

F1 HOW GOOD WAS KUBICA'S TEST RETURN?

AUTOSPORT

1984 SPECIAL

F1'S CLOSEST TITLE FIGHT

"Prost was quicker, I beat him by being clever" Lauda



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rookie sensation***

***McLaren's
masterpiece***

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lost victories***

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Looking back is a good reminder to enjoy now

WHENEVER THE TIME COMES FOR AUTOSPORT'S annual Formula 1 season-retro issue — this year looking back at 1984 and Niki Lauda's sensational championship victory by just half a point — one phrase springs to mind. Raking through the archives and revisiting the key stories of any past season makes you realise that the more things change, the more they stay the same.

The shocking dominance of McLaren, winning 12 out of 16 races, criticism of the 220-litre-per-race fuel rule leading to drivers not being able to attack, controversies involving the governing body's treatment of a much-loved team — all will sound very familiar to anyone following F1 over the past 10 years or so.

A reader's letter, from Mike Blackburn, in June 1984 sums this up. His complaints about drivers having to "poodle around because they are frightened of running out of fuel", of "skill being sacrificed for horsepower", of "so-called governing bodies" and the need to "give the sport back to the drivers" are a reminder to those who believe everything was always better back then.

Whenever you delve into the archive — not just of Autosport but other motorsport publications — there are always gripes about things having got worse. When we look back, we remember the good and forget the bad, but in the present we too often look only at the negative.

There was a lot that's good about F1 in 1984. By looking back, it's a reminder there's also a lot that's good about today, and we should celebrate the past, revel in the present and look forward to the future.



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NIGEL ROEBUCK

A blistering win for Rosberg

IF THE 1984 SEASON WAS DOMINATED by McLaren-TAG, Alain Prost and Niki Lauda winning 12 of the 16 grands prix, the team came up short in the North American races, of which – believe it or not – there were three in four weekends. After Nelson Piquet's Brabham-BMW took Montreal and Detroit, Keke Rosberg gave Williams-Honda an unlikely victory in Dallas, and that race, never repeated, remains vivid in the mind of all who were there: Texas in July was a furnace.

The Dallas Grand Prix, on the eighth of the month, tied in neatly with the Firecracker 400, traditionally run on The Fourth of July. I watched Richard Petty win his 200th NASCAR race before going on to Dallas, and if it had been hot at Daytona, this was something else again: as we emerged from the airport at mid-evening the temperature was 95, and it was like walking into a thousand hair dryers.

At the hotel I ran into Pino Allievi, who had been round the circuit. "Incredible!" he said. "Like Francorchamps in the streets..."

If my friend exaggerated somewhat, the track, made up of roads within the State Fair Park at the tatty end of town, was indeed quicker than most street circuits, with blind corners and minimal runoffs. This wasn't going to be an easy weekend.

On Thursday morning out the drivers went for a familiarisation session, after which most declared the track even worse

than they had suspected. "The only thing good about it," said Prost, "is that suddenly Detroit isn't so bad..."

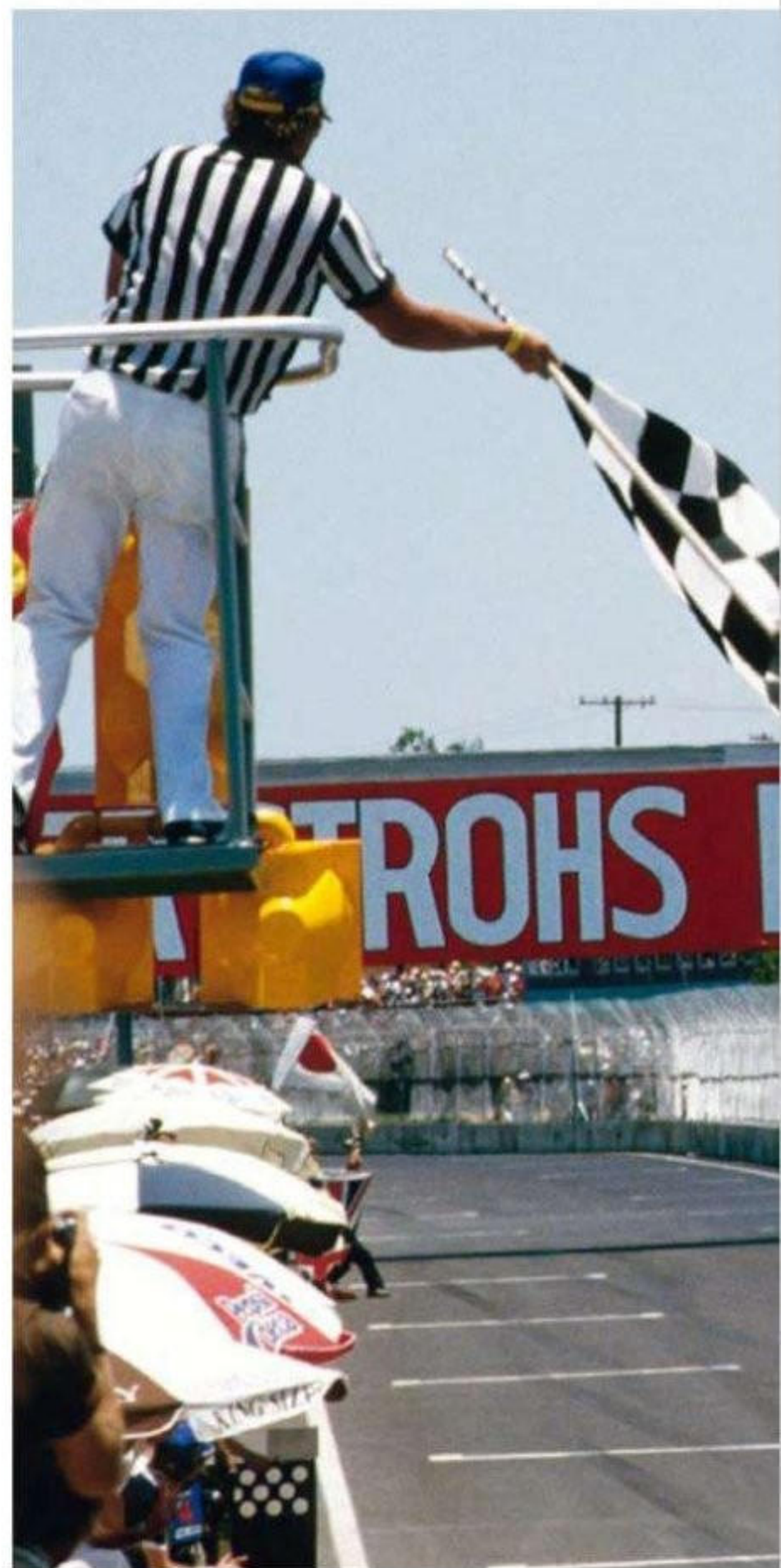
Not all condemned it, however, and Derek Warwick, for one, was quite upbeat: "It's bloody dangerous, but as a track not bad – quite challenging, in fact."

That day, though, most of the drivers did their sport no service. At a press conference they were listless and sullen, and this was reflected in the headline of the *Dallas Times Herald*: 'Not only the engines whine'.

Rosberg, ever one to speak his cynical mind, rightly put the blame on the governing body, which had chosen to sidestep one of its own rules, requiring any new F1 track first to stage a lesser meeting to prove its suitability.

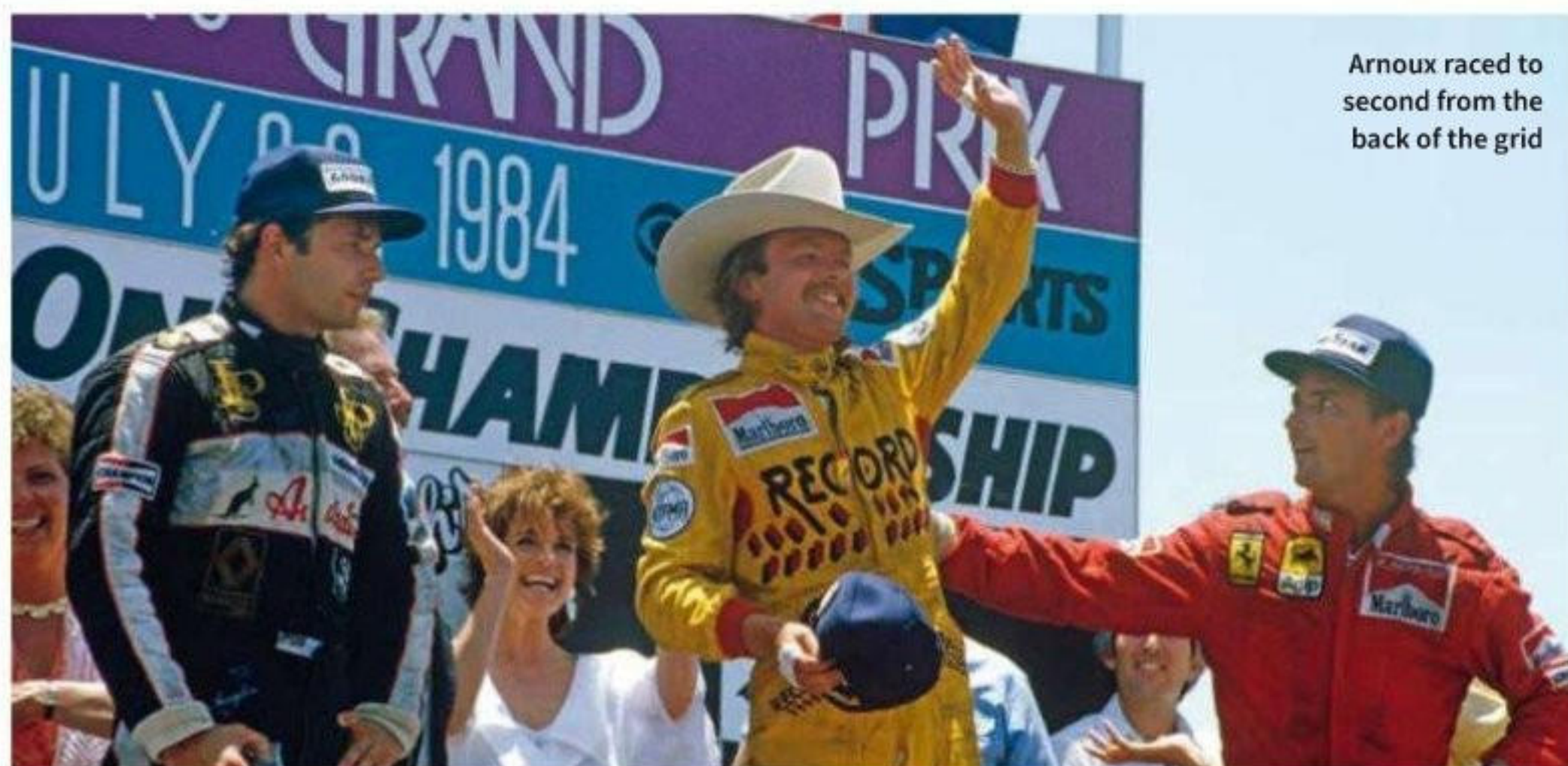
"Should there be races like this?" Keke said. "No, of course not – but the fact is, we're all whores, aren't we? If the money's right, we'll do our stuff for anyone..." In a PR-smothered world, how one misses folk like him.

The FIA's folly came into sharper perspective on Friday afternoon, for now the track surface – recently laid – was breaking up. On his first flying lap Martin Brundle crashed, suffering ankle injuries that pain him to this day, and the Lotus-Renaults of Nigel Mansell and Elio de Angelis set times that would remain unbeaten. On Saturday, with conditions worsening, Lotus did not even take to the track, and Warwick was the only frontrunner to improve his time.

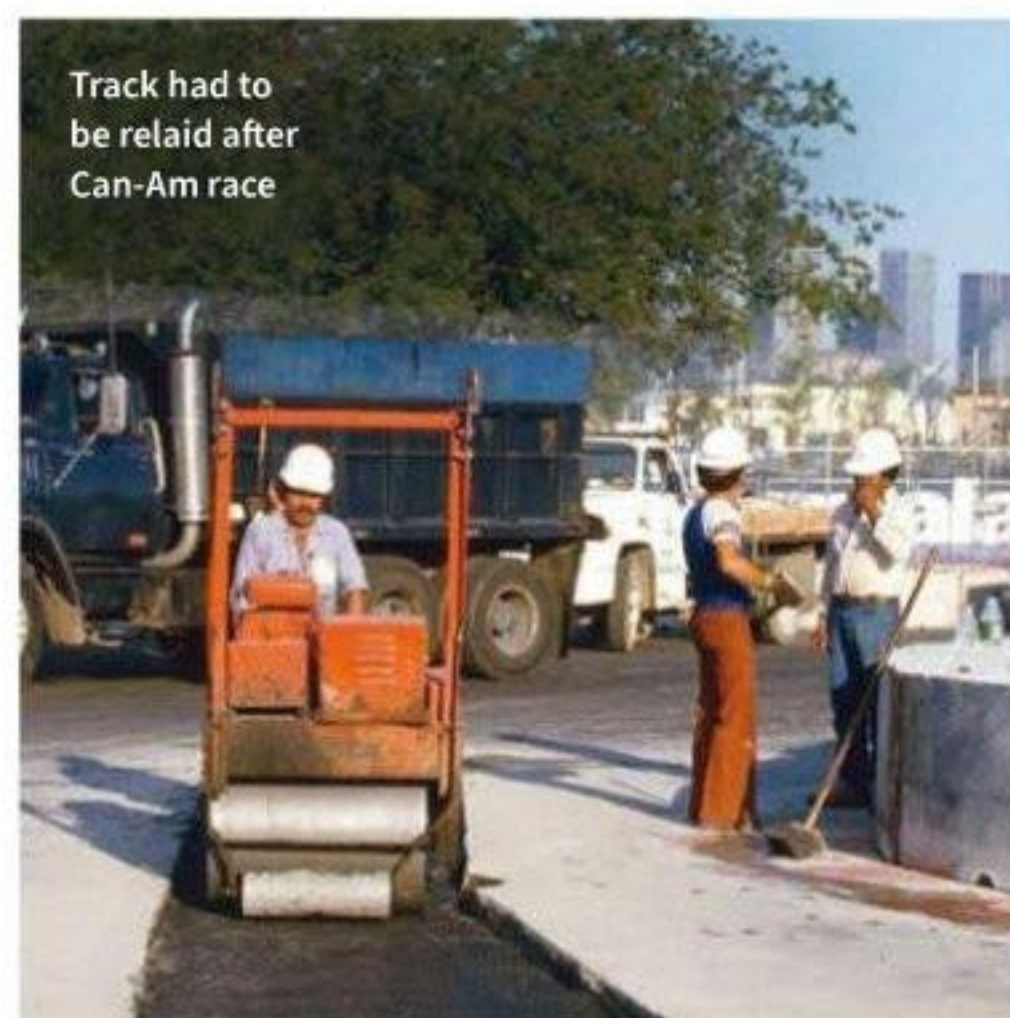


Alongside Derek's Renault on the second row was Rene Arnoux's Ferrari, followed by the McLarens of Lauda and Prost, the Toleman of Ayrton Senna, and the Williams of Rosberg.

Keke remained in sanguine frame of mind. His FW09 – the team's last 'pre-carbon monocoque' car – flexed disconcertingly, and



Arnoux raced to second from the back of the grid



Track had to be relaid after the Can-Am race

Rosberg mastered
adverse conditions
to win for Williams



that, together with the 'light switch' power delivery of the Honda turbo, surely made for a nightmarish concoction in these conditions, but he wasn't fazed: "It's like that everywhere – and at least here we have some hope, because it's going to be a lottery."

Given the state of the track, it might have been a sound plan to scrap Saturday afternoon's 50-lap Can-Am race, but the organisers went ahead with it, and the heavy sportscars duly chewed the surface to rubble.

In an effort to avoid the worst of the heat, the grand prix was scheduled to start at 11 o'clock, with the warm-up session at seven. That being so, Jacques Laffite arrived in his pyjamas, which raised a laugh, but not for long, for the mood was becoming militant: as resurfacing work began with epoxy cement, Lauda suggested they were not certain to race.

The warm-up was cancelled, to allow the cement to dry, but in the heat it didn't cure properly: as I talked to Renault team manager Jean Sage, we were able to lift asphalt with our fingers.

Amid the crippling humidity, Rosberg remained the coolest man in the place. While his colleagues, sheltering with ice packs under

"In conditions that put 13 drivers in the wall, Keke Rosberg's victory was a freehand masterpiece"

umbrellas, huffed and puffed about not racing, Keke lounged on the pitwall, overalls top down, cigarette in hand.

"To race in these circumstances," he said, "is crazy, but of course it'll happen – there are 90,000 people here, and 28 countries waiting for TV! Where, though, are our wonderful people from the FIA? Not here, because it's too bloody hot for them."

Finally, after three laps of acclimatisation, the drivers went to the grid, and – against all expectations – gave us one of the best races of the season. "Look at them," commented John Watson. "Racing drivers again!"

Indeed so. From the outset everyone went for it, with Mansell at the front, threatened by Warwick – who fell foul of the crumbling surface as he tried to take the lead, and hit a

barrier. Later Mansell also clouted a wall, whereupon Rosberg took over, before ceding the lead to Prost, who then untypically clipped the concrete 10 laps from the end.

There were many great performances, notably from Arnoux, who started at the back after his engine refused to fire, then scythed through to second, but in conditions that put 13 drivers in the wall, Rosberg's victory was a freehand masterpiece.

"It was just a question of survival," Keke said, "of staying away from the marbles, and going only at the speed the track allowed you to go." He sold himself short.

On Monday morning the *Dallas Times Herald* changed its tone: 'All complaints aside, when these chaps climb into the cockpit, they flat go racing. There's no pouting there...' ❧

F1 TESTING

Kubica comeback still possible after test



ROBERT KUBICA WAS NOT ENTIRELY happy with his performance on his return to official Formula 1 testing in Hungary with Renault last week, despite completing 142 laps and setting fourth fastest time.

Driving a contemporary F1 car for the first time since his career was interrupted by a rallying crash in 2011, the Pole achieved a best time of 1m18.572s, 1.448s adrift of frontrunner Sebastian Vettel's pace.

His lap-count meant he completed the equivalent of just over two Hungarian Grand Prix race distances during the eight hours of testing, running what Renault sporting director Alan Permane described as "a comprehensive programme".

Kubica's performance last Wednesday is considered to be crucial in determining whether he can complete what would be a remarkable racing return to F1. Given that the test took place just days after the Hungarian GP and in similar conditions, Renault had the chance to make a like-for-like comparison against the benchmarks set by Nico Hulkenberg and Jolyon Palmer.

Kubica said he was "not 100% happy" with his return, but added that he felt good physically after the test, which was held in hot and humid conditions.

"You can predict it wasn't easy, which I'm not hiding, but it was good. In the end we have done over 140 laps and I could drive I think tomorrow easily, so [my] fitness level is good," he said. "I didn't have any pain, I actually feel quite well. There are sides that need to be improved or need to get better, but it's always like this."

Kubica is refusing to get carried away, saying that he must be realistic about his chances of returning to F1. Renault remains tight-lipped about its plans, but has stated it does not see the Pole as a "short-term" option.

"I would like to have other opportunities but the reality is that I don't know and we'll

have to wait and see," said the 32-year-old.

"If we see where I was four months ago compared to where I am now, it is a big change and it happened very quickly.

"So I think if in three months I did improve a lot and moved forward quite a lot, everything can happen in the future. But we have to be realistic, nothing will be easy.

"One thing is sure: if it doesn't happen, I will not be disappointed because I am looking at this situation very realistically."

Leclerc delivers on expectation

Ferrari protege Charles Leclerc pipped Stoffel Vandoorne to the quickest time on day one of the test. The Formula 2 championship leader used the soft tyres to record a 1m17.746s. That was 0.622s slower than Vettel's best time when he drove on Wednesday, but the German's lap was set on the super-softs.

"The main goal was to get mileage in the car, try to do the best job I could for them, and I hope they have seen some good bits about me," said Leclerc.

Sources suggest there is a strong chance that Leclerc will make his F1 debut with Sauber – which will continue to run Ferrari engines



Leclerc topped the times on day one



SUTTON



LAT IMAGES

after cancelling its deal with Honda — next year.

“I need to impress as many people as I can and I will give my best to do that,” he added. “Then if I have an opportunity at the end of the year I will grab it with two hands, but for now I am just focusing on F2.”

Russell pleased with two-day run

GP3 points leader George Russell completed his first full F1 test with two days of running for Mercedes. He clocked up 209 laps, with a fastest lap of 1m19.231s, but the 19-year-old admitted the team’s programme did not require chasing quick times.

“From my side I was very pleased, I managed to get through the two days not so physically tired, I could have done even more laps,” said the 2014 McLaren Autosport BRDC Award winner, who briefly ran with the halo cockpit protection device on day two.

“I feel like the job I did for the team was good enough. I didn’t want to go over the limit and put the car in the wall; I was just building up to it. Pretty much towards the end of yesterday [Tuesday, day one of the test] and all day today I’ve been on the limit.”

LAWRENCE BARRETTO



Russell briefly ran halo on second day

FORMULA 1

Toro Rosso Honda talks progressing for 2018

TALKS BETWEEN TORO ROSSO and Honda about an engine supply deal have progressed after Red Bull motorsport advisor Helmut Marko and Honda chief Masashi Yamamoto met last week.

Honda wants a second team, following the cancellation of its deal with Sauber, because it feels the extra data gathered would improve its development rate.

Senior sources say talks have focused on Honda supplying Toro Rosso from 2018, with Marko interested in Red Bull switching in the future if Honda improves its performance sufficiently.

In 2015 Red Bull wanted to pull out of its deal with Renault and spoke to Honda — as well as Mercedes and Ferrari — about an engine deal, but the move was blocked by

then-McLaren boss Ron Dennis.

With Red Bull keen to have a works supply, tying up with Honda in the future would be a solution if McLaren extricates itself from its deal with Honda and finds an alternative.

Should Toro Rosso and Honda come to an arrangement, Autosport understands that McLaren could be in a position to supply Honda with a gearbox that it could then offer as a package with its engine to Toro Rosso.

As any Toro Rosso agreement would effectively replace the Sauber customer deal that fell through, it is believed that McLaren would not stand in the way. However, McLaren would not be keen for Red Bull to get the engine and would consider vetoing such an arrangement again.

LAWRENCE BARRETTO

F1 TESTING DAY 1 HUNGARORING (H), AUGUST 1

POS	DRIVER	TEAM	TIME	GAP	LAPS
1	Charles Leclerc	Ferrari	1m17.746s	-	98
2	Stoffel Vandoorne	McLaren-Honda	1m17.834s	0.088s	72
3	Valtteri Bottas	Mercedes	1m18.732s	0.986s	155
4	George Russell	Mercedes	1m19.231s	1.485s	119
5	Lance Stroll	Williams-Mercedes	1m19.866s	2.120s	138
6	Nikita Mazepin	Force India-Mercedes	1m19.910s	2.164s	52
7	Nicholas Latifi	Renault	1m20.302s	2.556s	54
8	Sean Gelael	Toro Rosso-Renault	1m20.341s	2.595s	101
9	Lucas Auer	Force India-Mercedes	1m20.563s	2.817s	54
10	Santino Ferrucci	Haas-Ferrari	1m21.185s	3.439s	102
11	Max Verstappen	Red Bull-Renault	1m21.228s	3.482s	58
12	Gustav Malja	Sauber-Ferrari	1m21.503s	3.757s	108

F1 TESTING DAY 2 HUNGARORING (H), AUGUST 2

POS	DRIVER	TEAM	TIME	GAP	LAPS
1	Sebastian Vettel	Ferrari	1m17.124s	-	40
2	Lando Norris	McLaren-Honda	1m17.385s	0.261s	91
3	Kimi Raikkonen	Ferrari	1m17.842s	0.718s	60
4	Robert Kubica	Renault	1m18.572s	1.448s	142
5	Carlos Sainz	Toro Rosso-Renault	1m18.850s	1.726s	68
6	Daniil Kvyat	Toro Rosso-Renault	1m19.116s	1.992s	54
7	Lucas Auer	Force India-Mercedes	1m19.242s	2.118s	49
8	George Russell	Mercedes	1m19.391s	2.267s	90
9	Nikita Mazepin	Force India-Mercedes	1m19.692s	2.568s	48
10	Pierre Gasly	Red Bull-Renault	1m20.337s	3.213s	107
11	Luca Ghiotto	Williams-Mercedes	1m20.414s	3.290s	161
12	Santino Ferrucci	Haas-Ferrari	1m20.994s	3.870s	116
13	Nobuharu Matsushita	Sauber-Ferrari	1m21.998s	4.874s	121



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What Kubica lost

Robert Kubica's return to the Formula 1 cockpit, after an injury-enforced six-year hiatus, has made us consider what might have been

By Edd Straw, Editor in Chief

[@eddstrawF1](#)

THIS WASN'T HOW IT HAPPENED. BUT IT COULD have been had fortune been kinder to Robert Kubica.

He had been unable to contest the 2011 Monte Carlo Rally because employer Renault did not have an S2000-spec car for him and would not allow him to drive a rival manufacturer's car. A planned runout in the Ronde di Andora Rally was also nixed.

Otherwise, things were looking up. After moving to Renault in 2010 and enjoying a strong season in a car that was good enough for the odd podium but not race wins, expectations were high for the coming campaign. Topping the first test at Valencia was a good start for the R31, which featured an innovative front-exit exhaust designed to blow the floor and give a downforce boost. The early stages of the season went well, with Kubica taking four podium finishes in the first six races.

But the forward-facing exhaust proved to be a much less rich vein of development to mine than technical director James Allison had anticipated. Results soon trailed off.

Kubica himself had a brilliant season, but the podiums became rarer and he had to be satisfied with some virtuoso drives to ever-more-modest points

positions. But by then it was clear his future lay away from Enstone.

Since Ferrari driver Felipe Massa had made an unspectacular start to 2011, the management at Maranello made good on

its longstanding interest to give Kubica a three-year deal to join Fernando Alonso for 2012.

Alonso and Kubica had struck up a close friendship long before, so the relationship gelled well immediately. But both drivers had a battle on their hands to get the best out of the recalcitrant F2012. Neither could stay quite close enough to Sebastian Vettel to take the battle for the world championship down to the wire. Although, as many pointed out, had they not taken so many points off each other, it might just have been possible for one or the other to have done so.

The 2013 season was similarly disappointing. The car was strong early on, with Alonso and Kubica taking a win apiece, but gradually slipped back. But amid the usual internal politics at Maranello, the Kubica/Alonso axis held unusually strong sway thanks to the duo's close alliance. Collectively they persuaded the team to put greater emphasis on developing its 2014 car and engine package for the new regulations far earlier than planned.

This compromised 2013, but Ferrari was confident of being in better shape come '14. Alonso and Kubica duly qualified second and third in Australia behind Lewis Hamilton and ahead of the

other Mercedes of Nico Rosberg. When Hamilton retired early on, the way was clear for a Ferrari win. But it wasn't front-row starter Alonso who won, because Kubica's move at Turn 1 led to a wheelbanging moment between the two Ferraris that forced Alonso off track and behind Rosberg.

The significance of this moment wasn't clear at the time, but it sowed the seeds of what was to follow. While Alonso and Kubica dealt with it well and remained able to work together, the dynamic in the team was changing.

Ferrari was not as competitive as Mercedes over the season, but there was the odd win here and there. Had Kubica and Alonso not taken so many points off each other, one of them could at least have been within double-points range of the championship lead in the Abu Dhabi season finale. But by then, Ferrari's top brass was focusing on politics rather than performance. Kubica and Alonso were caught in the middle amid big changes at the top. While Kubica kept his head down and tried to focus on pushing the team technically, Alonso fell out with chairman Sergio Marchionne. There was no way back.

The driver market flared up unexpectedly, with Sebastian Vettel pushing for a move to Ferrari. But the Maranello management was not keen, preferring a support act to Kubica rather than an equal number one, so bought

Valtteri Bottas out of his Williams deal. McLaren, meanwhile, was chasing a star driver and tried to persuade Alonso and Vettel to move there. In the end, the baggage of the Spaniard's previous stint with McLaren led to a Vettel deal instead.

Ferrari progressed well and Kubica was again strong enough to win races in 2015. With Bottas offering fine support, Kubica finally had his run at the title. As Rosberg faded, it boiled down to Hamilton versus Kubica in the '15 season finale in Abu Dhabi. But the Mercedes always had a marginal advantage, and Hamilton's victory was enough to condemn Kubica to second.

Ferrari continued its slow upward curve in 2016 and, while Hamilton should have won the championship, Mercedes' unreliability enabled Kubica to steal in and grab the crown.

Of course, none of this ever happened. But Kubica's performance for Renault in last week's test is a reminder of what might have been. However this timeline might have worked out, you can be certain Kubica would have won a lot of races.

Even if the impossible were to happen and he returns, this is the kind of career he will never get back. And grand prix racing is all the poorer for it. ✖

“Mercedes’ unreliability enabled Kubica to steal in and grab the crown”

DRIVER'S VIEW

FORMULA E RUNNER-UP SEBASTIEN BUEMI ON...



His TV outburst in Montreal
It's always annoying when this kind of thing comes up on TV. I wanted to have a discussion with [Robin] Frijns and [Daniel] Abt, but it was my fault thinking it was [Antonio Felix] da Costa in the car. I was just raising

the question. I had discussions with them after and now all is cool. I'll take a little bit more care in the future, if I have something to discuss.

Taking six wins and no title

I think I always improved season-on-season. Season one I had a lot of mistakes, season two a few mistakes. I've had fewer mistakes, the accident in Montreal is one that cost a lot. Obviously I had a massive handicap – I've never missed two races or had two disqualifications in a season before! If I'd had that in the previous two seasons I would never have finished second in the championship.

The 2017/18 threat from Audi, Jaguar et al

We won the teams' championship three years in a row. It's absolutely amazing. We're focusing massively on season five, with a reduced budget for season four. Development is not big and the championship will be very hard with the big money those other teams are going to spend. I don't expect to win six races.

His future, with LMP1 on the brink

Porsche leaving is great for Formula E and sad for LMP1. It's a great category and Le Mans is a great race. I don't know yet what will be with Toyota, LMP1 and World Endurance. It's difficult to judge what the future will be, but there will be no clashes between the two championships. So I feel a lot more relaxed already. Now I can wait.

SCOTT MITCHELL

LAT IMAGES

FORMULA1

Britain's next star impresses in F1 test

ROBERT KUBICA GRABBED THE headlines during the official Formula 1 test in Hungary last week, but in years to come it may be the performance of another driver people will look back on.

Lando Norris had a day of running in the McLaren-Honda MCL32 thanks to winning last year's McLaren Autosport BRDC Award. The European Formula 3 Championship star rookie was second quickest on Wednesday and put in one of the most impressive F1 test debuts in recent years.

Not only did the 17-year-old outpace McLaren racer Stoffel Vandoorne on the same ultra-soft rubber in similar conditions (1m17.834s v 1m17.385s), he lapped quicker than Fernando Alonso had in qualifying for the Hungarian GP. Admittedly, Alonso's time was set on the slower super-soft, and the estimated advantage of the ultra-soft was half a second, but that is still remarkable for someone whose previous F1 experience was a test in a 2011 McLaren MP4-26.

McLaren racing director Eric Boullier described Norris as a "potential star of the future" and it's hard to disagree. "Lando has impressed us all with his maturity, professionalism and speed, and got to grips very quickly with the car," added Boullier.

"His feedback with the engineers has been valuable and accurate, and he's certainly an asset to our test driver line-up.

"He's at the beginning of a steep learning curve, but he's definitely shown that he deserves to be on this path."

Despite his youth and rapid rise through the ranks, Norris has gone out of his way to play down the test, though he did concede it went "slightly better than I expected it would go".

"There were a few tenths – half a second maybe – in me," he added. "And you can't just look at the times – our plan was to do qualifying runs."

Norris won a place on McLaren's simulator programme as part of his Award prize and argues that helped him at the Hungaroring. "It's definitely helped me improve and get ready for the test," he said. "If I hadn't done the sim I would have done a lot worse in Hungary."

Then again, it's also fair to say that his performances in the sim must have been impressive enough for McLaren to give him a chance in a current car. Award winners normally get a run in an older chassis at Silverstone at the end of the season, so for Norris to have an official test in a 2017 machine says a lot.

Norris's career momentum is showing no signs of slowing. He's already won MSA Formula (2015), Toyota Racing Series ('16), Formula Renault Eurocup and NEC ('16) titles and is currently second in European F3. He was also arguably the most impressive Award finalist since Jenson Button in 1998.

It's no surprise Norris looks unlikely to be in F3 next year, though a step straight into F1 seems improbable. The jump is even bigger than when Max Verstappen made it in 2015.

"I'm not 100%, but I am pretty sure I won't be doing F3 next year," said Norris.

"McLaren is trying to keep Fernando [Alonso] and Stoffel; it's not really up to me. I don't think it's going to be F1 next year, I think it's more likely to be Formula 2 or Super Formula."

It seems increasingly a matter of when, rather than if, Lando Norris becomes an F1 driver. And he won't be one making up the numbers.

KEVIN TURNER





SUPER GT The Honda NSX-GT scored its first Super GT victory of the season at Fuji last weekend. Tomoki Nojiri and Takashi Kobayashi won after starting from pole in their Autobacs Racing Team Aguri machine, becoming the first non-Lexus winners of 2017 (see our report on [page 45](#)). The NSX-GT is the car in which ex-Formula 1 star Jenson Button will make his series debut in the Suzuka 1000Km at the end of the month, driving for Team Mugen. **Photograph by Ishihara/LAT**

INDYCAR SERIES

Montoya: New IndyCar is faster, harder, better

JUAN PABLO MONTOYA AND ORIOL Servia believe the 2018 IndyCar will be much more challenging to drive and entertaining to watch, after completing its first road course test last week.

The two veterans are carrying out initial tests with the new aerokit on IndyCar's behalf before it is distributed to teams, and gave the road course version its debut at Mid-Ohio. The new kit generates between 25% and 30% less downforce than the current manufacturer-developed aero packages.

"People from the outside need to see you are hustling the car," said seven-time Formula 1 and two-time Indianapolis 500 winner Montoya. "Right now it looks like it's on rails. You watch the guy leading, and you watch the guy in 15th, and it looks as if they're doing the same thing."

"You're going to see the hands moving a lot more on the steering wheel in the cockpit [in 2018]. You're going to see the cars get out of shape a lot easier. Going over the crest at the back [Turn 9]

you're spinning the tyres, you're sideways through there."

Servia said the comparison with how the 2017 cars behaved in last month's race event was clear. "In qualifying, I'm pretty sure these guys were almost flat in Turn 1," he said. "You can't do that with this car. You have to lift, touch the brake a little bit, and you're still not sure if you're going to make it, so it's definitely more challenging."

He added that the reduction in drag made the new car feel more powerful, comparing it with the Reynard-Toyota he drove in CART Champ Car in 2000.

"You definitely feel the power," said Servia. "The car accelerates more because there is less drag, so it keeps accelerating, and you keep shifting gears."

"It reminds me a little bit of my rookie year in 2000, not only how much it accelerates out of the corners, but it keeps accelerating. I think it's going to create more overtaking too."

JAMIE KLEIN



OBITUARY

ANGEL NIETO 1947-2017

GRAND PRIX MOTORCYCLING legend Angel Nieto died last Thursday after being involved in a quad bike accident.

Nieto, a 13-time world champion, had suffered head injuries following a collision with a car on July 26. The 70-year-old hit his head on the ground after being thrown off his quad bike while riding at low speed on a roundabout.

Nieto was placed in an induced coma and doctors announced plans to begin the waking-up process earlier this week.

But his condition worsened drastically on Thursday morning as a result of a cerebral edema. He died with his family alongside him.

Although Nieto's main successes were in the smaller-capacity classes – his world championships were all in the 50cc and 125cc series, rather than what is now MotoGP – he was regarded as among the greatest motorcycle racers in history.

His tally of 90 race wins at grand prix level, achieved between 1969 and '85, is only beaten by Italian legends Valentino Rossi on 115 and Giacomo Agostini, 122.

GERMAN GARCIA CASANOVA



FORMULA 3

Ferrari protege Leclerc eyes Macau GP return

FORMULA 2 CHAMPIONSHIP LEADER AND Ferrari Formula 1 team protege Charles Leclerc has been strongly tipped to return to Formula 3 for November's Macau Grand Prix showpiece.

Leclerc, who finished second in 2015 on his only Macau GP appearance to date (above), could join Prema Powerteam, the sister squad to Prema Racing, with which he is leading the F2 points race.

The Monegasque's participation in the race would fit in with the ethos of Prema backer Theodore Racing – Macau is central to the programme of Theodore boss Teddy Yip Jr, whose late father is regarded as the godfather of the race.

Any Macau appearance would likely depend on Leclerc having already wrapped up the F2 title

before the final round in Abu Dhabi, which takes place the weekend after.

Autosport understands that similar plans for Antonio Giovinazzi to contest the race with Prema in 2016 had to be put on ice due to his unexpected role – as a rookie – in the GP2 title fight.

Prema boss Rene Rosin told Autosport: "We still have to receive the first set of information from the FIA, then we'll decide how many cars we'll bring."

"It's possible I believe that we'll bring four cars, and it will also be logical to bring my regular drivers – the decision about drivers is not made yet."

"I think every team would like to have Charles in the line-up, but of course his main goal is to win F2."

MARCUS SIMMONS



NASCAR CUP

More top drivers lose their seats

THE EXODUS OF VETERANS from the NASCAR Cup continues, with champions Kurt Busch and Matt Kenseth left without drives for next year, while Kasey Kahne has lost his seat at Hendrick Motorsports for 2018.

Busch was informed by Stewart-Haas Racing that the team would not take the option to extend his contract into 2018,

and says Ford was stunned by the decision. "The disruption of them not picking up my option, it gets the crew guys all flustered," said the 2004 champion. "Ford is very surprised by it."

"Ford is definitely more on my side than they are with the way that the results came out."

This year's Indianapolis winner Kahne (#5 above) had hoped his

first victory in two seasons would help his case to remain at Hendrick, but the team is now set to replace him a year before the end of his current contract.

NASCAR's changes began in mid-July with 2003 champion Kenseth (#20) being replaced by 21-year-old rookie Erik Jones at Joe Gibbs for next season.

LEE SPENCER



WORLD RALLY CHAMPIONSHIP

FIA steps in on WRC chicanes

THE CONTROVERSIAL USE OF CHICANES in the World Rally Championship will be regulated by the FIA following complaints from the drivers at last month's Rally Finland.

Chicanes were added to the Finland route for the first time since 1987, but their deployment drew strong criticism from the drivers. Complaints included a lack of room in the chicane and entry points that were confusing at rally speed.

The FIA said the event organiser was responsible for the implementation of the chicanes, but a Rally Finland source was equally keen to shift the blame back to the governing body.

"If the FIA wasn't happy with the way the chicanes were set out, then they should have been there when we put them out to check them," said the source.

FIA rally director Jarmo Mahonen has confirmed that the governing body will write a regulation directing events in how to lay chicanes out on future events. "I agree with the drivers, nobody likes the chicanes," he said. "But we have to do something when, in some places, the cars are going for 48 seconds without lifting at all from the top gear.

"But to stop the cars completely was not the intention. The chicanes in Finland have been built too tight and now we have to find a balance and we have to write the regulation: how do we make these chicanes, how many metres apart and this kind of thing so they are the same everywhere."

Teemu Suninen was the highest profile victim of the Finland chicanes. M-Sport's rookie driver missed the second chicane on Ouninpohja while in the podium fight and dropped 20 seconds turning the car around to come back past the barrier.

"I don't feel they make our lives more safe," said Suninen (above). "Sometimes it's hard to see where you go in the chicane and there's no room to escape if you miss it."

"When the stages are flowing nicely, I think it is more dangerous to stop the flow like this."

Even with the chicanes in place, the event became the fastest in WRC history, with Esapekka Lappi's winning average of 78.73mph edging him fractionally ahead of Kris Meeke's 78.66mph from last year.

Teams estimate that without the chicanes the average speed would have been close to 85mph.

DAVID EVANS

● Rally Turkey looks to be closing on a return to the World Rally Championship, with Croatia also tipped for a 2018 calendar spot. Though New Zealand had initially been thought the most likely addition to the 2018 WRC schedule, Autosport understands its hopes have diminished. WRC Promoter will present its 2018 calendar to the WRC Commission meeting in Germany later this month, when Rally Poland's fate is expected to be decided.



IN THE HEADLINES

HORNER: MERC NEEDS TO CHOOSE A NO.1

Red Bull boss Christian Horner believes Mercedes will have to decide whether to back Lewis Hamilton or Valtteri Bottas in the F1 title race, as Ferrari's position on a favoured driver is an advantage: "Ultimately it will probably come down to those two guys [Hamilton and Sebastian Vettel], and Ferrari's position is far clearer."

JAMES ALLEN JOINS OUR NETWORK

Formula 1 commentator and journalist James Allen has joined Motorsport Network and will bring his award-winning blog JamesAllenonF1.com to Motorsport.com, Autosport and Motor1.com. The former Autosport magazine News Editor will also play a key part in the development of video content.

PIRELLI EYES SIXTH COMPOUND

Pirelli is considering adding a sixth compound to its range of F1 tyres, according to Pirelli F1 boss Mario Isola, but it will not make a decision until the end of the year. A test with Ferrari last week was the last running on track before the construction of the 2018 tyres is frozen.

ROVANPERA JR IN M-SPORT CHANCE

Kalle Rovanperä is likely to drive an M-Sport car on Wales Rally GB ahead of a deal for next season that would include the British Rally Championship and a WRC programme. The 16-year-old son of WRC event winner Harri has impressed M-Sport boss Malcolm Wilson.

TOYOTA GETS NEW RACING CHIEF

Hisatake Murata, the mastermind behind Toyota's LMP1 hybrid powertrains, is to become head of its racing operation in Germany and team president of Toyota Gazoo Racing. The change comes amid uncertainty over its World Endurance Championship operation, after LMP1 rival Porsche pulled out in favour of Formula E.

CALL FOR MOTOGP RULES CHANGE

Alex Espargaro and Andrea Iannone's crash in the pits during the Czech Grand Prix has prompted calls for a pitstop rule change. A wet race requires a bike swap, and Espargaro's release forced Iannone to crash; the former wants a World Superbike Championship-style minimum-pitstop-time rule as a solution.

BUTCHER TO STAND IN FOR DAVENPORT

Sportscar racer Rory Butcher will stand in for the injured Luke Davenport in the BTCC after organiser TOCA told Motorbase principal David Bartrum that the team would lose its licence for the third Ford Focus if it did not field three cars at Knockhill this weekend. Butcher (below) has driven for Motorbase in British GT and Blancpain in 2014 and '15, and has tested the Ford.





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FEEDBACK

Highlighting halo rights and wrongs

Two letters in last week's Autosport highlight what is both right and wrong with the halo. John O'Sullivan points out that it would have saved Henry Surtees and Justin Wilson and says "surely one life saved is justification enough".

But while it is simple to look at the deaths in our sport and the technicalities of how the halo could have prevented them, what is harder to assess are the near misses.

Brian Simpson goes into detail about smaller items being caught up in the halo and deflected on a different path. The most high-profile of these was Felipe Massa and we may never know if the halo could have made that much worse.

Having also seen the video of Billy Monger's crash, one of my early thoughts was whether a halo would have been pushed back into his helmet.

Cockpit intrusions that result in serious injury or death are a freak combination of multiple circumstances coming together at that moment, and it is right that we are seeking to prevent that. But I worry that the halo may result in a different set of circumstances coming together, and what then?

Ross Gibson
Rochester, Kent

Safety must always come first
Autosport, do you do irony? You spend six pages and the cover (July 27)

complaining about how ugly the halo is, and then a page later give the best argument for safety in Formula 1: the start of the 1967 Zandvoort Grand Prix.

Beautiful, deadly cars. Drivers' heads sticking out above flimsy roll bars, open-face helmets, unprotected fuel tanks, no driver safety. Eight of the 17 drivers in that race would die in race cars.

I marshaled during that time and it was terrifying; who would be hurt? Who would survive?

You are worried about turning fans off? I quit watching the Indy 500 for several years after Scott Brayton was killed. I remember Dario Franchitti crying when Dan Wheldon was killed; I did too.

Current Formula 1 cars are ugly now – awkward, gross noses, ridiculously complicated front wings, they look like industrial implements. Fast? Technically sophisticated? Yes. Beautiful? Not at all.

With all due respect to Niki Lauda, Nico Hulkenberg, Nigel Roebuck and the other critics, unnecessary danger is not exciting; it is stupid.

Bruce Merchant
Big Sur, California

Complaints are nothing new

Like many people, I don't like the proposed halo. But the controversy over aesthetics is nothing new. I've been reading in Autosport thousands of complaints about wings, bargeboards and a whole host of other aerodynamic



George Russell's Mercedes exits the Hungaroring pits sporting a halo. It's not exactly short of aero clutter, either

devices for years!

I've been a big fan of Formula 1 since the first race I saw (the 1966 British Grand Prix). Call me old-fashioned, but how many of your readers would prefer to see fields of cars more like the picture at the beginning of the Cosworth feature?

John Graham
Radcliffe On Trent

What happens when halo fails?

You have given good coverage to the reactions to the halo, but one aspect on which I have not found any coverage yet is the testing that has been done (or will be done) before implementation.

From a layman's perspective, it would seem that a failure of the halo as a result of an impact could have horrific consequences for the driver were the halo (or part of it) to enter the cockpit.

Gordon Jaynes
By Email

Animal antics

So now McLaren (August 3, p27) has resorted to a 'monkey seat' on a 'giraffe neck' to make it go quicker! You call it 'scavenging'. I call it something less polite. Time to clean up these cars, I think...

Bob McEwan
Rochford, Essex

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SUTTON

How Lauda won the title by half a point

The 1984 Formula 1 world champion explains how he used brains rather than brawn to win his third crown in a thrilling last-race decider. BY BEN ANDERSON

The closest finish in Formula 1 world championship history; a title fight settled by just half a point. Eight times the battle for the drivers' crown has been decided by a single point – 1958, '61, '64, '76, '81, '94, 2007 and '08 – but only once has it been settled by less.

One might argue the 2008 battle between Lewis Hamilton and Felipe Massa was *closer* – in the sense Massa crossed the Brazilian Grand Prix finish line 'champion', only for Hamilton to steal it back again with a last-gasp move on Timo Glock moments later. But in the statistical sense there remains none tighter than the 1984 contest between Niki Lauda and Alain Prost.

Theirs was a classic 'young pretender versus old master' dynamic as McLaren team-mates. Lauda had been around the block many times already of course – winning the championship for Ferrari in 1975, coming back famously from near-death in '76 to do it all again in '77, retiring after two troubled years at Brabham, now two years firmly back in the game with McLaren and a proven race winner once more.

Prost, six years Lauda's junior at 29, returned to the team with which he began his F1 career in 1980, after a successful but acrimonious stint at Renault. Prost lost his drive at the end of '83, after narrowly losing the world championship to Nelson Piquet. McLaren incumbent John Watson failed to agree terms with Ron Dennis to extend his stay into a sixth year, so Prost took the seat with support from principal McLaren sponsor Marlboro.

Lauda would have preferred McLaren to retain Watson "in my own interest", because he knew 1984's MP4/2 would be a serious contender with Cosworth DFV power ditched for more potent TAG/Porsche turbo engines ("driveable, powerful, perfect"), developed specifically for McLaren and brought on stream for the final four races of '83. Lauda felt he had the measure of Watson as a driver; Prost was an unknown quantity, but competitive instinct told Lauda things would be fine.

"I said, 'No problem, because he's [just] a racing driver and we are going to blow him off,'" Lauda tells Autosport. "This was my attitude. I did not know

him from before, so I said, 'Fine, new competition is always good.'"

But Lauda got a nasty shock when Prost outqualified him by more than half a second for the first race in Brazil. To make matters worse, Prost drove on to a comfortable victory as Lauda retired with electrical trouble.

In fact, Lauda struggled in qualifying generally against Prost. Only once – mid-season in Dallas – did Lauda qualify ahead of his French rival in 16 attempts, and aside from the next race at Brands Hatch (0.268 seconds), his home race in Austria (half a second)

and round two in South Africa (seven tenths), Lauda failed to qualify within 1.2s of Prost for any grand prix that year.

"What I hated at the time was 600 horsepower for racing and 1200 for qualifying, so qualifying tyres and double power, more or less," Lauda explains. "I didn't like this system. It was stupid from my point of view. I did not like that suddenly in qualifying you come with double horsepower, with qualifying tyres, and you take chances like you do not believe – braking late, speed was higher, this one lap ramp up and down again. I didn't like the system – the principal

of it, not the driving part."

Prost's greater experience with the intricacies of turbo engines gave him a clear edge over the old master. Lauda quickly realised he couldn't match Prost for pure pace, so decided to focus purely on trying to outwit his team-mate over grand prix distances.

"I went to the next race [in South Africa, thinking] this little French guy will not blow me off, [but] whenever I moved up, he moved up – I could never get him in qualifying, which really pissed me off like you cannot believe," Lauda adds. "You need to

LAUDA: "I could never get close to him in qualifying, which really pissed me off"

be quickest to win the race.

"Then I said, 'Fine, change immediately the philosophy' and I said, 'Now I use Friday and Saturday only to set the car for the race – tyres, balance, all of it'.

Prost took three poles across the year; Lauda never qualified better than third. It seems extraordinary now to conceive of a driver winning the F1 world championship without ever starting on the front row.

"Prost was, at this time, the quicker driver – no question," Lauda concedes. "He's younger than me, and he came into the team, got the best car – which I had to develop for him – that pissed me off – and he was quicker than me!

"I had to beat him by being clever – working with the race set-up and not with qualifying. I never worked for pole position again. I only worked for the race. This was the decision I won the championship by."

This approach paid off to the extent that Lauda took two wins (to Prost's three) over the first eight races. But on each occasion (South Africa and France)



Prost and Lauda had a good relationship during 1984, even though Lauda was usually behind on pace



Prost won the season-opener in Brazil while Lauda hit trouble and realised he had a real fight on his hands



Prost and Lauda had few flashpoints on track. Here's Lauda chasing his team-mate at Imola early in the year



After the German Grand Prix, Prost had the lead of the world championship – but he soon lost it for good



At the start of the Estoril finale, Prost ran third while Lauda was stuck battling with the Arrows drivers



Prost suffered problems that set him back. A fuel pump failure meant Prost started from the pits at Kyalami (he finished second), and a loose wheel forced him into the pits twice in France and meant he finished outside the points.

When Lauda beat Prost to second in Canada, he did so with the aid of engine problems for Prost. Even with a specific, race-focused approach, Lauda wasn't really outracing Prost as such. To deepen the malaise, failing to finish in Brazil (electronics), Belgium (where both McLarens retired), Imola (engine) and Detroit (electronics again), as well as spinning off in the famous wet half-points race at Monaco, and taking himself out by clipping the wall in Dallas, meant Lauda trailed Prost by 11.5 points as the season entered its second half.

But a run of two wins (the British GP and his home race in Austria) from the next three races, coupled with a close second to Prost in Germany, swung the momentum decisively in Lauda's favour. Prost suffered gearbox failure while leading at Brands Hatch and spun out of second place in Austria, where Lauda took the lead from Piquet's Brabham and held on to win despite losing fourth gear in the closing stages.

Lauda assumed the championship lead for good after that race. Prost closed to within half a point by winning from Lauda next time out at Zandvoort, but a crucial win for Lauda at Monza (with a slipped disc!) as Prost suffered engine failure early on left Lauda firmly in command with only two races left.

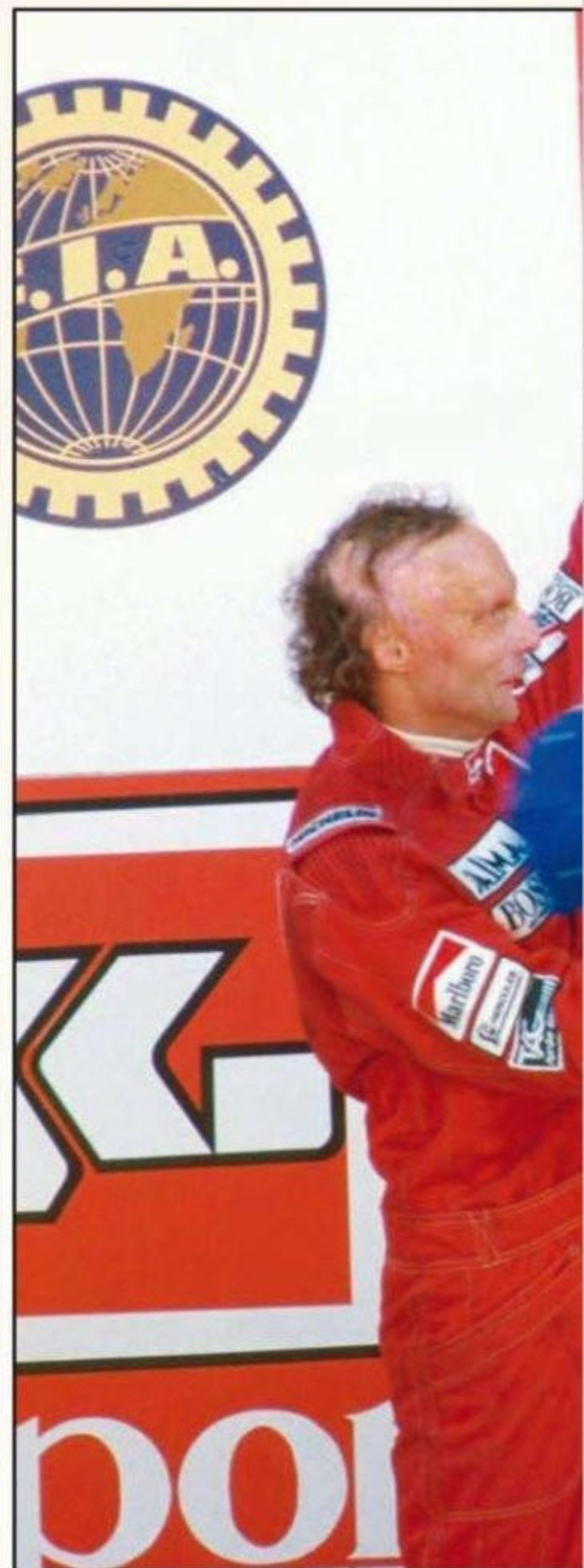
A silly mistake while attempting to lap Mauro Baldi's Spirit during the European GP at the Nurburgring consigned Lauda to fourth as Prost won for the third time in five races, so they headed to the season finale in Portugal separated by just 3.5 points. But this is where Lauda's championship nous, allied to a bit of good old-fashioned luck, paid off.

"When you have a fight with your own team-mate like this you play any game you can," Lauda says. "Because the worst thing for a driver is if the same guy in the same team is fighting for the championship. If it's somebody else, no problem. If both cars are the same, then there's not much you can do."

"[The] pole position [battle] I was nowhere [11th on the grid; Prost was second to Piquet], so for him it was quite an easy race [in theory]. He seemed nervous that day in the morning, so we played our normal games – winding him up, up, up!"

"When I got into the race, I put my helmet on and I said to myself, 'If you do today one mistake, by overtaking people and touching them and breaking the wing or whatever, I'm going to kill myself'. This was my ambition – head down and don't do any mistakes."

"Nelson was my so-called friend, and he said to me before the race, 'I'm going to help you'. 'What are you going to do?' 'If I get close to Prost,



LAUDA: "We didn't hate each other. It was not like Rosberg and Hamilton"

I'll have him off'. He was serious!

"This was really good that somebody says this to you. I had one friend here, he's going to help me. He's a nice guy. I trust him. First lap, this idiot spun off! I saw him in the green grass sitting around and I said, 'Look at this wanker! The only one that's going to help me is gone!' I was so pissed off on the first lap when I saw my friend had gone off..."

Prost won the race at a canter, which is all he could do in the circumstances. Lauda, who spun in qualifying and



Piquet promised to help in the fight against Prost but that hope didn't last long, much to Lauda's chagrin

required two engine changes before the race, battled his way up to third, surviving a clash with Stefan Johansson's Toleman while fighting for fourth along the way. Lauda needed to finish second to win the title, but Nigel Mansell's Lotus was almost 30s up the road and Lauda wasn't catching him...

"On the second lap a stone damaged my left turbocharger," Lauda explains. "I came on the straight, turned on the boost, no power came, and therefore I was stuck so long in traffic because I

could not overtake where you normally overtake. If my engine would have worked I would have come straight through the field, but it didn't work and therefore in the end, thank God, Mansell had his problem and I was second."

Mansell hit brake issues and spun off with 18 of the 70 laps left, promoting Lauda to second and handing him the two extra points he needed to claim a third world title by half a mark at Prost's expense.

"Before the race, one of the Marlboro



Piquet led more laps than Lauda and took the most pole positions, but reliability was atrocious

What happened to the competition?

While McLaren dominated in 1984, the two teams that had fought for the previous season's world championship floundered. Defending champion Nelson Piquet was a distant fifth in the points for Brabham, while Renault's Derek Warwick and Patrick Tambay were seventh and 11th and failed to win a race between them.

The Brabham-BMW BT53, which retained the striking arrow shape of its predecessor compared to the distinctive McLaren built around the 'Coke bottle' concept, was certainly quick and Piquet bagged nine out of 16 pole positions. But its problem was reliability – and it was a big problem. The Brazilian led 241 laps, second only to Alain Prost and well ahead of champion Niki Lauda, but finished only six times. The sister car, which was raced by Teo and Corrado Fabi and, in the season finale, Manfred Winkelhock, was similarly unreliable.

Piquet has a very simple explanation for what happened.

"The BMW engine was a street block, steel, from the 318 model," he says. "The power came up so

much – we were starting to use 5.5 bar in qualifying and three or four in the races. The block wasn't strong enough to take it, and there wasn't enough time to design a new one. That's the reason '84 was a disaster."

Other than one week in June, when he won in Canada and Detroit after a run of six pointless races, it was a dreadful season for Piquet, who managed only two other podium finishes.

Renault endured a litany of problems. Troubles with oil surge and a questionable cooling system showed themselves early on, and the solution had a knock-on effect on the aerodynamic packaging of the Renault R50. The rate of development in the turbo era was also starting to leave Renault behind, with its V6 struggling on fuel consumption.

As for Williams, its new partnership with Honda was still immature, while Ferrari failed to build on the progress it had made in winning the constructors' championship the previous season.

people said to me, 'You know what they did?' 'What?' 'They printed all the Marlboro posters [to say] Prost world champion.' They did this before the race. I said to myself, 'This wanker is not going to win the championship!'

"And the first thing I did after this thing was over, I went to this guy, 'Show me your poster.' 'What poster?' 'Show me your poster!' 'I have no poster!' 'Don't lie, don't you lie!' He didn't show me, but he knew what I was after.

"I have to say, to be fair, when I saw

Prost standing next to me [on the podium] half in tears and upset, I said, 'Don't worry, next year it might be your turn. I liked him in the end. We were competitors, but we didn't hate each other. It was not like Nico Rosberg and Hamilton. We respected each other, liked each other, so I hugged him and said, 'This is my time, next year you might win it.'"

Lauda's words proved prophetic. Next year Prost was champion and Lauda retired for good.

Great Car McLaren-TAG MP4/2

More than just a dominant grand prix racer, the 1984 McLaren was one of the machines that defined the direction of Formula 1 car development. BY GARY WATKINS



BRAKES

Barnard had employed carbon brakes in 1983, but he wasn't convinced about their use on a more powerful turbocharged F1 car. They were tried in practice on the debut of the first TAG-powered McLaren, the MP4/1E, at Zandvoort in August '83, but were temporarily abandoned in favour of iron discs.

"The extra speed of the turbo car, which was something like 15km/h faster on the straight, meant the heat soak on the brakes was much higher than on the Cosworth," recalls Barnard. "We persevered with our supplier SEP, which later morphed into Carbon Industrie, and came up with a ventilated disc for the final race that season at Kyalami.

"They were superb. We had been in the dark and suddenly a light was switched on. Carbon was the way forward for 1984."



The McLaren-TAG MP4/2 has been labelled the first modern Formula 1 car in that it was a fully-integrated design. John Barnard, its architect, wouldn't accept any compromise when it came to sourcing a turbo engine. That's how McLaren ended up with a bespoke powerplant built by Porsche and funded by the Ojeh family's Techniques d'Avant Garde organisation.

Barnard didn't like any of the engine options out there when he came to the conclusion in mid-1981 that McLaren needed a turbocharged unit. When McLaren director Teddy Mayer conjured up some drawings of the Renault twin-turbo V6, he had it pointed out to him

that it was based on a road car block. And when BMW engine guru Paul Rosche insisted that his in-line four had to be mounted in a tubular subframe, he was told thanks but no thanks.

"There wasn't an engine out there that I wanted, but I wasn't going to accept any compromise," recalls Barnard. "I wanted a stressed engine, mounted in the back of the tub in what I would call the standard Cosworth manner."

If no suitable engine was available, then McLaren would have to get one built. That's how team boss Ron Dennis ended up calling Porsche. Two days later, he and Barnard were on a plane to Stuttgart.

Barnard was insisting on a no-compromise engine because he was designing a ground-effect car. The late announcement of the flat-bottom regulations for 1983 was still two years away when he and Dennis made their first trip to Stuttgart in August '81.

The advantages of a neatly packaged, slimline engine would be reduced by the time the MP4/2 hit the track in 1984, but the car still turned out to be much more than a world-beater.

"We can say for sure that the MP4/2 was the first F1 car with a purpose-designed turbo engine," says Barnard, "but it did also change the way things were done."

'BOXING CLEVER

The MP4/2 gearbox, or at least its housing, could trace its roots back to a Hewland-derived casing bought from Tyrrell as Barnard "ran out of time" rushing to finish the original MP4 at the end of 1980.

"We kept the same basic gearbox, which we had been running with 500bhp and were now going to be shoving 800bhp through it," he recalls. "We started to make a lot of the internals ourselves, very accurately, out of top-spec materials. That gave us the ability to run with 800bhp."

KEEPING IT IN THE FAMILY

The MP4/2 might have been more or less all-new, but it retained the look of McLaren's previous Cosworth-powered cars. Barnard had experimented with different concepts after the flat-bottom rules were announced in November 1982, but opted to stick with a proven concept.

"We made dart-shaped models and everything I could think of that was a different way to go," says Barnard. "The bottom line was we didn't really find anything aerodynamically better.



1983 MP4/1C (here winning at Long Beach) provided successful template for new car's design direction

"Don't forget that in those days a drawing office was made up of six people tops, most of whom were

also going to the races. We didn't have the resources to do a design from a clean sheet of paper."

CONSTRUCTORS' TABLE

Team	Pts
McLaren-TAG	143.5
Ferrari	57.5
Lotus-Renault	47
Brabham-BMW	38
Renault	34
Williams-Honda	25.5
Toleman-Hart	16
Alfa Romeo	11
Arrows-Ford	3
Ligier-Renault	3
Arrows-BMW	3
Osella-Alfa Romeo	2



ENGINE EFFICIENCY

The TAG Turbo Engine P01, to give the Porsche-built 80-degree twin-turbo V6 its full name, wasn't the most powerful powerplant in 1984, but it was probably the most driveable.

"We didn't have the super-horsepower that the BMW had for qualifying," says Barnard, "but we had good, respectable race horsepower and were efficient on fuel. The whole package added up to a very driveable race car."

THE COKE BOTTLE

The 'Coke bottle' rear-end aero pioneered by McLaren on the flat-bottom MP4/1C Cosworth car was carried over onto the first bespoke turbo McLaren.

"The 1983 Cosworth car had a very long, sweeping Coke bottle shape," says Barnard, "but on the turbo car I had to put the intercoolers behind the water radiators, which meant the Coke bottle was much sharper. I thought it was going to bugged it up, but it didn't."

The Coke bottle was about "filling in the hole in the air" behind the car.



"When you punch a hole in the air with the front of the car, the air is then trying to get back where it started," says Barnard. "In simple terms we were giving it a simpler route, which meant less disruption to the rear wing and less drag."

T-WING FORERUNNER

The winglets that became *de rigueur* through 1983 and '84 were supported by an aerodynamic cross-member that served a similar purpose to the T-wings on the latest generation of F1 cars.

"It was kind of like those coat-hanger things in that we used it to control the flow down and under the rear wing," says Barnard. "We spent a lot of time in the windtunnel getting the angle of the cross-tube correct."

What Barnard calls "stub wings", rather than winglets, were devised to control the wake flow from the wing,



characterised by the massive vortices that could be seen on the straights.

"It wasn't necessarily about the downforce they made; it was more about controlling the flow past the wing endplate," he says. "Today that's controlled with slots in the endplate."

THE REST OF THE CLASS OF '84



Brabham-BMW BT53



Tyrrell-Cosworth 012



Williams-Honda FW09B



RAM-Hart 02



Lotus-Renault 95T



ATS-BMW D7



Renault RE50



Arrows-BMW A7



Spirit-Hart 101



Toleman-Hart TG184



Alfa Romeo 184T



Osella-Alfa Romeo FA1F



Ligier-Renault JS23B



Ferrari 126C4



Senna started the 1984 season in the previous year's TG183B. This is round three, at Zolder in Belgium. At the previous race, the South African Grand Prix at Kyalami, he'd managed to score his first point for sixth place

Ayrton Senna: 1984's sensational rookie

He took his sweet time to sign his first Formula 1 contract, and then couldn't wait to break free, but in that debut season with Toleman the Senna legend was set in motion. BY ADAM COOPER

Ayrton Senna's debut Formula 1 season with Toleman in 1984 has gone down in history, in large part because of his famous drive to second place in the rain at Monaco. That iconic event was used as the starting point for the acclaimed *Senna* documentary, and indeed it was the first time the wider world sat up and took note of this Brazilian newcomer.

However, for those paying attention, his talent had been apparent for some time.

"When Ayrton was in Formula Ford 2000 in 1982 we actually offered him a paid F3 season to get a superlicence," recalls former Toleman boss Alex Hawkrige. "And as soon as he got it he'd be on our F1 team. He turned that down, and said, 'I'd like to choose who I'd drive for in F1'. He wasn't at all encouraged by our generosity!"

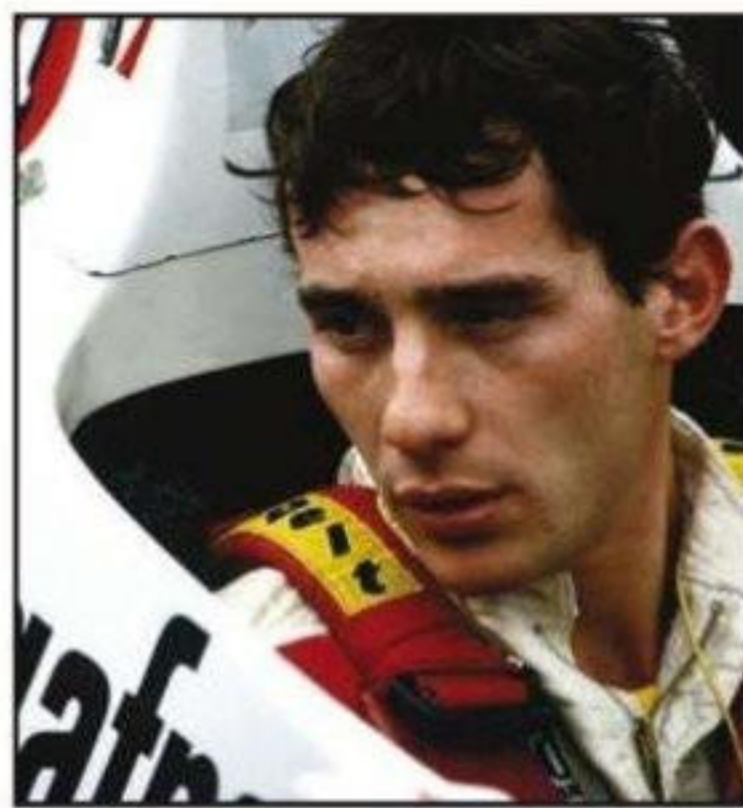
A superb 1983 F3 season led to tests with Williams, McLaren and Brabham,

but none had an immediate vacancy. However, the small Toleman team, heading into its fourth F1 season, did have a seat for '84. F3 rival Martin Brundle was also in contention, but a Silverstone test clinched it for Senna.

"It was not an easy choice," says Hawkrige. "But I think the whole team was sold on Ayrton's approach, and how he performed on that day. It was a close call. If there had been any reluctance from Ayrton on that day, we'd have gone with Martin."

"We signed a three-year deal with him. It wasn't super-generous – I think it was £100,000 for the first year, £200,000 for the second year, £300,000 for the third year. And if he wanted to break it he had to state his dissatisfaction, and pay us £100,000 before he entered into negotiations with anybody else."

The talks took a while: "It was the



SYMONDS: "What stood out was his ability to analyse, and his ability to understand"

most painful process. He was extremely anxious that he didn't sign something that he'd later regret. That's the kind of guy he was – he was very thorough, and very astute. The biggest amount of time was spent on that release clause..."

The team began the season with the old TG183B chassis, and Pirelli tyres. From the off Senna was comfortably faster than team-mate Johnny Cecotto – who had already done a season with Theodore – and he scored a point with sixth place second time out at Kyalami.

"Speed goes without saying, but I think what stood out was his ability to analyse, and his ability to understand," says his race engineer Pat Symonds. "Although I've met it a few times since, I'd never met it before Ayrton."

"I'd been used to working with drivers who were using 100% of their concentration and mental ability to drive the car. Ayrton was using 80% and had 20% left with which to analyse – in fact maybe it was the other way around! However, in those days his fitness was just appalling, and in South Africa we had to lift him out of the car."



Senna returned to action after a one-race suspension (by his own team!) from the Italian Grand Prix, only to be eliminated on the first lap of the European GP at the Nurburgring after crashing into Keke Rosberg's Williams



Extraordinary Monaco performance was helped by the ban on Toleman using the latest-spec Michelin tyres not applying to wets, thereby levelling the playing field

"He was brilliant," says Cecotto's engineer, John Gentry. "He used to come to the workshop and come to the drawing office and ask what we were doing. He was totally focused on what he was doing, and for me there was no doubt about where he was going to be. He was just very, very good."

The team made a huge step forward for the French Grand Prix when Rory Byrne's new TG184 came into service. At the same time the team switched

from Pirelli to Michelin rubber, in part as a result of pressure from Senna. However, there was a catch.

"The whole thing about 1984 was that we were never allowed to have the latest Michelin tyres," says Symonds. "McLaren had a veto on us using them. In Monaco one of the reasons we were successful was that it didn't apply to the wet tyres – there was only one spec available, and there was a level playing field at last."

That stunning second place at Monaco

was followed by a low-key seventh in Canada and retirements in Detroit and Dallas. Senna bounced back when he logged a superb third in the British GP.

"I think Brands Hatch, when we were still a tyre spec behind, was a fantastic result," says Symonds. "To me that was more pleasing than Monaco."

Germany, Austria and Holland brought three more retirements, and then Senna missed what would have been his first Italian GP – having been suspended by

his own team. It had emerged that he'd signed for Lotus for 1985, without having agreed with Toleman that he could even talk to anyone else.

"There were no sanctions that you could use with him that meant anything," Hawkrige insists. "The only thing that he wanted to do was drive an F1 car, and although it was hurting us as much as it was hurting him – or even more so – I made the decision that we'll just suspend him for a race, and maybe as a result of that he'll realise that he did something wrong."

A chastened Senna returned for the European GP at the Nurburgring, where he was eliminated in a first-lap crash. Then in the finale at Estoril he qualified and finished third.

"In Portugal, where Michelin said, 'It's our last race, Toleman are having the same tyres as everyone else, we performed at a really high level,' says Symonds. "It was a fabulous way to end the season with him. We were devastated that he was going to Lotus, and there had been that big fuss about it. But those things soon get forgotten."

Senna eventually did pay the £100,000 release fee, albeit after the fact. Even Hawkrige was prepared to forgive him.

"I don't think he held any kind of grudge, and I don't think I did either," he says. "I felt any racing driver worth his salt, given a better opportunity, would take it. That's what he did."

"He was one of those guys who had almost immeasurable depths. I don't know if anyone really got to know him. He was just an exceptional character, and I don't think there's been anybody like him before or since."

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Dina Henry – CAF Bank

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Prost took a conservative approach to the rain-hit race, but was leading when it mattered on lap 32 when the GP was controversially red-flagged while Senna closed in. Here Prost is lapping Piercarlo Ghinzani's Osella

Monaco 1984: the facts

The race Jacky Ickx helped Alain Prost win? The race Ayrton Senna should have won? The race Stefan Bellof could have won? We look beyond the myths of a legendary event. BY EDD STRAW

Few races have passed into mythology in the way the 1984 Monaco Grand Prix has. The legend is that Alain Prost won after friend and race director Jacky Ickx red-flagged the race in wet conditions because Ayrton Senna was about to take the lead. And the famous 'what everyone forgets' is that Tyrrell driver Stefan Bellof was catching them both in third.

Monaco 1984 has slipped into memory and been built into a legend so much that it deserves a more data-driven look at what actually happened that day. Let's start with the basic set up of the race, before the key moments.

Prost led the first 10 laps in the wet from a pole position that, at the time, he described as "maybe the best single lap of my life". After leading 10 laps, he was passed by Nigel Mansell, who subsequently lost control when he hit the infamous white line on the hill up to Casino Square on lap 16.

At that point, Prost's lead over Niki Lauda was 29 seconds, with Senna directly behind the second McLaren and soon to pass him. When Senna eventually got past Lauda, who subsequently spun out on lap 24, the gap was 34.210s. At that stage, Bellof

was fifth and 46.130s behind the leader.

The race was red-flagged when Prost was in the tunnel on lap 32. The famous footage of Senna sweeping past as Prost crossed the line was shortly afterwards. Prost, who was nursing a significant brake vibration at the time, had eased off in the worsening conditions. On lap 26 he lapped in the 1m56s bracket, but by lap 31 he had dropped to the 2m03s region. He wasn't far off being attacked by Senna, so did Ickx do him a favour?

"It was a surprise to everyone [red-flagging the race], because I'm supposed to be a specialist in the wet and the guy who will drive in every condition," says Ickx.

PROST v SENNA GAP

Lap	Gap	Lap	Gap
22	34.210s	27	21.704s
23	31.266s	28	18.139s
24	28.727s	29	15.369s
25	27.736s	30	11.779s
26	26.141s	31	7.446s



Bellof was running third, and closing on Senna and Prost, when the race was red-flagged on the 32nd lap

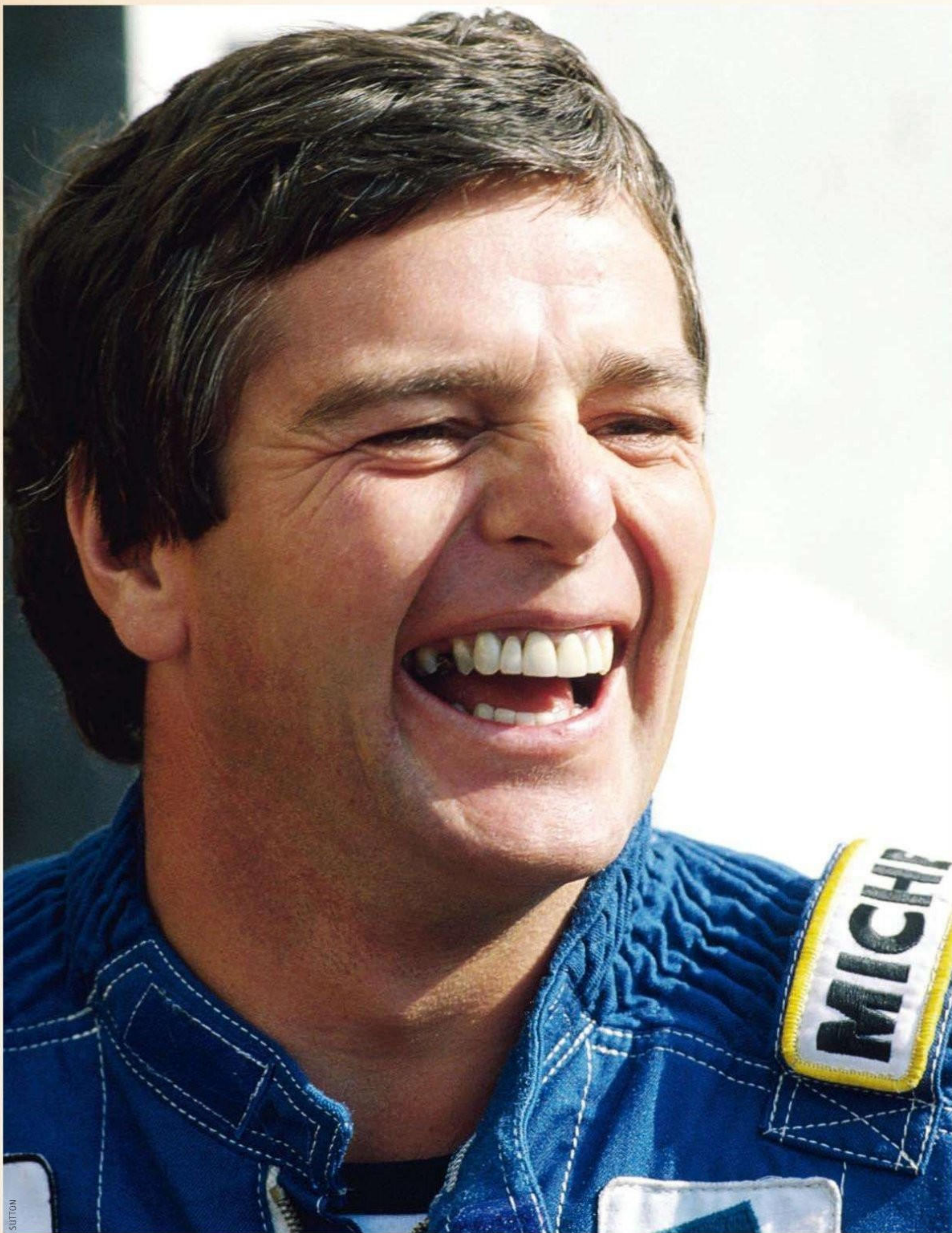
"I think I changed the philosophy in bad conditions. Before, they wouldn't have stopped the grand prix. [But] what was the point of sending Senna and other people into the guardrail when the conditions were no good?"

"It's a challenge that people still speak about because motor racing is about being a fan of Prost or Senna or Bellof. That's the charm of motor racing – we have our favourites. It's like in football when the referee takes a decision, 'blah, blah, blah.'"

The lap times do confirm deteriorating conditions. From lap 26 to 31, the average drop-off of the top six drivers in that period was 5.4s. So the conditions were unequivocally getting worse.

Bellof was the driver who dropped off the least (3.808s), as the gap between him and Senna fell from 16.3s to 13.7s. So it is accurate to say he was catching, although he and Senna lapped at near-identical times on laps 30 and 31, so it's no foregone conclusion that he could have caught and passed him. Senna would surely have taken the lead, but a rocker in his front suspension, damaged when he clattered the chicane kerb early in the race, could very well have failed had the grand prix run its course. And he might have faced a challenge from Bellof.

Even if Bellof had won, he'd have lost the victory when Tyrrell was disqualified from the season. The greatest irony is that had Prost finished second in a race reaching 75% distance, he'd have received full points for second – and won the title. ■



SUTTON

"I could have won three or four races that year, we just had too many failures"

The 1984 season should have been Derek Warwick's big chance for F1 stardom, but things did not go to plan for the British racer. BY KEVIN TURNER

Kevin Turner *How did the deal with Renault come about for 1984?*

Derek Warwick After three years with Toleman, the 1983 car felt like a racing car. Designer Rory Byrne was finding his feet and the T183B was quite a different car. We still had reliability problems, but I was the only driver to score points in each of the last four races of '83. Then Alain Prost fell out with Renault and Eddie Cheever left with him. Suddenly they had two seats and they were looking at Patrick Tambay and me. I remember being at a motor show with a few mates and getting a call from my father to say he had had a telex confirming the deal. Boy, did we get drunk that night!

KT *What did you make of the 1984 car, the RE50?*

DW It was a big step up. Racing for a works team raised my profile and credibility. As soon as I saw the car and spoke to the people, saw the depth and quality of engineering at Renault – it was pretty cool. When I first drove it out of the pitlane I thought, 'Wow, what is this?' It just felt right, it felt smooth, and the engine was great. We were instantly quick, which gives you confidence. It always had a bit of understeer, but that was the characteristics of the engine – it had so much power and with it lag. Anywhere you've got lag you've got understeer. It was a great engine though, good power right the way through the range, and the chassis was very responsive to changes. It was fun to drive. We knew we had the chance to win races.

KT *Things started well. You could've won in Brazil had the suspension not failed, then you scored two early podiums, but the form didn't continue. Why?*

DW In those days the turbos were unreliable. We were putting too much force through the engine and too much through the diff. When you look back at that era, cars had

more breakdowns than finishes. I think I could have won three or four races that year – same for Patrick – we just had too many mechanicals. I think by mid-season Renault was winding down too. Up above the race team I think they were looking to stop and we lost a bit of momentum.

KT *Obviously the team was French and Tambay was French. Was there any bias? What was your relationship like with team boss Gerard Larrousse?*

DW There was absolutely no bias. Obviously sometimes they'd go off and speak French, but even though there were hundreds of Frenchmen and only two Brits – me and my engineer – all the debriefs were in English. That shows how fair it was.

KT *Were you happy with your own performance against Tambay?*

DW To have 11 failures out of 16 and finish on the podium in four races shows we were not doing a bad job when the car held together. I was as quick if not quicker than Patrick most of the time, and he was rated after his stint with Ferrari. One of my better

races was Zolder because we were by far the quickest Michelin runner. The Goodyears suited the track, Michele Alboreto [Ferrari] won and I was second. The next Michelin runner was eighth [seventh after Tyrrell's exclusion from the championship]. I performed above average against a very quick team-mate and I was very proud of that season. Larrousse came to me at the British Grand Prix in July 1984 to talk about a contract for '85, so I think that means something. Patrick was a good guy to have as a team-mate too. I knew I could trust him. If he said two clicks on the damper, it was two clicks. Could he have the same faith in me? No! But we had good fun together.

KT *What options did you have for 1985 other than staying with Renault?*

DW I had conversations with Williams and Ferrari, but I was really happy in the team. I spoke to the 'three wise men' – Alan Henry, Nigel Roebuck and Maurice Hamilton. I used them as my confidantes and I trusted them. Between us we decided to stay at Renault. Larrousse had offered me twice what I'd started on in '84, and more than

Williams, but I stayed because there was the promise that Michel Tatu would design a new car and we would push forward.

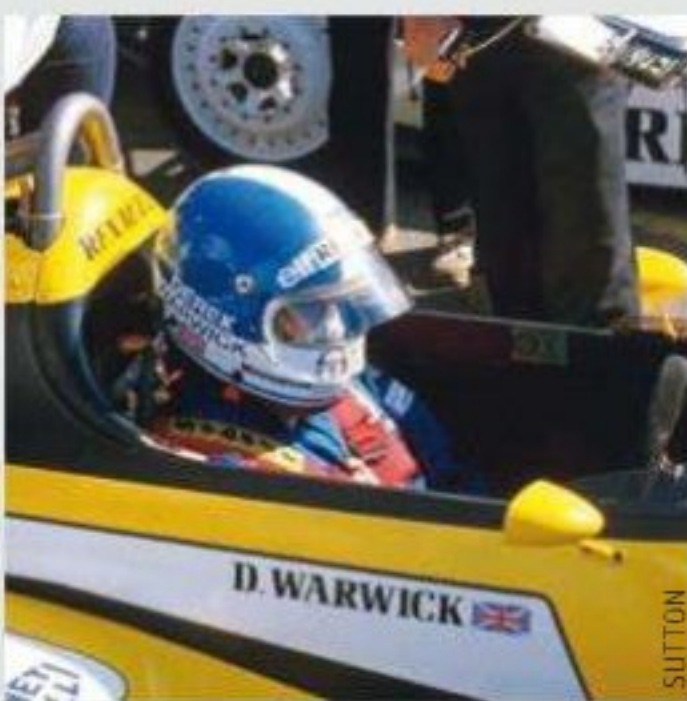
KT *But things didn't turn out that way...*

DW I didn't know at the end of the year that six or seven of the top guys would leave. Almost the day I signed [for 1985] we saw things start to slide, people lost focus and were looking at other things. Gerard went off [first to Ligier and then to set up his own team] and it was the time everyone was poaching everyone. The '85 RE60 was basically designed by the road-car engineers and when we took it to Rio to test they wouldn't let us back-to-back it with the RE50 because they knew it would embarrass the guys. Eventually we did and the RE60 was 3.5 seconds slower than the '84 car. You could change the roll bar, the rideheight, the wing and nothing happened. It flexed all over the place. At the end of the test, Patrick and I drowned our sorrows. We knew we were in the shit. We were so disappointed.

KT *The Renault time ended badly, but you still got the chance to move to Lotus for 1986, until Ayrton Senna blocked it...*

DW The '85 season was an absolute disaster, but everybody saw what was going on and you can only compare yourself to your team-mate. Lotus wanted to sign me in '86 as equal number one with Ayrton, with access to the spare car. Why wouldn't I sign?! What a challenge. I signed the contract and I was really looking forward to '86, but they tore up my contract just before Christmas, so it was too late to get another top drive. Ayrton just did not want me in the team and put massive pressure on the team and sponsors to get rid of me. All the other [top] drives had gone and I lost momentum in my career, but I never look behind. I look around me and I look forward and try to make the most of what I have, not what I could have had.

Warwick's 1984 in numbers



Wins	0
Podiums	4
Best qualifying	3rd
Average qualifying	5.75
Fastest laps	1
Points	23 (7th)
(Tambay: 11, 11th)	
Qualifying comparison*	
WARWICK	9
TAMBAY	6

* Excludes Canadian GP, from which Tambay withdrew due to injury

STORIES OF THE YEAR

The 1984 season was a tumultuous one, with all sorts of sideshows and controversies. Here are some of the tales that grabbed Autosport readers' attention during the year. BY EDD STRAW



Lauda could have left Ron Dennis for 1985, but instead saw out his Formula 1 career with McLaren

Lauda's Renault talks

While Niki Lauda eventually signed a new one-year deal with McLaren for 1985, there were discussions about a move to Renault. Although talks didn't progress too far, Lauda and Renault were potentially serious suitors. But when rumours about discussions got out, Lauda was as forthright as you'd expect.

"If Renault prepare their cars as well as they keep confidences, I can well understand why they are not winning," was his response when asked about the possibility.

Today, Lauda doesn't recall much about the talks, suggesting that they were of the very tentative nature that would occur between any big team and a star driver.

"I can't remember," he says. "They must have been not so bothered, or I would have remembered."



Emerson Fittipaldi fails to return

The big story of the F1 driver market silly season was the possibility of Emerson Fittipaldi returning, having last raced in 1980. The 37-year-old double world champion tested for the tiny Spirit team in Rio in January, although things started badly when heat from the turbo melted a bush in the rear suspension after four laps.

The Spirit team was well run by John Wickham, but lacked the budget to make good on its potential. Having lost its Honda engine supply, Spirit got Fittipaldi in the car thanks to a deal put together with Fulvio Ballabio, who would have raced for the team but for not being granted a superlicence, along with some budget from the local STP oil and lubricants company.

It came as no surprise that Fittipaldi did not throw his lot in with Spirit, which lacked the budget (even before losing Ballabio's sponsorship) to pay him.

Fittipaldi was even linked with a move to Tyrrell by Autosport! But he did return to racing in CART, initially with Pepe Romero's WIT Racing, eventually ending the season with Patrick Racing, which went on to run him to the 1989 title.



The Spirit deal never came together, so Fittipaldi's final year in F1 remained his 1980 campaign with the Fittipaldi squad, with which he scored his last F1 podium



Spanish GP did not return to the calendar until '86

Fuengirola Grand Prix comes to naught

Everyone knows the 1984 season finale was held at Estoril? Well, not if you believed the original calendar, which had the Spanish Grand Prix at Fuengirola on the October 21 date eventually taken by the Portuguese GP (left).

The plan was to create a street circuit on the Costa del Sol that incorporated some beachfront running, but safety concerns and a lack of progress with actually making the track exist led to the race – along with the planned European F2 round that preceded it and the World Endurance Championship event due to happen shortly after – being canned.

The grand prix was eventually officially called off in early June, with Estoril confirmed as the new venue for the season finale. As the Fuengirola mayor put it, it was not “in a condition to organise a race, for F1, F2 or anything else”.

While the Fuengirola event never happened, a spin-off of this failed project, the Puerto Banas Grand Prix, did launch in 1986 for sportscars and tin-tops.

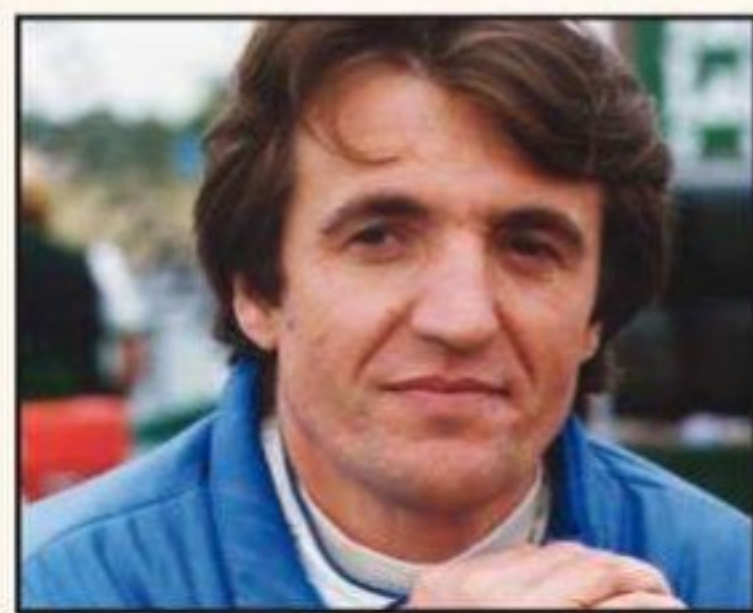
The Fuengirola race had earned its spot in the first place when the planned New York Grand Prix at Flushing Meadows, scheduled for September 23, dropped off the calendar.

Ghinzani's horror crash at Kyalami

Piercarlo Ghinzani's 1984 season is best remembered for his one points finish in 75 career starts – fifth on the streets of Dallas. But it's often forgotten that this came just seven races after a potentially fatal crash at Kyalami.

Osella had a new eight-cylinder turbocharged Alfa Romeo engine, and it wasn't until the morning warm-up for the South African GP that the team brimmed the 240-litre fuel tanks. Ghinzani spun in the flat-out left-hander Jukskei Sweep, hitting the bank and erupting into flames.

“It was an easy corner for everybody



Ghinzani had to come back quickly after his crash

because it was completely flat. It was almost like a straight for an F1 car,” said Ghinzani. “The suspension was broken. The pushrod had collapsed and the car lost grip at high speed. I went into a spin and crashed into the bank – there was no wall, no barrier.”

Ghinzani suffered burns and swelling to his face so severe that Riccardo Patrese and Michele Alboreto couldn't recognise him. After he was discharged from hospital, Ghinzani went to find the marshal who had dragged him from the burning wreckage.

“When I arrived at his home the marshal ran away! He thought he was going to be blamed for something because of the colour of his skin. Because of the Apartheid he thought he was going to get beaten-up, such was the situation in South Africa.”

Ghinzani knew he couldn't afford not to return for the Belgian Grand Prix three weeks later.

“Within 24 hours [of the crash] there were 10 drivers queueing outside the door of the Osella factory with the money to take my seat,” he says. “It was important to stay in F1. I remember the next race was at Zolder and I had a really bad problem with my hand with the burned skin in the glove. But I had to drive so I didn't lose the seat.”

Matt Kew



The last team using the Cosworth DFV in F1 was thrown out of the whole season, leaving Brundle pointless

Tyrrell's controversial disappearing season

Glance at the results of the 1984 season, and Tyrrell wasn't part of it. Martin Brundle didn't score points on his debut in the Brazilian Grand Prix or finish second at Detroit, and Stefan Bellof wasn't third at Monaco. The team was officially banned from the final three races of the season and, despite temporarily being reinstated in late December when a Parisian court suspended “the execution of the sanctions”, is not in the history books.

It was after the Detroit race that the water injection tank in Brundle's car was found to contain minute quantities of hydrocarbons. There was also an accusation that lead shot used as ballast to hit the weight limit and situated in the water tank was only added during races, meaning the car was able to run underweight – with the onus on Tyrrell to prove its car wasn't underweight rather than FISA to prove that it was.

The saga dragged on for months, reflected badly on FISA and did damage to the Tyrrell team, which would only score another five F1 podiums.

RACE RESULTS

1 Brazil (Rio)

- 1 Alain Prost *McLaren-TAG MP4/2*
- 2 Keke Rosberg *Williams-Honda FW09*
- 3 Elio de Angelis *Lotus-Renault 95T*

Pole position Elio de Angelis
Lotus-Renault 95T

2 South Africa (Kyalami)

- 1 Niki Lauda *McLaren-TAG MP4/2*
- 2 Alain Prost *McLaren-TAG MP4/2*
- 3 Derek Warwick *Renault RE50*

Pole position Nelson Piquet
Brabham-BMW BT53

3 Belgium (Zolder)

- 1 Michele Alboreto *Ferrari 126C4*
- 2 Derek Warwick *Renault RE50*
- 3 Rene Arnoux *Ferrari 126C4*

Pole position Michele Alboreto
Ferrari 126C4

4 San Marino (Imola)

- 1 Alain Prost *McLaren-TAG MP4/2*
- 2 Rene Arnoux *Ferrari 126C4*
- 3 Elio de Angelis *Lotus-Renault 95T*

Pole position Nelson Piquet
Brabham-BMW BT53

5 France (Dijon)

- 1 Niki Lauda *McLaren-TAG MP4/2*
- 2 Patrick Tambay *Renault RE50*
- 3 Nigel Mansell *Lotus-Renault 95T*

Pole position Patrick Tambay
Renault RE50

6 Monaco (Monte Carlo)

- 1 Alain Prost *McLaren-TAG MP4/2*
- 2 Ayrton Senna *Toleman-Hart TG184*
- 3 Rene Arnoux *Ferrari 126C4*

Pole position Alain Prost
McLaren-TAG MP4/2

7 Canada (Montreal)

- 1 Nelson Piquet *Brabham-BMW BT53*
- 2 Niki Lauda *McLaren-TAG MP4/2*
- 3 Alain Prost *McLaren-TAG MP4/2*

Pole position Nelson Piquet
Brabham-BMW BT53

8 Detroit

- 1 Nelson Piquet *Brabham-BMW BT53*
- 2 Elio de Angelis *Lotus-Renault 95T*
- 3 Teo Fabi *Brabham-BMW BT53*

Pole position Nelson Piquet
Brabham-BMW BT53

9 Dallas

- 1 Keke Rosberg *Williams-Honda FW09*
- 2 Rene Arnoux *Ferrari 126C4*
- 3 Elio de Angelis *Lotus-Renault 95T*

Pole position Nigel Mansell
Lotus-Renault 95T

10 Great Britain (Brands Hatch)

- 1 Niki Lauda *McLaren-TAG MP4/2*
- 2 Derek Warwick *Renault RE50*
- 3 Ayrton Senna *Toleman-Hart TG184*

Pole position Nelson Piquet
Brabham-BMW BT53

11 Germany (Hockenheim)

- 1 Alain Prost *McLaren-TAG MP4/2*
- 2 Niki Lauda *McLaren-TAG MP4/2*
- 3 Derek Warwick *Renault RE50*

Pole position Alain Prost
McLaren-TAG MP4/2

12 Austria (Osterreichring)

- 1 Niki Lauda *McLaren-TAG MP4/2*
- 2 Nelson Piquet *Brabham-BMW BT53*
- 3 Michele Alboreto *Ferrari 126C4*

Pole position Nelson Piquet
Brabham-BMW BT53

13 Netherlands (Zandvoort)

- 1 Alain Prost *McLaren-TAG MP4/2*
- 2 Niki Lauda *McLaren-TAG MP4/2*
- 3 Nigel Mansell *Lotus-Renault 95T*

Pole position Alain Prost
McLaren-TAG MP4/2

14 Italy (Monza)

- 1 Niki Lauda *McLaren-TAG MP4/2*
- 2 Michele Alboreto *Ferrari 126C4*
- 3 Riccardo Patrese *Alfa Romeo 184T*

Pole position Nelson Piquet
Brabham-BMW BT53

15 Europe (Nurburgring)

- 1 Alain Prost *McLaren-TAG MP4/2*
- 2 Michele Alboreto *Ferrari 126C4*
- 3 Nelson Piquet *Brabham-BMW BT53*

Pole position Nelson Piquet
Brabham-BMW BT53

16 Portugal (Estoril)

- 1 Alain Prost *McLaren-TAG MP4/2*
- 2 Niki Lauda *McLaren-TAG MP4/2*
- 3 Ayrton Senna *Toleman-Hart TG184*

Pole position Nelson Piquet
Brabham-BMW BT53

DRIVERS' CHAMPIONSHIP

POS	DRIVER	PTS	BR	ZA	B	SM	F	MC	CDN	DET	DAL	GB	D	A	NL	I	EUR	P
1	LAUDA	72	ret	1st	ret	ret	1st	ret	2nd	ret	ret	1st	2nd	1st	2nd	1st	4th	2nd
2	PROST	71.5	1st	2nd	ret	1st	7th	1st	3rd	4th	ret	ret	1st	ret	1st	ret	1st	1st
3	DE ANGELIS	34	3rd	7th	5th	3rd	5th	5th	4th	2nd	3rd	4th	ret	ret	4th	ret	ret	5th
4	ALBORETO	30.5	ret	11th	1st	ret	ret	6th	ret	ret	ret	5th	ret	3rd	ret	2nd	2nd	4th
5	PIQUET	29	ret	ret	9th	ret	ret	ret	1st	1st	ret	7th	ret	2nd	ret	ret	3rd	6th
6	ARNOUX	27	ret	ret	3rd	2nd	4th	3rd	5th	ret	2nd	6th	6th	7th	11th	ret	5th	9th
7	WARWICK	23	ret	3rd	2nd	4th	ret	ret	ret	ret	ret	2nd	3rd	ret	ret	ret	11th	ret
8	ROSBERG	20.5	2nd	ret	4th	ret	6th	4th	ret	ret	1st	ret	ret	ret	8th	ret	ret	ret
9	SENNA	13	ret	6th	6th	DNQ	ret	2nd	7th	ret	ret	3rd	ret	ret	ret	-	ret	3rd
10	MANSELL	13	ret	ret	ret	ret	3rd	ret	6th	ret	6th	ret	4th	ret	3rd	ret	ret	ret
11	TAMBAY	11	5th	ret	7th	ret	2nd	ret	DNS	ret	ret	8th	5th	ret	6th	ret	ret	7th
12	T FABİ	9	ret	ret	ret	ret	9th	-	-	3rd	-	ret	ret	4th	5th	ret	ret	-
13	PATRESE	8	ret	4th	ret	ret	ret	ret	ret	ret	ret	12th	ret	10th	ret	3rd	6th	8th
14	LAFFITE	5	ret	ret	ret	ret	8th	8th	ret	5th	4th	ret	ret	ret	ret	ret	ret	14th
15	BOUTSEN	5	6th	12th	ret	5th	11th	DNQ	ret	ret	ret	ret	ret	5th	ret	10th	9th	ret
16	CHEEVER	3	4th	ret	ret	7th	ret	DNQ	11th	ret	ret	ret	ret	ret	13th	9th	ret	17th
17	JOHANSSON	3	-	-	-	-	-	-	-	-	-	EX	EX	DNQ	EX	4th	ret	11th
18	DE CESARIS	3	ret	5th	ret	6th	10th	ret	ret	ret	ret	10th	7th	ret	ret	ret	7th	12th
19	GHINZANI	2	ret	DNS	ret	DNQ	12th	7th	ret	ret	5th	9th	ret	ret	ret	7th	ret	ret
20	SURER	1	7th	9th	8th	ret	ret	DNQ	ret	ret	ret	11th	ret	6th	ret	ret	ret	ret

DRIVERS

WINS

Alain Prost	7
Niki Lauda	5
Nelson Piquet	2
Michele Alboreto	1
Keke Rosberg	1

FASTEST LAPS

Niki Lauda	5
Alain Prost	3
Nelson Piquet	3*
Rene Arnoux	2
Patrick Tambay	1
Ayrton Senna	1
Derek Warwick	1
Michele Alboreto	1*

POLE POSITIONS

Nelson Piquet	9
Alain Prost	3
Elio de Angelis	1
Michele Alboreto	1
Patrick Tambay	1
Nigel Mansell	1

LAPS LED

Alain Prost	345
Nelson Piquet	241
Niki Lauda	168
Michele Alboreto	81
Patrick Tambay	74
Nigel Mansell	40
Keke Rosberg	33
Derek Warwick	12
Elio de Angelis	7

CONSTRUCTORS

WINS

McLaren-TAG	12
Brabham-BMW	2
Ferrari	1
Williams-Honda	1

FASTEST LAPS

McLaren-TAG	8
Ferrari	3*
Brabham-BMW	3*
Renault	2
Toleman-Hart	1

*Nelson Piquet and Michele Alboreto recorded an identical time (on the same lap!) at the European Grand Prix

POLE POSITIONS

Brabham-BMW	9
McLaren-TAG	3
Lotus-Renault	2
Ferrari	1
Renault	1

LAPS LED

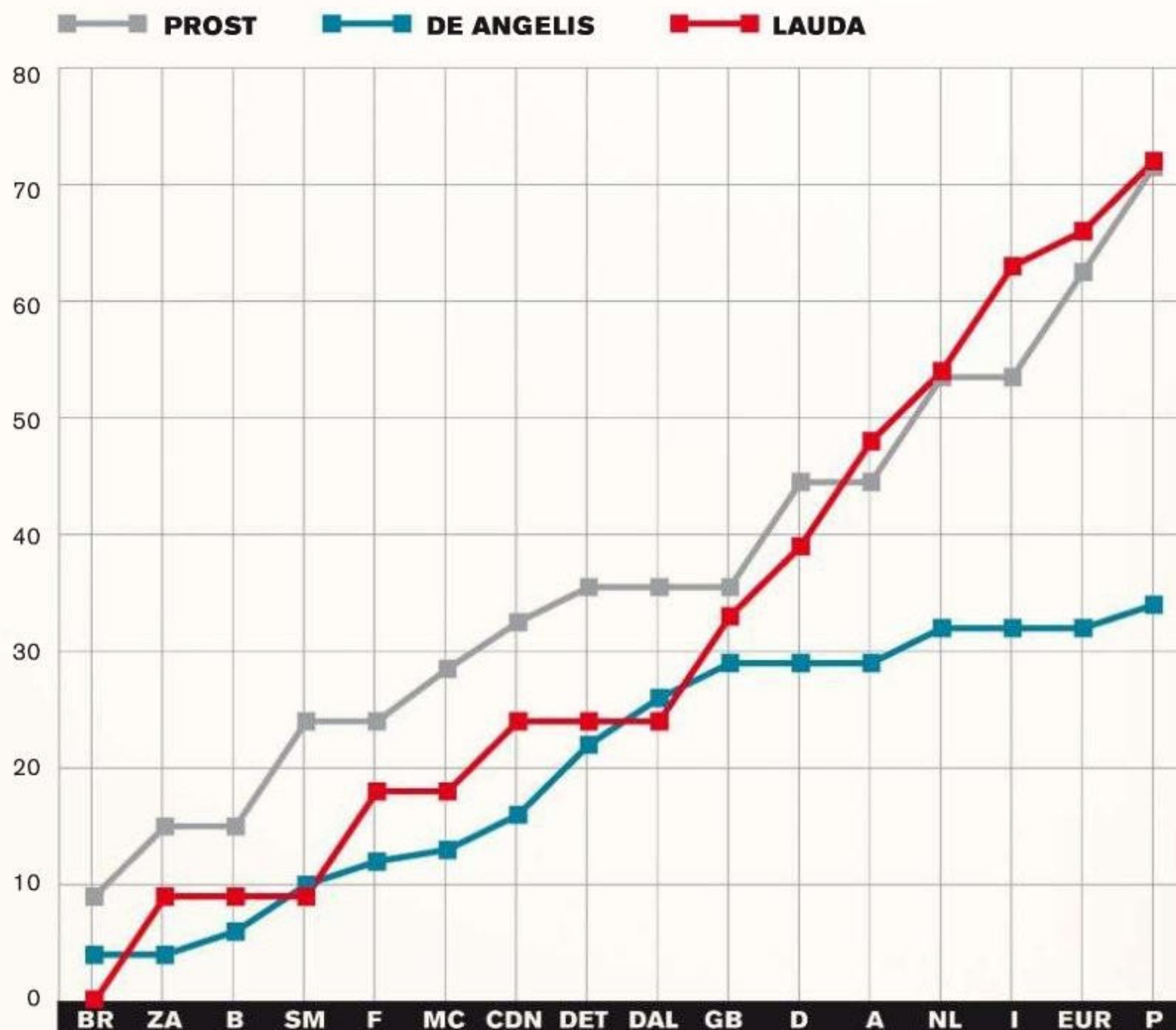
McLaren-TAG	513
Brabham-BMW	241
Renault	86
Ferrari	81
Lotus-Renault	47
Williams-Honda	33

HEAD-TO-HEAD QUALIFYING

Alfa Romeo	Patrese	9	7	Cheever
Arrows	Surer	6	10	Boutsen
ATS	Winkelhock	1	1	Berger
Brabham	Piquet	1	0	Winkelhock
	Piquet	12	0	T Fabi
	Piquet	2	1	C Fabi
Ferrari	Alboreto	12	4	Arnoux
Ligier	Hesnault	1	15	de Cesaris
Lotus (below)	de Angelis	11	5	Mansell
McLaren	Prost	15	1	Lauda
Osella	Ghinzani	6	2	Gartner
RAM	Alliot	6	9	Palmer
	Alliot	0	1	Thackwell
Renault	Tambay	6	9	Warwick
Spirit				
Toleman	Senna	2	0	Johansson
	Johansson	1	0	Martini
	Senna	8	2	Cecotto
Tyrrell	Johansson	2	1	Bellof
	Johansson	1	0	Thackwell
	Brundle	3	6	Bellof
Williams	Laffite	2	14	Rosberg



CHAMPIONSHIP BATTLE



SUPERGRID (%)

1	Alain Prost	100.594
2	Nelson Piquet	100.699
3	Elio de Angelis	101.519
4	Derek Warwick	101.547
5	Patrick Tambay	101.763
6	Michele Alboreto	102.082
7	Nigel Mansell	102.132
8	Niki Lauda	102.143
9	Keke Rosberg	102.208
10	Philippe Streiff	102.920
11	Rene Arnoux	102.961
12	Corrado Fabi	103.405
13	Manfred Winkelhock	103.604
14	Teo Fabi	103.750
15	Ayrton Senna	103.883
16	Eddie Cheever	103.979
17	Jacques Laffite	104.264
18	Riccardo Patrese	104.295
19	Thierry Boutsen	105.491
20	Francois Hesnault	105.667
21	Andrea de Cesaris	105.781
22	Johnny Cecotto	105.950
23	Marc Surer	106.384
24	Gerhard Berger	106.401
25	Piercarlo Ghinzani	107.937
26	Stefan Bellof	108.056
27	Jonathan Palmer	108.768
28	Huib Rothengatter	108.902
29	Jo Gartner	109.135
30	Mauro Baldi	109.259
31	Philippe Alliot	109.396
32	Pierluigi Martini	110.690
33	Mike Thackwell	110.692
34	Stefan Johansson	111.044
35	Martin Brundle	113.248

Based on average qualifying as a percentage

FAREWELL F2, AND BELLOF'S CROWN

MARCUS SIMMONS rounds up the motorsport stories that stole the headlines outside F1 in 1984



Brands Hatch held the last Formula 2 race (until the category was revived in one-make form in 2009). Thackwell leads, but the last European Championship race before F3000 took over was won by Philippe Streiff

The end of Formula 2

Thirty-three years before the 2017 return of FIA Formula 2, the initial 18-year era of the European F2 Championship limped to an end with domination by the Ralt-Hondas and its replacement for 1985 by Formula 3000.

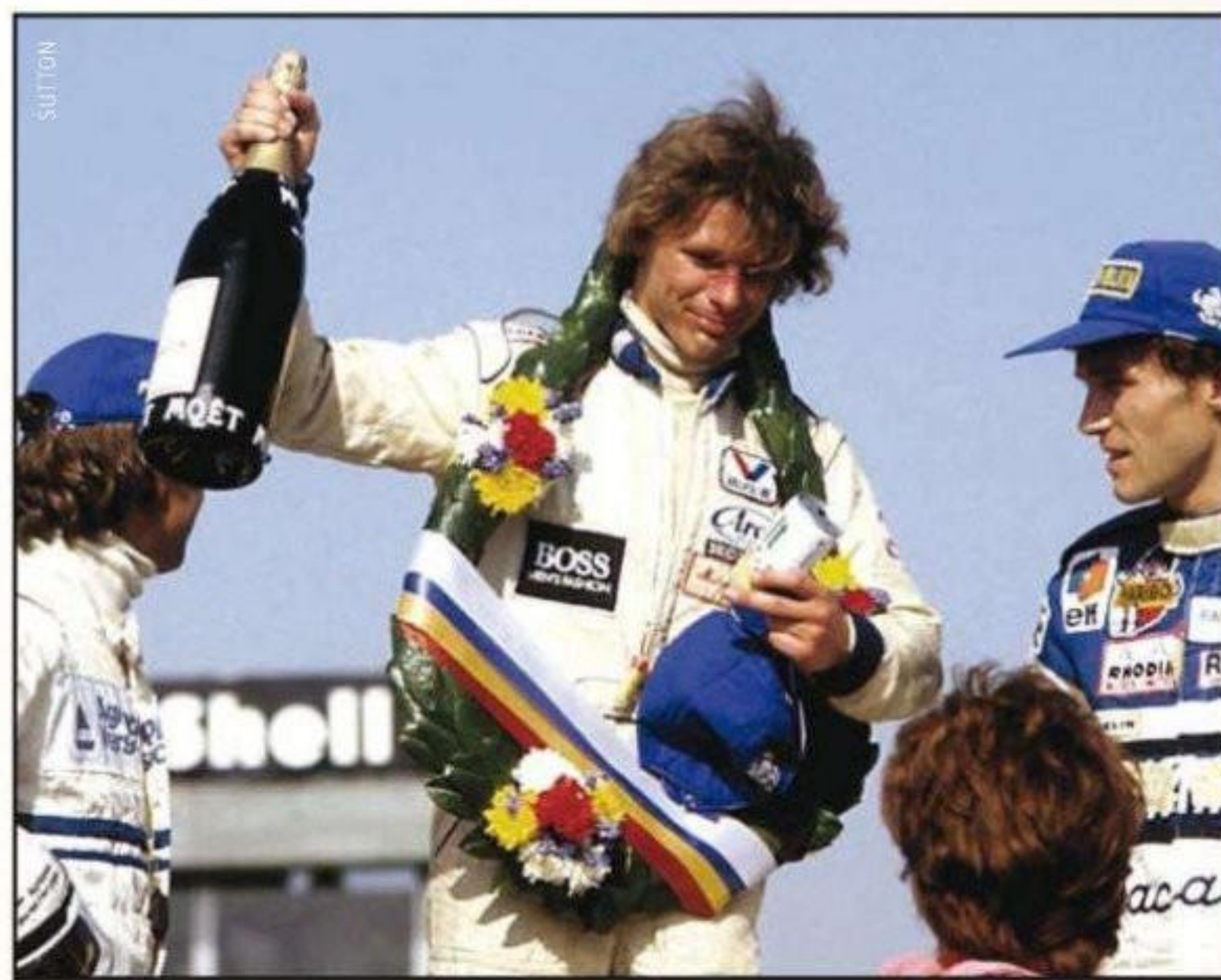
Ralt had retained Kiwi megatalent Mike Thackwell and paired him with oft-underfunded Brazilian Roberto Moreno, while team boss Ron Tauranac refined the aero of the RH6, which had already taken Geoff Lees and Jonathan Palmer to the 1981 and '83 titles, in Williams' windtunnel – the cars' 'Williams' wings even bore their old Saudia stickers at the early races...

Using a system of packers and bump rubbers, the Ralts were able to run close to the track with rock-hard suspension, yet still pass the 40mm ground-clearance minimum when tested. That boosted the ground-effects, and probably flattered the performance of the Honda V6 engine,

which is often unfairly blamed for the demise of the two-litre F2. On the aero-dependent Silverstone GP circuit for the opening round, Thackwell's pole time was a staggering 2.04 seconds quicker than third-quickest Onyx Racing March rookie Emanuele Pirro.

The rest of the teams plugged on with the trusty BMW four-cylinder mill, with works March squad Onyx putting together an exclusive deal with Bridgestone tyres while the opposition was on Michelins. Onyx's results weren't as good early in the season as the Marches run by BS Automotive. Then, when the Ralts appeared on Bridgestones for the penultimate round at Donington, Thackwell and Moreno locked out the front row and the latter won the race.

Thackwell cruised to the title from Moreno, while French constructors Martini and AGS – with Michel Ferte and Philippe Streiff respectively – beat the March squadron in the unofficial BMW class.



Thackwell won seven out of 11 European F2 races in 1984 to beat Moreno to the final title for the category

Bellof becomes world champion

The first German to win a car-racing world championship did so in an end-of-season shootout in Australia. But it wasn't Michael Schumacher at Adelaide in 1994; it was Porsche's Stefan Bellof 10 years earlier in the World Endurance Championship at Sandown Park.

Porsche was so busy building customer versions of its 956 – and the longer-wheelbase 962 for IMSA competition in the US – that there was little scope for development of the works cars over the

winter. The Rothmans-backed machines had lost some of their edge, but Bellof took all five of the factory team's poles.

Bellof shared with Derek Bell for most of the season and they took three wins together, but the works team missed the Brands Hatch and Imola rounds – which counted for drivers' points only – and the youngster hitched up with Brun Motorsport, winning in Italy with Hans Stuck. With Bell focusing on IMSA later in the year, John Watson joined Bellof in the factory car to win at Fuji.

Going into the final round, Bellof's only rival was Porsche team-mate Jochen Mass

– who'd driven with Jacky Ickx for most of the season – but Bellof's win with the returning Bell was enough.

Many were convinced that, had Bellof not been killed in a Brun Porsche at Spa in 1985, he would have beaten Schumacher to become Germany's first F1 *weltmeister*.



Bellof was a rising star in F1 in 1984, but his world-class potential was cemented by his World Endurance Championship title, secured with Porsche's iconic 956

Tom Walkinshaw – racing to ETCC glory

Jaguar proved the class of the European Touring Car Championship as the series exploded in numbers, popularity and interest, with works team boss Tom

Walkinshaw wresting the drivers' crown in the face of factory opposition from BMW, Volvo and Rover.

That was a bit unfortunate for season-long co-driver Hans Heyer, who should have shared the glory had his XJS not broken down at the Nurburgring. With

Walkinshaw yet to get behind the wheel, he was able to transfer to the car started by Win Percy and the points he scored in that machine made the difference.

Tin-top veterans faced a challenge from new stars such as Jaguar's Martin Brundle and BMW juniors Gerhard Berger and Roberto Ravaglia. The glorious 635CSi was starting to age, but Eggenberger Motorsport duo Helmut Kelleners and Gianfranco Brancatelli were able to finish behind only Walkinshaw and Heyer in the points.

Volvo's blown 240 Turbo made a big step forward, while the Rover Vitesse, also run by Walkinshaw's TWR empire, began to come good towards the end of the season.

Walkinshaw's title came amid rumours of TWR becoming involved in a new Jaguar Group C programme. "What Group C project is that then?" he frequently asked questioners, before coming clean late in the year. A new chapter of Jaguar success would begin...

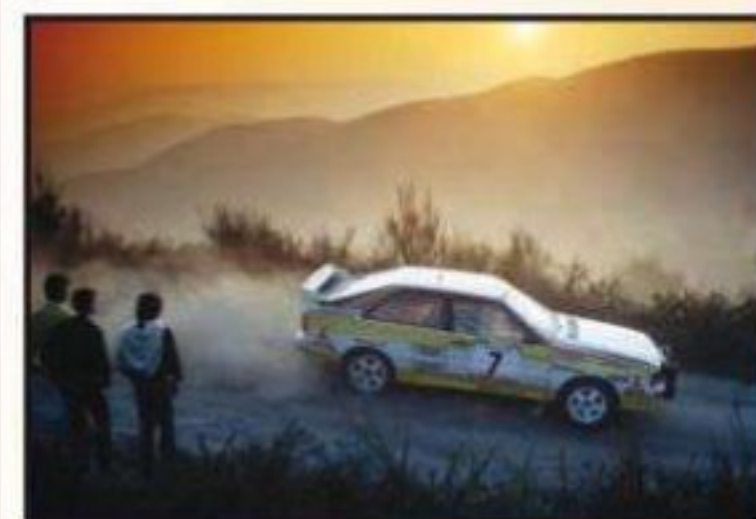


Title success in booming European Touring Car Championship became a springboard into Group C for TWR

BRIEFS

■ Porsche boycotted the Le Mans 24 Hours due to a dispute over Group C fuel-allowance regulations, and forbade its works drivers from finding an alternative seat. But Porsche 956s still swept the top seven positions in privateer hands, with Joest Racing's Henri Pescarolo and Klaus Ludwig recovering from an early delay to win from Jean Rondeau and John Paul Jr. Jaguar returned to Le Mans, the American Group 44 team running IMSA-spec XJR-5s.

■ Andy Rouse is a hero of tin-top racing, but even he can't have expected to win the British Touring Car Championship twice in the same year. He was finally confirmed as 1983 champion, driving an Alfa Romeo GTV6, in June '84 when Austin Rover renounced its claim on the title – and withdrew immediately from the '84 series – as tribunals debating the eligibility of the TWR-prepared Vitesse rumbled on. He then went on to claim the '84 crown in the ICS team's privateer Rover.



■ Stig Blomqvist won the World Rally Championship for Audi (above), but the big news at the end of the season for the British fans wasn't the performance of the Quattros: it was Peugeot's remarkable first taste of the British forests on the RAC Rally. Ari Vatanen took the 205 Turbo 16 to victory on the RAC Rally by 41 seconds from Hannu Mikkola's Audi.

■ The FIA's European Formula 3 Championship had its last running until 2012. Ivan Capelli won the title under a cloud, his Coloni-run Martini having been excluded from a mid-season Monza win due to a leaking airbox and being underweight. Runner-up Johnny Dumfries fell just seven points short of a remarkable British/Euro F3 double in his David Price Racing Ralt, having dominated at home. Gerhard Berger was third in the Euro rankings.

■ Mario Andretti won his first Indycar series title since 1969. The Newman/Haas Lola star followed home the March of series runner-up Tom Sneva in the finale – on an 'ovalised' version of the old Caesars Palace F1 course – to wrap up the CART crown. Rick Mears won the Indy 500 for Penske.



X-FACTOR FOR

THE INFINITI ENGINEERING ACADEMY IS something akin to an *X-Factor* talent contest for budding Formula 1 and automotive engineers. Young hopefuls from around the world compete in front of a panel of expert judges, hoping to prove they have what it takes to become engineering stars of the future and earn the job opportunity of a lifetime.

Now in its fourth successive year, the Academy provides a life-changing opportunity for seven engineering students to learn from veteran engineers and play an active role in INFINITI's technical partnership with the Renault Sport Formula One Team.

The winners have a personal mentor overseeing their career development as they progress through 12-month placements, working at INFINITI's European Technical Centre at Cranfield and the Renault Sport Formula One Team's base at Enstone, carrying their experiences across from one company to the other.

As they learn, the winners enjoy a competitive employment package and access to the latest INFINITI Q30 Sport road car – finishing touches that make the INFINITI Engineering Academy the ultimate student engineering programme.



Above left: 2016 INFINITI Engineering Academy winners; above right: INFINITI's Global Motorsport Director Tommaso Volpe



THE FINAL COUNTDOWN

The INFINITI Engineering Academy has grown rapidly, to the point where 12,000 people applied to join the 2017 edition, launched at January's Autosport International exhibition in Birmingham.

Such contests can be a great way of flushing out undiscovered talent just waiting for a big break, but the trouble with *X-Factor* is that it tends to produce one-hit wonders, or stars that fade away quickly and are forgotten.

The INFINITI Engineering Academy is looking for talent that is built to last, and candidates who represent the multicultural nature of

INFINITI's global operations.

"We really believe in diversity," says Tommaso Volpe, INFINITI's Global Motorsport Director, who sees the Academy as a way of reinforcing links between INFINITI and the Renault Sport Formula One Team, which collaborate to produce the French manufacturer's energy recovery systems in F1.

"We wanted to develop a project where we could bring diversity to the forefront of our organisation. We started with this idea of recruiting young engineering students everywhere in the world where we operate, selecting seven of the best in these areas – Mexico, US, Canada, Europe,



F1 ENGINEERS

Middle East, China and Asia Pacific.

"There is no other student placement for engineering students where they can have the opportunity to work in both automotive and Formula 1. It is really a once-in-a-lifetime opportunity for these guys."

WHAT'S IN IT FOR RENAULT?

The INFINITI Engineering Academy is no trumped-up work experience programme, or mere publicity stunt. The winning engineers are plugged straight into projects that have a tangible impact on INFINITI's road cars and the ongoing development of the Renault Sport Formula One team's grand prix machine.

Last year's China regional winner, Xuezi Li, developed a rear wing element that raced on this year's RS17 Formula 1 car.

"It's a programme where people get involved in real racing projects, not made up training projects," explains Nick Chester, Chassis Technical Director for the Renault Sport Formula One Team. "We don't have time to do lots of training with nothing back; we need people who can contribute straight away. What's really impressive is, they do."

"Also, it gives us the opportunity to look at that talent to fill permanent roles later. We have a very

low-key graduate programme, but it's not of the same quality as the INFINITI programme. We end up with such a good quality of engineers coming through that it's taking over how we look at graduates and young people coming into the team.

"It's a very valuable programme for Renault Sport Formula One."

BATTLING IT OUT

Thousands of applications from each of the seven regions are whittled down to produce a group of 70 finalists – 10 for each region. The finalists undergo two days of intense competition to find seven individual regional winners. The finalists compete in teams, but are judged individually on their ability to solve problems, work collaboratively and communicate with the media.

"When you go from 12,000 applications, to 70 candidates, to 10 finalists they are all technically very good," says Volpe. "But at this stage we want someone who is also a good ambassador for the company, which means public speaking and representing both brands in a good way."

The seven winners each receive that ultimate prize of a split 12-month placement with INFINITI and the Renault Sport Formula One Team.

The 2017 European regional winner was 23-year-old French engineering student Damien Turlay, who will begin his placement in October. If he does well, he could earn a permanent position within INFINITI or the Renault Sport Formula One Team, just as 2015 European winner Daniel Sanham did.

"I've had an incredible experience with the INFINITI Engineering Academy," says Sanham, who now works fulltime in the Renault Sport Formula One Team's electronics department.

"A month before my internship finished, Renault put a contract on my desk and I signed straight away. It's a dream come true for any engineer."



Above: Academy winners get hands-on in the garage

RACE CENTRE

IMSA • WORLD RALLYCROSS • NASCAR • MotoGP • SUPER GT



Extreme Speed ends Cadillac run

IMSA SPORTSCAR
ROADAMERICA (USA)
AUGUST 6
ROUND 9/12

CADILLAC'S WINNING STREAK IN the new-for-2017 IMSA DPi category is finally at an end. Even though championship-leading brothers Ricky and Jordan Taylor led the majority of last Sunday's 160-minute race at the spectacular Road America venue, they eventually fell victim to charging Brazilian Pipo Derani. Sharing the Extreme Speed Motorsports team's potent Onroak-Nissan DPi with Johannes van Overbeek, Derani grasped the advantage during the final caution period before speeding to an accomplished victory.

Ricky Taylor continued his imperious form in qualifying, snatching his fourth pole of the season in father Wayne's Dallara-Cadillac, and quickly took control in the opening stages. Young Mexican Jose Gutierrez led the chase in the PR1-Mathiasen Motorsports Ligier-Gibson, followed by the ESM Nissans.

Gutierrez held on to second for almost 30 minutes before slipping down the order shortly before the first round of pitstops. Eric Curran (Action Express Cadillac) vaulted from fifth to second once the stops had been completed, while Taylor extended his lead to over eight seconds before being relieved by

his younger brother at half-distance.

After Dane Cameron took over from Curran at the same time, it soon became apparent that his hopes of a fourth consecutive win at the track were slim at best. Cameron lost a position to the second Nissan of Scott Sharp/Ryan Dalziel, then came under intense pressure from Stephen Simpson's JDC-Miller Motorsports Oreca-Gibson.

Derani initially ran fifth after taking over from van Overbeek but gained two positions during the third and final round of pitstops, which occurred under yellow with around 50 minutes remaining. Derani powered past Jordan Taylor soon after a restart, then moved into the lead when Simpson made his final pit visit. Derani never looked back.

Taylor barely maintained second ahead of Dalziel, while Cameron held on to fourth ahead of the resurgent Marc Goossens and Renger van der Zande, who revelled in the handling of Visit Florida Racing's new Ligier-Gibson.

Derani completed a fine final stint to secure victory

Ford took GTLM win despite late charge from Porsche



Dirk Muller and Joey Hand controlled the GTLM field in Chip Ganassi's #66 Ford GT, although Gianmaria Bruni/Laurens Vanthoor (Porsche) chased hard in the closing stages.

Local driver James French and Patricio O'Ward maintained their unbeaten streak in PC for Performance Tech Motorsports, while Jesse Krohn/Jens Klingmann comfortably trounced a tight field of GT Daytona competitors aboard their Turner Motorsport BMW M6 GT3.

JEREMY SHAW

RESULTS

1 Johannes van Overbeek/Pipo Derani (Onroak-Nissan DPi) 71 laps in 2h40m35.461s; 2 Ricky Taylor/Jordan Taylor (Dallara-Cadillac DPi-V.R) +2.356s; 3 Scott Sharp/Ryan Dalziel (Onroak); 4 Eric Curran/Dane Cameron (Cadillac); 5 Marc Goossens/Renger van der Zande (Ligier-Gibson JSP217); 6 Christian Fittipaldi/Joao Barbosa (Cadillac). **PC 1 James French/Patricio O'Ward**; 2 Mark Kvamme/Gustavo Yacaman; 3 Don Yount/Buddy Rice. **GTLM 1 Dirk Muller/Joey Hand (Ford GT)**; 2 Gianmaria Bruni/Laurens Vanthoor (Porsche 911 RSR); 3 Ryan Briscoe/Richard Westbrook (Ford). **GTD 1 Jesse Krohn/Jens Klingmann (BMW M6 GT3)**; 2 Patrick Lindsey/Jorg Bergmeister (Porsche 911 GT3-R); 3 Andrew Davis/Lawson Aschenbach (Audi R8 LMS). **Points 1 Taylor/Taylor 258**; 2 Fittipaldi/Barbosa 232; 3 Curran/Cameron 227. **PC 1 French/O'Ward 252**; 2 Yount 212; 3 Rice 150. **GTLM 1 Jan Magnussen/Antonio Garcia 239**; 2 Muller/Hand 231; 3 Alexander Sims/Bill Auberlen 230. **GTD 1 Christina Nielsen/Alessandro Balzan 254**; 2 Ben Keating/Jeroen Bleekemolen 239; 3 Davis/Aschenbach 224.



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THE 2018-19 PORSCHE CARRERA CUP GB JUNIOR PROGRAMME

It might have a new name for this year, but the Porsche Carrera Cup GB Junior programme remains one of the largest prizes in UK motorsport. What used to be called the Scholarship now aligns in name as well as purpose with Porsche's international initiatives that provide young drivers with an incredible opportunity to develop their careers.

The Junior programme is about so much more than receiving a substantial contribution towards two seasons in Porsche Carrera Cup GB. Instead it's about nurturing a young driver inside and outside of the car to become someone who can progress up the Porsche Motorsport pyramid, possibly one day even becoming a factory driver.

The £85,000-per-season budget contribution for 2018 and '19 might be the attention-grabbing figure, but other aspects of the Junior programme will also be beneficial to young drivers. The Junior will receive additional support from Porsche motorsport engineers throughout the two years – people who have an intimate understanding of the 911 GT3 Cup. The winner will also be placed on a full fitness programme with the Porsche Human Performance team based in a custom facility at Silverstone, given specialist media training and receive a fully-funded drive in the British round of the Porsche Mobil 1 Supercup in '19. And, away from the track, the Junior is invited to join Porsche at high-profile events such as Autosport International and the Goodwood Festival of Speed.

As well as the new name, there are a few other tweaks to the programme this season. The proven two-year format remains the same, but the entry criteria have

been broadened. The age limit has been upped from 22, with applicants now eligible if aged between 17 and 24-years-old on February 1, 2018.

The programme certainly has a proven track record: current Scholar Charlie Eastwood leads the Carrera Cup standings in his second year with three meetings of the season to go. And the previous Scholar, Josh Webster, currently racing in the Porsche Mobil 1 Supercup, managed to win the overall title in his first year.

Eastwood is full of praise for what the scheme offers to aspiring racers. "It's massive," he says. "It's probably been the best two years of racing I've had with support from all angles. I would tell anyone who is eligible to go for it – even if you don't win, the experience you get from it is great. The Carrera Cup is showing it's a competitive championship and more and more drivers are going for it. I would love to be doing another two years of the programme."

Eastwood admits he was surprised to be given the opportunity after a successful assessment day at Silverstone in the winter of 2015. It came on the back of a difficult year in Formula Renault NEC where he could only manage 17th in the standings after a part-season. But that underlines the point of the Junior programme. Porsche is not looking for someone who is already winning championships; instead it wants someone who can show potential – the potential to be moulded into a successful racing driver and develop a professional career.

Applications are now open for 2018-19. Could you be the person to follow in Eastwood's footsteps?



PORSCHE

**CARRERA
CUP
GREAT BRITAIN**



HOW TO APPLY

If you are aged between 17 and 24 on February 1, 2018, hold a minimum of a National A race licence and have competed in no more than one Porsche Carrera Cup GB weekend, you are eligible to apply for the Porsche Carrera Cup GB Junior programme. In order to apply, head to porsche.co.uk/CarreraCupGBJunior and complete the application form, along with a letter of no more than 300 words explaining your interest in the programme and your racing ambitions. The closing date is September 11.

porsche.co.uk/CarreraCupGBJunior

CONGRATULATIONS

Nicky Grist Motorsports & Stilo helmets would like to congratulate their Stilo UK factory pilots on their outstanding wins in MSA Kartmasters at PF International.

Harry, Taylor and Georgi are proud to wear Stilo ST5 CMR Helmets.



Harry Thompson



Taylor Barnard



Georgi Dimitrov



With thanks to Chris Walker Photography

IN BRIEF

MOTO2

Thomas Luthi took a surprise Moto2 win at Brno last Sunday in a shortened six-lap race that had been interrupted by rain. The Swiss veteran was seventh on the grid for the restart and immediately leapt into a lead at Turn 1 that he wouldn't lose. Alex Marquez was second, five seconds in arrears. Points leader Franco Morbidelli struggled on the wet track, dropping from second to eighth.

MOTO3

Joan Mir strengthened his grip at the top of the Moto3 standings with a sixth triumph in 10 races at Brno. Once again Romano Fenati proved Mir's closest rival, but he was forced to settle for second for a fourth race in a succession. Aron Canet grabbed third on the last lap, while Britain's John McPhee finished sixth from 19th on the grid.

FORMULA RENAULT NEC

Red Bull Junior Richard Verschoor took a second and a win in the two races at Assen. Neil Verhagen overtook his MP Motorsport team-mate in the opener before Verschoor dived by early leader Gilles Magnus to win the second encounter. Magnus leads the points race after two of the five meetings.

ADAC FORMULA 4

German Lirim Zendeli, Brazilian Felipe Drugovich and Kiwi Marcus Armstrong shared the wins at the Nurburgring last weekend. Despite only finishing on the podium once, Estonian Juri Vips continues to head the standings.

ADAC GT MASTERS

Sebastian Asch and Lucas Auer won the first race at the Nurburgring in their BWT Mücke Motorsport Mercedes-AMG GT3 before Aust Motorsport pairing Kelvin van der Linde and Markus Pommer struck for Audi. Polesitter Philipp Eng's BMW had led to the pitstops, but co-driver Nicky Catsburg was penalised for an unsafe release and dropped to second.

NASCAR XFINITY

Kyle Busch held off a fast-approaching Joey Logano in a three-lap dash to win last Saturday's Zippo 200 and earn his first NASCAR Xfinity Series victory at Watkins Glen. Busch's victory did not come easy – he spun out while leading on lap six and was also penalised during a pitstop.

BRAZILIAN STOCK CARS

Felipe Fraga continued his tradition of winning at new venues when the series visited the Velo Citta circuit for the first time last weekend. Fraga jumped to second from third on the grid, then a minor touch with Atila Abreu gave the poleman a puncture and handed Fraga victory. Abreu recovered to 10th, giving him pole for the reversed-grid race, which he won ahead of points leader Daniel Serra.



Kristoffersson sees off Solberg

WORLD RALLYCROSS CHAMPIONSHIP
TROIS-RIVIERES (CDN)
AUGUST 5-6
ROUND 8/12

JOHAN KRISTOFFERSSON EXECUTED a perfect joker-lap strategy in Canada to claim his third successive victory and extend his championship lead to 35 points.

Having convincingly won the semi-finals, Kristoffersson and PSRX Volkswagen Sweden team-mate Petter Solberg battled side-by-side into Turn 1 in the final. Despite edging ahead on the outside, Solberg had to concede the lead in the braking area for Turn 2.

Solberg took his compulsory joker lap on the second tour and returned to the main circuit third, behind Timmy Hansen. Kristoffersson elected to cover off his team-mate by taking the joker next

time around. He slotted back onto the main circuit behind Hansen, backing out of any potential contact, knowing he would retake the lead when Hansen took his joker lap, which the Peugeot-Hansen driver did on the very next tour.

Kristoffersson and Solberg then ran in formation to the finish, Kristoffersson sealing his fourth World RX win of 2017 and the fifth in a row for the Polo. Ex-World Rally star Sebastien Loeb took third following a problem for Hansen.

HAL RIDGE

RESULTS

1 Johan Kristoffersson (Volkswagen Polo GTI) 6 laps in 5m02.704s;
2 Petter Solberg (VW) +1.072s; 3 Sebastien Loeb (Peugeot 208);
4 Kevin Eriksson (Ford Fiesta); 5 Toomas Heikkinen (Audi S1);
6 Timmy Hansen (Peugeot). **Points 1 Kristoffersson 211;**
2 Solberg 176; 3 Mattias Ekstrom 158; 4 Loeb 144; 5 Hansen 135;
6 Andreas Bakkerud 128.

Truex too efficient for Glen rivals

NASCAR CUP
WATKINS GLEN (USA)
AUGUST 6
ROUND 22/36

PATIENCE PAID OFF FOR MARTIN TRUEX JR at Watkins Glen last weekend. As cars ran out of gas around the Furniture Row Racing Toyota, Truex conserved enough fuel over the final 25 laps to pick up his fourth NASCAR Cup Series win of the season and his first at the former United States Grand Prix venue.

Truex led a race-high 24 laps and took the lead from Ryan Blaney for the last time on lap 88 of 90. His advantage was 0.414 seconds

over Matt Kenseth at the finish line.

"I can't believe that, it was so stressful," said Truex over his team radio. "I've always wanted to win here, it's a special place. This is a big one for the team."

"I guess this is our time. I just can't say enough about all of these guys and what they allowed me to do. I'm having the time of my life."

Rookie Daniel Suarez finished third, followed by Denny Hamlin, who completed a Toyota 1-2-3-4. Clint Bowyer's Ford was fifth, while AJ Allmendinger was the top Chevrolet driver in ninth.

Truex's win extends his lead in the series standings to 116 points over Kyle Busch, who finished seventh. Truex has also taken 14 stage wins and 34 playoff points.

JIM UTTER

RESULTS

1 Martin Truex Jr (Toyota Camry) 90 laps in 2h07m03s;
2 Matt Kenseth (Toyota) +0.414s; 3 Daniel Suarez (Toyota);
4 Denny Hamlin (Toyota); 5 Clint Bowyer (Ford Fusion);
6 Kurt Busch (Ford); 7 Kyle Busch (Toyota); 8 Ryan Blaney (Ford);
9 AJ Allmendinger (Chevrolet SS); 10 Erik Jones (Toyota).
Playoff qualifying 1 Truex 881/4 wins; 2 Jimmie Johnson 574/3;
3 Kyle Larson 759/2; 4 Brad Keselowski 681/2; 5 Ricky Stenhouse Jr 486/2;
6 Kyle Busch 765/1; 7 Kevin Harvick 746/1; 8 Hamlin 687/1;
9 Blaney 565/1; 10 Kurt Busch 528/1; 11 Ryan Newman 503/1;
12 Kasey Kahne 437/1; 13 Austin Dillon 406/1; 14 Chase Elliott 648;
15 Jamie McMurray 643; 16 Kenseth 637.



Truex kept his nerve and saved fuel to win



Timing is everything as Marquez pulls

MOTOGP
BRNO (CZ)
AUGUST 6
ROUND 10/18

IF INCLEMENT WEATHER AT BRNO OFFERED few firm clues as to how the second half of this year's MotoGP title chase is likely to pan out, it did confirm one thing – that Marc Marquez has no equal when it comes to the art of winning in changeable conditions.

The Spaniard went into the summer break in July as the new points leader following his second victory of the year at the Sachsenring, a track that has become something of a personal fiefdom of his. But he expected to lose ground to his rivals in the Czech Republic.

Instead, though, by timing his switch of bikes to perfection as the damp track rapidly dried, Marquez left the field languishing in his wake. Confounding his own expectations, he extended his points lead over nearest rival Maverick Vinales to 14 and cemented his status as favourite to take his fourth premier-class crown.

The truth of the matter is that whatever the weather, Marquez would have been tough to beat. He and Honda team-mate Dani Pedrosa had spent two days at Brno in mid-July – testing a new chassis, among other things – which left him feeling confident heading into Friday practice, even if he elected not to run the new frame.

Come Saturday, Marquez edged old rival Valentino Rossi by under a tenth for pole. Despite the fine margin, Rossi all but conceded defeat – declaring the works Hondas out of reach and saying he would be aiming for the final spot on the podium.

Rain on Sunday morning, however, completely reset expectations. All 23 riders selected wet tyres for the start, although the sun began to poke through the clouds a few minutes before the warm-up lap, making the prospect of a 'flag-to-flag' race (with switches to second bikes on alternative tyres) increasingly likely.

Uniquely among the top eight on the grid, Marquez chose to fit a soft wet rear tyre. After losing the lead to Ducati's Jorge Lorenzo on the opening lap, the reigning champion quickly began to drop down the order.

But at the end of the second lap, Marquez went into the pits, hopped on his slick-shod second bike and resumed, immediately lapping several seconds faster than the leaders. The race was effectively won in around five minutes.

By the time everybody had come in for dry bikes, Marquez held an advantage of 18 seconds over his nearest rival. The gap nearly reached 23s before Marquez eased back and cruised home to win by 12s.

Completing the podium were Pedrosa and Vinales, who both pitted two laps later than Marquez. The all-Spanish podium was hailed

as a fitting tribute to Angel Nieto, the 13-time grand prix world champion who passed away on Thursday evening following injuries sustained in a quad-bike accident.

The riders who came home in the wake of the top three all had good cause to ponder what might have been. Rossi was one of the last to pit, doing so on lap five after taking the lead off Lorenzo on the previous lap, and was left down in 13th when he returned to the track. Recovering from there to fourth was no small feat, and one that could be crucial for the championship.

Cal Crutchlow, last year's Brno winner, followed Pedrosa and Vinales into the pits on the fourth lap, and looked to be in the mix for at least a podium before fading in the latter stages, dropping behind both factory Yamahas to end up fifth.

Top Ducati man Andrea Dovizioso fell to sixth after staying out along with Rossi for an extra lap, although Tech3 Yamaha's Johann Zarco held on for another lap after that despite Marquez circulating anything up to 10s a lap quicker at that point. The French rookie had to settle for 12th, and put the result down to a lack of experience in such conditions.

It was an unusual weekend to say the very least for Lorenzo, who turned heads in second practice on Friday when his Ducati emerged from the pits sporting a radical new aerodynamic fairing that had previously been trialled by test rider Michele Pirro and Pramac's Danilo

Honda duo heads team milestone

SUPER GT
FUJISPEEDWAY(J)
AUGUST 6
ROUND 5/8

THE AUTOBACS RACING TEAM Aguri squad won both the GT500 and GT300 classes at Fuji last weekend – the first team to secure the double since 2013.

Tomoki Nojiri and Takashi Kobayashi started their Aguri Honda NSX-GT from pole, set fastest lap and led throughout. It was the first NSX win of the season, breaking what has up to now been a Lexus stranglehold.

Having only racked up 10 points in the previous four rounds, the Honda duo scored 21 in one go to move within 13 of new leader James Rossiter.

The Nissan GT-R of Ronnie Quintarelli and Tsugio Matsuda was second after a fierce battle with the Lexus LC 500 of Yuji Tachikawa and Hiroaki Ishiura. Just 2.2 seconds covered the top three at the flag.

TOM'S Lexus driver Rossiter continued his consistent season with a fourth top-five finish, taking fourth with Kazuki Nakajima. That was enough to move the Briton into the lead of the championship by one point from Lexus pairing Andrea Caldarelli/Kazuya Oshima, who took ninth.

Jann Mardenborough made it two Brits in the top five. The GT-R he shares with Hironobu Yasuda finished 1.6s behind Rossiter/Nakajima and just ahead of Nick Cassidy/Ryo Hirakawa.

Sean Walkinshaw and Shinichi Takagi started on pole in the GT300 class and completed Aguri's superb weekend with a dominant victory in their BMW M6. They finished a lap clear of their closest class rivals.

It's a good time for Honda to start winning in GT500. The next round is the blue-riband Suzuka 1000Km at the end of August, when 2009 Formula 1 world champion Jenson Button will join the NSX line-up at Team Mugen.

JIRO TAKAHASI

RESULTS

1 Tomoki Nojiri/Takashi Kobayashi (Honda NSX-GT) 66 laps in 1h44m39.955s; 2 Tsugio Matsuda/Ronnie Quintarelli (Nissan GT-R) +1.530s; 3 Yuji Tachikawa/Hiroaki Ishiura (Lexus LC 500); 4 Kazuki Nakajima/James Rossiter (Lexus); 5 Hironobu Yasuda/Jann Mardenborough (Nissan); 6 Ryo Hirakawa/Nick Cassidy (Lexus). **Points 1 Rossiter 44**; 2 Andrea Caldarelli/Kazuya Oshima 43; 3 Cassidy/Hirakawa 42; 4 Ishiura/Tachikawa 41; 5 Quintarelli/Matsuda 41; 6 Nakajima 38.

Marquez had pole position, but it was his pitstop that proved decisive

Three Spaniards on the podium was a fitting tribute to Nieto

clear of rivals at Brno

Petrucchi during the summer break.

Lorenzo declared the new bodywork an improvement, as it gave him more front-end feel than he'd been used to with the Desmosedici. He qualified sixth in the dry and said he felt he could win the race in wet conditions, traditionally his major weak-point.

The three-time champion appeared to put his money where his mouth was when he passed Marquez to lead on the opening lap, and was running second behind Rossi when he pitted on lap four, only to discover his second bike hadn't been prepared by his Ducati crew.

What had been a golden opportunity to at least score a podium went begging. Lacking pace on his second bike, Lorenzo was left with his equal-worst finish of the year, 15th.

Lorenzo wasn't the only rider to come a cropper in the pits – Suzuki's Andrea Iannone suffered a scary incident when he crashed trying to avoid the Aprilia of Aleix Espargaro. Iannone's bike slipped on a wet drain cover and skidded into the bike of team-mate Alex Rins.

Espargaro was handed a three-place penalty for an unsafe release as a result, but still managed to finish eighth, behind Petrucci and ahead of Pol Espargaro, who took KTM's best MotoGP result yet in ninth.

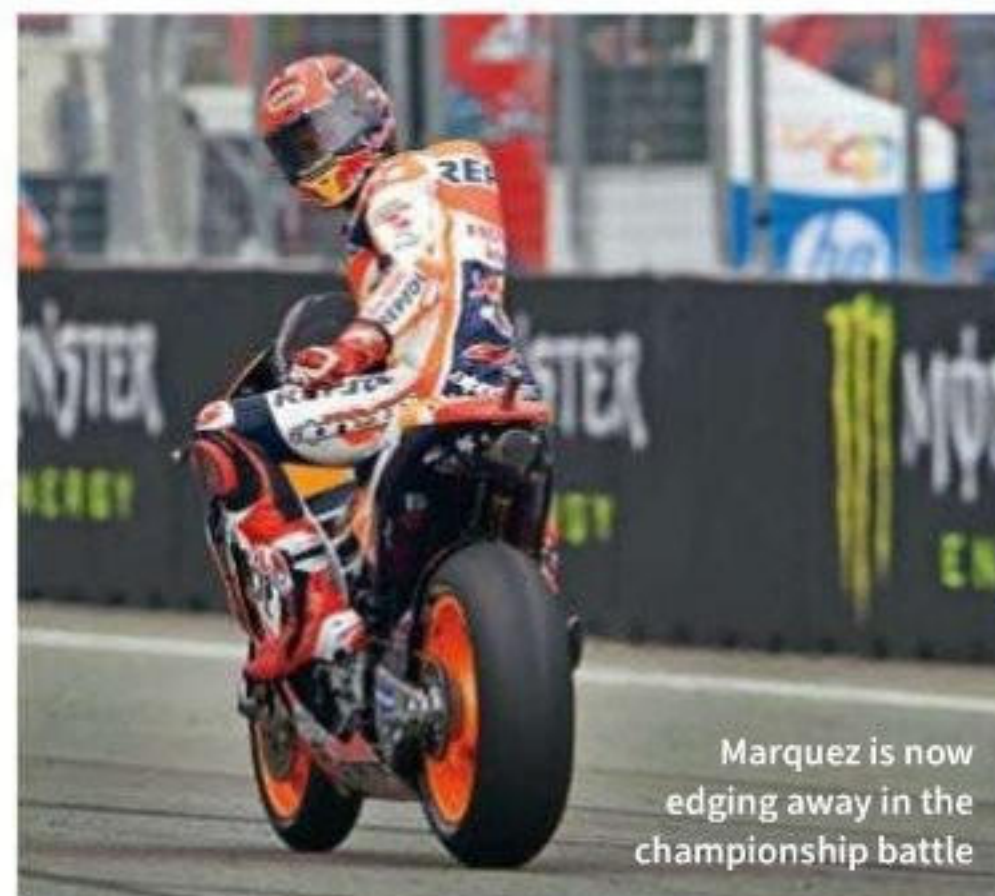
Out front, there were no such dramas for Marquez, who conjured memories of his Sachsenring masterclass of last year in

similar conditions with his inspired pit timing. The 24-year-old's rivals are going to have to up their game if they want to stop him the next time the weather takes a turn for the worse.

JAMIE KLEIN

RESULTS

1 Marc Marquez (Honda) 22 laps in 44m15.974s; 2 Dani Pedrosa (Honda) +12.438s; 3 Maverick Vinales (Yamaha); 4 Valentino Rossi (Yamaha); 5 Cal Crutchlow (LCR Honda); 6 Andrea Dovizioso (Ducati); 7 Danilo Petrucci (Pramac Ducati); 8 Aleix Espargaro (Aprilia); 9 Pol Espargaro (KTM); 10 Jonas Folger (Tech3 Yamaha). **Points 1 Marquez 154**; 2 Vinales 140; 3 Dovizioso 133; 4 Rossi 132; 5 Pedrosa 123; 6 Johann Zarco 88.



Marquez is now edging away in the championship battle

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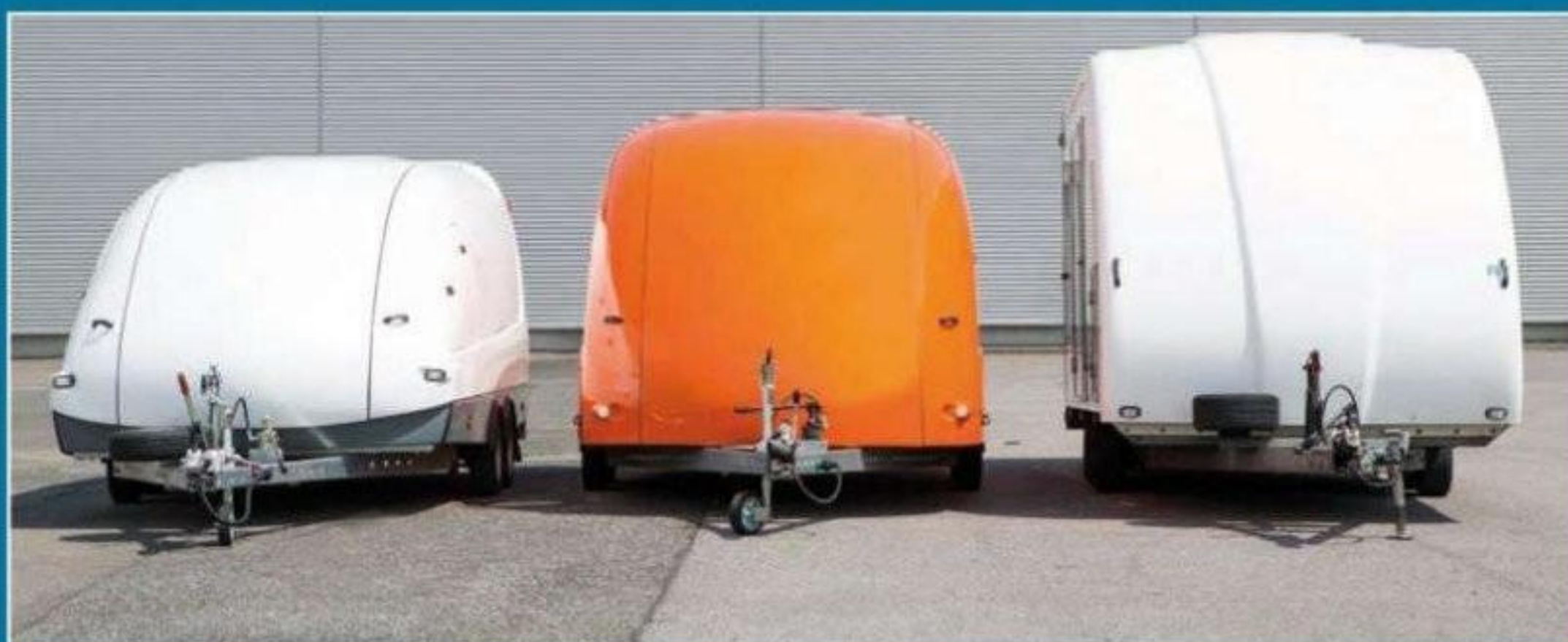


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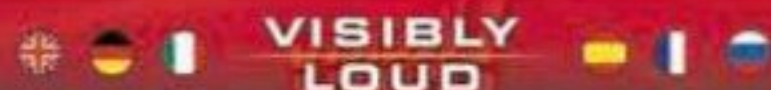
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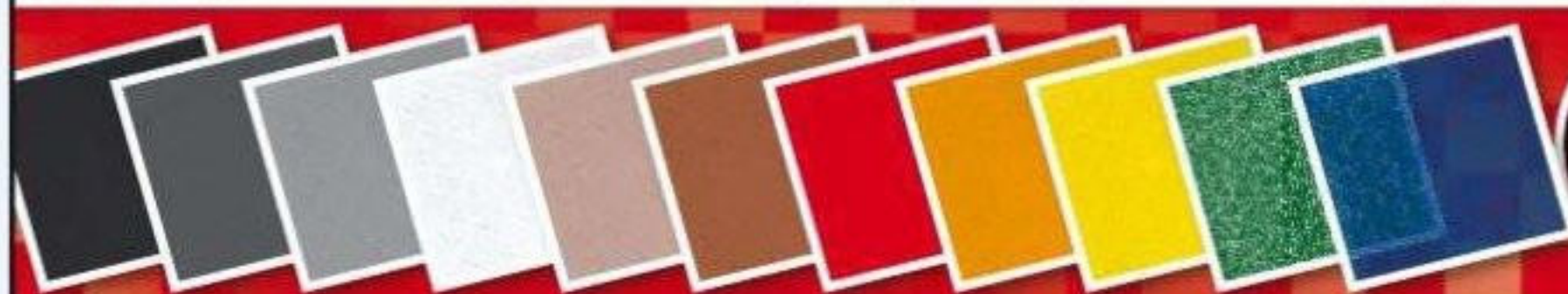
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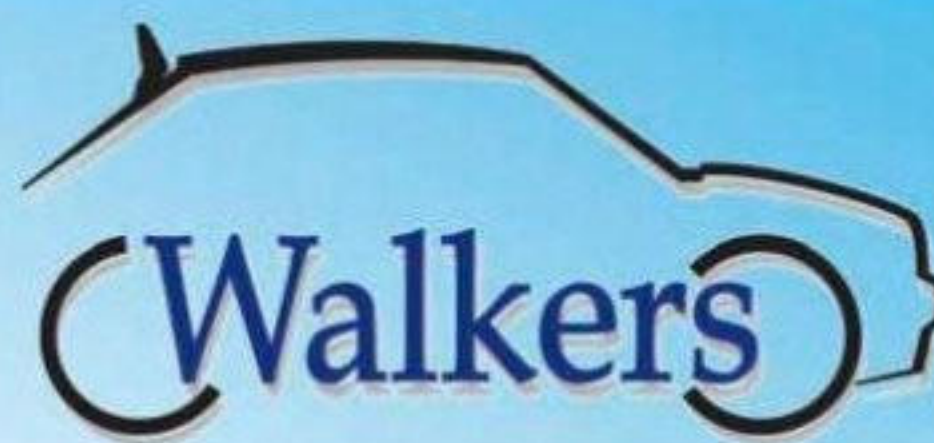
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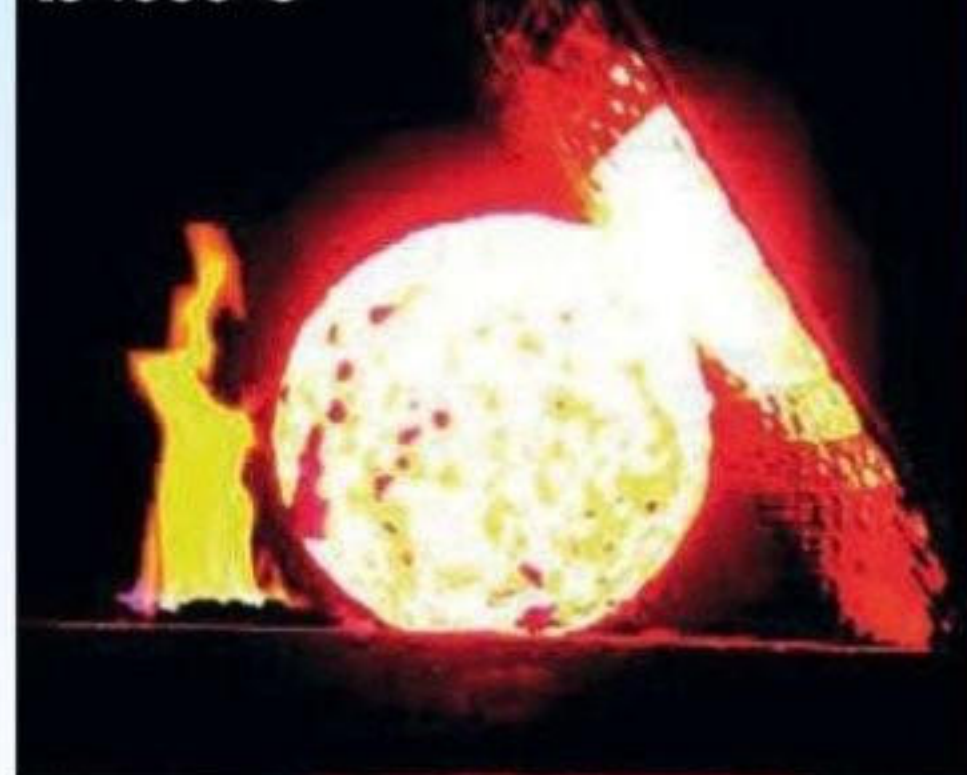
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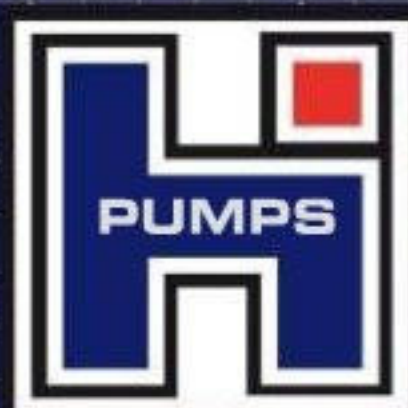


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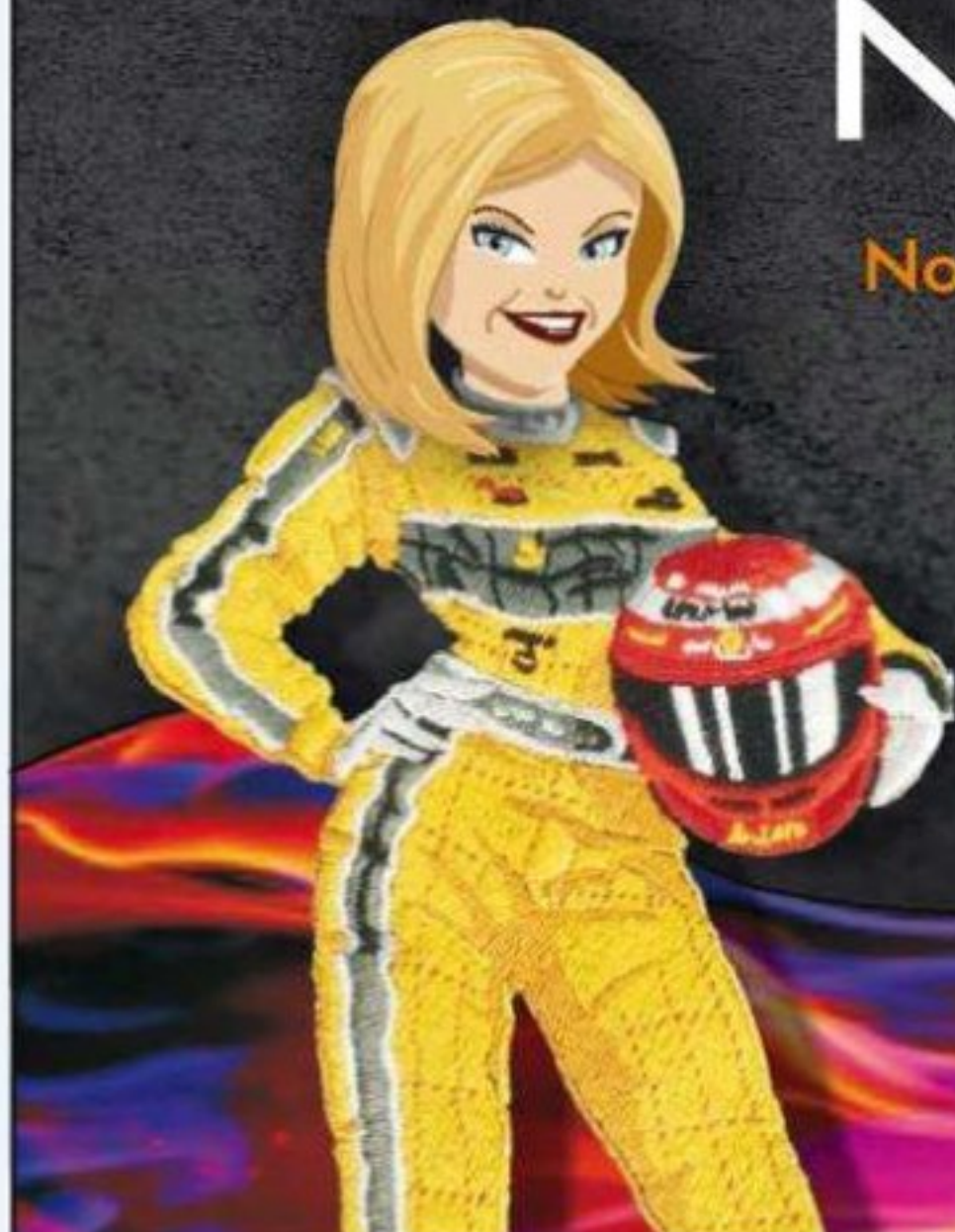
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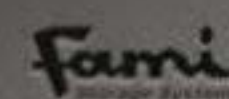


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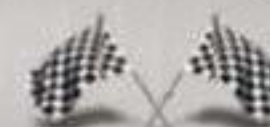
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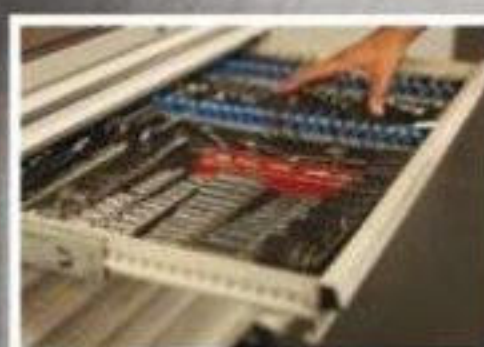


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BRITISH GT

Works Nissan will return to British GT

A FACTORY-BACKED NISSAN GT-R will return to the top division of the British GT Championship for this year's season finale at Donington Park, ahead of a potential full campaign in 2018.

A single car will be run by British constructor JRM, which has masterminded development of the NISMO-backed GT-R GT3 project since the car's launch in 2011.

The 3.8-litre twin-turbo V6 car, which will run to JRM's current GT3 spec, will be handled by Ben Green and Charlie Fagg at Donington, with both forming part of a new Young Drivers Programme from JRM.

Green, 19, has been racing in GT4 for the past two years and has been a race winner in the Ginetta GT4 Supercup. Fagg, 17, is competing in the European GT4 Series with a Nissan 370Z GT4, and was part of the Ebor GT Maserati team that won both British GT4 events earlier this year at Spa-Francorchamps.



JRM managing director Jason King said: "Getting back on track with a newly built NISMO GT-R GT3 driven by a new, young and talented team is what we have been waiting for."

"In the past few years JRM has focused on our applied engineering and working with OEMs around the world. The time is now right to unleash the team and get back on track with a driving team, garage support and a car

The last time a GT-R raced in British GT was 2014 with Sir Chris Hoy at the wheel

we feel has serious podium potential."

Green said: "This is a big step for me, but it's a natural progression and I'm really looking forward to testing the limits of the GT-R around a track I know very well, having won there [in GT4 Supercup] earlier this year."

Fagg added: "JRM has a fantastic history in the sport and to be part of their GT3 comeback is a massive opportunity for me and one I am very much looking forward to. It will be quite an experience."

The last time a GT-R GT3 raced in British GT was in 2014, when Sir Chris Hoy drove the RJN-run car.

JRM has not competed regularly since the Blancpain Endurance Series in 2013. It is also a former FIA GT1 World champion team under the Sumo Power title and has raced in the FIA World Endurance Championship. It has since developed the Mini World Rallycross Supercar.

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Teams think GT3 cars such as the Bentley (31) should share the track with GT4s



BRITISH GT

Teams reject plan to split GT grids

MANY BRITISH GT TEAMS HAVE OPPOSED plans to split the GT3 and GT4 grids next season.

Series organiser SRO Motorsports Group had announced a proposal to create a British GT4 Cup for next season, which would involve the GT4 contingent having their own races on championship weekends as well as a standalone event at Thruxton.

However, many top GT4 teams have spoken out against the Cup concept. A substantial proportion would prefer the championship to stay in its current format.

Century Motorsport boss Nathan Freke, who runs two GT4 cars, said: "I think the championship should stay as it is. Currently

there are about 18 GT4 grid slots so it means getting one is special. Opening that up to 32 would devalue the seats and you'd have a supply-and-demand situation.

"Running GT4 separately would also make it a real 'B' class. We know it's already a sub-class, but at least it's still part of the main event."

Joe Osborne, who competes in a Tolman Motorsport McLaren 570S GT4, added: "I don't think it [the split] would work. In every GT series you have multi-class racing, and learning to deal with traffic is a big part of the sport. You'd lose that. Plus a half-full GT3 grid wouldn't look great."

British GT Championship manager Benjamin

Franassovici said: "It's a potential new plan but nothing is set in stone to change the format, so of course we'll listen to the teams and be guided by entries. If the numbers don't add up, we'll stay as we are."

- Leading Ginetta team Rob Boston Racing made its British GT debut at Brands Hatch as it evaluates a full-time move into the championship next season. The team ran a single Ginetta G55 GT4 for Ginetta GT4 Supercup man Jason Baker and former Lotus racer Adam Gore, and the pair finished sixth. "This is a bit of a toe-in-the-water for us as a team to see what it's like," said Boston.



BRDC BRITISH F3

Sowery: Exclusion means title bid is over

TOBY SOWERY BELIEVES HIS chances of winning the BRDC British Formula 3 Championship are over after what he described as a "weekend from hell" at Brands Hatch, during which he was excluded from race two.

He won that race on the road, but his car failed scrutineering checks when his gearbox differential was found not to be in accordance with the regulations.

The 20-year-old could only manage seventh in the third race after fluffing his start, coming away from the weekend with a

best result of third from Saturday's opening contest.

"It should have been one win at least, it could have been two but instead it was a DSQ and P7," said Sowery. "It's been a weekend from hell and the championship is over."

Lanan Racing team principal Graham Johnson said he was unaware of the problem with the gearbox, which has been used throughout the 2017 season.

"The differential, there are two ways it can be fitted: drive and overrun, with 5%

difference," he said.

"We had the gearboxes rebuilt [by an outside company] and we didn't check that the 'box had been built correctly. It's been like that all season.

"Toby has taken it [losing the win] incredibly well. I was close to tears. I'm very pro-scrutineering. Five years and this will be the first one in [BRDC] F4 or F3 we've been excluded from."

Sowery is now third in the standings, 133 points behind runaway leader Enaam Ahmed with just 190 still available.

Murray will drive
for Newman
Wachs outfit



USF2000

Murray to make USF2000 debut

NIALL MURRAY WILL TAKE PART IN the final round of this year's USF2000 Championship after sealing a one-off deal with the Newman Wachs Racing team.

Multiple Formula Ford 1600 title-winner Murray will join the team for the season finale at Watkins Glen on September 1-3 for what will be his US racing debut.

Last year's Festival, National and Walter Hayes Trophy champion Murray has been close to USF2000 before, having taken part

in last year's Mazda Road to Indy Shootout, which offers the winner a funded season in the American single-seater class.

"I met Eddie Wachs [Newman Wachs team boss] at last year's Shootout and we've kept talking since to see if we could put something together," said Murray. "This chance came up and I have to go for it."

"I'm still doing Northern Irish FF1600 to try and qualify for the Shootout this year as, being realistic, the budgets are still high."

RENAULT UK CLIO CUP JUNIOR

Karter Hanafin moves to Clio Junior

SUPER ONE KARTING
frontrunner Lorcan Hanafin is set to be the youngest driver in Renault UK Clio Cup Junior after signing up for the series.

Hanafin has signed with Team Pyro, which leads the TOCA supporting Clio Cup with Mike Bushell, and the 14-year-old will start at the

first round in September.

"We have done a lot of testing, and having recently taken delivery of a new car, I'm very excited," he said.

Team Pyro principal Mark Hunt added: "We're very excited about bringing Lorcan into car racing – he's had really encouraging results in karting, and from what we've seen so far we believe he could be very strong in the new UK Clio Cup Junior category."

The category uses the same cars as the Clio Cup, the only differences being the ECU, a limit of five forward gears, and the use of road-spec tyres.



Hanafin will race
with the Pyro squad

MAZDA MX-5 CHAMPIONSHIP

Smith annoyed at MX-5 exclusions

LEADING MAZDA MX-5 CHAMPIONSHIP runner Sam Smith was excluded from two of his three races at Anglesey after failing post-race scrutineering checks on his engine.

Smith, who won all three races at Snetterton, was aggrieved by the testing procedure.

"They have picked five cars to run on the dyno and mine was the only one from the top five," he said. "They can't find anything specifically wrong but are saying it is too good – there's a tiny blip right at the top end."

Series regulations state engines must have a maximum output of 105bhp, but the checks produced a result fractionally above that.

Smith pointed out that factors, including atmospheric conditions, could impact the reading. He was relegated to the B grid for race two – which he won – but again was excluded.

Joshua Jackson and Mike Comber finished one-two in the second A race but were also disqualified after their engines produced readings less than 1bhp above the limit.

IN BRIEF



EBREY/LAT

ORTON MAKES CARRERA CUP TEAM MOVE

Porsche Carrera Cup GB driver Jamie Orton has switched to the In2Racing squad for the rest of the season. He began the year with the title-winning Redline team but will now join fellow ex-Ginetta GT4 Supercup racer Tom Wrigley at In2. "I felt I'd benefit from being in a smaller team where perhaps I can spend more time with the engineer," he said.

CENTURY BACK FOR GT SEASON FINALE

Century Motorsport is confident of having both of its Ginetta GT3 cars out for the British GT season finale, despite its return to the class being short-lived last weekend. Tom Hibbert crashed heavily at Stirlings during practice, ruling the car out for the rest of the weekend. The team was prevented from using its second chassis since series rules currently do not allow the use of a substitute car.

HOUSE PENALISED FOR CAUSING CRASH

Three-time Volkswagen Racing Cup champion Phil House was excluded from the first race at Brands Hatch and handed four penalty points following an accident that left Paul Ivens hospitalised. House tipped Tim Docker into a spin at Paddock Hill on the opening lap and Ivens was unable to miss the rotating car, which sent him airborne. Ivens was taken to hospital for checks before being released with minor injuries.

HANDS WANTS TO LIFT MORE TROPHIES

Danny Hands, the 2008 Formula Vee champion, plans to bid for the 2018 title having taken a race victory on his comeback after eight years away from the category. The 32-year-old was tempted back to race at the 50th anniversary Festival event at Cadwell Park two weeks ago, and was the only past champion to do so.

BARK PLANS FULL-TIME CLIO 182 RETURN

Former Clio 182 champion James Bark plans to contest the final round of this season ahead of a return to the series full-time in 2018. The 2015 champion made a winning comeback to the 750 Motor Club category at Cadwell Park at the end of last month – his first race in the series this year after deciding to sit out the 2017 campaign owing to work and budget constraints.



WALKER

FISCAR Paul Ziller was lucky to escape unscratched when his Triumph TR2 lost a wheel and rolled over after going into the gravel during the FISCAR race at Silverstone. After qualifying 10th, Ziller had managed to make his way up to fifth place before the incident. He was taken for medical checks but was later released.

Photographs by Mick Walker



LYDDEN HILL

RACING BACK TO LYDDEN AFTER HIATUS

LYDDEN HILL WILL STAGE its first circuit racing event in more than two years this weekend when the Classic Touring Car Racing Club runs a 10-race meeting.

The track, near Wootton in Kent, has recently been kept busy with rallycross events, notably rounds of the World and British championships, as well as a multitude of track days and shows; but there has been no pure circuit racing for cars since a BARC South East event on June 20-21 2015.

Now the CTCRC, which last raced at Lydden in 2010, is gearing up for this weekend's event.

The club's categories have been divided into five races and each will run twice. The Classic Pre-'66 Saloons and Pre-'83 Touring Cars will have their own standalone events, while the Blue Oval Saloons and Classic VWs will run together and the Pre-1993/2003/2005 saloons will also be amalgamated.

Silhouette saloon racer Robert Knox has gathered sufficient former Lydden regulars to make up two special Allcomers races, which could attract CTCRC Classic Thunder and Honda V-TEC competitors as well.

The CTCRC race meeting will form part of a new venture, the Lydden Classic Festival.

NATIONAL FF1600

Driving standards targeted

THE BRSCC FORMULA FORD 1600 FOCUS GROUP IS proposing the introduction of a new policy with the aim of tackling the inconsistent driving standards that have blighted the National Championship in recent rounds.

The proposal, which would bring in a code of conduct, a driving standards advisor and a complaints procedure, has been based on a similar system used already within the Caterham Graduates Championship.

"After the Castle Combe meeting when there were just seven laps completed, our final event was cancelled and two drivers required hospital treatment, the issue of driving standards needs to be addressed," said Focus

Group chairman Ian Wolfenden. "These need to improve, otherwise grids will dwindle as drivers are forced on to the sidelines by repair bills."

The draft policy outlines an intention to appoint a driving standards advisor – an experienced FF1600 competitor – at each race, who would work with the clerk of the course to investigate on-track incidents.

"It needs an iron fist as a few drivers will just ignore the code of conduct and wait until they get penalised," said regular frontrunner, Jake Byrne. "Having a driving standards observer is not a bad idea since a lot of clerks haven't raced, and it can put them in an awkward position."

EQUIPE GTS

Relay race for burgeoning Equipe GTS

THE ORGANISERS OF THE Equipe GTS series will run a new three-hour relay race for the first time next month.

The Silverstone race is open to cars built to FIA Appendix K specification. GT and GTS cars with engines up to three litres, and touring/saloon cars with motors displacing under two litres will be allowed.

Teams can be made up of

between two and four cars, and the race will run to a handicap format on September 30.

The championship had a 75-car entry for the MG Live at Silverstone on June 17-18, and hasn't dropped below 34 entries for a UK round in 2017. Many drivers have called for a more extensive event and the organisers has responded with this relay-style encounter.

"A lot of our drivers have been saying, 'Can we have something a bit longer?'" said organiser John Pearson.

"Most of our cars don't have fuel tanks big enough [for longer races] so we looked at a relay format. The [750MC] Birkett Relay is a great race but it has no old cars in it any more, so we thought we could do something similar."



Equipe GTS drivers want a longer race



And now for something completely different

By Marcus Pye, the voice of club racing

[@autosport](#)

AFTER TWO 750-MILE ROUND TRIPS TO THE delightful Croft circuit in three weekends, my faithful old family VW Touran 'Rex' could almost be semi-autonomous since it seems to know the way to the north east's motorsport mecca. It will be surprised, perhaps relieved, to stop half way this Saturday when the Vintage Sports-Car Club's annual Bob Gerard Memorial Trophy race meeting – fourth of the rebranded Formula Vintage events – is our first stop on a schedule that will also take in the central focus of the RAC British Hillclimb Championship's 70th Anniversary celebrations at Shelsley Walsh.

If you haven't witnessed the VSCC's annual Dick Baddiley Trophy race for Edwardian cars at Mallory, you've missed one of the most extraordinary spectacles of the club racing season. Stand on the inside of the Esses during practice to best appreciate the skills of the most intrepid drivers as they tweak their remarkable pre-1918 bolides – some, unfathomably, with mighty aero-engines lashed to flimsy bedstead frames – through the right-left deviation and on the cambered rise towards Shaw's Hairpin, which tests their brakes – some retarding but two wheels!

I love the event, which attracts an unparalleled range of vehicles to the track, from three-wheeled Morgans to ERAs, with a particularly fine array of marques in the Owner-Driver-Mechanic race for Pre-War sportscars. Almost as wide a spread of enthusiasts' cars will be parked on the grassy escarpment on the outside of the start/finish straight, well worth a lunchtime amble.

Add in 500cc F3 and Historic Formula Junior, plus a strong

Austin Seven focus and a full day's entertainment is guaranteed. Auction house Bonhams is also hosting a marquee full of machinery from motoring's pioneering ages in the paddock.

While aerodynamic aids at VSCC events stop at sleek long-tailed aluminium bodies, turning headlamps inwards by 90 degrees to reduce wind resistance on slab-fronted cars or screens to deflect the air over exposed drivers' heads, Shelsley, by contrast, will feature ultra-high downforce bespoke hillclimb chassis screaming up the world's most famous course.

First used by the Midland Automobile Club in 1905, the steep 1000-yard ascent in the wooded Teme Valley has graced the national championship since it started in 1947. Get there early because, efficient as the parking marshals are, the spectator turnout is bound to clog the approach lanes at this landmark meeting.

With a full schedule of reporting and commentating on the circuits, I've not been to the Worcestershire hill for too long. Regrettably it must be at least a decade. Furthermore, I've not made it to a national round for several years, thus am greatly looking forward to seeing the latest generation of OMS, Gould, DJ, GWR, Force, Empire and Pilbeam cars in the flesh, and catching up with many old friends in the paddock.

Having followed this branch of the sport since the late 1960s, and competed on the majority of the hills in the late-1980s and early-'90s, I've seen it move on a long way since the stretched Hart, Cosworth DFL and DFR era. Nonetheless, four-time champion Martin Groves' outright record of 22.58s, set in a Gould GR55B, has stood since 2008. Will the target survive this weekend's quadruple-header? 🏆



BISHOP FLIES IN REBUILT CROSSLE

Harry Bishop, 17, underlined his potential by finishing a superb fourth overall and URS Classic runner-up in Sunday's second FF2000 race at Croft. Torpedoed at Brands Hatch a month ago, his rare Crossle 56F's chassis was repaired by the factory in Northern Ireland and finished in father Tim's workshop with a couple of days to spare.



BAINES' FF2000 DEBUT THWARTED

'Jono' Baines' Historic FF2000 race debut at Croft was deferred after the engine in the Royale RP30 acquired from Cumbrian neighbour James Murray blew in qualifying. "I loved my first experience of slick and wings [in Friday testing], then a conrod broke," said Baines, 2014 Classic Racing Cars champion in a Merlyn Mk20.



HALES ADDS MINI TO RACING CV

"I've tested Minis, but not raced one before. It's great fun," said Mark Hales, who drove Colin Flynn's Cooper S to 10th and eighth in Sunday's Historic Touring Car rounds at Croft. Since 1973 versatile writer/circuit instructor Hales has won more than 150 races, including the Spa Six Hours and three RAC TT Celebrations at Goodwood.

ALL PICS: WOODING

BRANDS HATCH
BRITISH GT AUGUST 6

Bentley duo steals lead in title chase

TWO DAYS AT BRANDS HATCH brought vastly contrasting fortunes for British GT's title protagonists, but at the end of it all the sun shone on Rick Parfitt Jr and Seb Morris, who put in a near-flawless display to scorch to the top of the championship standings.

Mixed weather conditions turned the title chase on its head twice across the weekend, but Parfitt/Morris's third win of the year means they will head to the Donington Park finale in September with a useful 10.5-point lead after overturning the deficit to former leaders Jon Minshaw and Phil Keen.

What had appeared to be a promising weekend for the Barwell Lamborghini Huracan crew ended in disappointment after an off-colour Sunday left them fifth, and in need of a swift return to the form that helped them to three wins from the opening four races.

Things looked bright in the Barwell garage at the end of play on Saturday, even if they didn't out on track. Heavy rain right before qualifying soaked the circuit and meant all GT3 teams headed out on wet tyres, but without the time to apply full wet set-ups.

Minshaw and Keen simply blitzed it, taking advantage of the extra grip the Huracan's mid-engined layout offered them to secure pole.

In contrast, the Bentleys struggled. Parfitt was forced to battle through pain after suffering a bout of illness

in the preceding week. Meanwhile his team-mate thought the Bentley's dynamics left a lot to be desired. "We've got a lot of weight over the front end of this car and in the wet it simply hasn't got the balance," said Morris, who would start just fifth.

With a 12-point lead ahead of the race, had Minshaw/Keen won and Parfitt/Morris finished a place lower than where they started, it would have been game over in the title fight.

Then the weather – and Bentley's fortunes – changed.

Sunday's race took place in bright sunshine and, knowing that the Continental held a power advantage around the fast sweeps of the Brands GP loop, Barwell wasn't confident.

"We're in front in the wet, but when it's dry those Bentleys will be coming for us around here," said Keen. And he was right.

Minshaw did get away well to head James Littlejohn's Macmillan AMR Aston Martin for the first few laps, but couldn't pull out a gap. Littlejohn slipped past to lead at Surtees on lap nine and led for much of the opening stint until he was forced to retire the car when its throttle stuck open on the GP loop shortly before the stops.

Parfitt had a steady few opening laps, but then flew when the Bentley's tyres came to him. He worked his way up to third, behind Minshaw, and then



Surprise and delight for Morris/Parfitt as an unexpected win gives them the title lead

pressured the Lambo into a mistake at Graham Hill Bend to grab second, which would become the lead after Littlejohn's retirement.

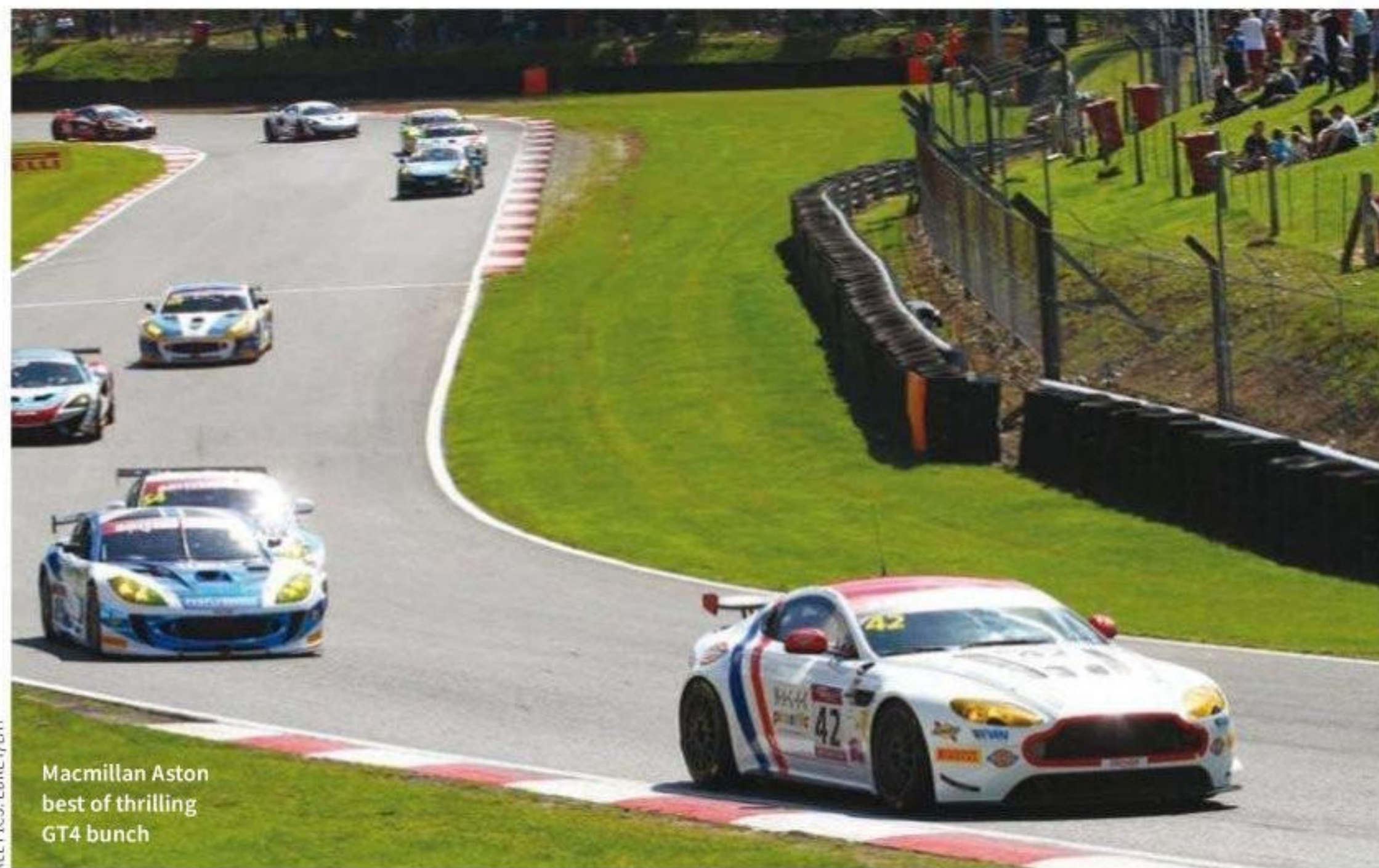
Once in clean air Parfitt excelled, pulling out a gap of more than 20 seconds on the rest of the field before handing over to Morris. With no success penalty to serve, Morris emerged well clear and added 10s of his own to take the flag unchallenged.

"That goes down as one of the best stints of my career," said Parfitt. "Our set-up brings the tyres in quite late, but they stay with us and I could push when I liked. It's the perfect result for the championship."

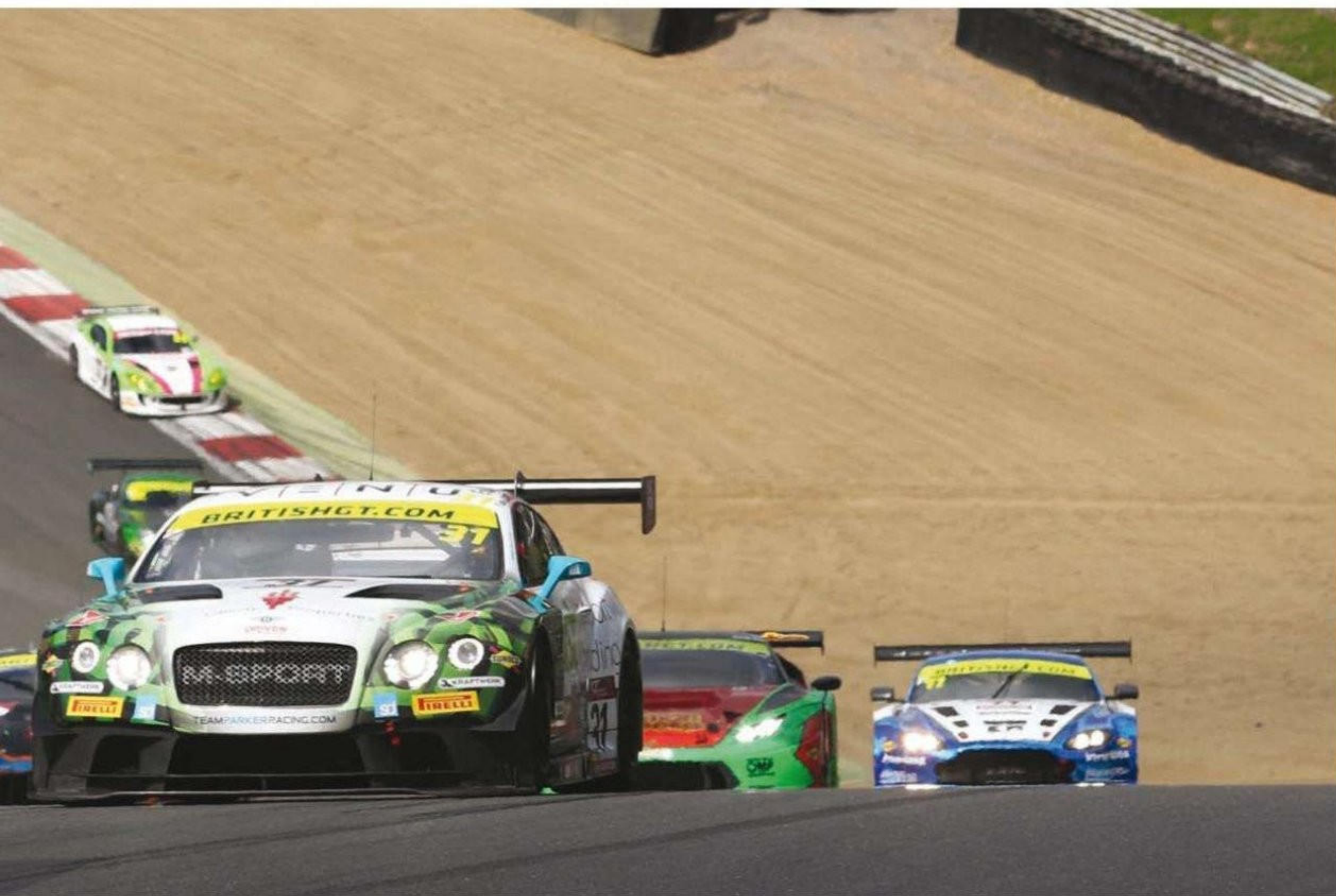
Minshaw tired during his stint, with the Huracan lacking the grip to compete in the dry. He slipped back to fifth before handing over to Keen, who couldn't make any progress in his stint.

"We had an off-day," said Barwell boss Mark Lemmer. "Rick is driving like a pro at the moment, and it's tough to compete with a Bentley here when it's driven that well."

With one Lambo struggling, the sister entry of Liam Griffin and Sam Tordoff got the chance to shine – and both drivers put in a fine display to secure second.



Macmillan Aston best of thrilling GT4 bunch



Griffin hounded Minshaw for the entirety of the opening stint before passing him for fourth just before the pitstops. Tordoff then took over and held off both TF Sport Aston Martins to secure the place, despite suggesting that incorrect rear tyre pressures might have contributed to a lack of grip late in the stint.

Mark Farmer and Jon Barnes took third, and perhaps could have been second had their engine not refused to fire up at the stops. Derek Johnston and Jonny Adam were fourth, ending their hopes of defending their title.

The GT4 battle was an absolute thriller, with the final order remaining unclear until the last lap.

Sandy Mitchell led during the first stint, but had his work cut out as he was forced to build a gap twice when his first effort was eroded by a safety car – ironically called when the second-placed Academy Aston Martin lost drive at Surtees.

That bunched the pack and prompted a superb multi-Ginetta fight for second involving Niall Murray, David Pittard and Stuart Middleton. Murray – highly impressive on his series debut – ultimately fell back and the car was hindered by a stop/go for an

unsafe release from its pitstop. Pittard was forced to box his Lanan Ginetta with a steering issue.

The troubles ahead allowed William Phillips in the Macmillan Aston to climb the order and he handed the car over to Jan Jonck in second. Jonck rejoined on the tail of the lead McLaren, now in the hands of Ciaran Haggerty. Jonck dived inside Haggerty at Druids with a few minutes to go, and kept his foot in to snatch the lead with two wheels on the grass.

“I knew I had to make the move stick as I wasn’t going to get another opportunity,” said Jonck. “It’s amazing to give the team its first GT4 win.”

Joe Osborne demoted Haggerty to third with a stellar stint in the Toleman McLaren he shares with David Pattison. Haggerty’s race would end in disappointment when he lost control at Paddock Hill and thumped the barriers while defending the final podium spot from Will Tregurtha’s HHC Ginetta.

That third place, combined with the troubles for the rival Lanan Ginetta, puts Ginetta Junior graduates Middleton and Tregurtha on the verge of the GT4 title.

ROB LADBROOK



Morris and Parfitt (middle) celebrate victory

RESULTS

BRITISH GT (80 LAPS) 1 Rick Parfitt Jr/Seb Morris (Bentley Continental GT3); 2 Liam Griffin/Sam Tordoff (Lamborghini Huracan GT3) +33.838s; 3 Mark Farmer/Jon Barnes (Aston Martin Vantage GT3); 4 Derek Johnston/Jonathan Adam (Aston Martin); 5 Jon Minshaw/Phil Keen (Lamborghini); 6 Richard Neary/Adam Christodoulou (Mercedes-AMG GT3). **Fastest lap** Matt Griffin (Ferrari 488 GT3) 1m25.427s (102.54mph). **Pole** Minshaw/Keen. **Starters** 10. **POINTS 1 Parfitt/Morris 177.5;** 2 Minshaw/Keen 167; 3 L Griffin/Tordoff 116; 4 Johnston/Adam 113; 5 Farmer/Barnes 108.5; 6 Jack Mitchell/James Littlejohn (Aston Martin) 107.5.

GT4 (74 LAPS) 1 William Phillips/Jan Jonck (Aston Martin Vantage GT4); 2 David Pattison/Joe Osborne (McLaren 570S GT4) +2.381s; 3 Stuart Middleton/Will Tregurtha (Ginetta G55 GT4); 4 Adam Balon/Adam Mackay (McLaren); 5 Nick Jones/Scott Malvern (Porsche Cayman Clubsport GT4); 6 Jason Baker/Adam Gore (Ginetta). **FL** Tregurtha 1m32.998s (94.19mph). **P** Sandy Mitchell/Ciaran Haggerty (McLaren). **S** 18. **POINTS 1 Middleton/Tregurtha 158;** 2 Alex Reed/David Pittard (Ginetta) 133; 3 Balon/Mackay 112.5; 4 Phillips/Jonck 98.5; 5 Graham Johnson/Mike Robinson (McLaren); 6 Mitchell/Haggerty 94.



ALL PICS: EBREV/LAT

BRANDS HATCH
BRITISH F3 AUGUST 5-6

Brace edges Ahmed closer to F3 crown

"IT'S BEEN PRETTY MUCH A PERFECT weekend, I'm really happy with it. I feel like the title is in my grasp at Snetterton."

With two wins and an unlikely podium, Enaam Ahmed has every reason to feel confident after he moved another step closer to the BRDC British Formula 3 title by extending his championship advantage at Brands Hatch.

For two of his main rivals – Fortec's Ben Hingeley and Lanan's Toby Sowery – the weekend couldn't have gone worse, with two DNFs befalling the former and an exclusion for the latter costing him a well-deserved win.

The opening race of the weekend began perfectly for Ahmed with pole position ahead of Carlin team-mate James Pull, who was still looking for that elusive first victory.

As Ahmed took off in the lead, Hingeley initially jumped into second, prompting Pull to perform "one of the best overtaking moves of my life" to reclaim the position around the outside of Hawthorns on lap two.

Rain began to fall on the circuit at half distance and as the field – all of whom were on slick tyres – came into Paddock Hill several skated off the circuit.

Casualties included Hingeley and Carlin's Cameron Das, who had a troubled practice when his engine blew only two laps in, as well as Fortec's Nicolai Kjaergaard, who managed to rejoin with a damaged front wing.

The rain intensified as the safety car was called into action before proceedings were halted and the race declared, with Ahmed taking his first of two wins from Brands.

But for Pull there was disappointment, as with the rain falling so did the gap between the two Carlin drivers.

"It's so frustrating to have so many

wins so close," he said. "I knew that I was catching when it started to drizzle and I thought 'perfect'. I was just about to do a move into Turn 1 when the safety car came out."

Sowery recovered from a poor start to claim third, and with it the fastest lap of the race, ahead of Douglas Motorsport drivers Callan O'Keeffe and Jordan Cane.

With the top eight from race one reversed for race two, Krishnaraaj Mahadik was the surprise man on pole, the Indian competing in his first race weekend of the year with Double R Racing.

He showed no signs of rustiness though as he blasted into an early lead, while second-place Kjaergaard was knocked into a spin by the Chris Dittmann Racing car of Jeremy Wahome.

The resulting collision caused problems for the cars behind, the worst affected being Cane, who was forced to retire with damage. But it was Sowery who surged into third behind Wahome, with Pull and Ahmed in close quarters.

A pass on Wahome along Dingle Dell released Sowery to hunt down Mahadik, and several laps later he took the lead with a lunge up the

Ahmed bagged another two victories to close in on Formula 3 title

inside into Druids. Sowery would go on to take the chequered flag.

But it wasn't to be as a technical infringement with his gearbox meant he was excluded from the results and, he believes, with it any slim chance of catching Ahmed in the championship.

Lanan team principal Graham Johnson said: "We had the gearboxes rebuilt [by an outside company] and we didn't check that the 'box had been built correctly; it's been like that all season."

Sowery's exclusion promoted Mahadik to the win, with Pull once again second and Ahmed taking a grateful third.

Chris Dittmann Racing's Omar Ismail took an impressive fourth, while his team-mate Wahome was excluded for "driving in a manner incompatible with general safety" after a collision with Hingeley at Druids sent the Fortec man into the barrier.

Ahmed rounded out the weekend in emphatic style, leading home a Carlin 1-2-3 with a lights-to-flag victory, taking his tally for the season into double figures.

Das claimed second after a difficult weekend and Pull made it three podiums from three races.

For Sowery it was a case of 'what could have been?', as after being stripped of his win he lost the subsequent fastest lap that would have put him on pole for the final encounter.

Instead, a terrible getaway dropped him down the field from fourth and he could only manage seventh at the flag, leaving him third in the standings with Pull second behind Ahmed.

The Carlin man now holds a 106-point lead, with only 190 points available across the next two rounds at Snetterton and Donington.

STEFAN MACKLEY



Sowery (l) was excluded from race-two win

Taylor survives to win after VAG melee

THE FIRST VAG TROPHY RACE was incident-packed and severely truncated because of a lunchtime thunderstorm.

In its wake was a slippery track that sent Kenan Dole sliding across the Tarmac several times as the polesitter led the pack through Paddock Hill Bend. Trying to regain control he collided with Simon Walton and triggered the first of four safety car periods, with the race eventually ending under safety car conditions with Paul Taylor in the lead.

Taylor also went on to win a quieter second race on Saturday evening, coming from row five, while second place went the way of Ben Wallace, who inherited the place from Graeme Ewing, hit with a 10-second penalty for being out of position at the start. Wallace had battled hard throughout the race to make progress from 22nd.

A serious accident in the Volkswagen Racing Cup on Sunday meant a shortened first race, which was eventually won from pole by Jamie Bond – his first win of 2017 – while



Taylor took victory as Ewing (behind) faded with a penalty

Bobby Thompson and Simon Walton were second and third. The second race of the day was a hotly contested affair, with a train of five cars quickly forming a fight for the lead and continually switching positions. In the end it was Tom Witts who took the chequered flag, with Kieran Gordon and Bond just behind him. Dole and Thompson were left out in the cold in fourth and fifth.

Sarah Moore impressed on her debut in the Mini Challenge series, taking the mantle of best-placed rookie in race one and dicing with the frontrunners, eventually finishing fourth. The race was won, under the safety car again, by Rob Smith from pole, with Lawrence Davey taking his first podium of the year in second. A retirement for Rob Smith in race two gave Brett Smith the chance to extend his championship lead with

Brett Smith shared Mini Challenge wins his namesake Rob

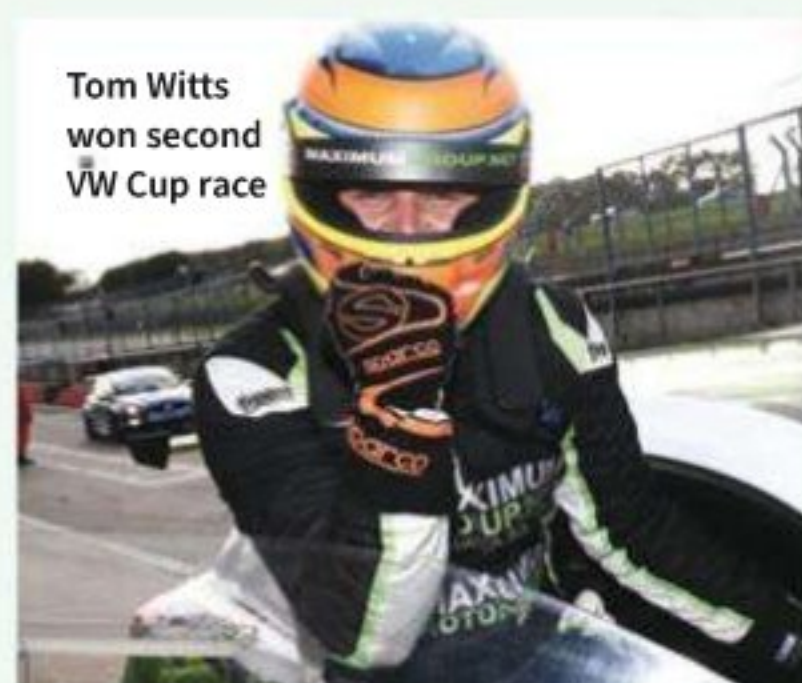
a race win, ahead of Davey again, with Charlie Butler-Henderson third.

The story in the Ginetta Racing Drivers' Club series was once again all about the leading trio of Tom Golding, Bond To and Tom Sibley. Sibley finally claimed his elusive first win of the series in the first race, ahead of To in second and Golding in third.

Sibley was then struck with a 10-place grid penalty for Sunday's race as a result of apparent contact with Golding. Though this meant Golding inherited a front-row start and was able to lead from start to finish, cementing himself as the most successful GRDC driver of the year, it presented Sibley with the opportunity to scythe his way through the field, taking four cars through Pilgrim's Drop on lap four to ultimately finish in third.

Michael Crees's winning form showed no signs of abating in the first GRDC+ race of the weekend, with the want2race driver taking a last-gasp win having pressured erstwhile leader Rob Keogh into a mistake as the pair duelled through Clarke on the final lap. Phil Ingram won the second race of the weekend by pulling a similar move on Crees, while Keogh took the final victory of the weekend, coming from eighth.

LUCY MORSON



Tom Witts won second VW Cup race



RESULTS

BRDC BRITISH FORMULA 3 (8 LAPS)

1 Enaam Ahmed; 2 James Pull +0.747s; 3 Toby Sowery; 4 Callan O'Keeffe; 5 Jordan Cane; 6 Jeremy Wahome. **Fastest lap** Sowery 1m21.562 (107.40mph). **Pole** Ahmed. **Starters** 16. **RACE 2 (14 LAPS) 1 Krishnaraaj Mahadik;** 2 Pull +2.307s; 3 Ahmed; 4 Omar Ismail; 5 Jamie Chadwick; 6 Chase Owen. **FL** Ahmed 1m21.047 (108.08mph). **P** Mahadik. **S** 16. **RACE 3 (14 LAPS) 1 Ahmed;** 2 Cameron Das +6.169s; 3 Pull; 4 O'Keeffe; 5 Ben Hingeley; 6 Nicolai

Kjaergaard. **FL** Sowery 1m21.182 (107.90mph). **P** Ahmed. **S** 16.

POINTS 1 Ahmed 489; 2 Pull 383; 3 Sowery 356; 4 Das 339; 5 Hingeley 319; 6 O'Keeffe 310.

VAG TROPHY (7 LAPS) 1 Paul Taylor (Golf); 2 Stephen Johansen (Polo) +0.052s; 3 Kyle Owen-Bradshaw (Golf); 4 Brayden Fletcher (Golf); 5 Tom Walker (Golf); 6 Callum Jenkins (Golf). **CW** Martyn Culley (SEAT Leon). **FL** Paul Ivens 2m02.089s (71.74mph). **P** Ben Wallace (Golf). **S** 22.

RACE 2 (9 LAPS) 1 Taylor; 2 Wallace +16.404s; 3 Graham Ewing (Passat); 4 Johansen; 5 Brayden Fletcher (Golf); 6 Matthew Wilson (Golf).

CW M Culley. **FL** Wallace 1m40.957s (86.76mph). **P** M Culley. **S** 22.

VOLKSWAGEN RACING CUP (6 LAPS) 1 Jamie Bond (Golf); 2 Bobby Thompson (Golf) +2.251s; 3 Simon Walton (Audi TT); 4 Kieran Gordon (Scirocco); 5 Tom Witts (Scirocco); 6 Toby Davis (Golf). **FL** Bond 1m38.706s (88.74mph). **P** Bond. **S** 15. **RACE 2 (12 LAPS) 1 Witts;** 2 Gordon +1.222s; 3 Bond; 4 Kenan Dole (Golf); 5 Thompson; 6 Darelle Wilson (Scirocco). **FL** S Walton 1m39.078s (88.41mph). **P** Dole. **S** 14.

MINI CHALLENGE JCW (5 LAPS) 1 Rob Smith; 2 Lawrence Davey

+0.470s; 3 Brett Smith; 4 Sarah Moore; 5 Charlie Butler-Henderson; 6 Mark Wakefield. **FL** Wakefield 1m38.969s (88.51mph). **P** R Smith. **S** 25. **RACE 2 (13 LAPS) 1 B Smith;** 2 Davey +0.380s; 3 Butler-Henderson; 4 Luke Caudle; 5 Reece Barr; 6 Moore. **FL** Davey 1m38.635s (88.81mph). **P** Moore. **S** 26. **GINETTA RACING DRIVERS' CLUB (BOTH 8 LAPS) 1 Tom Sibley;** 2 Bond To +0.860s; 3 Tom Golding; 4 Graeme Bishopp; 5 Dimitri Sedashev; 6 Ben Hatton. **FL** Golding 1m50.248s (79.45mph). **P** Golding. **S** 15. **RACE 2 1 Golding;** 2 To +8.053s; 3 Sibley; 4 Jimmy Thompson;

5 Hatton; 6 Sedashev. **FL** Golding 1m47.798s (81.26mph). **P** To. **S** 14. **GINETTA RACING DRIVERS' CLUB + (ALL 9 LAPS) 1 Michael Crees;** 2 Rob Keogh +0.244s; 3 Phil Ingram; 4 David Holloway; 5 Phil McGarty; 6 Gary Wager. **FL** Crees 1m46.701s (82.09mph). **P** Keogh. **S** 22. **RACE 2 1 Ingram;** 2 Crees +1.570s; 3 Keogh; 4 Holloway; 5 Wager; 6 Shawn Fleming. **FL** Keogh 1m46.867s (81.96mph). **P** Crees. **S** 22. **RACE 3 1 Keogh;** 2 Ingram +1.212s; 3 J Oliphant; 4 Richard Tetlow; 5 Crees; 6 McGarty. **FL** Ingram 1.45.943s (82.68mph). **P** Ron Linn. **S** 19.



CROFT
HSCC AUGUST 5-6

Davison double at Croft Nostalgia

DUELLING LOTUS ELANS GUNNING for Historic Road Sports victories in capacity fields showcased the Historic Sports Car Club's heart at the eighth Croft Nostalgia Festival.

John Davison trumped Peter Shaw both times; once after a safety car when David Tomkinson's rapid Triumph Spitfire lost a wheel at Sunny, and in race two Davidson breached Shaw's defences into Clervaux. Behind was 1970s points leader Charles Barter's Datsun 240Z, shadowed by Will Leverett and Jim Dean (Europas).

Out with a detached ignition wire on day one, Will Plant rumbled his Morgan Plus 8 from 32nd to fifth on Sunday. Julian Barter (Europa) snared seventh from 37th, finishing behind his father.

Two minnow class wins for triple HRS champ Dick Coffey in his Turner meant he leapfrogged Shaw to lead the table into Oulton Park. Retirement from race one with ongoing brake dramas blunted Chris Fisher's Arkley challenge in the '70s set, dropping him behind Barter Jr.

Richard Belcher, who broke a 26-year sabbatical last season, was surprised to land Touring Car pole in his two-litre Lotus Cortina and overjoyed to beat Pete Hallford's Ford Mustang and Jack Drury's Ford Falcon for his first win this century.

Splitting the V8s on Sunday, Belcher took a biff from Drury in the Complex then "spun like a top on oil" as Drury blasted past Hallford's 'tyred-out' machine. Another Imp win for Steve Platts edged him past the Americana for the points lead.

Two more returnees revelling in the high-speed circuit were 'Spridget Challengers' Steve Collier and Stephen Watkins. Ex-Clubmans and Historic F3 racer Collier, quick last season after a 25-year break, has upgraded to James Dunkley's 2016 title-winner and twice beat Watkins, back in the car he raced in the 1980s. Collier set a sensational lap record on Sunday when Andrew McGee,

Davison had to fight hard to depart Croft with two Road Sports wins

whose throttle cable snapped on Saturday's outlap, was "astounded" to shoot from the back to third.

Chevron B8s were Croft favourites in period, so watching Charles Allison hound down and then pass team-mate Philip Nelson for a Guards Trophy one-two thrilled older spectators. "Charlie drove an impeccable race, but regrettably I made a few mistakes," said Nelson. Mike Gardiner/Dan Cox (TVR Griffith) finished a stout third, but champion John Davison (Elan '26R') outran class rivals to top the table.

Buoyed by his Silverstone Classic double, Michael O'Brien's Historic



Cortinas and Minis rekindled Touring Car fun



Nelson leads Allison but will lose the Chevron duel



O'Brien's good form in FF1600 continued

Formula Ford weekend could scarcely have panned out better. Second to Richard Tarling (Jamun) on Saturday, O'Brien won Sunday's round – his first of the campaign. "I feel like a weight has been lifted from my shoulders," said O'Brien, having beaten Benn Tilley and Sam Mitchell to the chequered flag.

Callum Grant's Croft was a nightmare. Eighth on Saturday, having speared off into Sunny to miss a backmarker, the double champion now trails new leader O'Brien by 32 points. Ed Thurston's weekend was worse, rear hub failure on his Elden spelling a zero score.

Tilley warmed-up in Formula Junior, starting Paul Smeeth's Lotus from pole, cutting fastest laps and making 2015 FIA Lurani Trophy champion Jonathon Hughes sweat for a brace of victories in his ex-Silvio Moser Brabham. The rest were left in their wake.

Julian Stokes powered his rebuilt F2 Tecno to a Classic Racing Cars double, although Nick Pancisi – asleep at Saturday's start – closed in, passing Lorraine Gathercole's similar FAtlantic-spec March for second. Lorraine fluffed Sunday's lights, but clawed back to second after a broken wire halted Pancisi. The concurrent 1000cc F3

races were breathtaking, with the hitherto unbeaten Jon Milicevic (Brabham BT21) and Jonathon Hughes (Merlyn) trading the lead constantly. Hughes spun at the chicane on Saturday and retired when a front wishbone pick-up point broke the following day, promoting Mike Scott (ex-Erkki Salminen BT28) and hard-tryer Steve Seaman (BT21).

Andy Park made it seven from eight Historic FF2000 wins in his Reynard, chased by Andrew Storer's earlier version, with local hero Davy Walton (Royale RP27) and URS standout Drew Cameron each landing an overall bronze in incident-shortened races. Early class star Tom White retired his Osella twice benefiting David Margetts, who lost his Dulon's nose on Sunday, rewarding debutant Anthony Denham (ex-Eric Hoult Lola T580).

John Harrison led Mark Charteris for half of the second Classic Clubmans race before Charteris turned the screw to extend his unbeaten run. Adam Wheeler and Clive Wood shared FF1600-engined honours. Trish Hunter, recovering from a spin, just beat fast-learning novice Pippa Tanner Wood for a Coupe des Dames double, mixing with the Sports 2000s.

MARCUS PYE

RESULTS

HISTORIC & 1970s ROADSPORTS (9 LAPS)

1 John Davison (Lotus Elan S1); 2 Peter Shaw (Lotus Elan S1) +1.515s; 3 Charles Barter (Datsun 240Z); 4 Will Leverett (Lotus Europa); 5 Jim Dean (Lotus Europa); 6 Mark Leverett (Lotus Elan). **Class winners** Barter; W Leverett; Richard Attwood (Porsche 928); Colin Sharp (Triumph TR5); Neil Brown (Lotus Eclat); Ben Ferguson (Triumph TR4); Dick Coffey (Turner Mk2); Nik Spencer (MGB); Richard Owen (Triumph TR2); Adam Simmonds (Ford Mustang).

Fastest lap Davison 1m37.235s (77.74mph) **Pole** Davison. **Starters** 40.

RACE 2 (8 LAPS) 1 Davison; 2 Shaw +7.822s; 3 Barter; 4 W Leverett; 5 Will Plant (Morgan +8); 6 Dean. **CW** Barter; W Leverett; Plant; Attwood; Ferguson; Sharp; Mark Oldfield (Lancia Beta Monte Carlo); Chris Reece (MGB); Coffey; Owen. **FL** Davison 1m37.337s (77.68mph). **P** Davison. **S** 39.

HISTORIC TOURING CARS (BOTH 12 LAPS)

1 Richard Belcher (Ford Cortina Lotus); 2 Peter Hallford (Ford Mustang) +6.682s; 3 Jack Drury (Ford Falcon); 4 Barry Sime (Morris Cooper S); 5 Steve Platts (Singer Chamois); 6 Roger Godfrey (Austin Cooper S). **CW** Hallford; Sime; Platts; Graeme Kersley (Ford Lotus Cortina); Stephen Kirton (Ford Anglia 105E). **FL** Belcher 1m42.779s (73.56mph). **P** Belcher. **S** 16. **RACE 2 1 Drury;** 2 Hallford +4.598s; 3 Belcher; 4 Jimmy Sime (Morris Cooper S); 5 Rob Wainwright (Austin A40); 6 Godfrey. **CW** Belcher; Sime; Wainwright; Godfrey; Nigel Cox (Ford Lotus Cortina); Bob Bullen (Ford Anglia). **FL** Drury 1m42.108s (74.05mph). **P** Belcher. **S** 15.

MGCC SPRITE & MIDGET CHALLENGE (BOTH 13 LAPS)

1 Steve Collier (Midget); 2 Stephen Watkins (Midget) +0.229s; 3 David Morrison (Midget); 4 Edward Reeve (Midget); 5 Paul Campfield (Austin-Healey Sprite Mk1); 6 Ian Burgin (Sprite Mk1). **CW** Morrison; Dean Stanton (Sprite Mk1). **FL** Watkins 1m34.469s (80.04mph). **P** Collier. **S** 17. **RACE 2 1 Collier;** 2 Watkins +13.688s; 3 Andrew McGee (Midget); 4 Reeve; 5 Morrison; 6 Campfield. **CW** Morrison; Edward Easton (Midget). **FL** Collier 1m32.886s (81.40mph). **P** Collier. **S** 14.

GUARDS TROPHY (25 LAPS)

1 Charles Allison (Chevron-BMW B8); 2 Phillip Nelson (Chevron-BMW B8) +4.614s; 3 Max Bartell/Ben Mitchell (Elva-BMW Mk7S); 4 Mike Gardiner/Dan Cox (TVR Griffith); 5 Nick Thompson/Sean McClurg (Chevron-BMW B6); 6 John Davison (Lotus Elan '26R'). **CW** Bartell/Mitchell; Gardiner/Cox; Davison; Tom Seckel (Bobsy SR2); Karl Wetherell (Triumph TR4). **FL** Nelson 1m34.288s (80.19mph). **P** Nelson. **S** 22.

HISTORIC FF1600 SATURDAY FINAL (ALL 13 LAPS)

1 Richard Tarling (Jamun T2); 2 Michael O'Brien (Merlyn Mk20SS) +0.564s; 3 Benn Tilley (Merlyn Mk20); 4 Max Bartell (Merlyn Mk20); 5 Sam Mitchell (Merlyn Mk20); 6 James Buckton (Crossle 16F). **CW** Neil Shinner (Merlyn Mk20). **FL** O'Brien 1m30.912s (83.17mph). **P** Callum Grant (Merlyn

Mk20A). **S** 31. **HEAT 1 Bartell;** 2 Mitchell +0.727s; 3 Shinner; 4 Rob Smith (Merlyn Mk20); 5 Andrew Wiggins (Titan Mk6); 6 David Wild (Lola T200). **CW** Shinner.

FL Mitchell 1m32.174s (82.03mph). **P** Bartell. **S** 31. **SUNDAY FINAL 1 O'Brien;** 2 Tilley +3.086s; 3 Mitchell; 4 Bartell; 5 Shinner; 6 Smith. **CW** Shinner. **FL** Grant 1m30.976s (83.11mph). **P** Tarling. **S** 29. **HEAT 1 Smith;** 2 Wild +2.220s; 3 John Hayes-Harlow (Merlyn Mk11A); 4 Wiggins; 5 James Lovett (Lola T200); 6 Roy Siegiejew (Macon MR8). **CW** Lovett. **FL** Ross Drybrough (Merlyn Mk20AS) 1m33.336s (81.01mph). **P** Smith. **S** 22.

FORMULA JUNIOR (BOTH 13 LAPS)

1 Jonathon Hughes (Brabham BT6); 2 Benn Tilley (Lotus 22) +0.570s; 3 Peter de la Roche (BMC Mk2); 4 Steve Jones (Cooper T67); 5 Peter Anstiss (Lotus 20/22); 6 Laine Martin (Lotus 20). **CW** de la Roche; Justin Fleming (Lola Mk2); Andy Harrison (Envoy Mk1); Simon Durling (Lotus 18). **FL** Tilley 1m34.374s (80.12mph). **P** Tilley. **S** 18.

RACE 2 1 Hughes; 2 Tilley +0.527s; 3 de la Roche; 4 Anstiss; 5 Chris Merrick (Cooper T56); 6 Fleming. **CW** de la Roche; Fleming; Durling. **FL** Tilley 1m33.959s (80.47mph). **P** Tilley. **S** 18.

HISTORIC F3/CLASSIC RACING CARS (BOTH 13 LAPS)

1 Julian Stokes

(Tecno-BDA F2); 2 Nick Pancisi (March-BDA 71B) +1.067s; 3 Lorraine Gathercole (March-BDA 71B); 4 Jon Milicevic (Brabham-MAE BT21B); 5 Mark Goodyear (Lotus-t/c 59); 6 Jonathon Hughes (Merlyn-MAE Mk14A). **CW** Milicevic; Goodyear. **FL** Pancisi 1m28.171s (85.75mph). **P** Stokes. **S** 18. **RACE 2 1 Stokes;** 2 Gathercole +1m06.442s; 3 Milicevic; 4 Goodyear; 5 Mike Scott (Brabham-MAE BT28); 6 Steve Seaman (Brabham-MAE BT21). **CW** Milicevic; Goodyear. **FL** Stokes 1m27.280s (86.63mph). **P** Pancisi. **S** 17.

HISTORIC & CLASSIC FF2000 (9 LAPS)

1 Andrew Park (Reynard SF81); 2 Andrew Storer (Reynard SF79) +6.148s; 3 Davy Walton (Royale RP27); 4 Drew Cameron (Van Diemen RF82); 5 Graham Ridgway (Reynard SF78); 6 Jeremy Main (Reynard SF79). **CW** David Margetts (Dulon MP21). **FL** Park 1m27.521s (86.39mph). **P** Park. **S** 25.

RACE 2 (11 LAPS)

1 Park; 2 Storer +15.800s; 3 Cameron; 4 Harry Bishop (Crossle 56F); 5 Chris Lord (Van Diemen RF82); 6 Stephen Glasswell (Reynard SF79). **CW** Wood; Anthony Denham (Lola T580). **FL** Park 1m28.569s (85.37mph). **P** Park. **S** 25.

CLASSIC CLUBMANS (12 LAPS)

1 Mark Charteris (Mallock Mk20/21); 2 John Harrison (Mallock Mk21) +2.049s; 3 Alan Cook (Mallock Mk20/21B); 4 David Wale (Mallock Mk20/21); 5 Mike Lane (Mallock Mk10); 6 Adam Wheeler (Mallock Mk16). **CW** Wheeler. **FL** Charteris 1m26.256s (87.66mph). **P** Charteris. **S** 16. **RACE 2 (14 LAPS) 1 Charteris;** 2 Harrison +6.788s; 3 Cook; 4 Wale; 5 Clive Wood (Mallock Mk20B); 6 Wheeler. **CW** Wood. **FL** Charteris 1m26.007s (87.91mph). **P** Charteris. **S** 16.

ANGLESEY
BRSCC AUGUST 5-6

Roche romps to two wins after clashes

TOM ROCHE TOOK A DOUBLE victory in the MX-5 Supercup, but it wasn't enough to prevent the consistent Luke Herbert extending his championship lead.

Herbert, the 2012 champion, qualified on pole but was shuffled back to fifth at Rocket in race one after Roche locked up, easing both wide. Roche held on to the lead until Jack Harding dived ahead at Bus Stop on lap two.

The Yorkshire driver eased clear as the rest scrapped, with Herbert climbing back to third only to lose out when he again clashed with Roche. Liam Murphy capitalised to grab second. Herbert retrieved third from Roche at Church on lap nine, then Roche fell back to fifth after clouting Herbert under braking for Rocket. A lap later, Herbert passed Murphy at School then closed to within 0.8s of Harding on the final tour.

Sunday's wet weather suited Roche, who climbed to second by Seamans on the first lap. Herbert defended well from Roche for six laps, with Ben Short also involved, before the Welshman breached his defences at Bus Stop. Race-one winner Harding could manage only fifth, behind Murphy.

The final race was straightforward, with no place changes among the first five after the start. Roche won, Herbert claimed his third straight runner-up spot and Short completed the podium.

MX-5 Championship points leader Will Blackwell-Chambers increased his advantage with three podium finishes, while two rivals were hit by exclusions. Joshua Jackson was one of those penalised, although he kept his lights-to-flag victory over Mike Comber in race one. Blackwell-Chambers clinched third place from his nearest points challenger



Sam Smith after a move at Rocket on lap eight, with Smith's subsequent attempts to unseat him academic as he was expunged from the results because his engine was deemed too powerful.

Jackson and Comber were the on-the-road top two in the second contest but were similarly excluded, elevating the battle for third, which changed hands twice on the final lap. Brian Trott defeated Oliver Allwood, with Blackwell-Chambers third.

Later, Teddy Clark – 41st in the championship prior to Anglesey – went three-wide through Church with Trott and Blackwell-Chambers on lap four to take the lead and a memorable win. Trott later lost second to Blackwell-Chambers at School.

Pip Hammond moved closer to the BRSCC Porsche Championship with another clean sweep of wins in the 924s, whereas Boxster leader Ed Hayes – a point adrift before the weekend –

Despite Roche taking two wins, Herbert (right) extended his championship lead

took just one victory.

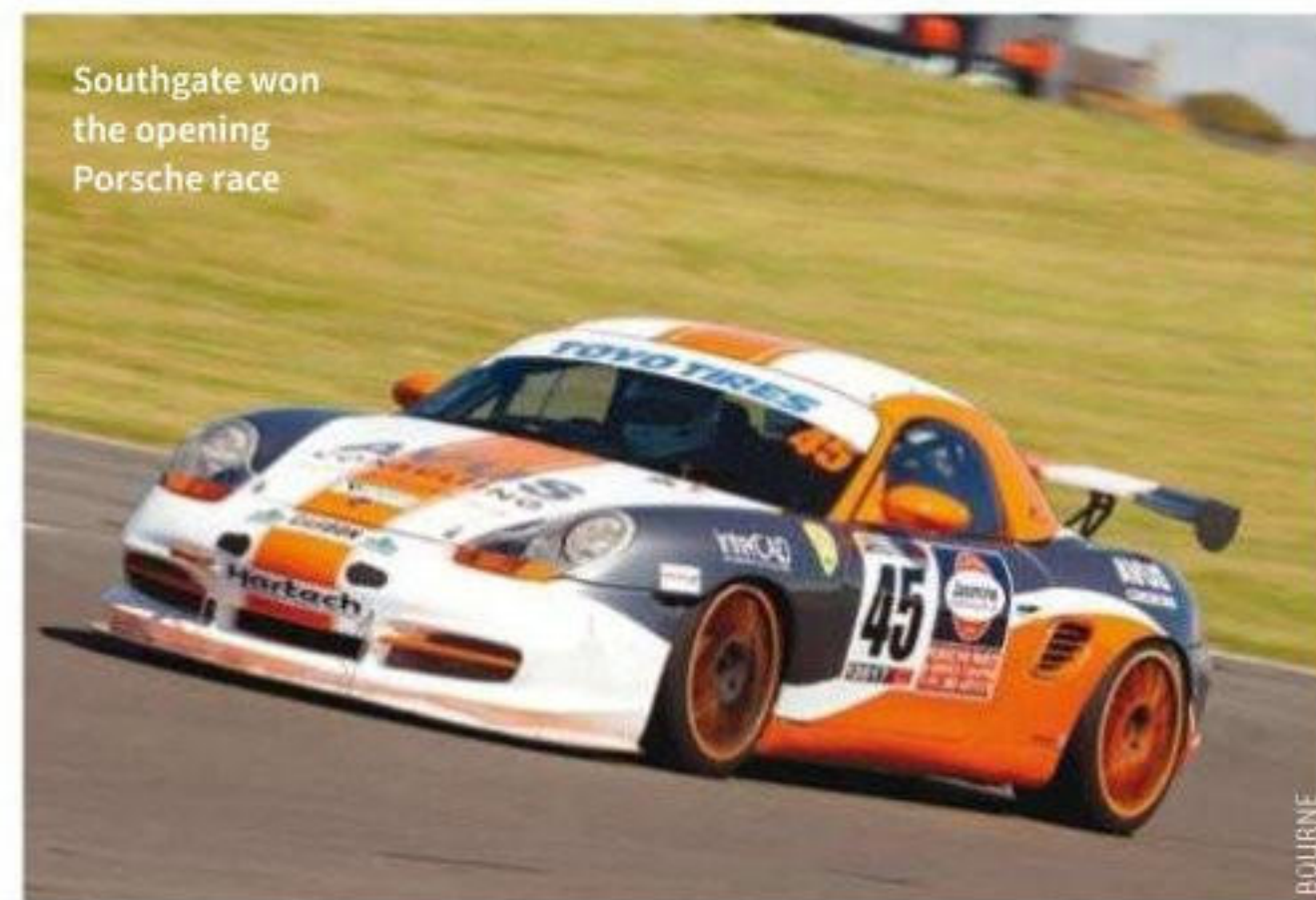
Adam Southgate won the opener, with Hayes ruing a bad start. He got back to third, but was promoted after Richard Avery was penalised 15s for tapping Nick Hull into a spin.

In Sunday's difficult conditions, Southgate spun across the line at the end of lap four and just kept his Boxster out of the wall. He dropped to fourth, but Avery crashed exiting Target and Hull spun at Seamans, leaving him second only to Hayes. Southgate overturned the reversed grid within a lap of the horribly wet finale, defeating Hayes by 13s.

It was a surprisingly tempestuous weekend in the MGCC Cockshoot Cup. Ashley Woodward clashed with the similar ZS of Howard Hunt at Rocket while disputing the race-one lead and, while Woodward suffered a five-place grid penalty for race two, Hunt's post-race reaction in parc ferme after his win earned him exclusion from the meeting.



Hunt (3) and Woodward battle it out



Southgate won the opening Porsche race



Philip Bowden (ZS) was promoted to second, having fended off Mike Peters' impudent Midget, which suffered a seized gearbox before race two. Bowden was challenging Woodward for the lead late in race two when he made contact under braking for the hairpin, heavy damage ruling both out and allowing David Coulthard (ZR) to retake the win.

The XR Challenge triple-header provided three different winners. Mike Heath defeated four-time champion Mark Robinson for the first time on Saturday, but the tables were turned on Sunday morning. Having fallen away from the lead battle in the closing stages of the second race when his windscreen wiper fell apart, Michael Blackburn (Escort XR3i) defeated the Fiestas in the finale after passing Heath between Church and Rocket.

Jake Byrne and Matt Round-Garrido took a Northern FF1600 win apiece. Byrne (Ray GR13) romped to victory in the opener, with Round-Garrido (Medina JL17) frustrated by a poor start. The Black Country teenager drove around the outside of Portuguese Luciano Carvalho (Van Diemen RF05) at Rocket for second.

Round-Garrido made a better start later and passed Byrne at Bus Stop on lap three before the Irishman retired with a broken throttle cable. Pre-1990 winner Jaap Blijleven (Reynard 88FF) was second overall ahead of Mario Sarchet (Van Diemen RF91), while Carvalho, who had started from the pitlane, pulled off with oil pressure concerns.

IAN SOWMAN

➔ **P70** FULL RESULTS



SILVERSTONE
BDC AUGUST 5

Oliver Bryant
took a win in
his Morgan

Honours shared in Morgan Challenge

IT WAS HONOURS EVEN IN THE Morgan Challenge as Keith Ahlers and Oliver Bryant took a win apiece in the Bentley Drivers Club meeting at Silverstone, after two close battles.

Bryant won the first encounter after initially dropping to third from pole, but took the lead from Russell Paterson around the outside of Brooklands on lap three and led from then on. Ahlers gave spirited chase and finished within a second.

Race two looked to be more of the same, but Ahlers outdragged Bryant on the exit of Copse, after Bryant was impeded in traffic, and held him off to the flag.

"Olly just had the upper hand in the first race; second race, either of us could have won," said Ahlers. "Keith's always there, he's always competitive," added Bryant.

Champion Elliot Paterson continued his 100% Class B record this season by taking two class wins and fastest laps.

Steven Dickens dominated the Allcomers & Bentley Race for post-1966 cars in his Mallock Mk29, despite falling back from pole to fifth at the start. He fought back to win by just under half a minute.

Tom Smith in his MGB Roadster won the Equipe GTS race effortlessly from pole by over 40 seconds, but Rob Cull's run to second in his TVR Grantura III was much more dramatic. He spun amid early drizzle but climbed back from 11th and pipped Robi Bernberg's

TVR by less than three tenths of a second, in a three-car battle that included the Nick Crewdson/Chris Ryan MGB.

Cull said: "We went through three abreast. If it wasn't for the people who I've raced with all the time, I never would've tried that."

The FISCAR race had a similarly dramatic finish. Jonathan Abecassis's Austin-Healey established a lead of eight seconds over Stephen Bond's Lister Flat Iron. But after Richard Woolmer took over from Abecassis for the second part of the race, Bond quickly closed the gap and made several attempts to pass, Woolmer winning by only four tenths.

"I was biting my nails watching my hard-earned lead get smaller and smaller," said Abecassis. "But Richard drove well."

Abecassis took the Bic Healey Trophy & MG, Morgan Challenge win in more sedate fashion, leading from start to finish.

Michael Higginbotham won the Pre-1966 Cars & Pre-War Team Challenge comfortably in a Bentley MkVI Special. Simon Worthington in a giant Bentley Turbo R finished ahead on track as one of four post-1966 cars that raced from a separate grid. Stuart Morley's Bentley 3/4½ was first home among the pre-war entries.

Bert Degenaar's 3/4½ took the Bentley Handicap Race by under a second from Stuart Worthington's MkVI Special. 'Slower' cars started earlier and there was a start-time difference of three and a half minutes between front and back, but everyone home was covered by 35 seconds.

It was only Degenaar's third ever race after two outings at the Silverstone Classic.

John Taylor in a Crossle 95 crossed the line first in the Allcomers Handicap Race after starting on pole. He was ahead of a close battle for second, which Josh Sadler in a Porsche 911RS took ahead of Graham Booth's Caterham 7 Superlight. After 'sealed' post-race time penalties were applied for handicapping, Mark Butterworth in an Allard J2X was declared the winner.

GRAHAM KEILLOH AND NICOLA CHEW



Woolmer and
Abecassis shared
FISCAR win

➔ **P71** FULL RESULTS



Only three cars finished the Fun Cup race on lead lap

SNETTERTON BRSCC AUGUST 5

JPR Uvio dominates Fun Cup

AFTER SIX HOURS OF RACING at Snetterton – which included torrential rain, a thunderstorm and many safety car interventions – reigning champion team JPR Uvio's Farquini Deott and Graham Roberts took victory, having dominated much of the day.

Title rival Team Trooper Iron Maiden, which ran Le Mans podium finisher Anthony Reid among its driver line-up, had a brief spell in front and it fell to Harry Mailer to chase Deott home in the final stint for a clear second place. Chris Hart/Henry Dawes' Track Torque 2Rent Dominos car was the only other runner on the lead lap when the chequered flag flew after 136 tours of Snetterton's 300 layout.

Despite making-up the rest of the top six, Team Sherardize, CCS Media and DespatchBay.com were each a lap down. Sherardize was in with a podium chance until the last hour, when a backmarker T-boned its car.

CCS was down to two drivers from its usual four, and Nigel Greensall and Ciro Carannante had race-long problems with the car cutting out. Charlie Hollings had hoped to challenge Greensall for fifth after taking over the DespatchBay.com car from Andy Bicknell, but lost time under a late safety car spell.

The entry for the Caterham Academy is such that the field is split into two separate racing groups, green and white. Daniel French was a comfortable winner over James Murphy in the green group by a margin of 12s.

In the second race, for the white group, Tom Grensinger's hopes of a second win were dashed by a red flag, leaving him 0.135s adrift of Andy Morgan.

Both French and Morgan extended their green and white championship leads respectively.

PETER SCHERER

➔ P71 FULL RESULTS



Morgan won red flag-shortened second race

RESULTS

ANGLESEY

BRSCC

MX-5 SUPERCUP (12 LAPS) 1 Jack

Harding; 2 Luke Herbert +0.788s; 3 Liam Murphy; 4 Ben Short; 5 Tom Roche; 6 Jonathan Greensmith.

Fastest lap Herbert 1m44.923s (72.05mph). **Pole** Herbert. **Starters** 30.

RACE 2 (11 LAPS) 1 Roche;

2 Herbert +2.195s; 3 Short; 4 Murphy; 5 Harding; 6 Richard Wicklen. **FL** Roche 1m54.476s (66.04mph). **P** Harding. **S** 30.

RACE 3 (9 LAPS) 1 Roche; 2 Herbert +6.423s; 3 Short; 4 Murphy; 5 Wicklen; 6 Greensmith. **FL** Roche 1m55.699s (65.34mph). **P** Roche. **S** 29.

MX-5 CHAMPIONSHIP - RACE 1A

(11 LAPS) 1 Joshua Jackson; 2 Mike Comber +0.629s; 3 Will Blackwell-Chambers; 4 Oliver Allwood; 5 Brian Trott; 6 John Langridge. **FL** Comber 1m48.851s (68.45mph). **P** Jackson. **S** 23.

RACE 2A (12 LAPS) 1 Trott;

2 Allwood +0.394s; 3 Blackwell-Chambers; 4 Langridge; 5 Patrick Lay; 6 Roger Chesnau. **FL** Allwood 1m48.276s (69.82mph). **P** Jackson. **S** 23.

RACE 3A (9 LAPS) 1 Teddy

Clark; 2 Blackwell-Chambers +2.316s; 3 Trott; 4 Langridge; 5 Lay; 6 Jason Greatrex. **FL** Langridge 1m56.940s (64.64mph). **P** Trott. **S** 23.

RACE 1B (11 LAPS) 1 Patrick

Collins; 2 Adam Craig +0.583s; 3 Adam Bessell; 4 Oliver Robinson; 5 Max Norfolk; 6 Courtney Milnes. **FL** Bessell 1m50.491s (68.42mph). **P** Robinson. **S** 22.

RACE 2B (11 LAPS)

1 Clive Powles; 2 Anthony Hutchins; 3 Matt Pickford; 4 Adrian Burge; 5 Simon Orange; 6 Simon Woods. **FL** Powles 1m50.030s (68.70mph). **P** Hutchins. **S** 22.

RACE 3B (9 LAPS)

1 Comber; 2 Sam Smith +0.206s; 3 Sam Gendy; 4 Jackson; 5 Michael Close; 6 Norfolk. **FL** Smith 1m59.314s (63.36mph). **P** Norfolk. **S** 17.

BRSCC PORSCHE (12 LAPS)

1 Adam Southgate (Boxster); 2 Ed Hayes (Boxster) +20.160s; 3 Nick Hull (Boxster); 4 Richard Avery (Boxster); 5 Kevin Molyneux

(Boxster); 6 Andrew Porter (Boxster). **Class winners** Pip Hammond (924); Andrew Baker (Boxster). **FL** Southgate 1m40.792s (75.00mph).

P Southgate. S 18. RACE 2 (8 LAPS)

1 Hayes; 2 Southgate +1.665s; 3 Hull; 4 Molyneux; 5 Porter; 6 Philip Churchill (Boxster). **CW** Hammond; Baker. **FL** Southgate 1m40.605s (75.14mph). **P** Southgate. **S** 18.

RACE 3 (9 LAPS) 1 Southgate;

2 Hayes +13.355s; 3 Molyneux; 4 Hull; 5 Porter; 6 Hammond. **CW** Hammond; Baker.

FL Southgate 1m52.314s

(67.31mph). **P** Churchill. **S** 17.

MGCC COCKSHOOT CUP (11 LAPS)

1 Ashley Woodward (ZS180);

2 Philip Bowden (ZS180) +5.647s;

3 Mike Peters (Midget); 4 David Coulthard (ZR190); 5 Peter Bramble (B Roadster); 6 Keith Egar (Midget).

CW Peters; Ian Wright (Midget).

FL Woodward 1m45.422s

(71.71mph). **P** Howard Hunt (ZS180).

S 19. RACE 2 (9 LAPS) 1 Coulthard;

2 Karl Green (ZS) +18.563s;

3 Nick Ashman (ZR170); 4 Butler;

5 Bramble; 6 Helen Waddington

(ZR170). **CW** Green; Butler; Wright.

FL Bowden 1m51.534s (67.78mph).

P Bowden. **S** 16.

XR CHALLENGE (11 LAPS)

1 Michael Heath (XR2); 2 Mark

Robinson (XR2) +3.164s; 3 Justin

Roberts (XR2); 4 Michael Blackburn

(XR3i); 5 Greg Speight (XR2); 6 Steve

Poole (XR2). **CW** Blackburn.

FL Heath 1m48.977s (69.37mph).

P Blackburn. **S** 11.

RACE 2

(10 LAPS) 1 Robinson; 2 Heath

+0.931s; 3 Blackburn; 4 Roberts;

5 Tony Mumford (XR2); 6 Poole.

CW Blackburn. **FL** Robinson

1m58.630s (63.72mph). **P** Heath.

S 12. RACE 3 (9 LAPS) 1 Blackburn;

2 Robinson +1.195s; 3 Heath;

4 Poole; 5 Speight; 6 Lee

Shropshire (XR2). **CW** Robinson.

FL Blackburn 1m59.704s

(63.15mph). **P** Robinson. **S** 12.

NORTHERN FF1600 (10 LAPS)

1 Jake Byrne (Ray GR13);

2 Matt Round-Garrido (Medina JL17)



Racelogic started Fun Cup enduro on pole position

ROUND-UP



Tom Smith
slid to Equipe
GTS victory

+3.193s; 3 Luciano Carvalho (Van Diemen RF05); 4 Jaap Blijleven (Reynard 88FF); 5 Alan Williamson (Van Diemen RF90); 6 Mario Sarchet (Van Diemen RF91). **CW** Blijleven; Williamson; Ivor Mairs (Reynard 84FF). **FL** Byrne 1m35.368s (79.27mph). **P** Byrne. **S** 13.

RACE 2 (10 LAPS) 1 Round-Garrido; 2 Blijleven +19.849s; 3 Sarchet; 4 Williamson; 5 Simon Fleet (Van Diemen RF88); 6 Andy Brickles (Van Diemen LA10). **CW** Blijleven; Sarchet; Juicie Bruceie (Reynard 84FF). **FL** Round-Garrido 1m35.434s (79.21mph). **P** Byrne. **S** 13.

NON-CHAMPIONSHIP RACE 1 (10 LAPS) 1 Round-Garrido; 2 Byrne +0.496s; 3 Carvalho; 4 Sarchet; 5 Williamson; 6 Fleet. **CW** Sarchet; Fleet; Bruceie. **FL** Byrne 1m34.811s (79.73mph). **P** Round-Garrido. **S** 11.

RACE 2 (9 LAPS) 1 Round-Garrido; 2 Byrne +0.808s; 3 Carvalho; 4 Sarchet; 5 Williamson; 6 Fleet. **CW** Sarchet; Fleet; Mairs.

FL Byrne 1m48.123s (69.92mph). **P** Round-Garrido. **S** 13.

SILVERSTONE BDC

MORGAN CHALLENGE (19 LAPS)

1 Oliver Bryant (+8); 2 Keith Ahlers (+8) +0.754s; 3 Russell Paterson (+8); 4 Elliot Paterson (ARVG); 5 Roger Whiteside (+8); 6 Dominic House (Roadster LWT). **CW** E Paterson; Philip St Clair Tisdall (+8); Alex Laidlaw (Roadster); Brett Syndercombe (4/4); Tom Dailey (+8); Chris Bailey (+4). **FL** Bryant 1m02.828s (93.99mph). **P** Bryant. **S** 29. **RACE 2 (19 LAPS) 1 Ahlers;** 2 Bryant +0.335s; 3 R Paterson; 4 E Paterson; 5 Whiteside; 6 Andrew Thompson (ARVG). **CW** E Paterson; St Clair Tisdall; Laidlaw; Dailey; Syndercombe; Michelle Bailey (+4). **FL** Ahlers 1m02.628s (94.29mph). **P** Bryant. **S** 24.

ALLCOMERS & BENTLEY RACE FOR POST-1966 CARS (15 LAPS)
1 Steven Dickens (Mallock Mk29);

2 John Taylor (Crossle 95) +29.550s; 3 Mark Henderson (Porsche 911RS); 4 Grahame Bryant (Morgan +8); 5 Philip Barak (Mallock MK20B); 6 Graham Booth (Caterham 7 Superlight). **FL** Dickens 1m00.090s (98.28mph). **P** Dickens. **S** 12.

EQUIPE GTS (32 LAPS)

1 Tom Smith (MGB Roadster); 2 Rob Cull (TVR Grantura III) +42.547s; 3 Robi Bernberg (TVR Grantura III); 4 Nick Crewdson/Chris Ryan (MGB Roadster); 5 Brian Arculus (Lotus Elite); 6 David Allen (Triumph TR4). **CW** Arculus; Allen; Paul Andrew/Mike Houlbrook (Elva Courier); Paul Kennelly (Austin-Healey 100). **FL** Graham Bates (MGB Roadster) 1m12.091s (81.91mph). **P** Smith. **S** 37.

FISCAR (24 LAPS) 1 Richard Woolmer/Jonathan Abecassis (Austin-Healey 100/4); 2 Stephen Bond (Lister Flat Iron) +0.389s; 3 Robin Ellis (Lotus Elite S2); 4 Paul Mortimer (Austin-Healey 100); 5 Adrian King/David Cottingham

(AC Ace Bristol); 6 Alex Quattlebaum (Leco Sport). **CW** Bond; Ellis; King/Cottingham; Matthew Holme (Alfa Romeo 1900 CSS Touring); Keith Hampson (Sunbeam Alpine Le Mans); Alan House (Morgan +4); Roger Daniell (MG MGA); Mark Campbell (Aston Martin DB2). **FL** Bond 1m12.911s (80.99mph). **P** Woolmer/Abecassis. **S** 21.

BIC HEALEY TROPHY & MG, MORGAN CHALLENGE (13 LAPS)

1 Jonathan Abecassis (Austin-Healey 100/4); 2 James Sumner (Morgan 4/4) +1.884s; 3 Neil Cawthorn (MG MGA); 4 Gordon Elwell (Austin-Healey Sebring Sprite); 5 Neil Cameron (Austin-Healey Arkley Sprite); 6 Jochem Kentgens (Morgan +4). **CW** Sumner; Robi Bernberg (Cooper T39 Bobtail). **FL** Cawthorn 1m12.486s (81.47mph). **P** Abecassis. **S** 34.

BENTLEY PRE-1966 & PRE-WAR TEAM CHALLENGE (12 LAPS)

1 Simon Worthington (Bentley Turbo R); 2 Michael Higginbotham (Bentley MkVI Special) +6.537s; 3 Paul Forty (Bentley MkVI Special); 4 Benjamin Eastick (Bentley T Type); 5 Stuart Worthington (Bentley MkVI Special); 6 Robert Gate (Bentley MkVI). **CW** Higginbotham; Forty; Stuart Morley (Bentley 3/4½); George Elbourn (Riley 12/4); Duncan Wiltshire (Bentley 3 Litre). **FL** Simon Worthington 1m12.826s (81.09mph). **P** Simon Worthington. **S** 28.

BENTLEY HANDICAP RACE

(8 LAPS) 1 Bert Degenaar (3/4½); 2 Stuart Worthington (MkVI Special) +0.966s; 3 Duncan Wiltshire (3 Litre); 4 William Elbourn (3/4½); 5 Randal Stewart (3/4½); 6 Benjamin Eastick (T Type). **CW** Worthington; Wiltshire;

Gerard McCosh (MkVI Special S2).

FL Simon Worthington (Turbo R) 1m11.823s (82.22mph). **P** Vivian Bush (3 Litre). **S** 16.

ALLCOMERS HANDICAP RACE

(8 LAPS) 1 John Taylor (Crossle 95); 2 Josh Sadler (Porsche 911RS) +7.761s; 3 Graham Booth (Caterham 7 Superlight); 4 Philip Barak (Mallock Mk20B); 5 Alan Davenport (Mallock Mk18); 6 Michael Steele (Ford Galaxie). **Handicap winner** Mark Butterworth (Allard J2X). **FL** Taylor 1m05.989s (89.49mph). **P** Taylor. **S** 16.

SNETTERTON BRSCC

FUN CUP (136 LAPS) 1 JPR Uvio

(Farquini Deott/Graham Roberts); 2 Team Trooper Iron Maiden (Jake Rattenbury/Paul Wighton/Harry Mailer/Anthony Reid) +2.726s; 3 Track Torque 2Rent Dominos (Chris Hart/Henry Dawes); 4 Team Sherardize UK (Peter Belshaw/Marcus Clutton); 5 CCS Media (Nigel Greensall/Ciro Carannante); 6 DespatchBay.com (Andy Bicknell/Charlie Hollings). **FL** Clutton 2m15.838s (78.68mph). **P** Racelogic (Julian Thomas/Jon Tomlinson/David Denyer). **S** 32.

CATERHAM ACADEMY GREEN

GROUP (7 LAPS) 1 Daniel French; 2 James Murphy +12.063s; 3 Neil Fraser; 4 Matthew Creak; 5 Graham MacDonald; 6 Paul Steed. **FL** French 2m17.593s (77.67mph). **P** Matt Sheppard. **S** 23. **WHITE GROUP (4 LAPS) 1 Andy Morgan;** 2 Tom Grensinger +0.135s; 3 James McCall; 4 Daniel Halstead; 5 Tom Allen; 6 Will Pratt. **FL** Morgan 2m18.408s (77.22mph). **P** Halstead. **S** 23.



Jarratt spun his
way out of fifth
in Green group

Can the UK's oldest series reinvent the wheel?



Historic 750 Formula has experienced challenging times, but could it be ripe for a revival after a recent raft of changes?

By Matt Kew, Special Contributor

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A new name for 2017, and the live rebuild of the 1973 championship-winning car 'The Warren' at this year's Race Retro show, demonstrates how keen Historic 750 Formula is to attract new competitors to bolster its grid sizes. But why is such an integral part of the domestic motorsport scene – you could argue that it launched Britain into Formula 1 – having to take these measures?

All racing categories have to remain relevant. The 750 Motor Club can trace its origins back to 1939 – when it was founded as a sporting society for owners of Austin Sevens, the 750cc engine of which gave the Club its name. But it has also moved with the times while remaining true to certain core ideals.

That spirit really blossomed after World War II, when the country's motorsport enthusiasts sought an adrenaline rush even in times of economic privation (and fuel rationing). The 750 Formula coalesced around a low-cost ethos for what influential Austin Seven Special builder Jack French termed "the impecunious enthusiast".

Charlie Plain-Jones, who races a Seven Cowley Special and who is restoring French's garage as part of a museum exhibit, sums up the roots of 750 Formula: "It was for people who could go down the scrapyard, get a Seven and turn it into a race car."

Eric Broadley, John Cooper and Bruce McLaren all raced Sevens, but perhaps the most relevant was legendary designer Colin Chapman, who raced and fettled Sevens until he had a car that blitzed the amateur field. This, the Lotus Mk3, he manufactured and sold to fund his racing ambitions. Having hired engineers

from the 750 Motor Club ranks as his Lotus company expanded, Chapman used the Seven as a springboard to rise through the junior levels before breaking into F1 in 1958.

Despite this historic association, at the more humble end of the racing spectrum ailing grid sizes are the biggest issue facing the series as it approaches its 80th anniversary.

Historic 750 Formula grids are a truly eclectic mix of cars



ALL PICS: JONES



Experienced racer Reid enjoyed his outing in the Historic 750 Formula

That is why those running the Historic 750 Formula are working towards something of a second coming for the Seven in order to celebrate and build on its illustrious origins.

Most notably, the 750 Trophy name has been dropped. Al Frayling-Cork, who races a road-legal Seven so he can contest hillclimbs and “still drive to the pub” explains the reason behind this:

“Changing the name of the series is much more in keeping with its status. Hopefully that will attract more people because, as a historic series, it has got some sort of special value.”

As one of the longest-running formula in the world, Historic 750 Formula has an intrinsic value that can be drawn out. But to do so, the series needed to remind people of that value and encourage new competitors.

“There is a generation of owners that have these cars and don’t want to get rid of them, but don’t want to use them either,” explains Plain-Jones. “So for younger people there is an age gap that we are trying to bridge.”

Drivers in the series are quick to allay fears about the cost and difficulty of maintaining such vintage cars – concerns that might put off new entrants.

For those running Sevens, according to Frayling-Cork, “Sourcing parts is no problem. There’s a lot of new stuff being made and good supplier networks. A lot

of the original bits can be found in jumble collections.”

With any vehicle of this age, owners have to keep on top of maintenance, but for anyone browsing the pit garages it’s clear the whole grid is offering support to keep mechanical issues at bay. Those battling with Anthony Reid at Anglesey recently were all too willing to lend assistance between races.

“Everybody helps each other out,” says the British Touring Car Championship veteran and 1990 Le Mans 24 Hours podium finisher. “If someone breaks an engine then everyone dives in to try and fix it. You certainly wouldn’t get that with British Touring Cars!”

Currently the Historic 750 Formula is split into three classes, comprising 750 Formula runners from up until 1966, non-Seven engined cars that carry through until ’74 and a further class for historic 500cc cars. The eventual aim is for the Sevens to have a grid of their own, providing more return to the circuit, and the first steps are going well.

“We’re getting a lot more enquiries as people seem to be embracing the changes quite well,” says car builder Alex Myall.

It seems that there’s life in this series yet. The new wave of interest, teamed with the brilliant close racing that so often unfolds during Historic 750 Formula proceedings, will hopefully make for a joyous 80th anniversary. 🍀



Reid finished second to John Davies in the opener

Tin-top master Reid samples ‘new’ 750 Formula at Anglesey

RACING ACE ANTHONY REID TOOK A COMMANDING win during the second Historic 750 Formula race having overcome mechanical troubles at Anglesey.

The 60-year old ex-British Touring Car star made a guest appearance with the 750 Motor Club for the second time this season, having also contested the Classic Stock Hatch championship at Brands Hatch.

Driving an 850cc Time 3B, Reid narrowly finished second to John Davies – just a tenth behind, in fact – in the thrilling first race despite a power-sapping water leak. Having only just beaten the clock to service the head gasket and replace a valve spring compressor before race two, Reid went on to take victory following a brilliant three-way scrap with Martin Depper and James Winstanley.

“It was very exciting because every time I got in front they passed me. In second gear the car was really good but then I seemed to get this misfire and they would come by,” says Reid.

“Once I got ahead I had to build enough of a gap to stay ahead because I felt like the engine could actually conk out.”

Nursing performance-restricting engine issues made for a race-long cat-and-mouse dice in the first encounter as the balance shifted between Reid’s cornering speed and Davies’ straightline pace. Traffic enabled Reid to close in during the final laps, but ultimately a solitary tenth split the two. It was Davies’ first series win.

“It’s all part of the experience,” says Reid. “I knew I was carrying a problem but I love a challenge.”

“I didn’t know what to expect because it doesn’t matter who you are, to enter a new championship you can’t expect to turn up and win.

“To get the car ready for the second race with minutes to spare, go out and win, and break the lap record – it was just a fantastic result.”



Car needed a little attention pre-race

WHAT'S ON

How to train for the WRC at home

RALLY DRIVER JON ARMSTRONG IS facing his biggest opportunity to date and is doing it against the odds.

The promising off-road talent from Northern Ireland has two prize drives in this season's World Rally Championship with the DMACK team, but owing to a limited budget his preparation in a four-wheel-drive car, after years in two-wheel-drive machinery, has been less than ideal. But a home-built gaming set-up could prove decisive in his bid to boost his reputation.

Over 20 years ago Sega Rally Championship – the famous arcade simulator that put you behind the wheel of retro rally cars – set new standards of realism in the coin-op world. But now motorsport gaming has reached new levels of realism thanks to ever greater amounts of processing power and the new wave of virtual reality devices.

Xboxes and PlayStations are now commonplace within the family home and many youngsters are learning how to race on their own sofa. Nissan took this idea further a few years ago with its GT Academy programme.

There's a host of circuit racing stars using sim and console racing to further their real-world talent. Williams Formula 1 driver Lance Stroll admitted he struggled with the same Monaco corners on his PlayStation as he did in real life, while Red Bull's Max Verstappen practiced overtaking around Spa's high-speed Blanchimont corner in the virtual world before performing the move for real on Sauber's Felipe Nasr during the

2015 Belgian Grand Prix. He was awarded "overtake of the year" for his efforts.

There is no denying gaming technology is improving and the gap between virtual and reality is narrowing, and that's adding an additional tool to a racing or rally driver's arsenal. Armstrong's home sim rig goes beyond the conventional steering wheel and pedal set-up, having two sequential shifters – one for gear changes and the other replicating a hydraulic handbrake. This is all based around his PlaySeat, which sits in front of a sleek 42" TV screen.

Another unique addition to his arrangement is a hydraulic cylinder attached to his brake pedal, giving a realistic resistance to pressure.

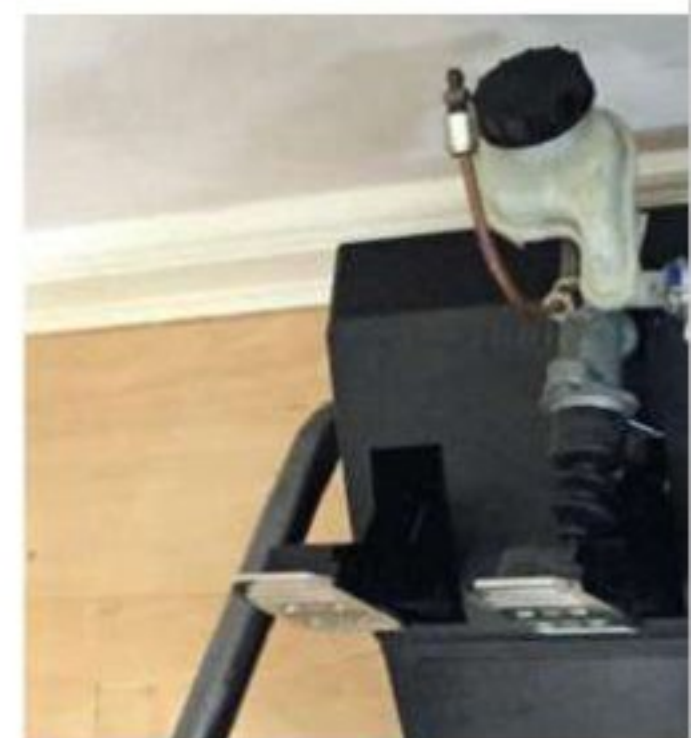
Armstrong believes that having use of a gaming steering wheel from the age of 10 ensured he was fast from the very start of his rallying career. The first time he sent his car up onto two wheels, he was naturally able to correct the moment since he had already encountered the same scenario in Richard Burns Rally on his home console.

After his recent purchases, Armstrong regards VR headsets as the next big step for motorsport gaming. With VR, driving aspects such as controlling oversteer feel much more realistic because gamers can use their peripheral vision. "You're immersed," he says. "It's just as if you're sitting in a real car."

The recently released DiRT 4 (see Autosport July 6) has a random stage generator that Armstrong feels really adds to his training. Users can create stages with different sections while adjusting their complexity, technicality and length. This makes the driver dependent on the co-driver's pacenotes, removing any opportunity for the user to memorise the stages.

Armstrong has been successful in his online gaming this year, winning global titles like DiRT 4's Founder Invitational event. Whether he will be able to transfer his online success to WRC2 – at Rally Germany next weekend and Rally Spain in October – remains to be seen.

ADAM HALL



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HOT ON THE WEB THIS WEEK

YouTube **"TO BE BACK IS SOMETHING SPECIAL"**

Search for: Robert Kubica on his remarkable F1 return
F1's YouTube channel had garnered 400,000-plus views for Robert Kubica's outing with Renault in the post-Hungarian Grand Prix test when Autosport went to press. His performance over 142 laps, allied to understandable hype, has raised expectations for what will come next...

NEXT WEEK

ON SALE THURSDAY



RAINMASTERS

The greatest wet-weather drivers and their secrets

PLUS

FORMULA E REVIEW

How di Grassi defeated Buemi in dramatic all-electric contest

STEWART ON GREAT BRITS

Triple champion gives his verdict on Britain's F1 title winners

INTERNATIONAL MOTORSPORT

NASCAR CUP

Rd 23/36

Michigan, USA

August 13

WATCH ON TV

Live Premier Sports, Sunday 1930

Karlskoga, Sweden

August 13

MOTOGP

Rd 11/18

Red Bull Ring, Austria

August 13

WATCH ON TV

Live BT Sport 2, Sunday 1245

SCANDINAVIAN TOURING CARS

Rd 5/7



UK MOTORSPORT

DONINGTON PARK MSVR

August 12

Lotus Elise/Lotus Cup, Radical SR1, 7 Race Series, Trackday Trophy, Nippon Challenge

Pre-War Sports, Allcomers, Edwardian race, Formula Junior, 500cc F3

OULTON PARK BRSCC

August 12

Caterham 420R, Caterham 310R, Caterham 270R, Caterham Supersport, Caterham Roadsport

LYDDEN HILL CTCRC

August 12

Pre-1966 Touring Cars, Group 1 Touring Cars, Pre-1993 Touring Cars, Pre-2003 Touring Cars, Pre-2005 Production Touring Cars, Blue Oval Saloons, Thunder Saloons, Pre-2003 Classic VWs, Honda VTec, Smart Cars 4Two

MALLORY PARK VSCC

August 12

Vintage Racing Cars, Pre-1961 Racing Cars,

KNOCKHILL TOCA

August 12-13

BTCC, Formula 4, Carrera Cup, Ginetta Junior, Ginetta GT5

WATCH ON TV

Live ITV4, Sunday 1100

BRANDS HATCH MSVR

August 12-13

Jaguar XK, Jaguar Saloon and Sports, Aston Martin GT, Intermarque, Innes Ireland Cup, 50s Sports Cars, Pre-War Team Challenge, Alfa Romeo, Ferrari Classic, Italian v English

CASTLE COMBE CCCC

August 12-13

FF1600, GT, Saloons, Tin Tops, Swinging Sixties, Future Classics, Magnificent 7s, Modern Classics, Classic K, New Millennium, Open Series

SNETTERTON MSVR

August 12-13

LMP3 Cup, F3 Cup, GT Cup, FF1600, Allcomers

MONDELLO PARK CCC

August 13

Formula Vee, Ginetta Junior, Future Classics, Fiesta Zetec, Fiesta ST, Legends



Above: Armstrong's home rig includes sequential gear lever and a hydraulic handbrake

Far left: VR headsets add to the immersive feel of modern games

Left: hydraulic brake gives a more accurate pedal 'feel'



FROM THE ARCHIVE

The 1988 Le Mans 24 Hours ended up being all about Jaguar, but here a trio of Porsche 962Cs look like they rule the roost: the Kremer Racing car of Kris Nissen/Harald Grohs/George Fouche leads the Brun Motorsport entry driven by Manuel Reuter/Walter Lechner/Franz Hunkeler and the works car of Hans-Joachim Stuck/Klaus Ludwig/Derek Bell. They were classified eighth, DNF and second respectively.

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TOP FIVE

UGLY F1 AERO DEVICES

This year's new Formula 1 machines were supposed to be aggressive and eye-catching. They've certainly delivered on that, but the unforeseen arrival of unsightly aerodynamic devices – T-wings and shark-fin engine covers – have detracted somewhat from the visual impact of the new generation. Still, they aren't the worst aesthetic crimes perpetrated in the name of aero gains...

SUTTON



1 2014 NOSE PROTRUSIONS

In a bid to prevent cars being launched into the air during a front-to-rear impact, F1's rules mandated significantly lower noses for the 2014 season. Since the nose and front wing has a major influence on aerodynamic performance, designers exploited the loose wording of the regulations to minimise the amount of new bodywork in this area. The results were almost uniformly hideous, but Toro Rosso (above), Caterham and McLaren went above and beyond.



3 1971 MARCH 711

Unlike many of the teams on this list, March enjoyed some success in the year its 711 was fitted with its infamous 'tea-tray' front wing. Although it didn't win any races, the British squad did run Ronnie Peterson to second place in the championship – the Swede scored five podiums along the way. But the car's upside-down front wing made it stand out for the wrong reasons as well.



2 2001 ARROWS A22

The challenges of the Monaco Grand Prix are well known: close walls, big cars, no margin for error. The perfect place to experiment with a high-level second front wing it is not. But this is exactly what the Arrows team did in practice at the Principality back in 2001. Fortunately, and rather sensibly, it was swiftly banned by the FIA after the session on safety grounds.

4 2008 NOSE ANTLERS

The 2008 season was the high-water mark of F1's appetite for aero-elaboration. Honda, BMW-Sauber and McLaren were among the teams to add complex antler-like structures to their noses. Honda had experimented with the device back in 2007, but its use really took off the following year. Appropriately enough, Honda's effort was dubbed the 'Dumbo' wing, in reference to the Disney character.



LAT IMAGES

5 1997 X-WINGS

In 1997, Tyrrell introduced the X-wings in a bid to improve downforce levels on twisty tracks. The two wings were mounted high above the driver's cockpit on each side, with distinctive pylons holding them in place. By the following seasons many teams – including Ferrari – were adding them on for specific circuits where a downforce boost was needed, but they were outlawed that same year.



LAT IMAGES

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