marco has 6 races to improve his average score in the Sunoco Whelen Challenge but could also drop points if he does not perform faultlessly in Monza and Jerez.

The Sunoco 200 Challenge seems more or less a done deal for Max Bladon bar disaster in all of his 7 remaining races. Saying that, stranger things have happened in the Sunoco Challenges so please keep updated on www.sunocochallenge.com



www.sunocochallenge.com



Marco Cencetti

| | | | |
|---|------------|-------------------|-------|
| 1 | S Morris | British GT3 | 79.75 |
| 2 | M Cencetti | Radical Masters S | 75.37 |
| 3 | J Osborne | British GT3 | 66.00 |
| 4 | A Kapadia | Radical Masters M | 64.50 |
| 5 | Marateotto | Radical Masters S | 61.63 |



www.sunocochallenge.com



Rick Parfitt Jr

| | | | |
|---|--------------|-------------------|--------|
| 1 | M Bladon | COOPER | 116.36 |
| 2 | S Burgess | Radical Challenge | 94.38 |
| 3 | R Parfitt Jr | British GT3 | 85.25 |
| 4 | J Minshaw | British GT3 | 83.88 |
| 5 | S Kelly | F3Cup C11 | 82.50 |

Points correct as of 14.08.16



Next eligible races

Sunoco Whelen Challenge

10-11 September: British GT3/Snetterton
1-2 October: Radical Euro/Monza

Sunoco 200 Challenge

20 August: Mini Challenge/Oulton
27-28 August: Radical Challenge
and F3Cup/Brands

Latest updates online, on [twitter@sunoco_uk](https://twitter.com/sunoco_uk) & facebook.com/sunocouk



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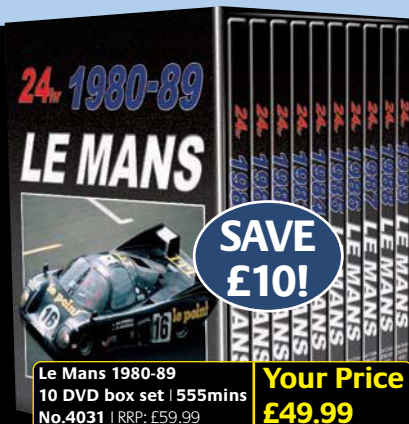
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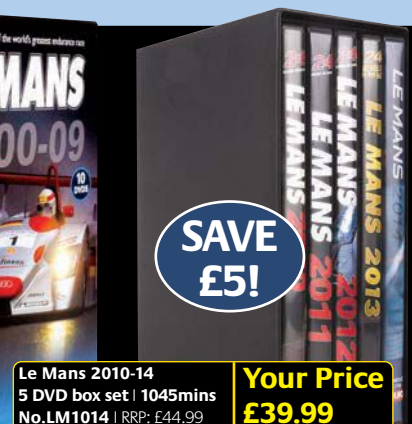
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