



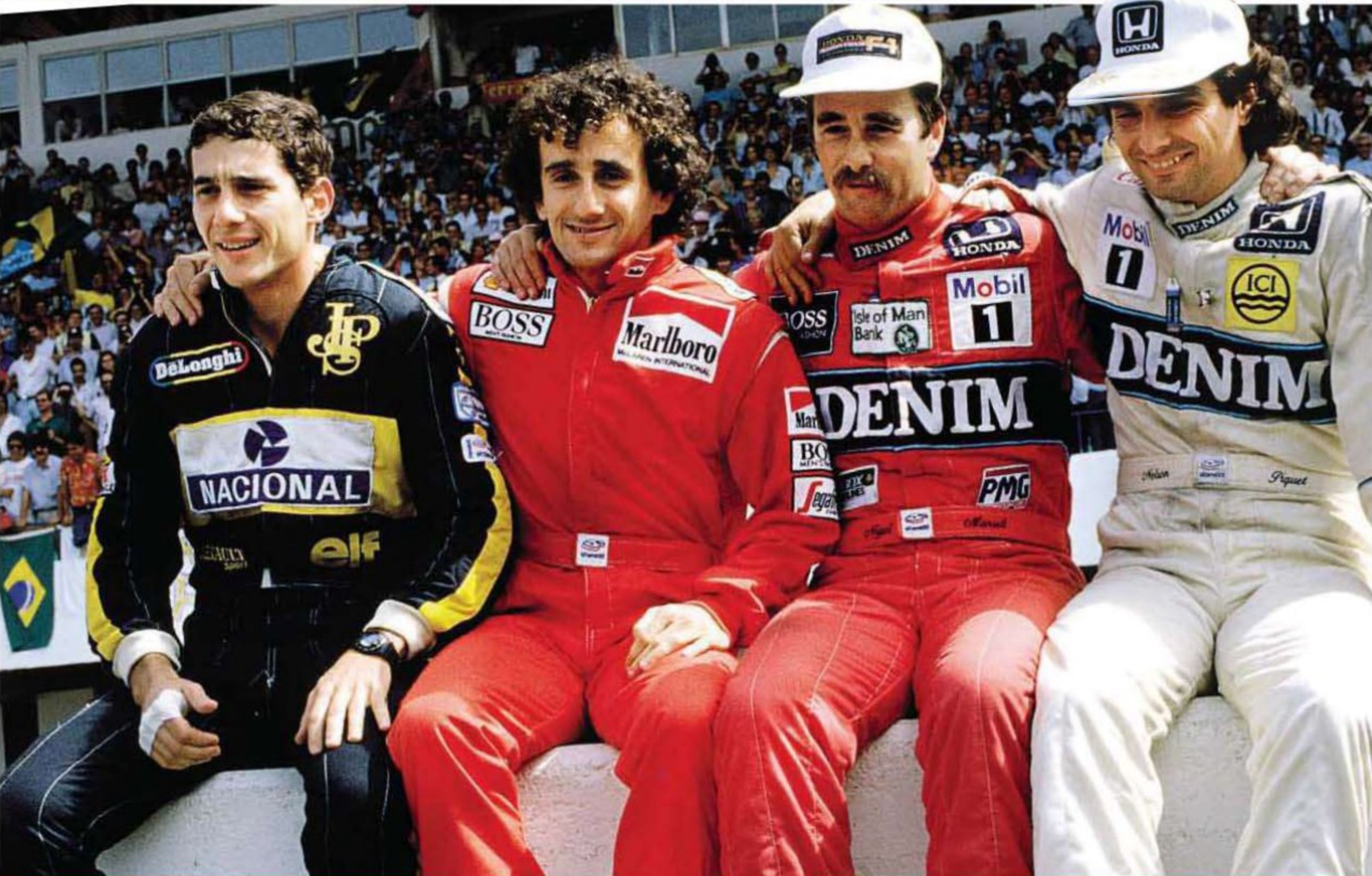
GUEST EDITOR MARTIN BRUNDLE

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“He’s the most unprofessional scaredy-cat I’ve ever seen. He wouldn’t even fight me like a man”

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Fuel Consumption figures for JUKE 1.6 MANUAL: CO₂ 147g/km – URBAN 34.9mpg/8.1L/100km – EXTRA URBAN 53.3mpg/5.3L/100km – COMBINED 44.8mpg/6.3L/100km.

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POLE POSITION

Going back 25 years – to before Vettel was born!



WHILE MODERN-DAY FORMULA 1

takes a well-earned break from the breathless start we've enjoyed to 2011, we've decided to take a dip into our sport's rich past and re-examine what made 1986 such a classic season.

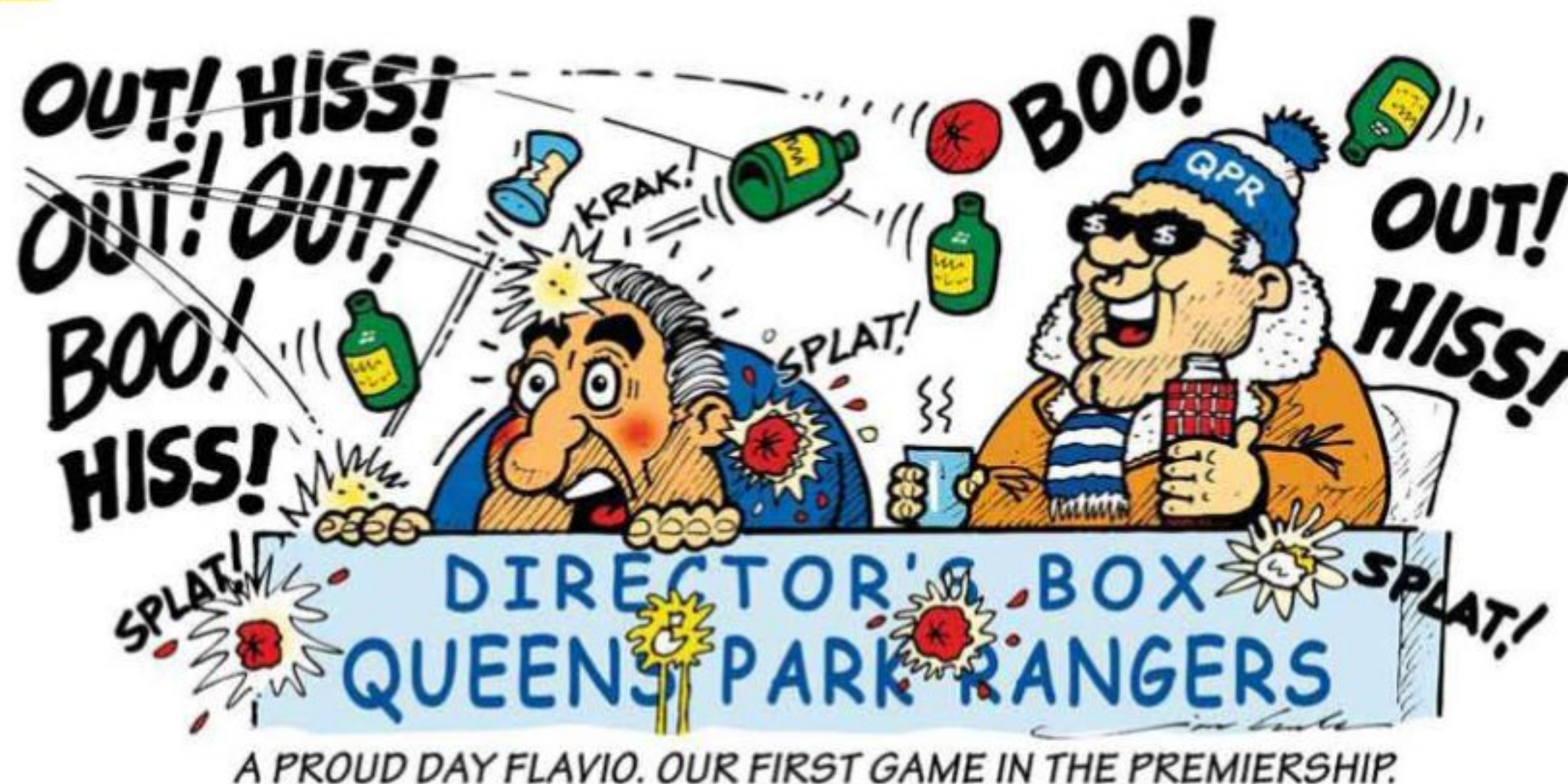
The intense feud between Williams team-mates Nigel Mansell and Nelson Piquet, the twists and turns of the Adelaide finale (including *that* blow-out) and the emergence of Alain Prost as world champion – in by no means the fastest car – is an amazing story well worth retelling.

It's been refreshing to go back and interview some of the big players of the era – many of whom remain woven into the tapestry of contemporary F1 – and gauge their views with the benefit of hindsight. Kicking it all off on page 26 is our guest editor Martin Brundle's fascinating recollections of what driving a 1000bhp-plus flame-spitting turbocar with qualifying tyres on full boost was actually like.

Monstrous machinery raced by some of the sport's greatest-ever drivers around desanitised racetracks... It doesn't get any better than that.

Charles Bradley, editor

BAMBER'S WEEK



INDYCAR

Tomas goes around, Tony upside down

Tomas Scheckter returned to the IndyCar series last weekend, but his comeback ended early when he and Tony Kanaan couldn't find a way of running three-wide either side of Marco Andretti. The Brazilian got the worst of it when he flipped upside down after hitting the infield tyre barrier. New Hampshire IndyCar report, page 60

Pic: Ellmen/LAT South





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Kubica close to simulator test

Injured Renault star could climb into a 'cockpit' next month following final operation. By ROBERTO CHINCHERO

The doctors of injured Renault superstar Robert Kubica expect the Pole to be fit enough to drive in a Formula 1 simulator by the end of next month.

Kubica, 26, has been recovering from the horrific injuries – which included a partially severed hand – sustained when he crashed his Skoda Fabia on the Ronde di Andora rally in Italy in early February. Insiders close to the 2008 Canadian Grand Prix winner have admitted that his progress over the summer has slowed dramatically at times.

But the mood in Kubica's camp is more upbeat as he prepares for an eighth operation later this month. It is anticipated that this should be his last major surgery.

The operation will give Kubica full movement of his right elbow again, after it was deliberately 'frozen' by doctors following the accident in order to allow the multiple fractures in his arm to heal correctly.

Dr Riccardo Ceccarelli, who has

been in charge of Kubica's recovery, said: "If I look at the progress that Robert has made in six months, I'm optimistic that he should be able to get into a simulator shortly. Perhaps

"He has a very reactive physique. His nerves have grown back quickly"

Dr Riccardo Ceccarelli

the elbow will have an external brace initially, just as a precaution in order not to run any risks during the recovery process, but this should not prevent him from trying out a simulator."

While it was predicted that an athlete in Kubica's condition would be able to recover from the injuries faster than usual, the doctors could not take advantage of this until all of the broken bones had healed

correctly. His seven operations so far have all been carried out slightly ahead of schedule, but doctors have been cautious because the healing of bone is not something that can be sped up purely because a patient is fit and healthy. It is understood that the recovery process slowed abruptly during June, before picking up again last month.

With that blip out of the way, Ceccarelli has become more upbeat about the progress of his driver, and believes that his recovery will speed up following the final operation.

"Robert's muscular mass has shown a lot of improvement, because his muscles have reacted well to electrical stimulation so far," said Ceccarelli.

"But with his elbow blocked, we haven't had the chance to work on a full recovery programme as we would do normally. However, we have kept the other joints moving as much as possible, with the goal of having as much flexibility as we can and the greatest possible

Fans have shown support at races





Kubica tested Renault R31 just before accident

AUTOSPORT SAYS...

GLENN FREEMAN
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Robert Kubica has done a tremendous job of keeping his head below the parapet during the first six months of his recovery. He has resisted the urge to speak publicly on the matter – save for a Q&A with fans on the Renault team website – and has only once been caught by the Italian paparazzi outside the clinic he's visiting during his recuperation.

Such a lack of information has led plenty to speculate about how he's getting on, and it's fascinating to hear for the first time that the grand prix winner has bounced back after going through a particularly tough time back in June. It shows what a good job he has done, because at the time there was very little news on any struggles he was going through.

His final operation is a significant landmark in his recovery, but climbing into a simulator doesn't mean he is on the verge of a racing comeback. It was noticeable that talk of racing in November's season finale in Brazil had disappeared by the time he answered questions from fans in July.

Just before the F1 summer break, there was talk from those close to Kubica that the recovery process, once the final operation is completed, could still last a year.

That's obviously at the conservative end of any estimates but, with Kubica still unwilling to make any precise predictions, we should be prepared to wait longer than we first expected to see him back in action.

Kubica has stayed out of limelight



muscular mass available once the elbow is unblocked."

Once the elbow is freed, Kubica will gain more mobility in his right wrist and hand. At present he is able to close some of the fingers on his right hand, and pick up bulky objects. Tests have shown that the functionality of his hand is improving every day, confirming to doctors that his nerves are rebuilding on schedule.

Ceccarelli added: "He has a very reactive physique, with very good recuperation times. His nerves have grown back quicker than we expected. Incredibly he hasn't had any infections, and his skin – along with the different wounds – has healed within the timescale anticipated."

Since the accident, Kubica has deliberately kept himself out of the public eye. He has stayed in touch with friends and remains fully up to speed with the goings on in Formula 1, but his only public comments came via a Renault-produced Q&A with fans last month.

So far he has declined the opportunity to give any interviews, and he maintains that he will only do so once he can speak precisely about his plans and objectives.

ROAD TO RECOVERY

Since being rushed to hospital in the aftermath of his crash, Robert Kubica has undergone seven operations. Below are details of each one, including his upcoming eighth and final operation:

OPERATION 1

Aimed at stabilising the numerous fractures, and above all saving his right hand to prevent the need for amputation.

OPERATIONS 2/3

Also in the immediate aftermath, these were focused on the fractures suffered to the right elbow.

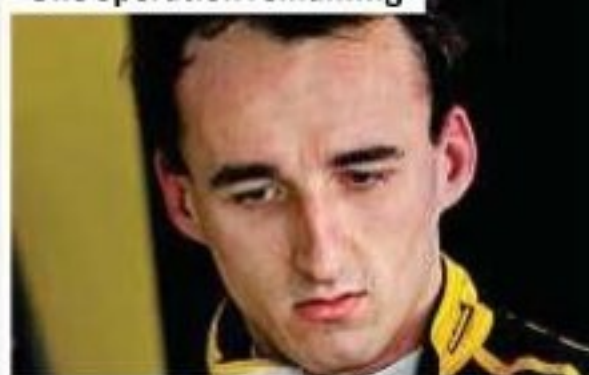
OPERATION 4

Fitting an external brace designed to repair the fractures in his right leg, by compressing two bones together that were not aligned correctly.

OPERATION 5

Reconstructive surgery on the right elbow to recover some movement, following on from

One operation remaining



the emergency measures taken in operations 2 and 3.

OPERATIONS 6/7

A procedure known as tenolysis, designed to clean up the tendons and any adhesions that prevent their regular function.

OPERATION 8

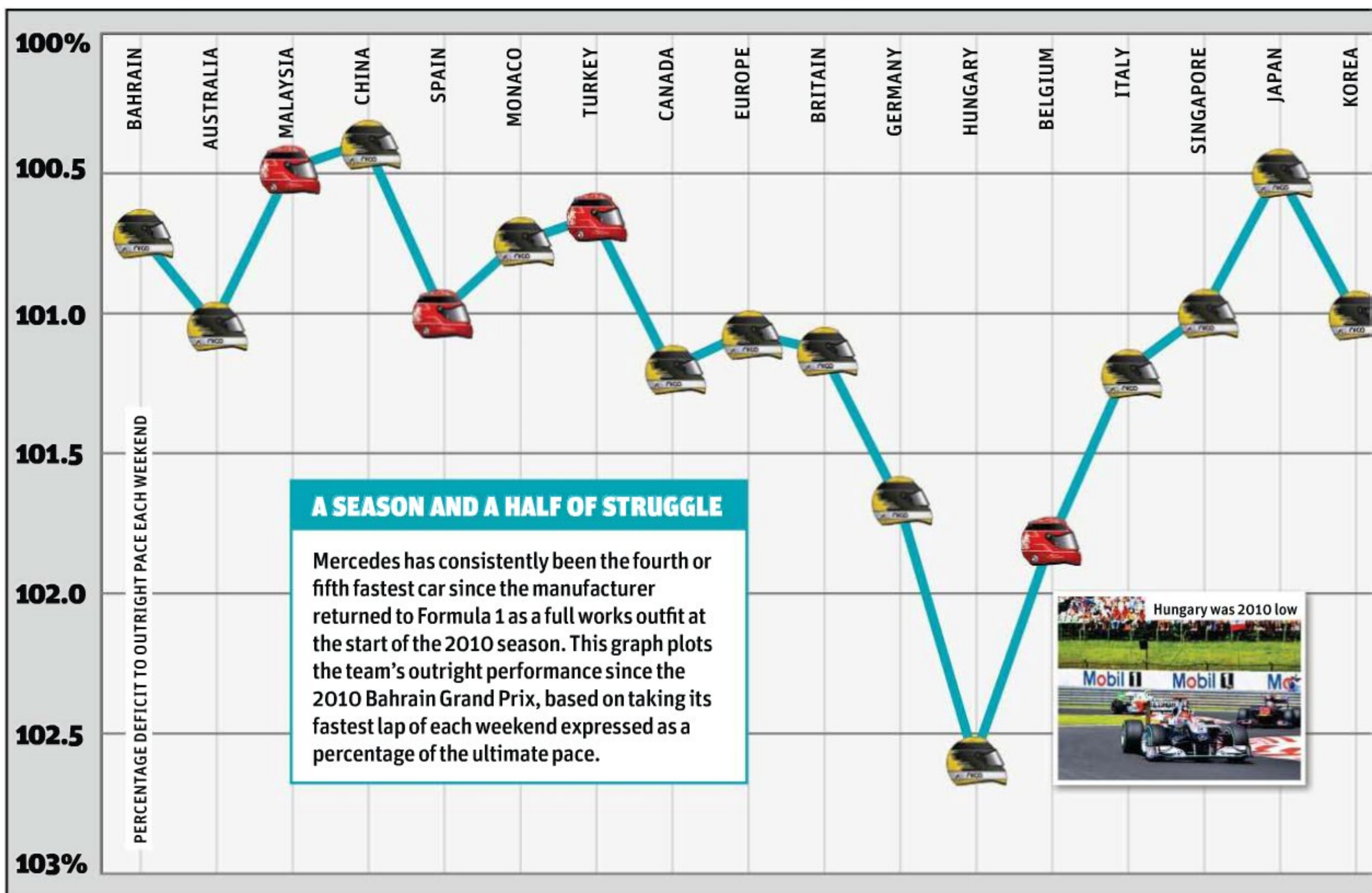
Due later this month, this should give Kubica full movement back in his elbow, and that will gradually help his wrist and fingers improve.

KUBICA FACTFILE

Age	26
F1 debut	Hungary 2006
Starts	76
Wins	1
Poles	1
Podiums	12
Teams	BMW Sauber, Renault

First start came at Hungaroring





Mercedes rethink

Brawn-led squad to go down a different route for next year after 2011 problems

Mercedes is planning major changes to its car concept for the 2012 season in a bid to achieve its objective of challenging Red Bull, McLaren and Ferrari.

When the Stuttgart marque took over the Brawn team ahead of the 2010 season, it was with a view to fighting for the world championship immediately. However, team principal Ross Brawn subsequently admitted that given the need to restructure the team not only in

the wake of its takeover by Mercedes, but also after the hurried cutbacks that followed Honda's withdrawal from F1, a rebuilding phase was required.

Brawn insists that changes will be made with next year's car. One such area is the need to run a longer wheelbase. Its 2011 challenger is reckoned to have the shortest wheelbase of any car on the grid.

"We will probably build a longer car," said Brawn. "One of the main

problems is when it's full of fuel, because the fuel tank is shorter, it's higher [meaning a higher centre of gravity]. We're finding that the balance between what we choose for qualifying and the race is having to be more of a compromise.

"What you ideally want is a setup that works strongly in qualifying that you can take straight into the race. We don't seem to have hit that sweet spot in terms of the position of the fuel when the car is full."

Although changes can be made to lengthen the wheelbase by changing the angle of the suspension, this can only be done within a narrow window, meaning that the team has been stuck with this configuration for the season.

FIXING THE WEAKNESSES

The change of exhaust regulations for next season, which will prevent waste gases being used to generate more downforce from the diffuser,

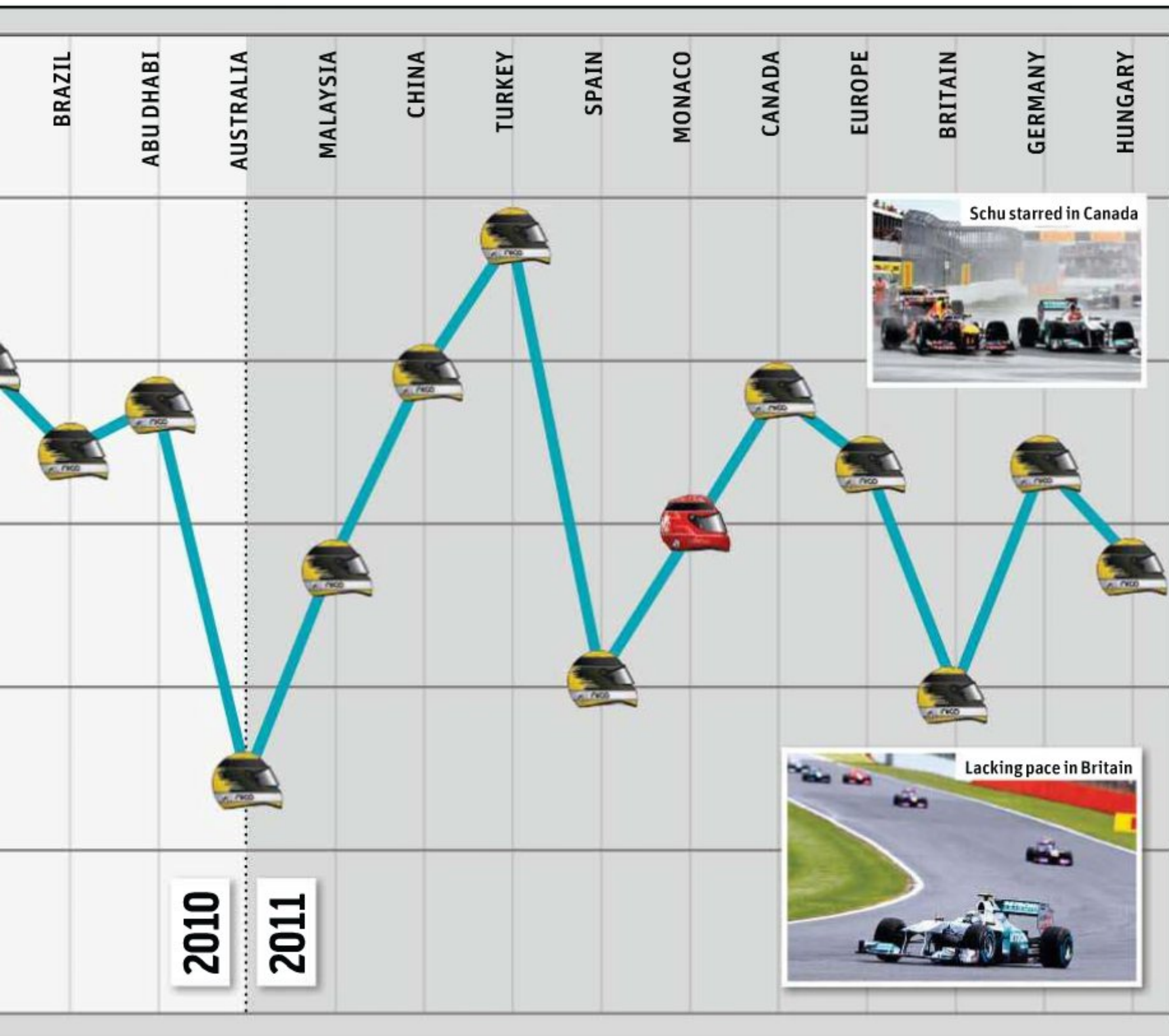
should also benefit Mercedes as they should nullify any latent disadvantage the car has in this area.

Brawn has admitted that the team was off the pace in terms of exploiting the potential of the exhaust-blown diffuser. Certain design characteristics of the MGP W02 would have been changed to optimise this system had the team recognised this earlier. For example, it is not possible to run the same degree of rake that Red Bull can. Increased rake can increase the downforce produced by the diffuser.

"The choice of ride heights for our car and how we ran it was based on the exhaust technologies that we had last year, which were good but not as strong," said Brawn. "It's not always as simple as saying 'we're going to run more rake' because you develop the car in a certain way and design the suspension a certain way. There are a number of different factors involved."

In addition to car changes, the philosophy of launching with a very basic car and adding a major upgrade package late on that was used this year, will also be dropped.





MERCEDES IN NUMBERS

The stats behind Mercedes GP since the manufacturer returned to team ownership ahead of the 2010 season

30 NUMBER OF RACES SINCE COMEBACK **0** WINS

COST OF BUYING BRAWN GP
£140m

3 PODIUMS

LAPS LED **30** **BEST FINISH** **3RD**

0 POLES
294 POINTS

4TH POSITION IN 2010 AND 2011 CONSTRUCTORS' CHAMPIONSHIP

BECOMING A FRONTRUNNER

Mercedes has been cautious in its public pronouncements about how big a step it can make this year.

Its performance level is best characterised as being at the front of the midfield pack rather than at the back of a "big four", meaning that it needs a big step next season to have any chance of fighting for the championship. Michael Schumacher has warned that leaping from fourth to first is a very optimistic target. To match the top three teams, a recruitment drive will bring in up to 100 new staff. This should take the team up to the maximum allowed in 2012 under the Resource Restriction Agreement. The team plans to outsource fewer projects to free up funding and RRA capacity.

"The limit is a headcount and an amount of money, so the more you do in-house and the less you do outside, the more people you can have," said Brawn. "You can juggle the two, so we are just looking at finding the optimum combination of how much we spend outside the company and inside. We always had some headroom, and we're looking to use that headroom for the future."



Schu says he'll keep going

Schumacher staying put

MICHAEL SCHUMACHER HAS reiterated that he has no intention of quitting Formula 1 and plans to continue with Mercedes next year. The seven-times world champion has an option in his contract for 2012, and he has consistently said that he wants to extend his comeback into at least a third season.

"Despite some strange rumours and stupid false stories, I keep saying that you will see me in 2012," said Schumacher last weekend.

This was in response to a story that appeared on the website of Italian newspaper Corriere dello Sport last

week featuring quotes attributed to Schumacher. In the story he suggested he was considering stopping. Schumacher's spokesperson, Sabine Kehm, denied that he had spoken to the publication and the story was subsequently removed from its website.

A spokesperson for the newspaper said: "Our editorial staff didn't know anything about it. When we noticed that news, we invited the website to remove it, which was done."

While Schumacher has struggled for results this season following a number of errors, his race pace has been as strong, or arguably stronger, than team-mate Nico Rosberg's of late. While he has been soundly beaten by his countryman in qualifying by a margin of 10-1 this year, he has generally been able to close on him under race conditions.

However, to convert that speed into results, Schumacher needs to avoid mistakes in races, having made blunders in each of the last four grands prix. In Valencia, he hit Vitaly Petrov, at Silverstone he hit Kamui Kobayashi and in Germany and Hungary he spun.

GINETTA
JUNIOR CHAMPIONSHIP

Watch the racing typified by the Ginetta Junior Championship and you forget that the drivers are aged between 14 and 17. The racing is fast, frantic and provides a tremendous training ground for the stars of tomorrow, with everyone in the same type of car the onus is on the driver.

The second half of the season is proving a fresh challenge for the young chargers from the all-action Dunlop MSA British Touring Car Championship support category.

Struan Moore delivered easily his best performance since debuting in the Ginetta Junior Championship at the beginning of the campaign, while the new-for-2011 Snetterton 300 outing also marked the competitive debut of new driver 14-year-old William Palmer, the younger brother of GP2 Series racer Jolyon and son of MotorSport Vision chief Jonathan.

Seasoned driver Seb Morris is racking up an unbeatable lead with 10 rostrum visits from 12 races, while impressive 14-year-old Charlie Robertson made history at Croft prior to the seven-week summer break by becoming the youngest winner of a race in the UK. William Foster is another to watch enjoying a solid season. Other front-runners are Tom Howard, Max Coates and reigning Irish Champion Niall Murray, while former Rallycrosser Brad Bailey and the fast-improving Patrick McClughan should be in the mix as well.

GINETTA
CHALLENGEGINETTA
GT SUPERCUP

Following a long summer break the teams and drivers in the Michelin Ginetta GT Supercup returned looking refreshed for rounds 15-16 at the new Snetterton 300 circuit.

This year's championship has provided some excellent close racing. In the G55 class, dominated by Tom Sharp in the beginning, the pendulum has swung in favour of the experienced Carl Breeze, although there is still tough opposition as Nathan Freke, Stefan Hodgetts, Tim Harvey and Adam Morgan have all been winners this season, while Phil Broad returned to Ginetta racing in one of Century Motorsport's G55.

With four more circuits to run, and a fully funded 2012 BTCC prize drive up for grabs, it will be a fight to the end for the winner.

In the G50 class, we welcomed back drivers new and old as Josh Fielding, Junior racer Sennan's older brother, joined the grid for his first drive and Louise Richardson returned to the line-up for the first time since Thruxton. Tom Ingram still leads the championship from Jody Fannin with only a single point separating them, while Aaron Williamson and Jake Hill have proved their pace joining the mix.

While the GT Supercup and Juniors enjoyed a 7 week break the Ginetta Challenge saw two very damp but exciting visits to Brands Hatch. The first on the GP circuit as drivers were joined on the grid by legendary racer and well known TV personality Tiff Needell, and then back for the second visit on the quick and testing Indy circuit.

Championship leader Sean Huyton proved he's a race winner from anywhere on the grid displaying impressive pack shuffling skills while Sykes enjoyed an notable return to form with a podium finish ahead of novice teammate Rick Parfitt taking a career-best sixth place. Rivals Richards and Davies continued a fierce tussle for position in the championship keeping ahead of Ratcliffe, who is becoming a more regular face on the podium.

Meanwhile the G20s, lighter with treaded tyres, took advantage of the damp track conditions maintaining sub top 10 positions. Simms is closing the gap on points leader Pearson.

RESULTS SO FAR: GINETTA JUNIOR			RESULTS: GINETTA CHALLENGE			RESULTS: GINETTA CHALLENGE			RESULTS: GINETTA GT SUPERCUP			RESULTS: GINETTA GT SUPERCUP		
POS	DRIVER	PTS	POS	DRIVER - G40	PTS	POS	DRIVER - G20	PTS	POS	DRIVER - G55	PTS	POS	DRIVER - G50	PTS
1	MORRIS, Seb	384	1	HUYTON, Sean	229	1	PEARSON, Stuart	238	1	BREEZE, Carl	449	1	INGRAM, Tom	415
2	GAMBLE, George	270	2	DAVIES, Mark	203	2	SIMMS, Gary	230	2	MORGAN, Adam	418	2	FANNIN, Jody	414
3	ROBERTSON, Charlie	265	3	RICHARDS, Clive	199	3	FLOWERS, Matt	192	3	SHARP, Tom	418	3	WILLIAMSON, Aaron	348
4	FOSTER, William	241	4	RATCLIFFE, Ryan	171	4	BOOTH, Harvey	170	4	FREKE, Nathan	360	4	HILL, Jake	333
5	HOWARD, Tom	217	5	ROBINSON, Mike	161	5	MCILVAR, Craig	136	5	MURRELS, George	315	5	RICHARDSON, Andrew	260
6	COATES, Max	200	6	SYKES, Richard	142	6	PETITT, Dominic	124	6	WHITE, Colin	262	6	RICHARDSON, Louise	198



MPH Mark Hughes

AUTOSPORT grand prix editor

Shock: fundamentalist Yorkshireman John Booth is looking for a house in Banbury, a measure of the fact that Virgin Racing is getting serious about moving up the order

John Booth is looking at property in Banbury. He's lived in Sheffield for all his 57 years, "All my life within two miles of where I was born," as he says. It's a measure of the significance he places upon the restructuring of the Virgin team. But there's much more to the changes than simply the merging of the old Manor Motorsport base in Sheffield with the former Wirth Research centre in Banbury.

The fact that the team currently has two sites is a reminder of the unique circumstances behind its creation, attracted as it was by the original Max Mosley promise of a \$40 million budget cap from 2010.

It was Booth's partner Graeme Lowdon who suggested F1. But

established — wanted to design an F1 car but didn't want to repeat his painfully abortive 1990s Simtek process of setting up a team to run it. The two aims dovetailed beautifully. The cars would be designed and built in Banbury and run by Booth's team from Sheffield.

It could have continued like that were it not for the fact that this year's Virgin VR-02 was hopelessly off the pace. Last year it was understandable, this year less so. Wirth had stuck with his vision of creating the car entirely on CFD, an ambitious aim according to most experienced technical directors. A great idea, they said, but maybe five or more years too soon. But with no money for the alternative — building a windtunnel — Booth and co had to buy into Wirth's vision.

Booth accepted the difficulties of the first year with equanimity. But as soon as the new car began testing during the off-season, he feared the worst. "We had new investors, in Marussia, expecting certain things," he says, "and it was apparent very early that we were not going to be in a position to deliver."

Understandably the 'Manor' side of the operation was becoming disillusioned with the CFD-only vision. "Our half has never been wedded to CFD," explained Lowdon early in the season. "We've just been wedded to not spending gazillions — because we haven't got it." Others on the team spoke with black humour about CFD standing for 'cannot find downforce'.

From the outside it looked like a horrible dilemma, with one party no longer buying into the vision of the other, but without the resource to

afford the alternative. The deadlock was broken by two developments: one was that the refinancing afforded by the Marussia buy-in enabled Wirth's stake to be bought out; the second was that the resource-restriction agreement meant there was suddenly a glut of windtunnel capacity available from established teams.

"As soon as the windtunnel aero hours were restricted by FOTA [the F1 teams group]," Booth explains, "people got smart about how to run their tunnels. Whereas before they'd put a car in the tunnel, do a run, move the model, start up the tunnel again, do another run, 24 hours a day, now they can do 70 iterations in one run. The ramp-up in technology has been incredible."

That has fundamentally changed the business model, and now Virgin no longer needs its own tunnel — it can buy capacity at proven tunnels for a very competitive price.

Ex-Renault man Pat Symonds was recruited a few months ago to recruit and build a design team based in the Banbury factory. Then came the tie-up with McLaren, giving access to the bigger team's resources beyond just the tunnel. "They have thousands of suppliers, for example," says Booth on the benefits, "and the time that saves us brings a massive saving."

A recent ad in AUTOSPORT for design staff brought a massive 340 applications. "We're looking for around 20," says Booth. "We would never have got that level of response without the credibility of both Pat and McLaren."

It no longer feels optimistic to hope for a brighter Virgin future. ☼



Virgin's credibility has soared lately

PIC: DUNBAR/LAT

regardless of budget, Booth had no facility for designing and constructing cars and nowhere near the money required to create such a facility. Manor had always been simply a customer team in the junior formulae, albeit a damn good one. There was a way around that: Nick Wirth — with his own design/construction company already

“Some spoke of CFD standing for ‘cannot find downforce’”

INDYCAR

IndyCar takes the blame

Series officials admit fault for creating chaotic finish to New Hampshire race



Barnhart called for restart as rain fell

IndyCar officials have admitted that it was a mistake to restart last weekend's race at New Hampshire in damp conditions.

The field had been behind the safety car due to a late rain shower when president of competition Brian Barnhart elected to attempt a restart with eight laps remaining in order to avoid the race finishing under caution.

But the move backfired when three cars lost control exiting the final corner and triggered a multi-car accident that included title contender Will Power, who shortly afterwards was caught giving an obscene gesture to race control by TV cameras. The results were later reset to the running order before the restart – despite countbacks not being in the IndyCar rulebook – which meant that Power was awarded fifth, although the Australian's anger was evident in a post-race interview.

"They can't have this guy



Barnhart took the blame

**"If you had to do it
all over again, clearly
we wouldn't have"**

Brian Barnhart

running the show, because the decision put a lot of racers in danger," he said. "He makes such bad calls all the time."

Power later apologised for his

outburst, but Barnhart said that in hindsight, it was clear that the restart was a mistake.

"Obviously you want to make the effort that you can for the fans on television and the ones that are in the grandstands, but you can't do that at the expense of safety," said Barnhart.

"As soon as you had the guys stand on the gas out there you saw right away it was the wrong

decision to make. At that point in time you are just kind of sick to your stomach and realise it was an error from the race control standpoint, and clearly my fault."

Power was one of several drivers who said that they had spent the previous laps telling their teams that the conditions were too wet for racing, but Barnhart insisted that those messages never reached him in race control.

"Up in race control we never had a single call," he said. "We also have observers up on the roof, and the official up on the roof had called that there was light moisture up there and some of the spotters had said they think it's too wet to continue. But we had not received any objections from any of the pit techs that were assigned to the cars on the racetrack."

"Hindsight is always 20/20. It's clearly a situation that, if you had to do it all over again, we certainly wouldn't have."



➔ **P60 INDYCAR REPORT**



Countback explained

INDYCAR PRESIDENT OF

competition Brian Barnhart has admitted that there was no precedent for his decision to apply a countback to last weekend's New Hampshire race, which resulted in the final results being dictated by the running order before the last restart.

The IndyCar rulebook contains no provisions for a countback after a red flag, but Barnhart said that he made the decision as an attempt to correct an obvious error by race control.

"I don't know if there's a precedent," he said, "but to me the logic behind it was that it's the right thing. And you ended up jeopardising drivers, tearing up equipment and trying to shove a square peg in a round hole and doing something that you shouldn't have done, and that's a restart on an oval in unsafe conditions."

"That wasn't their fault. That was mine. So the right thing to do was to go back to where the last stop was run before my mistake was made."

AUTOSPORT SAYS...

MARK GLENDENNING DEPUTY F1 EDITOR

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You don't argue with Mario Andretti. As you'll read elsewhere on this page, the high priest of American single-seater racers is convinced that as farcical as the decision to attempt the final restart at New Hampshire was, it's only going to benefit the series in the long-term.

The early signs are that he's right. Spectator cars hadn't even finished leaving the Loudon track before the event promoter declared that he wanted the photo of Will Power flipping off race control to feature on the cover of his ticket brochure for next year. (That's assuming that he has a ticket brochure – the New Hampshire deal was initially for just one year, although talks are underway about 2012).

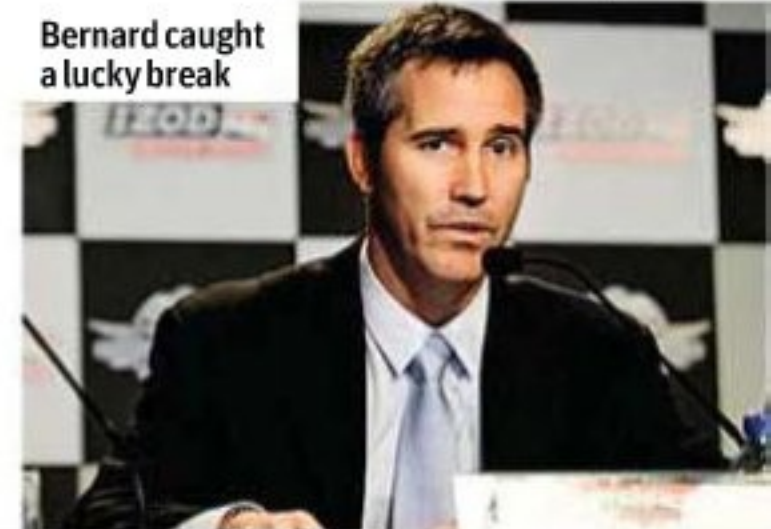
And frankly, it couldn't have been better timed for Randy Bernard and his colleagues. Not only did NASCAR's rain delay at Watkins Glen

provide a much bigger window for coverage – all those American papers that suddenly needed to fill a space in their sports pages didn't have far to look – but

it deflected attention from the news that the alternative aero kits are being delayed until 2013.

Bernard has always spoken of servicing the fans, but the fans wanted the new kits next year. He's right that this will keep car counts up in 2012, but what's better: a 26-car field of mixed quality, or a competitive field of 16?

Bernard caught a lucky break



Mario sees positives in debacle

FORMULA 1 AND INDYCAR legend Mario Andretti believes that IndyCar's image will not be harmed by the controversy surrounding the final restart at New Hampshire last weekend.

The 1978 F1 world champion told AUTOSPORT that the publicity benefits that the series would reap from the uproar far outweighed any negatives.

"There's nothing really harmful there," he said. "To me, it was good for the series. It got it a lot of attention, and in NASCAR they're just looking for all of those things. I didn't see a single element that was totally negative. Will Power flipping the bird... I thought that was the best part of the day!"

Nevertheless, the 71-year-old conceded that the race officials

had made a poor decision in attempting to restart the race.

"It was a bad call by the officials at the end there when they went green, and the track was clearly wet," he said. "Slicks and the wet, and you have stagger on the tyres... If you spin the wheels, the

car is almost going to turn around by itself. So that was a bad judgement call by the officials, and everybody was up in arms. But luckily no-one was injured; they just bent up some equipment. It was an interesting chain of events throughout the race."



Andretti liked Power's gesture

QUOTE OF THE WEEK

“At the end I won the race”



Oriol Servia, who led at the finish before the countback, echoes Paul Tracy at Indy in 2002. He was retrospectively put back to second place

IN BRIEF



IndyCar on two cable networks

INDYCAR ABC DEAL EXTENDED

IndyCar's TV contract with cable network ABC has been extended to 2018. This will run out at the same time as the series' other deal with rival network Versus.

SCHECKTER BACK WITH SH

IndyCar irregular Tomas Scheckter will contest next month's Baltimore race with SH Racing. The South African was eighth in an SH-entered car, run by KV Racing Technology, in this year's Indy 500.

SYMPATHY FROM DIXON

Two-time IndyCar champion Scott Dixon expressed sympathy for officials after last weekend's controversial wet restart in New Hampshire. "It was a tough call. I wouldn't want to be the one trying to decide," said the New Zealander.

BRIT JOINS JAPANESE FIELD

Ex-British Formula BMW frontrunner and Asian Formula 3 runner-up Matt Howson will contest the remainder of the Japanese F3 series. After a sabbatical of three years, he will race a KCMG Dallara-Toyota.

WINSLOW MISSES RACES

Australian F3 points leader James Winslow was forced to miss last weekend's Morgan Park round due to a budget shortfall. The Brit is hoping to return for the next race.

SILVERSTONE SUBMITS PLANS

Silverstone's owners have submitted plans to redevelop the land around the circuit. The British Racing Drivers' Club wants to build a business park, education campus, technology park and three hotels.

MANN MISSES NEW HAMPSHIRE

Briton Pippa Mann missed last weekend's IndyCar race after crashing during practice. The 28-year-old Brit had been hoping to compete with Rahal Letterman Racing. The team did not replace her.



Mann crashes in practice



INDYCAR

Wilson for Vegas comeback

Injured Brit sets sights on making the grid for 2011 IndyCar season finale

British IndyCar race winner Justin Wilson has targeted a race return in October's season finale at Las Vegas as he recovers from a back injury sustained in a crash at Mid-Ohio two weeks ago.

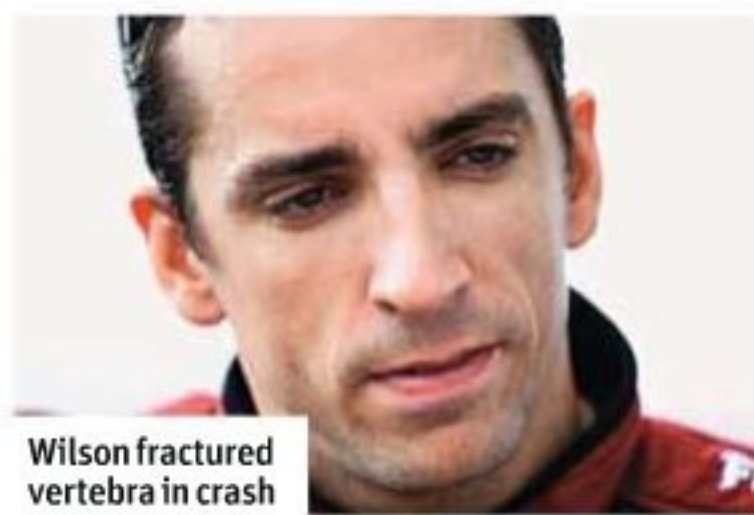
Wilson, 33, suffered a compression fracture to a vertebra when he went off track in his Dreyer & Reinbold Racing entry during practice, and was expected to sit out the rest of the season.

But Wilson told AUTOSPORT on Monday that he is optimistic of a return this year. "I don't know if it will be possible or not at the moment, but that's

my goal — to get back in the car for Vegas," he said.

"I'm going in for an x-ray next week, and we'll know a lot more then. We just need to make sure it's healing in the right way. If not, I might need surgery."

Wilson admitted that the setback comes at a difficult time as teams



Wilson fractured vertebra in crash

"I don't know if it will be possible or not, but my goal is to get back for Las Vegas"

JUSTIN WILSON

begin to make plans for 2012.

"Contract-wise it's poor timing, but hopefully we can get something sorted," he said. "D&R have been very supportive. Nobody even knows what engine they're using yet, let alone what driver. Nobody is in a position to move forward."

Wilson was replaced by IndyCar veteran Tomas Scheckter for last weekend's New Hampshire race.

INDYCAR

IndyCar wants youth drive

INDYCAR HAS ADMITTED THAT IT

needs to do more to promote young talent after last year's Indy Lights champion Jean-Karl Vernay was left without a drive — even with a considerable subsidy to find a place on the grid.

The Frenchman earned a \$1 million prize for winning IndyCar's main feeder series, and series CEO Randy Bernard said that he had offered additional support to

help 23-year-old Vernay step up.

"Lights is the one rung of our ladder that wasn't successful," said Bernard.

"We offered Vernay \$1 million to go find a ride. He wasn't successful with that, so we offered him \$1.5 million, and he wasn't successful even with that. So it's going to take more work to take that last step."

Bernard said that he aims to make it possible for talented drivers to get into the

series on merit rather than with a budget.

"It has to be about not always buying a ride," he said. "If you're the best driver, we have to ensure that there's a way for you to get to the next series, and that's what our goal is right now."

Vernay has not raced full-time since winning the Lights title, although he has made one appearance in Formula Renault 3.5 and was a Peugeot reserve driver for the Le Mans 24 Hours.

Bernard also said that efforts would be made to attract dirt-track standouts to enter IndyCar oval races.



Wilson wants to get back on board

Pantano gets IndyCar call-up

FORMER GP2 CHAMPION

Giorgio Pantano will replace Justin Wilson at Dreyer & Reinbold Racing for the IndyCar road/street-course races at Sears Point and Baltimore – despite an earlier announcement that the seat would be filled by Mid-Ohio stand-in Simon Pagenaud.

The former Jordan F1 driver, who made two IndyCar starts with Chip Ganassi Racing in 2005, told AUTOSPORT that he was keeping a lid on his expectations.

“It will probably be a bit difficult as I haven’t been in the car for a long time,” he said. “But I’m not worried. We’ll just do our best.”

Pantano has not raced full-time since contesting Superleague in 2009 in the AC Milan car.



Vernay on the sidelines

INDYCAR

Delay for aero variety

INDYCAR CHIEF RANDY BERNARD believes that his series’ decision to delay the introduction of alternative aero kits until 2013 will be vital in safeguarding the future of the sport.

IndyCar had intended to allow manufacturers to create different aero kits, to increase differentiation and promote competition, but continued objections from teams on cost grounds have resulted in the concept being delayed for a year.

For 2012, all cars will use the standard aero kits being produced by Dallara, although teams are still free to



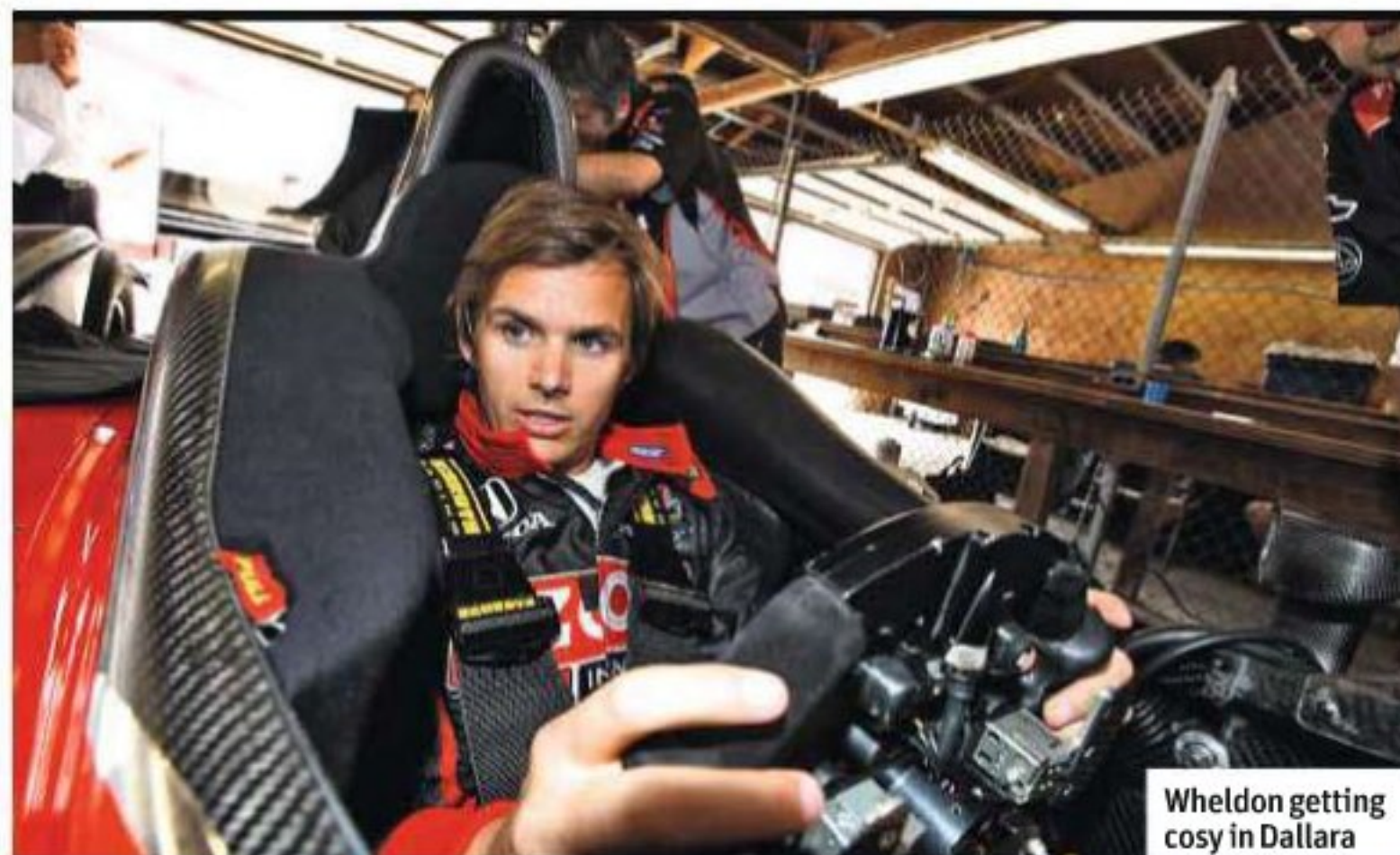
They’ll all look like this in 2012

choose their own engine supplier.

“No-one is more disappointed than I am, but we need to look at the long-term future of the sport,” said Bernard. “We don’t want to see our car counts go from 26 and 27 down to 16 because of an aero kit.

“The team owners have told us it’s

very expensive. Yes, we did reduce the price of our cars. But in doing so there’s been some costs that have gone up. So for the long term of our sport it was best for us to make sure that we were able to have a new car next year with three new engines, and make sure we’re providing great competition.”



Wheldon getting cosy in Dallara

INDYCAR

Wheldon preparing for 2012-car oval shakedown

INDYCAR TEST DRIVER DAN WHELDON

expects series bosses to take a conservative approach to the 2012 chassis’ first oval test, which is scheduled to take place at Texas Motor Speedway in the next few days.

The Indy 500 winner gave the car its first shakedown on the Mid-Ohio road course two weeks ago, and told AUTOSPORT that there is no rush to test its limits on an oval yet.

“Texas is a tough oval on the car, so certainly it will be an oval-type shakedown, so to speak,” said Wheldon. “Everybody will be examining everything to do with the racecar as we continue to build up speed. They’ll do whatever they feel comfortable doing.”

The Mid-Ohio outing was aimed at sorting out the car rather than chasing performance (just one set of tyres was used for the entire test),

but Wheldon said that first impressions were encouraging.

“I think the test went very well,” he said. “The car is going to be incredibly exciting to drive. It’s hard to make huge judgements until you start putting it through its paces, but I was very enthused from the two days of testing that we did.”

Wheldon and the Bryan Herta Autosport team have been charged with all of the initial testing of the new car, which is scheduled to run through to the end of September.

Engine manufacturers will begin testing in mid-October, with the teams set to take delivery of the first new-generation Dallara-built cars in December.



INDYCAR

Retirement on cards for current car

INDYCAR OFFICIALS HAVE HINTED THAT the current generation of cars is likely to be retired when the new Dallara is pressed into action next season.

There had been speculation that the cars could be sold to help teams offset the cost of the new chassis, possibly with a view to them being fitted with less-powerful engines and used in Indy Lights. IndyCar 2012 project manager Tony Cotman said that a number of possibilities remain open, but that the car’s age could work against its continued use.

“We’ve thought a lot about how to provide an outlet for the current cars and team owners,” said Cotman. “There has been a lot of conversation about whether it should be the next Indy Lights car, or whether it should be retired, or whether it can be updated to show cars with new bodywork.

“But we need to understand that it’s eight or nine years old now and technology has passed us by. Whatever we do, we need to take that into account.”



These are too old, reckons Cotman

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Dampers and springs will be moved from the top of the monocoque to the inside

FORMULA 3

F1 safety for new Dallara

Next-generation Formula 3 car to feature stronger side-impact protection in 2012

Dallara has revealed that its 2012 Formula 3 car will meet current F1 safety standards on cockpit penetration, and feature a raft of cost-cutting measures in line with the FIA's new regulations.

Personnel involved in Dallara's most-recent Formula 1 project, the HRT, designed the F312. The same team of designers also produced the company's last F3 car, the F308.

"I was a little afraid when we were

working with these F1-like regulations, but we have a clean shape," said Jos Claes of Dallara's engineering and project management team. "There are a lot of volume boxes that mean you cannot have any bodywork in certain areas. This is a completely different car."

The F312 features a higher monocoque than the outgoing model. Dampers and springs have

been placed inside the monocoque rather than on top, making the nose section lower.

Only one make and type of gearbox-transmission [per car manufacturer] will be available under the 2012 regulations, and Hewland will act as the supplier for the F312. As of last Friday, 15 tubs had been completed.

Deliveries to customers are scheduled for mid-December.

FORMULA 3

New team for Brit F3



Vincini is F3-bound

P1 MOTORSPORT FOUNDER ROLY

Vincini is set to launch another brand new team in 2012.

Vincini sold P1 to Walter Grubmuller Sr before fielding the Austrian's son in Formula Renault 3.5 in 2010, but he left the outfit this summer following news of the team's move to Austria.

Vincini is planning a move to British Formula 3, attracted by new cost-cutting regulations, but has not ruled out a return to FR 3.5, the series in which he engineered 2006 and 2008

champions Alx Danielsson and Giedo van der Garde respectively.

"Formula 3 is the more likely one for me to set-up, because I know it very well and we weren't that far away when we helped Grubmuller a couple of years ago," said Vincini, whose working name for his new operation is Vincini Sport.

"I might take over a FR3.5 team, if there any that are struggling, but it's difficult when the entries are controlled. The most important thing is to get some winning drivers on board."

NASCAR

No change for Chase

NASCAR IS IN NO HURRY TO ADD A ROAD course to the Chase, despite recent calls from Robby Gordon among others.

Gordon claimed last week that having a road course in NASCAR's title shootout was vital to make the championship a true test of driver and team quality, but NASCAR president Mike Helton said that he would not reshuffle the calendar to accommodate the change.

"We are not going to shuffle tracks around to adapt to the Chase," Helton said. But he did remain open to the Chase changing form in the future, however.

"If someone comes to us and asks to change stuff around, we would have to take a look and consider it. But there's nothing on the table today," he said.

"The Chase is the last 10 races of the season," he added. "But as the evolution of changes go on, who knows what could end up as the last 10 races?"

IN BRIEF

Hines back in a Vauxhall



HINES TESTS FOR TRIPLE 8

Former British Touring Car race winner and American GT driver Luke Hines tested a Triple 8 Vauxhall Vectra at Donington Park last week. The 29-year-old is targeting a return to the BTCC in 2012.

NEAL BREAKS RIGHT HAND

British Touring Car Championship title contender Matt Neal has broken one of the metacarpals in his right hand while martial arts sparring. The Honda ace will see a specialist on the Friday before the next round at Knockhill on September 3-4 to see whether he is able to compete.

JOHNSON/BUSCH FEUD DRAGS ON

The ongoing feud between Jimmie Johnson and Kurt Busch continued at Watkins Glen. The pair clashed at Pocono a week earlier, triggering a war of words in the pits that carried on to last weekend. "I'm glad I got inside his head," said Busch.

KANAAN HEADS FOR GOLD COAST

IndyCar racer Tony Kanaan will join the international line-up for the V8 Supercar race on the Gold Coast in October. The Brazilian will share a BJR-prepared Holden Commodore with Jason Bargwanna.

AMBROSE BACK TO MONTREAL

Marcos Ambrose has entered this week's NASCAR Nationwide event in Montreal. The Australian has competed at every Montreal Nationwide race since 2007.

GIBBS/TRD TO MERGE

NASCAR team Joe Gibbs Racing will merge its engine-building operations with Toyota Racing Development next season in an effort to solve persistent reliability problems.

MONTOKA CREW IN TROUBLE

Two Earnhardt-Ganassi Racing crew members were suspended indefinitely by NASCAR and fired by the team after being arrested on drug-related charges last week. Trevor Lysne was a tyre-changer on Juan Pablo Montoya's car, while Jerome Frey was a mechanic.

Big trouble for 42 crew



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V8 SUPERCARS

YOU BEAUTY!

This spy shot shows the V8 Supercar Car of the Future being put through its paces for the first time at Morgan Park in Queensland. The lower-cost car will be introduced in 2013.

LMP2

Johansson in prototype return

Former Ferrari and McLaren racer to drive United Autosports/DAMS entry at Petit Le Mans

Former grand prix driver Stefan Johansson is to return to the prototype ranks at Petit Le Mans at Road Atlanta in October with the United Autosports squad.

Johansson, who has raced one of United's Audi R8 LMS GT3s in the Spa 24 Hours for the past two years, will race a Judd/BMW-powered OAK-Pescarolo LMP2 jointly run by United and the French DAMS team.

The 54-year-old will share the car in the ALMS finale with Zak Brown and Mark Patterson.

Johansson, who last raced an LMP2 with the Corsa Motorsports team in the 2009, said: "I'm excited about getting back in a real race car. We've tested the car at the Le Mans Bugatti circuit and it seems good."

Brown explained that the decision to do Petit was part of his ambition

to contest Le Mans.

"This is about our desire to go to Le Mans," he said. "It will help us understand the series and if we get a good result, it will make getting an entry easier."

Brown explained that the link with DAMS came through his friendship with former team boss Eric Boullier, who retains an interest in the Le Mans-based squad

alongside his duties with the Renault F1 team.

"This is going to be a collective effort between ourselves and DAMS," he explained. "We'll have our people there like Trevor Foster, who will be co-engineering the car."

The Pescarolo chassis United Autosports run at Petit will be the same one that DAMS ran on behalf of OAK at Le Mans this year.

LMP1

ORECA working on coupe

THE FRENCH ORECA TEAM HAS revealed that it could build its still-born LMP1 coupe for a manufacturer.

ORECA boss Hugues de Chaunac explained that he is negotiation with three manufacturers to develop and run the car originally designed for this season.

The French team opted against building the car known as the ORECA O2 last winter, and decided to race with a year-old Peugeot 908 for financial reasons.

"The design is ready, but it needs the finance of a manufacturer," said de Chaunac. "We have told some manufacturers that if they need

a quick solution to join the new World Endurance Series in 2012, we can provide it."

De Chaunac would not be drawn on the identity of the manufacturers he is talking to.

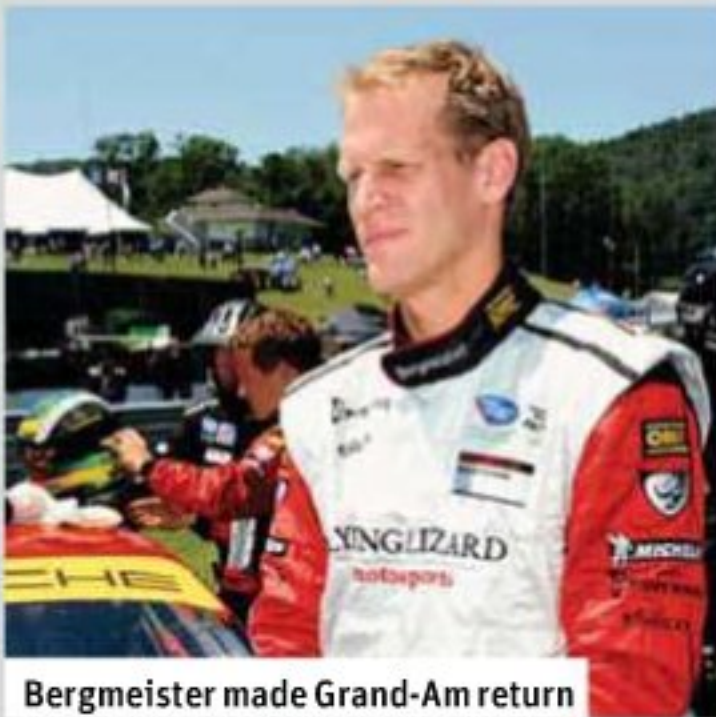
ORECA is also talking to Peugeot about continuing its relationship into 2012 and de Chaunac said the team will race its 2010-spec Peugeot 908 again this year in the Intercontinental Le Mans Cup.

He explained that a plan for the return of the car, which missed the most recent ILMC round at Imola in July, will be formulated by the end of this month.

IN BRIEF

BERGMEISTER AT THE GLEN

Porsche factory driver Jorg Bergmeister made a one-off return to the Grand-Am Daytona Prototype ranks at Watkins Glen at



Bergmeister made Grand-Am return

the weekend. The 2006 DP champion drove the second Starworks Motorsport Riley-Porsche with Enzo Potolicchio.

GRAND-AM ONE-OFF FOR KELLY

V8 Supercar regular and NASCAR aspirant Owen Kelly will join the Grand-Am sportscar series at Montreal this weekend. The 34-year-old will drive the Marsh Racing Chevrolet Corvette Z06 with Boris Said.

HUGHES BACK WITH RLR

Warren Hughes will return to Team RLR line-up to drive its MG EX265 LMP2 in the remaining rounds of the Le Mans Series. Hughes, who completed one race with the team last year, will share at Silverstone and Estoril with Rob Garofall and Barry Gates.

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Brands Hatch

PIT BITS

Facts and stats plus a readers' poll

NEWS
PIT & PADDOCK



Flashback

March 26, 2000

HELIO'S 200th RACE WITH TEAM PENSKE

Helio Castroneves racked up his 200th start with Penske at New Hampshire last weekend. His first (pictured) was at the Miami CART race in 2000. He failed to finish.

TOP FIVE

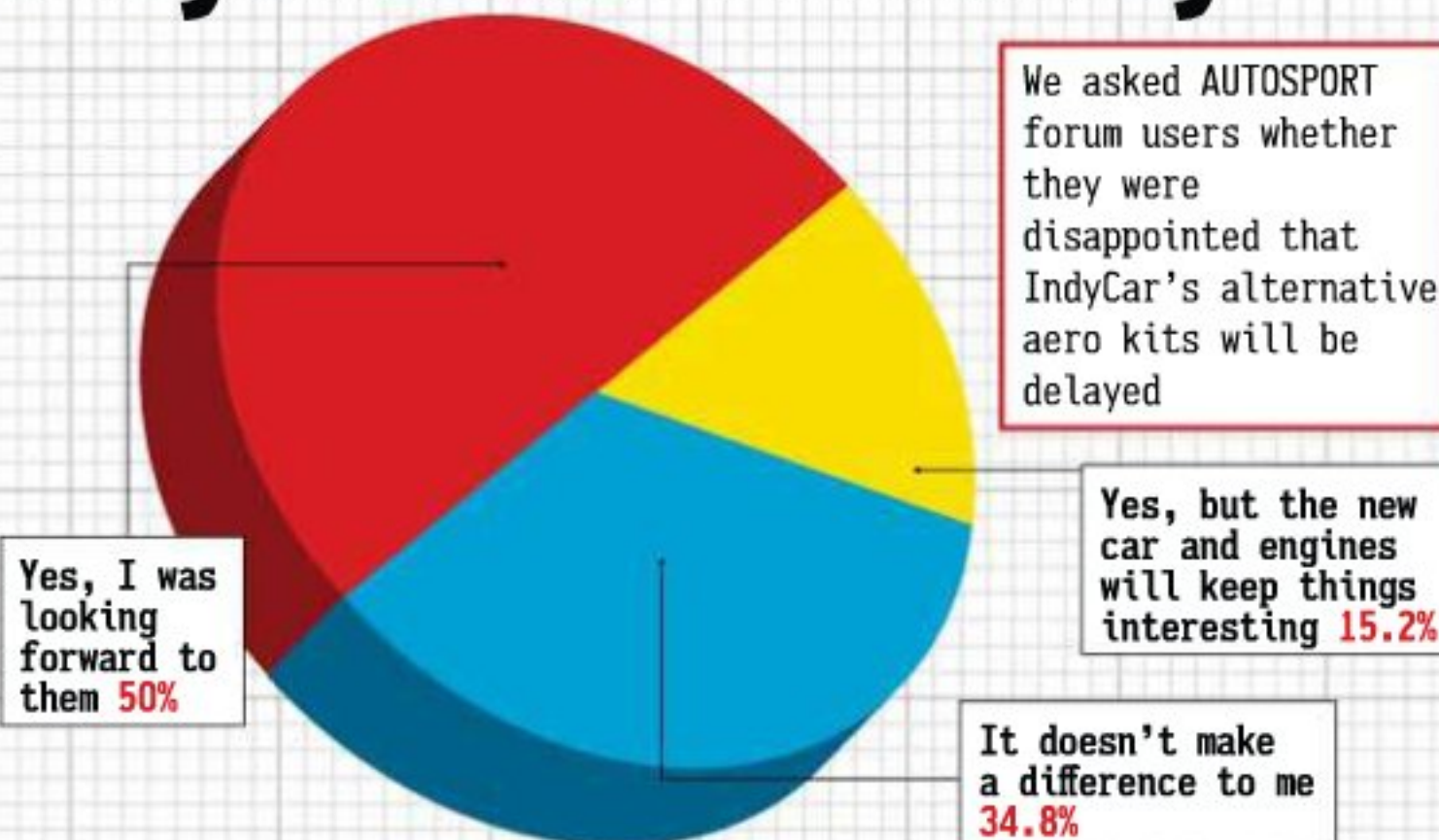
Penske legends



Donohue starred for Penske

- 1 Mark Donohue**
Indycar, Can-Am and Trans-Am exploits in 1960s/70s put Penske on the map.
- 2 Rick Mears**
Won four Indy 500s and three titles. Still a consultant with the team.
- 3 Helio Castroneves**
Triple winner at the Brickyard and still a part of the line-up in the hope of a fourth.
- 4 Gil de Ferran**
Two Champ Car titles and an Indy 500 win means he edges out Al Unser Jr.
- 5 John Watson**
Took first and only F1 victory for the team in Austria in 1976 and kept his promise to shave off his beard if he won.

IndyCar's aero kit delay



NEXT WEEK

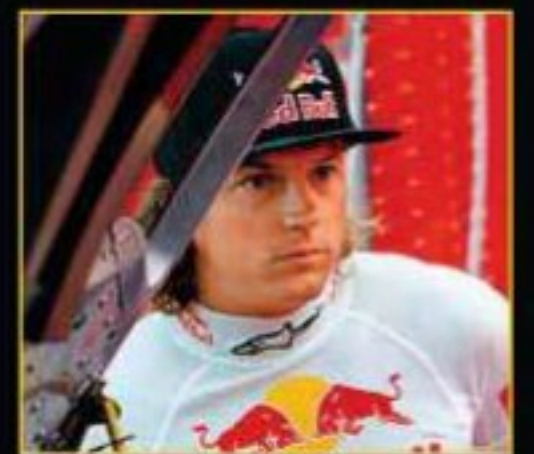


F1 2011 PROGRESS REPORT

Spa is coming, which means rain and the end of summer. Our experts look at the trends of the year so far

THE ENIGMA OF RAIKKONEN

Assessing the baffling up-and-down F1 career of 2007 champ



PLUS

Carl Edwards: a chat with NASCAR's backflip king; Rally Germany action; Silverstone World Series by Renault

**ON SALE
AUGUST 25**

top tweets



@jamiegreenracing
German lesson this morning. Das ist gut!!



@aussiegrit (Mark Webber)
@12WillPower This was a classic comedy show matey..clear as dogs balls they shouldn't of restarted that one..#meetyaatbackof bikesheds..



@mwinterbottom
Ok Cadel I have bought a road bike because of you. Although I'm blown away that a carbon fibre drink holder costs \$100.



@jimmyvasser
@12WillPower did what the whole pit lane thought. Good on ya mate! He put two shrimps on the barbie.



@jasonplato
Frickin wasp just stung me on my bottom lip, look like Mike Tyson just clumped me in the mush. Christ it hurts



@GaryPaffett
Joey Barton is a blatant cheat!!!! This is not football chaps!!

WRC

BURNS DEMO FOR MINI

Kris Meeke and Dani Sordo prepared for Rally Germany by demonstrating a Mini WRC on the Richard Burns Memorial Rally at RAF Marham last weekend



WRC

Citroen stars fear Latvala threat

Loeb and Ogier tip Ford's second driver to offer the biggest challenge in the title race for the rest of the season

Citroen aces Sebastien Loeb and Sebastien Ogier have said that Jari-Matti Latvala is the driver they fear most for the remainder of this year's World Rally Championship.

Latvala sits a distant fourth in the standings at the moment, while his Ford team-mate Mikko Hirvonen lies between Loeb and Ogier in second.

Ogier highlighted the younger of the two Finns as a bigger threat in the title race, and Loeb agreed when that statement was put to him.

Ogier said: "Mikko is always very regular but Jari is always a bit faster and can be the best to win the championship."

But Latvala has played down his hopes of upsetting the Citroens in Germany this weekend. That is

despite the endorsement from his rivals, his pace on the asphalt stages of Rally Argentina, plus a successful pre-event test.

"I am more confident on Tarmac and I am sure the Fiesta is better than the Focus was," Latvala told AUTOSPORT. "But to win in Germany is like winning Finland: you have to do a perfect job. Against Loeb I don't see that will be possible, even though I believe we will be closer than ever before."

Latvala, who was given driving tips from ex-Formula 1 driver Mika Salo during a session in Finland recently, completed a two-day test in Germany on Saturday, which could boost his chances on the Trier-based event. The test took place in mixed conditions – which Rally Germany is renowned for – while Citroen's pre-event running



Latvala: keeping hopes in check for Germany

last month was in the dry.

Latvala's engineer Tim Jackson added: "Ideally you want to test further away from the event so you

have more time to work with the data. But we had a successful R&D test [on asphalt] in France in June and from a driver's point of view it really helps to test as close as possible to the recce and the rally.

"Certainly everything we've seen with the car on Tarmac so far has been encouraging but we have to be realistic against Loeb in Germany. Second place would be a big success."

Laurent Fregosi, Citroen's chassis department manager, said his team had "achieved its target" during a five-day test in Germany in July.

"The main concern was to get a good set-up and to learn the car on asphalt [where it has not done much running compared to gravel]," said Fregosi. "We were satisfied we achieved our target and so were the drivers."

Block needs sponsors to agree to continue



WRC

Block sets sights on third year in top flight

KEN BLOCK WANTS TO CONTINUE in the WRC for a third season in 2012.

But the American, star of the Gymkhana stunt driving videos, has admitted to AUTOSPORT he needs a string of solid results to keep his sponsorship in place for next year.

The Ford Fiesta pilot has yet to score

a drivers' championship point in 2011 following a number of setbacks, including a high-speed crash in shakedown on Rally Portugal which prevented him from starting the event.

"Absolutely the plan is to carry on but a couple of sponsorship deals will be up at the end of year so I'm not exactly sure

what will happen," said the 43-year-old. "Despite the DNFs they're all pretty happy but a couple of top 10s would really help."

Of his chances on Rally Germany – his first start in the WRC since Rally Argentina at the end of May – Block said: "I love the stages but I'm handicapped by my lack of experience on Tarmac."

WRC

Meeke targets Sordo in Germany

KRIS MEEKE SAYS BEATING HIS

Mini team-mate Dani Sordo on Rally Germany this week would represent a huge achievement.

The asphalt round marks Mini's third start in the WRC this season. Although Briton Meeke was faster than Sordo before a mechanical failure caused his crash in Sardinia back in May, his conservative strategy in Finland meant the Spaniard, who is four years his junior, outpaced him.

"Dani is one of the fastest drivers in the world on Tarmac and he's the only one who has consistently taken the fight to [Sebastien] Loeb in Germany over the years," Meeke told AUTOSPORT. "He'll be a great frame of reference for me and to go there and beat him would be amazing. But I won't be

underestimating the task because he's already told me he knows every corner of every stage in Germany and his record speaks for itself."

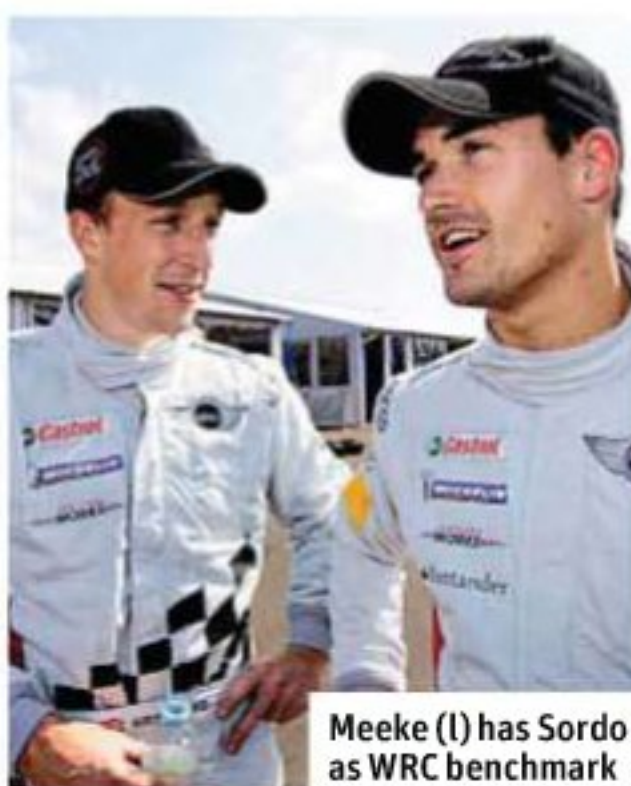
Meeke has competed in Germany on three previous occasions and topped the Junior world championship classification in 2006.

"I know a bit about what to expect so I'll go there with more freedom to push than in Finland and will be comfortable doing so," he said. "But it's still part of the development programme for the car and, performance wise, the car hasn't changed since Finland. It's just the next step of a long process."

Meeke conceded that his position in the running order – he will start Friday's stages five places behind Sordo in 15th – could hold

him back in Germany.

"The guys in front will be cutting and when it rains, which it often does in Germany, then you'll have mud all over the road so starting far back won't do me any favours," he added.



Meeke (l) has Sordo as WRC benchmark

AUTOSPORT SAYS...

RICHARD RODGERS



Citroen team boss Oliver Quesnel spent last week on holiday in the French Alps. Malcolm Wilson, his counterpart at Ford, was behind his desk at the team's Cumbria HQ.

With Ford's future in the WRC under negotiation, taking time off is the last thing on Wilson's mind, particularly with Citroen on the cusp of breaking the Blue Oval's record for WRC events won.

It was a similar situation on Rally Argentina back in May when a rare post-event break was cut short to oversee his team's successful protest over a paperwork irregularity. But although Ford's protest was a success, it didn't change the fact that Citroen won the rally; a recurring theme in 2011.

Yet despite the numerous frustrations Wilson remains the epitome of professionalism and dedication to the cause. His recent multi-million pound investment in a new service park structure might not influence stage times, but it's part of a long-term plan to raise standards and profile.

The fact there are nine Fiesta RS WRCs competing in Germany is the result of Wilson's relentless work ethic. Meanwhile the loyalty he extends to his sometimes wayward driver pairing of Mikko Hirvonen and Jari-Matti Latvala is to be applauded, such is the belief he has instilled in Latvala in particular.

And in the build-up to another crucial WRC counter Wilson still found time to present a Fiesta R2 rally car to students at Myerscough College. He might take a decent wage from the sport, but he'll never stop reinvesting.

Wilson always at work



IN BRIEF

Bogie has heart set on British crown



BOGIE'S BRITISH FOCUS

David Bogie says winning the Scottish title earlier this month means he can focus on becoming British champion for the first time. The Mitsubishi Lancer driver leads Elfyn Evans, in a Subaru Impreza, by 12 points heading to the Ulster Rally, which gets underway in Antrim on Friday.

SOLBERG HEADS HOME

Petter Solberg was in his native Norway last week for a two-stop road show for sponsor TOOLS.

BURKART TO THE 'RING

Germany's Aaron Burkart prepared for his debut in a Ford Fiesta RS WRC on his home round of the world championship this week by driving journalists around the Nurburgring Nordschleife in a classic Porsche 944 last Tuesday.

HERBOLD IS WILDCARD

Local driver Felix Herbold has been nominated as a wildcard entrant in the SWRC section of Rally Germany. It means the Fiesta S2000 driver is eligible for championship points.

FLODIN GETS SOME HELP

Patrik Flodin enlisted the help of ex-factory Peugeot and Suzuki driver Nicolas Bernardi for his two-day test in Italy last week at the wheel of the Mini WRC he will use on Rally Germany for the first time.

PRACTICE FOR BRIT HOPE

Britain's WRC Academy aspirant Alastair Fisher spent an afternoon testing at the Nutts Corner Raceway in his native Northern Ireland last week to prepare for Rally Germany's Tarmac stages. The 23-year-old is 10th in the standings.

ORR LANDS GERMANY SEAT

Northern Irish navigator Michael Orr will be competing in Germany this week, even though regular driver Khalid Al Qassimi won't be taking part. Orr will partner Saudi driver Yazeed Al Rajhi in a Kronos Racing-run Peugeot 207.

NOVIKOV NOMINATED

Russian Evgeny Novikov has been selected as the M-Sport Stobart team's second nominated scorer of manufacturers' championship points on Rally Australia next month. Briton Matthew Wilson is the squad's other chosen driver.

MCRAE SR IN ACTION

Jimmy McRae will contest this weekend's Ulster Historic Rally in a Tuthill Porsche Challenge-spec 911.

WRC

Ostberg eyes big send-off



Ostberg wants to star in Germany

MADS OSTBERG IS PLANNING TO GO all-out in Germany this week on what could be his final appearance in the World Rally Championship this term.

The 23-year-old Norwegian, who finished second on Rally Sweden in February, has no more funds left to contest the final four events of the season in his semi-works Ford Fiesta.

"We won't be sitting back but we've got no more budget left after Germany," he said. "We knew this could be the situation when we started the year but we hoped we could get more money and carry on. It's very frustrating because we were really getting closer to fighting the 'big five' drivers. Stopping now when we're so close is so disappointing because there's a long way to go until the end of the year."

Ostberg was due to complete a two-day test in Germany on Monday. Although asphalt is his least favoured surface, he hopes the session will enable him to sign off with a strong result.

WRC PREVIEW

Event	Rally Germany
Based	Trier, Germany
Round	9/13
Date	August 18-21
Stages	19
Mileage	223.43
Surface	Asphalt
2010 winner	Sebastien Loeb
Championship leader	Sebastien Loeb

Loeb is the king of German asphalt



August 18, 2011

AUTOSPORT

‘We drove those cars through sheer force of will’

It's astonishing how the world has changed since 1986. It was the year of the Challenger space-shuttle disaster, the Channel Tunnel project was announced, the M25 was completed, the first email software became available, and the Chernobyl disaster unfolded. Both the real world and the more rarefied environs of Formula 1 have evolved beyond all recognition since then.

It is deservedly remembered as one of the great Formula 1 grand prix seasons. What seems a lifetime ago, I was only a bit-part player for Tyrrell and the four giants of that era – Alain Prost, Nelson Piquet, Nigel Mansell and Ayrton Senna – dominated the track. In so many ways it was Mansell's year. It was written in the stars, almost, because it was the Chinese year of the Fire Tiger. Apparently, the characteristics that should have come to the fore were “expressive”, “vibrant” and “eccentric”. Doesn't that sound like a Mansell year? Instead, it was Alain Prost, the polar opposite of those characteristics, who calmly stole the championship in a less-competitive McLaren.

The year will always be remembered for Mansell versus Piquet, a battle that neither won. Thankfully, Frank Williams won his biggest battle that year, making a new life for himself after suffering terrible injuries in a road crash in March. But what really stand out for me are the cars.

This was the only year that the F1 rulebook mandated turbo engines – or at least it will be until 2014. These cars were monsters to drive. We'd go out in qualifying with 400bhp more than we had when stepping out of the car a few hours earlier, and on super-sticky



qualifying tyres good for barely a lap. As well as having to tame that power, you had to adapt to changing car characteristics. At first, understeer, as the rears heated up easily. By the middle of the lap we had grip and balance as the tyres and brakes reached operating temperatures. By the end, it was significant oversteer while battling rear tyres that had cried enough. We didn't drive these cars at one with the machinery; we mastered them through sheer force of will.

The race-retirement rate stands out too. We had four non-finishers in the Hungarian Grand Prix a few weeks ago, which is actually a pretty high number by today's standards. In 1986 it seemed that making it to the end was the exception rather than the rule. I remember having my own cameo in that great finale at Adelaide. I was third on the last lap and the fuel gauge went down to 0.00 on the back straight. I didn't entirely trust it and thought it would be OK, but I'd been a little too greedy with the overtaking boost earlier in the race and ran dry, losing my place on the podium in the final corners. I wasn't the only one to suffer that year thanks to the 195-litre fuel limit.

It was also a year tinged with tragedy as we lost Elio de Angelis needlessly in a testing crash at Paul Ricard. Another reminder of how much the sport has changed in a quarter of a century. In that case, unquestionably for the better.

Martin Brundle
Guest editor



THE BATTLE AT WILLIAMS

p28

Every loser wins: devil-may-care playboy Nelson Piquet took on up-and-at-'em blue-collar Brummie Nigel Mansell. Chief Patrick Head looks back on a season that netted a constructors' title, but not the drivers' crown



ROSBERG BOWS OUT

p36

Don't leave me this way: the 1982 champ wanted a year at McLaren before he quit, but it didn't work out



FERRARI FADES

p42

Lady in red: Ferrari's F186 wasn't a car to inspire its drivers' confidence, as Stefan Johansson recounts



SCOT FREE

p48

Take my breath away: Johnny Dumfries found life at Lotus a tough experience after his F3 domination



DE ANGELIS TRAGEDY

p38

On a quiet morning at Paul Ricard, the Brabham team needlessly lost a great driver – and a gentleman



BERGER'S WIN

p45

Hunting high and low: Benetton's charger had been waiting for a win. Then he finally got it in Mexico



STATISTICS

p50

A kind of magic: looking at the names who made the headlines in an awesome season of F1

AUTOSPORT.COM PLUS
FULL 1986 SEASON REVIEW



ADELAIDE FINALE

p32

Chain reaction: Mansell had his blowout; Piquet made a precautionary stop; and Prost took an unlikely title



LAFFITE'S CRASH

p40

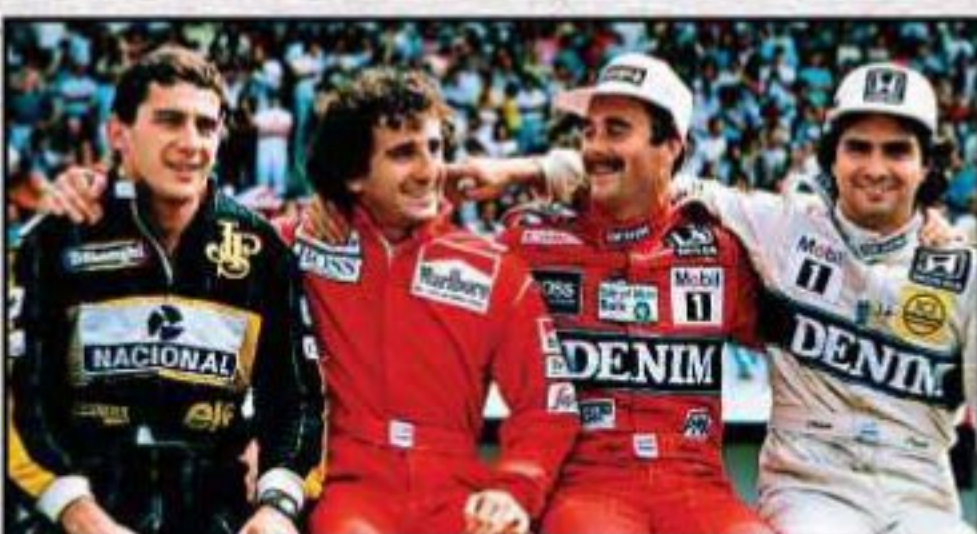
True blue: French star Jacques Laffite was enjoying his second stint at Ligier, before disaster at Brands



FEEL THE FORCE

p46

When the sponsors get going, the going gets tough: the American team that could have conquered all



PARTING SHOT

p56

Brothers in arms: snapper John Dunbar thought it would be good to get these four together. Mr E agreed



Headmaster can't take feuding Mansell and Piquet to task

Williams co-principal Patrick Head was spreading himself thin in 1986, owing to the dreadful accident suffered by Frank Williams. When the team's chalk-and-cheese line-up of Piquet and Mansell fought, there wasn't much he could do

If 1986 was all about the grudge match between Nigel Mansell and Nelson Piquet – a fight that neither won, as Alain Prost barged between the feuding Williams duo to grab the world championship – then Patrick Head was the referee.

With team co-owner Frank Williams laid up in hospital after the life-threatening car crash he suffered three weeks before the season-opening Brazilian Grand Prix, it was Head who had to steer the ship single-handedly, take on some of his business partner's responsibilities and deal with a fractious driver line-up. All in all he attended 16 races, visited Honda in Japan 15 times and went to every single test. Dealing with an intense rivalry between his drivers just added to what was an exhausting season for Head.

The Williams FW11, largely an evolution of the machine that had won the last three races of 1985, was a superb car that, coupled

with Honda's potent V6 turbo powerplant, was the class of the field. Pre-season, everyone expected new signing Piquet, who was on just over \$3 million plus bonuses, to be the man to beat. Mansell, who had claimed his first two grand prix wins at Brands Hatch and Kyalami at the end of the previous season, was not yet regarded as a top-liner. And therein lay the problem. For Piquet was adamant that he had been guaranteed number-one status when he agreed the deal in Austria the previous August (see panel, p30).

"The contract that Frank drew up with Nelson was very straightforward," said Head. "It didn't say anything about being number-one driver or having the spare car. And Frank was not available to speak because he was in a very bad way for the first three or four months."

"I ran the team as having two



Piquet beat Mansell in Italian Grand Prix as part of his fightback

Retro 1986



Head with Piquet and Mansell – not the best of chums



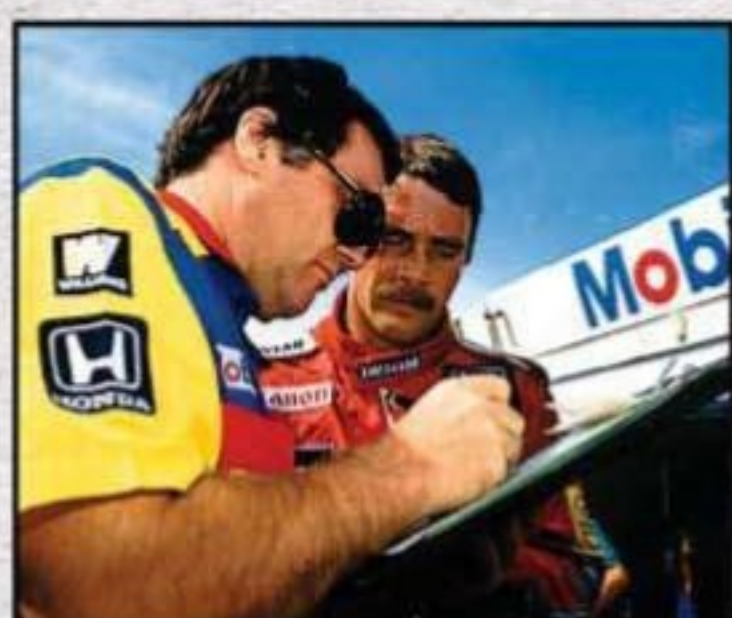
Mansell is swamped at start of Mexican Grand Prix, where he'd hoped to clinch title



Tyre troubles hindered Williams in Mexico



Piquet: 'I've got two trophies more than you'



Head takes down Mansell observations



Spa ignited a surge of Mansell form

Piquet: Williams didn't learn lesson

Whatever was agreed between Frank Williams and Nelson Piquet in August 1985 when they did their record-busting \$3.3 million deal in the back of a Rover 3500 in an Austrian car park, the evidence strongly suggests that Frank gave Nelson an assurance – one that was never committed to paper – that he would be the team's number one driver in 1986 and '87.

"The big mistake I made with Frank Williams was not to write down everything we agreed," Piquet later told me. "Frank was a very trustworthy guy that I knew for many years. I didn't go to Williams to compete with another driver. I had a number-one contract, and they screwed up the whole thing by doing what they've done [failing to honour the agreement]."

At least Piquet was astute enough to know what faced him after Mansell had won those two grands prix at the end of 1985.

"I created the big problem with Nigel Mansell because I wanted to divide the team," he confessed. "Everything I did on the car, every development, he would be able to find out. If I made a fight with him, then he would do

his own thing and I would do mine. And that would give me a little advantage. I didn't do it for the sake of fighting. I had to make a strategy to try to win the championship."

So what happened to the boss's promise of number-one status? "I didn't make a big argument in 1986, only because of the road accident that happened to Frank," he said. "If I had been obliged to fight with Nigel [at the first GP of the year] in Brazil already, and Frank had been there, I would have said, 'What the hell am I doing here? You pay me a lot of money to come here and fight another driver in the same team? And then at the end of the year to risk losing the championship?'"

"But I didn't have Frank there, and the situation was very difficult. I felt that I couldn't go to the hospital and say, 'Hey, Frank, look: the situation is like this, etc.' I shut up and waited to see how things were going. And what happened in 1986 was that we lost the championship: not only me, but also Nigel lost the championship. And they [Williams and Head] didn't learn the lesson."

Mike Doodson

►► equal drivers. But Nelson was telling me that he should have the spare car, and the number-two car should not be operated to his detriment. But there we were with Nigel winning some races and Nelson winning some."

Frank Williams doesn't like to comment on contracts past, beyond reiterating that Williams has never gone into a campaign with a designated number one and two. Most likely, he had assured Piquet he would be the lead driver on the basis that the problem would never arise because, at the time the contract was negotiated, Mansell hadn't so much as won a grand prix.

When Piquet won at Rio at a canter, with Mansell spinning into the wall while attempting to take the lead from Ayrton Senna's Lotus on the first lap, it seemed everything was going to form.

"The expectation was that Nelson, who had already won two world championships, would inherently, whether it was by speed, consistency or whatever, become team leader," says Head. "We did a test at Estoril at the end of 1985. A 1m17s was regarded as a quick time and Nelson did a 1m15.3s. It was probably on a set of qualifiers but it was blindingly quick and certainly a lot quicker than anything Nigel had done. So we went through the winter thinking it likely that Nelson would be head and shoulders above."

"But Nigel proved equally as fast and maybe prepared to commit in a way that was sometimes uncomfortable. He was very brave, not in a silly way, whereas Nelson had a touch of the Prost about him. He judged the value of pushing hard and certainly never got into that blind rage that Nigel would fairly often."

Mansell's charging second place to Senna in the next race at Jerez, by just 0.014 seconds, got his championship ball rolling. It wasn't until the fourth race of the season, in Piquet's hated Monaco, that he outqualified the Brazilian. But it was at Spa that Mansell's season exploded, with victory in the Belgian Grand Prix kicking off a run of four wins in five races, including a famous victory in the British Grand Prix at Brands Hatch driving the spare car, which was set up for Piquet.

By all accounts, Piquet was a little lacklustre during this part of the season. His qualifying pace was good, but many questioned his race pace. Behind the scenes



Piquet would not stay ahead of Mansell (in spare Williams) at Brands Hatch

HEAD: "We always had common debriefs – albeit with the fact that the drivers never said a word to each other!"

he was lobbying for the number-one status he wanted. After Brands Hatch, he had slipped to 18 points behind his team-mate.

By his own admission, he went out of his way to try to destabilise Mansell. The relationship became frosty and Piquet barely spoke to him in the months after finishing third behind race winner Mansell in Canada. Piquet also had first call on the spare car, although Head made it emphatically clear that it would always be available to Mansell as well.

That wasn't good enough for Mansell. His contract was up at the end of the year and he had talks with Ferrari and even McLaren about a move, with Enzo Ferrari claiming, bizarrely, that the Briton had signed a deal to drive for him before agreeing a new Williams deal. In short, both drivers were unhappy.

"I'm not known as one of the most sensitive characters in the world, but I wasn't aware of any underlying tension," says Head. "Nelson and Nigel were like oil and water as characters. They had nothing in common, so there was very little exchange between them. But as a team we were very professional and our view was that we should provide the best

possible for both.

"We never allowed there to be a them-and-us attitude, and the briefings were always run as common debriefs – albeit with the fact that the drivers never said a word to each other!"

With seven races to go and Mansell so far ahead, Piquet had to react. At Hockenheim he utterly dominated, following that up with victory at the Hungaroring after a brilliant pass on Senna at Turn 1. Neither Williams driver scored in Austria – where Prost kept within touching distance of the points lead with victory – and Piquet led a Williams one-two at Monza. By now he was five points behind, with Prost a further three down.

Mansell then won brilliantly in Portugal, with the Brazilian spinning on his way to third, while tyre trouble in Mexico left Piquet and Mansell fourth and fifth. This set up the famous Adelaide title decider, with Mansell carrying a six-point lead into the finale.

Events in the Australian Grand Prix are examined in detail elsewhere (see p32), but the bare facts are that Mansell suffered a left-rear blowout while running third, and Piquet's consequent precautionary tyre stop handed the title to Prost. The best car had won the constructors' championship by a country mile, but neither of its drivers won the title.

"We lost the drivers' championship by being too equal," admits Head. "We were too fair to both drivers. But imagine telling Nigel Mansell that he had to give way to Nelson? I'm sure that the noises you would get in response would be very good."

It's easy to say that Williams should have backed one driver

over the other, and there are countless races where a swap would have made one of its drivers champion. Had Mansell been ordered to let Piquet pass at Brands Hatch, that would have been enough. Had Piquet waved Mansell past at Monza, that would have given the Briton the crown. But when should such a decision have been made?

At Brands, Mansell was way ahead in the points, so such a swap would have been illogical. Equally, Piquet's run of wins in Germany, Hungary and Italy meant that he never dropped out of contention.

"It was our view that we could let the drivers race and still win both championships," says Head. "As it turned out, that was not correct. Maybe it was arrogant, but we ended up being in a position to win with either driver in Adelaide."

"With hindsight, not just looking at that year but with what subsequently happened, maybe we would do it differently. But it's difficult when both have a chance of winning. It's all very well having one driver supporting the other – as with Felipe Massa at Ferrari – but it's a hell of a thing to ask a driver in contention for the title to do that. But if we were in the same situation again – and I'd love us to be – we would address the problem before the end of the year."

But while Head accepts that a Williams driver should have won the title in 1986, it clearly doesn't eat away at him. It's very difficult to chastise him for not backing one driver or the other. Had he done so from the beginning of the year, logically it would have to have been Piquet. Had the decision been taken in the middle of the campaign, it must surely have been Mansell.

While the Mansell-versus-Piquet rivalry is celebrated, it never reached the mutual antagonism of Prost versus Senna at McLaren a few years later. Both drivers threw away their share of points that year, and both had every chance to take the title.

"There was never any behaviour from them that I would say was improper," says Head. "There was no skulduggery or deviousness. They both made mistakes – I remember Nigel spinning on the first lap in Rio and Nelson crashing in Detroit. But there's no use in going back and anguishing over them."

"If you build up too many would-haves and could-haves in F1, you won't sleep well at night."

Mansell loses at the last

The three-way battle for the 1986 world championship was decided when Alain Prost found a puncture worked to his advantage while his Williams rivals' hopes were undone by a blow-out and the subsequent need for caution

Nigel Mansell held all of the aces heading to the 1986 season finale on the streets of Adelaide. He had a six-point lead over Alain Prost, with Williams team-mate Nelson Piquet one further adrift. He had the fastest car in the field and knew that third place was enough to guarantee the title. While the others had to win, he could afford to play the percentages. Not that he showed much intention of doing so during practice, his British bulldog mantra 'no retreat, no surrender'.

That certainly appeared to be his philosophy on-track. Fastest in Friday qualifying before a deluge effectively ended the session, he repeated the trick on Saturday before Tyrrell driver Philippe Streiff's Renault engine lunched itself and poured oil on the track, ending the qualifying battle. Luck had been on his side, but he was unquestionably the quickest despite pranging his t-car on Friday (Williams brought two spare cars to Australia) and a spin on Saturday.

Piquet lined up second, three-tenths of a second behind, with Ayrton Senna's Lotus third and Prost's McLaren 1.2s off in fourth. If Mansell had all of the aces before the weekend, qualifying put him in an even stronger position. And if fate hit his chances, surely it would be

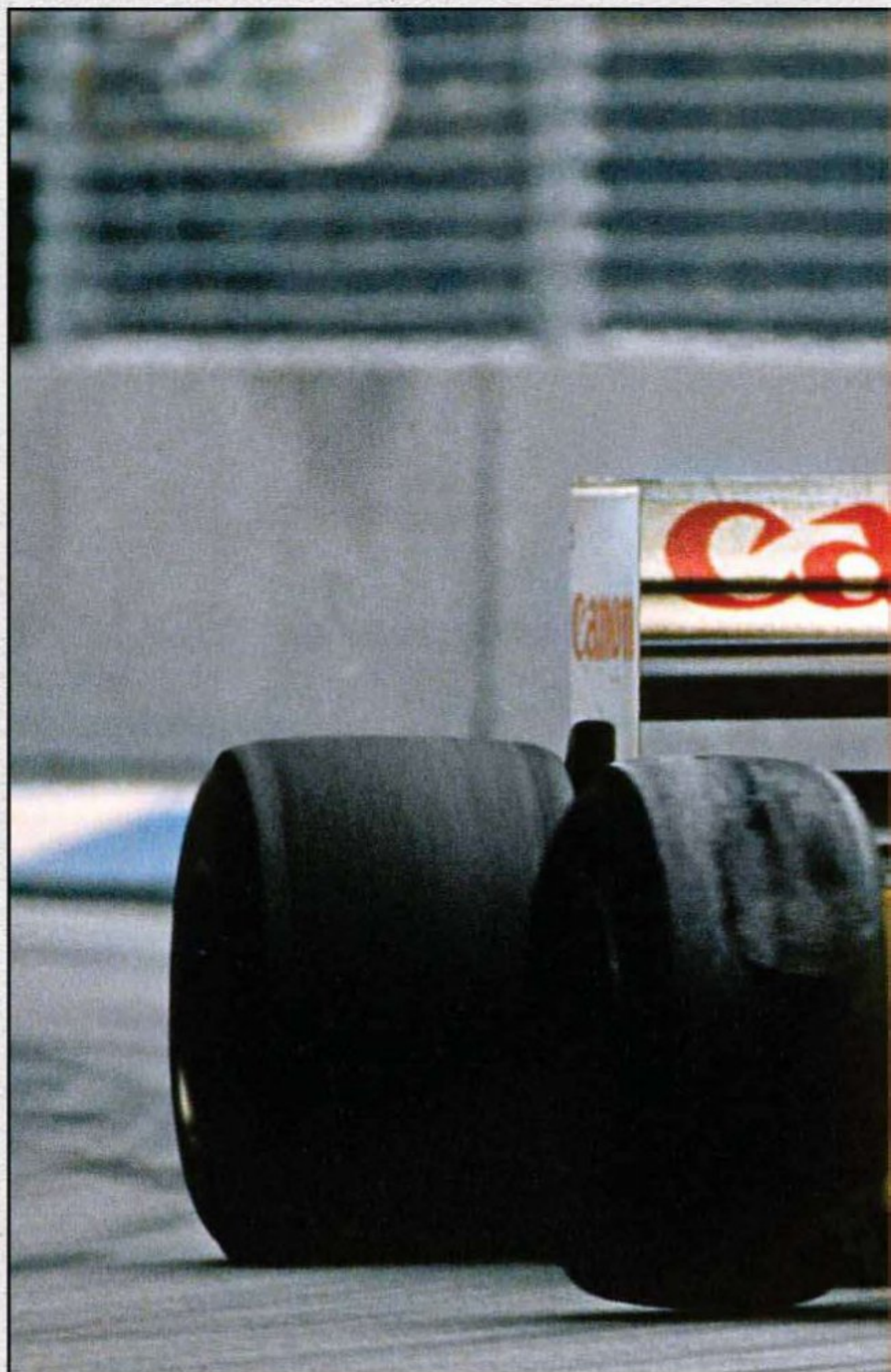
Piquet who benefitted, not Prost. A win-win situation for Williams.

"Alain was very much the outsider," recalls Williams's Patrick Head. "I don't think we even envisaged finishing behind Alain or both cars not being reliable. Maybe we didn't put enough thought into it, but then again we didn't envisage that we would have the tyre problems."

Things didn't exactly run to plan at the start. Before the race, everyone was talking about Senna as the wild card. What no-one expected was for Keke Rosberg, in his final grand prix in the second McLaren, who had finished on the podium only once all season, to charge up the order. AUTOSPORT's Nigel Roebuck described it as "the most dramatic first lap anyone could remember".

Mansell made a perfect getaway to lead Senna into the first chicane, with Rosberg rocketing from seventh to fourth. Senna then dived up the inside of Mansell at the right-hander that followed, which left the door open for Piquet to get past. Two corners later, Rosberg went around the outside of Mansell, who had set aside his 'no retreat' policy and was content to sit in fourth, ahead of Prost.

Up front, Piquet blasted past Senna on the run to the hairpin to lead the first lap. At the same



Nigel Mansell came to Oz as title favourite, but his bid ended when his left-rear tyre exploded



Alain Prost's early puncture meant he changed his tactics...



...that led to him climbing from his fuel-starved McLaren as an unexpected world champion



Senna's season ended with engine failure



Mansell (left) lets Piquet past on lap 44

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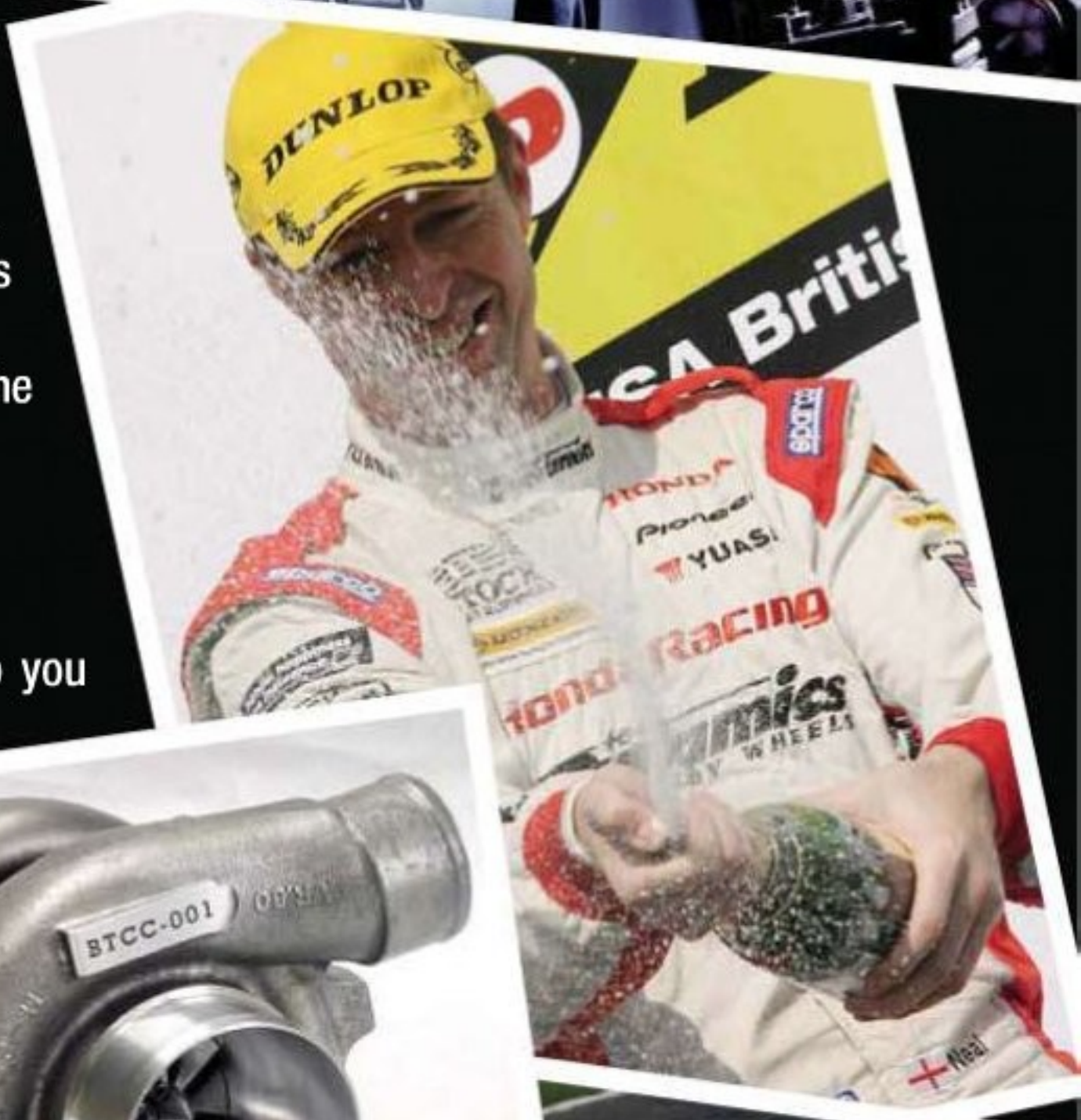
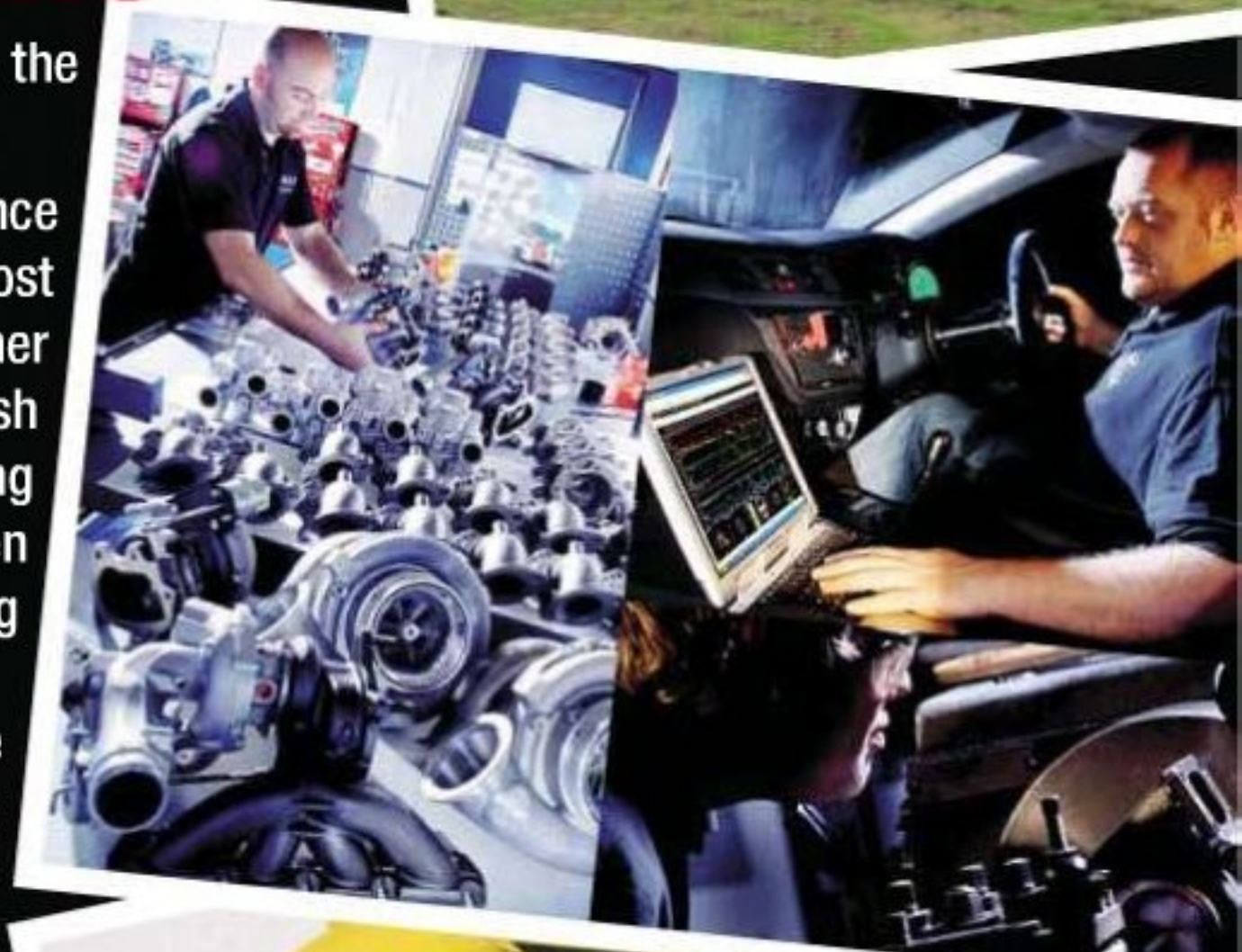
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place on lap two, Rosberg took second from Senna and set about closing on Piquet, who he passed at the chicane on lap seven. By then, Mansell and Prost had passed Senna. The race was now set – it was the three title contenders plus Rosberg who would fight it out at the front.

As Rosberg pulled away, team-mate Prost slipped ahead of Mansell. The 1982 world champion had vowed to wave Prost past if it would hand him the title, so the Frenchman had to get past the lead Williams. But with TAG Porsche power no match for Honda, he found himself stuck behind Piquet while Rosberg pulled further and further away at the front.

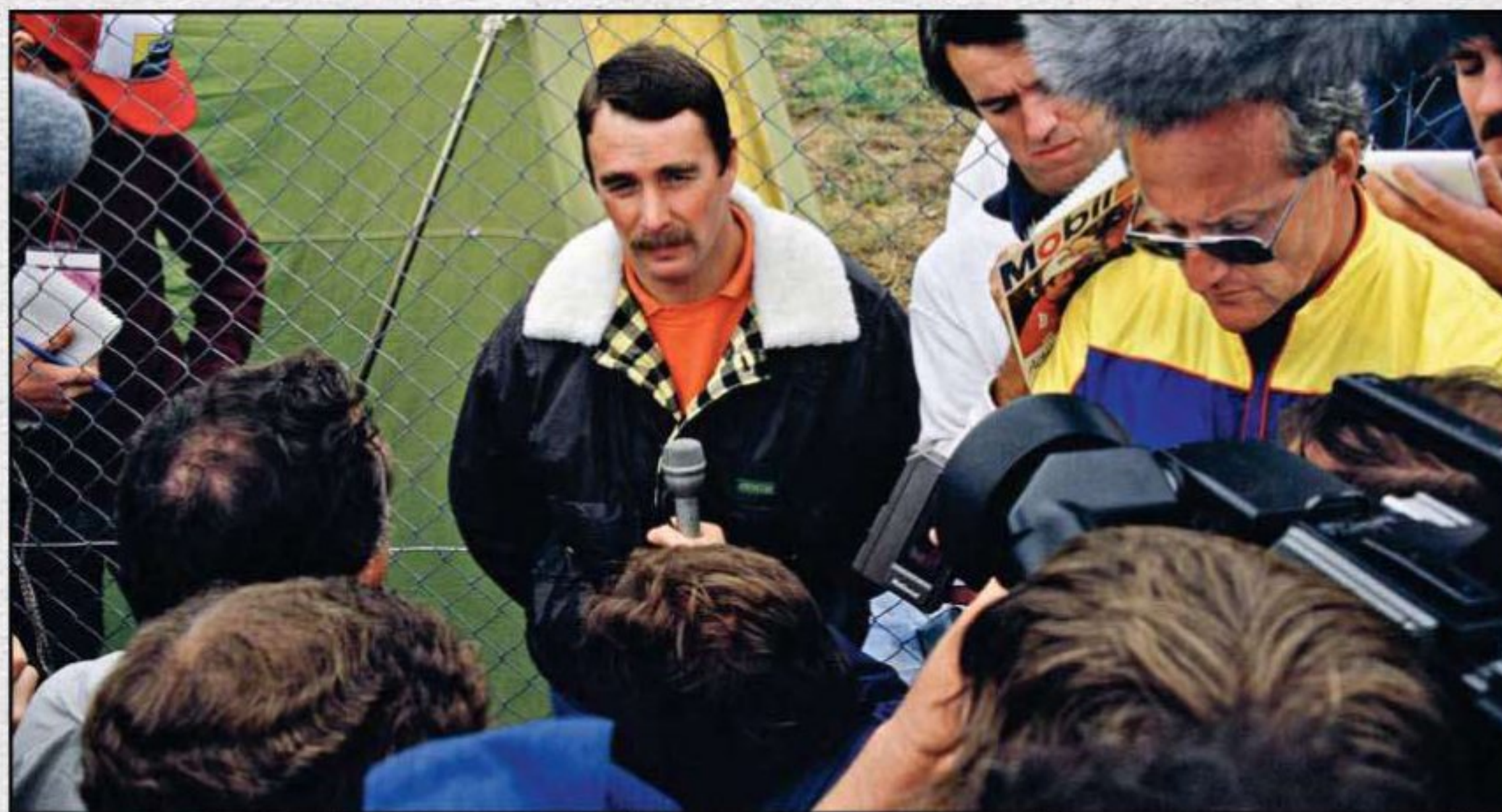
Under pressure, Piquet spun. As BBC commentator James Hunt put it, it was “a most untimely error” as it let both Prost and Mansell through. This put Mansell back in control, for even if Rosberg waved Prost past, third was enough for the title. Then came the puncture... but it wasn't for Mansell. Instead, it was Prost who dived into the pits with a deflated front-left, with his team taking over 16s to change his tyres after struggling to get the jack under the sagging car.

This put Prost last in the four-horse race at the front. Once again, Mansell's defences seemed impregnable, even when he had to let Piquet take second place from him at the chicane on lap 44.

Prost, meanwhile, went into all-out attack mode. His fuel gauge suggested that he was already several laps short of what he needed to make the finish, but he felt that “there was no point in backing off” and he reeled in the Williams drivers. By lap 57, he was on the pair's tail. Six laps later, this became the battle for the lead when Rosberg ground to a halt with what he thought was an engine problem. It was, in fact, a right-rear puncture.

“It was only when I got out that a marshal pointed to my right rear tyre that I realised a tread had stripped off and was flapping against the bodywork,” said Rosberg. “That was the brrrrrr I heard, the engine was fine.”

With that, Rosberg walked away from F1 and Goodyear raised its eyebrows. The C compound tyres that had been taken off Prost's car earlier were in superb condition and advice had been issued to the effect that they could last the distance no problems. Both Mansell and Piquet were on the



A dejected Mansell talks the world's press through the events of lap 64 of the 1986 Australian Grand Prix

Goodyear C rubber, so there were no real concerns.

Then it happened. On lap 64, just after lapping Philippe Alliot's Ligier on the back straight, Mansell's left-rear tyre disintegrated. He brought the car to a halt safely, but for him the title was gone. Now Piquet, leading from Prost, had one hand on the crown. But Mansell's blow-out led Goodyear to warn those running on its 'C' to stop. Williams had no choice but to call Piquet in. After all, such tyre problems were not unprecedented.

HEAD: “The records show that we pulled Nelson out of a championship-winning position for safety reasons”

“We had some failures prior to the race in Adelaide and we were telling Goodyear that we were not running the car in any unusual way,” says Head. “They said no-one else had a problem so it was our car. But the problem was we were running more downforce than anyone else and probably had more power. Goodyear did nothing about it despite the fact that we were saying we had a similar problem.”

“Then Nigel had the failure, and I was on the pitwall faced with Nelson on tyres with similar mileage but in a position to win the world championship. I had to make the decision to call him in



Prost won more than just a race in Adelaide

even though it maybe would have run to the end without failing.

“It wasn't as if we had never had a tyre failure before. As Nigel's tyre failed fairly early on the straight, he was able to do a very long, if fairly unstable, slowing down before braking. But imagine if it had failed on Nelson's car just as he started to brake for the hairpin?”

So Piquet headed to the pits and dropped behind Prost. He wasn't the only driver to pit on Goodyear's advice as Stefan Johansson, who finished third, also made a stop. But fate had been particularly good to Prost, whose earlier front-left puncture had left him with rubber 32 laps younger than Piquet. His misfortune early in the race had perhaps won him the title by preventing a later precautionary stop. The Brazilian tried to fight back, but came up four seconds short. Prost was champion.

Whether Piquet's tyres would have stood up is a matter only for conjecture. Goodyear discovered the tyres to be in very good condition when it checked them.

It reached the same conclusion about the Cs taken off Stefan Johansson's Ferrari after he too made a precautionary stop. Williams reckoned that there was nothing about the set that they removed from Piquet's car that suggested imminent failure.

So was Head wrong to call Piquet in? Almost certainly not. Even Piquet accepted the decision that was made.

“Goodyear were right to say what they did on the information they had,” he said. “I knew I was losing the championship, but I don't care. I'm alive and happy.”

Safety had come first, which was no bad thing in a season that, despite improved safety standards, had claimed the life of Brabham driver Elio de Angelis. Piquet, not shy of criticising his team, has never changed his opinion on the decision to pit.

“To be fair to Nelson, he never once criticised me or said that it was the wrong thing,” says Head. “And I've never heard him say that in any interview since. But anybody who looks at the records will see that we pulled Nelson out of a championship-winning position for safety reasons.”

Whatever the what-ifs, Prost had won his second title. “I truly feel that Nigel deserved the title this year,” said the Frenchman after the race. But he wouldn't have lost much sleep over it.

It would be six years before Mansell finally won the world championship and the ghost of Adelaide has stayed with him ever since. ❧

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ALL PICS: LAT

Finish for a Finnish man up against finesse

Keke Rosberg was renowned as one of the fastest – and most-spectacular – drivers in F1 when he switched from Williams to McLaren from 1986. He soon found that a McLaren developed around the smooth-and-understated style of Alain Prost would leave him trailing the Frenchman. But, a fighter to the last, he led his final grand prix



Final grand prix: leading Ayrton Senna's Lotus in the Australian round at Adelaide. Rosberg would be in front until 19 laps from home

"Although I didn't announce it until later, I absolutely knew that 1986 was going to be my last year," says Keke Rosberg. "I wanted to try a different scenery in that last year — I had long wanted to see what it was like at McLaren, because they seemed so totally different to Williams."

What he found there was certainly different — but not in the way he might have wished. He found, for example, a car — the McLaren MP4-2C — that refused to yield to his famously aggressive driving style, and a team-mate in Alain Prost whose ability in that type of car rather took the wind from Rosberg's traditionally full sails.

As it turned out, it was also the final year at McLaren for its technical director — and partner — John Barnard. Before the year was out, he would be on gardening leave awaiting his move to Ferrari. "At the end of '85, I'd sat down with Ron [Dennis, McLaren principal] as my contract was finishing at the end of '86, and told him what I was thinking of

in terms of a new deal. He said he'd give it some thought..."

Meantime, he began getting acquainted with Rosberg, the 1982 world champion, veteran of four seasons at McLaren's chief opposition: Williams. Mention Rosberg to Barnard today and he instantly chuckles: "Keke! Look, contrary to what people imagine, I liked Keke a lot. He was great fun. But his way of driving that car just didn't work as effectively as Alain Prost's style — and we had evolved that car very much through Alain. He would set it up in a way that to any other driver would feel like it had massive understeer, but he had a way of getting the car into the corner early, which for a turbo was fantastic, because it meant he could get early on the power and we could give him some traction."

"Keke, by contrast, was last of the late brakiers and really liked to turn the car very quickly. To do that you need a set-up that's a bit light on rear grip — and that just wasn't the way with these cars."

It must be said too that their

BARNARD: "He put out his cigarette, got in the car, went hell for leather on the out-lap and put it off on the straight"

relationship didn't get off on the best foot with Rosberg's pre-season test at Rio. "It was a brand-new car," recalls Barnard. "He put out his cigarette, got in the car, went hell for leather on the out-lap and put it off at the end of the straight. We were standing there open-mouthed. He came back in and I think gauged my mood by looking at my face and slunk off out of my way!" Again, Barnard tells this with roars of laughter. Obviously, he didn't find it so funny at the time.

As it turned out, that opening weekend at Rio was one of only four times in the season that Keke would outqualify Prost, though both cars were to retire in the race. "We were up against the Hondas [powering Williams] by then," recalls Barnard, "and they were really coming on strong with their development. I'd basically stretched out the same basic car into its third season for '86, and not only were we lacking in the engine development, but the design really needed a serious look at too. In my mind I was going to concentrate on doing that from the middle of the season."

Meanwhile, Rosberg's season was going by in a blur of mediocrity: fourth, fifth and second at Jerez, Imola and Monte Carlo, with Prost scoring a third and two victories in the same

races. Rosberg was stunned by Prost's speed, could simply not comprehend how anyone could drive a racing car set up like this even remotely quickly — and Barnard was not up for changing it. Initially, at any rate. After a further poor sequence — two retirements and a brace of fourths — Barnard acquiesced to his driver's pleas: "We did a big test at Brands Hatch, and went through all the set-up options and looked very carefully at the result. I think he was happier with it."

Indeed, at Brands for the next race Keke qualified fifth, one place ahead of Prost, and at Hockenheim a couple of weeks later he put the car on pole, with Prost alongside him on the front row. But it was against the underlying form, as the Williams-Hondas were by now much the quicker cars.

Furthermore, Barnard's mind was switching to other matters: "Well, Ron still hadn't got back to me. I suppose that irked me a little and in the meantime, while I wasn't hearing from Ron, I was getting these approaches from some chap in London representing a major team; didn't say who it was at first. But it turned out to be Ferrari. Eventually he came and said, 'Well, what about if you could set up your own office in Britain,' and I thought, 'What's not to like? Add a nought to your salary and set up your own office?'"

"Ron had finally come back to me and said, 'Well, we've had a board meeting,' to which I wasn't invited even though I was a board member, 'and we can't meet your demands,' which were nowhere near what I was being offered by Ferrari. So the decision was easy."

So, by the time Rosberg was taking part in his final grand prix — in Adelaide — Barnard was on gardening leave and watching the race on TV. What he saw was Rosberg moving quickly through the field from his seventh-place grid slot, passing Nelson Piquet's Williams-Honda for the lead on the seventh lap. He would stay there until the 63rd of 82 laps before suffering a blow-out, just a few laps before Nigel Mansell famously lost the world title with a repeat of Rosberg's failure. A precautionary subsequent tyre-check stop for Piquet allowed Prost in under the radar, winning the race and the title against all the odds.

Rosberg could at least head into retirement holding his head high, while Barnard was already thinking in terms of a radical paddle-shift Ferrari...



Design chief Barnard (right) was in talks with Ferrari during the season



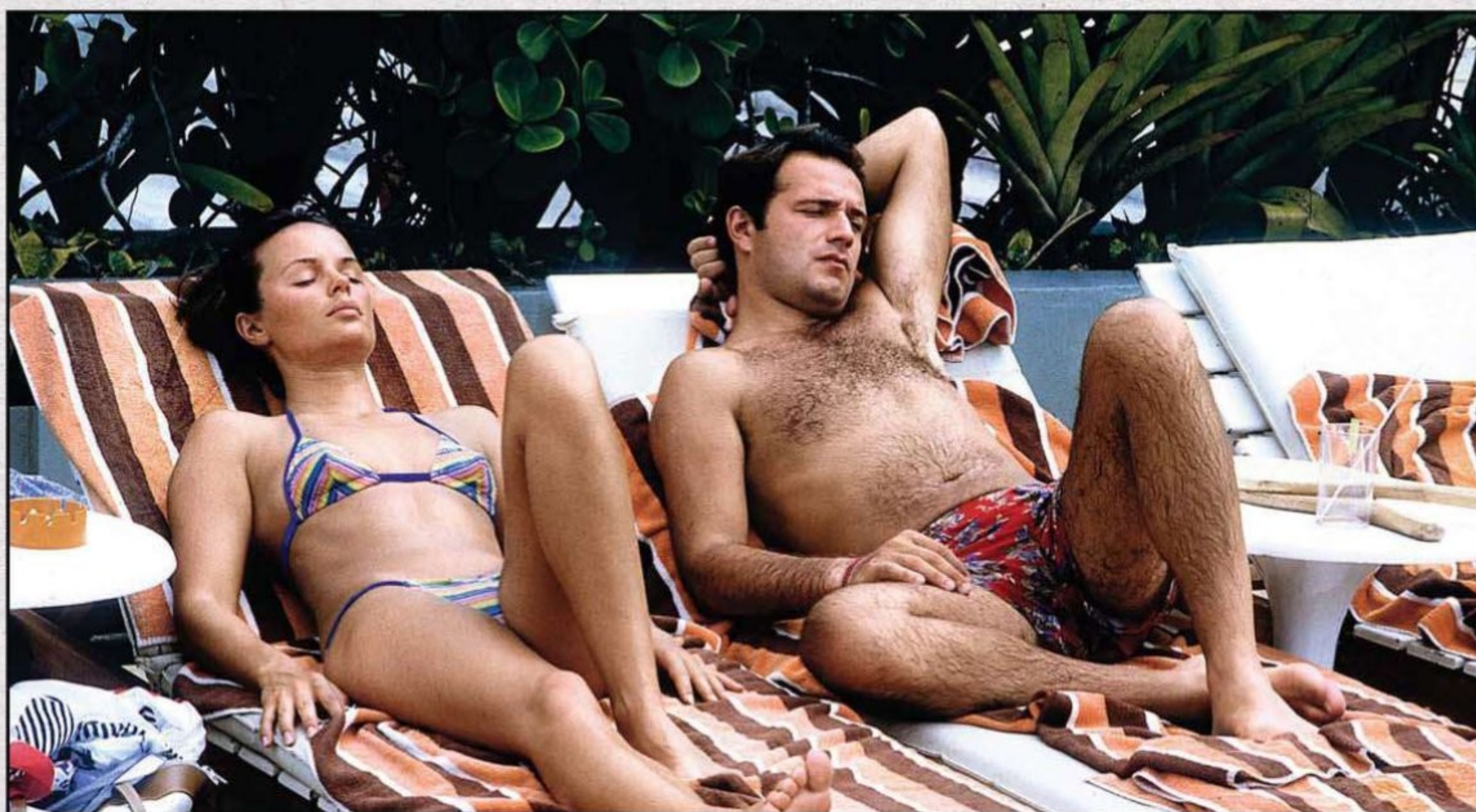
Prost and Rosberg: two world champions, but only one number 1



Rosberg walked away from Formula 1

Tragic loss of a noble talent

Elio de Angelis was one of the leading racers of the first half of the decade – and a top bloke to boot. But his death in a testing crash is overlooked by many



Women and sunshine: laid-back de Angelis relaxes pre-season in the sun in Rio, two months before his death

After the tragedies of Imola 1994, some mistakenly said they were the first fatalities in Formula 1 since the deaths of Gilles Villeneuve and Riccardo Paletti on race weekends in 1982. But the death of Elio de Angelis, on a quiet Wednesday morning while testing for Brabham at Paul Ricard in May 1986, demonstrated that – despite much-improved safety standards with the cars – little had changed at the circuits since Roger Williamson perished at Zandvoort in the Dutch Grand Prix 13 years earlier.

And while Williamson's Zandvoort blaze was shown live on TV, de Angelis died of asphyxiation – the consequences of a smaller fire – behind closed doors. That helps explain why the

safety facilities were so poor on that day, and also why the awful story of the accident received relatively little publicity.

De Angelis first arrived on the F1 scene in 1979 with the Shadow team. Forever fighting his image as a rich kid, he soon began to establish a reputation as a quick driver. While there were moments of petulance in the early days, he also won people over with his easy-going charm.

He joined Lotus in 1980, and learned a lot as Mario Andretti's team-mate. In four subsequent years alongside Nigel Mansell he frequently overshadowed the Briton, taking his first victory in Austria in 1982.

Then in 1985 he had a new team-mate in the form of Ayrton



On three wheels at Rio, and the start of a dreadful season for the lowline Brabham BT55

ALL PICS: LAT ARCHIVE

Senna. While he won at Imola after Prost's McLaren was excluded, he struggled to match the mercurial Brazilian.

Nevertheless, he was highly rated in the paddock. After six years with Lotus he signed for Bernie Ecclestone's Brabham team for 1986, as replacement for Williams-bound Nelson Piquet.

"He hadn't been there long, but Elio was very much liked in the team," says Charlie Whiting, who was Riccardo Patrese's race engineer. "He was a lovely guy, and got on well with everybody. He was always a pleasure to talk to. But the BT55 was a huge disappointment."

Gordon Murray's new car, with its distinctive 'lowline' look and awkward cockpit position, proved ineffective. Brabham veteran Patrese couldn't do much with it, and after finishing eighth in Brazil de Angelis suffered three successive mechanical retirements. In the previous two seasons he'd started in the top 10 at nearly every race – this year his best grid position was 14th.

After Monaco the team went to a test at Paul Ricard, switched at the last minute from the originally-scheduled venue of Dijon. On the second morning de Angelis suffered a rear-wing failure at the high speed S-bend after the pit straight. The car went out of control and was flipped into a series of rolls that pitched it over the guardrail.

Whiting, who didn't attend the test, recounts the story: "Despite the high-speed nature of the accident, and its severity – he went end over end and over the barrier and landed upside-down – he was virtually uninjured.

"Fuel tanks and breather systems and those sorts of things weren't nearly as good as they are these days. Fuel got out and presumably ignited on one of the very many hot bits that there were on turbo engines in those days. There were only four gallons of fuel in the car, which by some standards was very little."

Several drivers stopped at the scene. Gradually the fire took hold and, with little official help, attempts to turn the car over initially proved fruitless. Meanwhile, crew members from Brabham and rival teams began to arrive from the pits. When a proper fire vehicle finally appeared, its hose blew off.

"The main problem was not being able to turn it over," says Murray. "Because he was not badly injured he could have been

Brabham BT55's cockpit was exposed, but de Angelis's only broken bone in Paul Ricard crash was his clavicle



ALEXANDER: "Elio was just sitting in the car. There was nothing wrong with him as far as we could see. No blood, nothing"

pulled out pretty quickly had the fire been kept down a bit."

There was a lot of confusion, and reports suggest that some believed de Angelis was beyond saving. Drivers began walking back to the pits, leaving guys in shirtsleeves to try to right the car.

"There was a big pall of black smoke," says Tyler Alexander, who then worked for the Beatrice team. "Nobody seemed to be doing anything, so we grabbed a couple of extinguishers in the pits and drove down there. A couple of drivers were walking back – Alain Prost was one of them, and Alan Jones in our car. They had walked away, because it was quite a big fire. But the fire was in the back of the car.

"Robin Day [of Brabham], John Barnard [McLaren designer] and I



De Angelis, pictured at Imola, joined Brabham after six seasons with Lotus

tipped the car back over. I almost got poked in the eye with a bit of the suspension. I got a black eye, and we were all covered with that goddamn powder.

"Elio was just sitting in the car. We took his helmet off, and we really weren't sure of his condition. Here was this guy with absolutely nothing wrong with him as far as we could see – there was no blood, nothing. There was a young medical guy there with us, who didn't speak English, and in the end he got out a big syringe and stuck it in his chest.

"Eventually a helicopter came, with some paramedics. They checked his pulse and stuff, and the line was moving. We carried the stretcher to the helicopter."

It was too late for de Angelis, who died in hospital. His only

injury was a broken collarbone – had the car been righted, and the fire put out quickly, the outcome would have been very different.

In the aftermath of the crash there was much talk about safety standards, especially at testing, but as is so often the case the momentum soon faded. It wasn't until after Imola 1994 that the FIA developed a real focus.

Whiting denies that the tragedy directly influenced his thinking, but along with F1 medic Sid Watkins he has been one of the driving forces behind improvements in recent years.

"Elio was a super guy, and he was very quick," says Ecclestone. "Losing people that you are friends with is never nice. Thank God these things don't happen anymore."



Mayhem at Paddock Hill Bend: Thierry Boutsen crashes his Arrows as latter-day track owner Jonathan Palmer piles in with his Zakspeed

A cruel end for Happy Jacques

Jacques Laffite was one of the most popular figures in the Formula 1 paddocks of the 1970s and '80s. Today, at 68, he's still there, working as a TV analyst for the French TF1 network. Like so many of his contemporaries, he walks with a limp. Here he talks about that F1 career-ending British Grand Prix weekend at Brands Hatch in 1986

"All weekend I had problems. The Ligier was not so good as Brands Hatch — we had Pirelli tyres and they'd been great in Detroit, where I finished second, but this was a challenge.

"I touched Keke Rosberg at the hairpin in practice, and after that the car caught fire. I qualified right down the grid in 19th place.

"I was equalling Graham Hill's starts record and all the press were 'blah, blah, blah'. All the French wanted a picture with '176' and so on. I wasn't happy with all that. It wasn't that I had a

bad feeling, it was just too much. I was a racer — I didn't want to be in the newspapers! For me, 176 or 976, it didn't make any difference.

"I was with a good friend of mine on the grid. I was living in Stoke Poges at the time and I came with my car — a Mercedes estate — and I had put a scooter in the back. There were always a lot of people at Brands, so I parked my car at the exit and told my friend before the start, 'I don't feel anything about this race; I'll be out quicker than you think.' But I wasn't figuring on 200 metres...



The mangled remains of Laffite's Ligier-Renault are hoisted away from Paddock Hill Bend

"At least it was good for Nigel Mansell, because they restarted the race and he won. Nigel had broken a driveshaft off the line and in the confusion there was an accident with Thierry Boutsen. He hit the guard rail and there was a petrol advertising banner that went in the air. I saw it but I think Stefan Johansson saw a shadow, thought it was a car and swerved. Fortunately for him he just missed the barrier on the right at Paddock Hill Bend, but I hit it head-on.

"The cars were not strong like today. Also, we had an aluminium heel plate in the car, but I'd found that my foot was still sliding around, so we'd put a little corner on it to retain the foot, which made a real mess of my heel.

"I closed my eyes, then opened them and saw my legs right up in front of me because the car was destroyed. I was worried, but pleased to be able to take my helmet off myself and then see one of my friends coming.

"I asked a marshal, 'Please call my mechanics over.' Obviously, I couldn't get out of the car, and

LAFFITE: "I can play nine or 10 holes of golf without a cart, but if I play 18 I can't walk the next day. But I'm 68 – no big deal"

after his accident in Montreal a few years earlier Jean-Pierre Jabouille had told me, 'Don't take a shot [injection], because if you've got 10 fractures and they pull you out, you might have 10 more. Stay conscious if you're not too bad, so you can explain what hurts.

"So, I was saying, 'Call my mechanics over!' And the marshal was saying, 'No, no.' I was in pain and asking, 'Why not?' I was 30 minutes in the car, and then when my mechanics were finally allowed through I was out in two minutes because they knew exactly where they could cut. I was unconscious by then and woke up at the

hospital two days later.

"After my accident Jean-Marie Balestre [FISA president] decided that in each team there would be four people with the right to come and help the marshals at an accident scene.

"That was the end of my F1 career, but I was 43 years old by then and ready to stop. It was the first big accident in my career – my first broken bone. I was fit, not through training like they do today, but I was a sportsman and was active all day: tennis, golf, cycling.

"Even now I'm active, which is necessary because I suffer with my legs every day. Today my left foot is always warm – I don't know why – and every morning I need to exercise my ankle a lot because it doesn't move properly. And when I play golf or tennis for two hours I cannot walk because the tendons are tight.

"It's been 25 years now. I use a golf cart on the course these days. If not, I can play nine or 10 holes, but if I play 18 I can't walk the next day. So if there are no golf carts, I'm not playing! But it's not a problem. I'm living with it happily and a lot of my other



Laffite was 43 and still going strong...



...but qualifying had gone badly, so...



...he didn't think he'd last long in the race

friends are not there anymore...

I can't play tennis like before but I'm 68, so no big deal!

"Professor Letournel was a fantastic guy. He operated on many French drivers – Jabouille, Patrick Depailler, Didier Pironi – and if it was not for him I'm sure I would not be walking. He operated just once, and a month later I left the hospital and started my recuperation. Then the following year I came back in touring cars.

"I never found myself wishing I'd stopped. In fact, I started recovering and thinking about F1, but Guy Ligier didn't want it. I had no other opportunities and Guy said, 'You cannot drive for me. Not because I think you can't, but because I don't want you having another accident in one of my cars. You are a friend and you were nearly killed, so stop, please.'"

Laffite, a winner of six grands prix, never raced in Formula 1 again. After his return in 1987 in touring cars, he later raced in sportscars (including the Le Mans 24 Hours) and the DTM, and only last year contested a Volkswagen Scirocco Cup race.

Reds crushed in the 1980s

We're not just talking about Maggie Thatcher and the unions. In 1986 Ferrari fell to pieces after a strong start to the previous season. Stefan Johansson gives his opinion as to why it all went wrong

Ferrari team-mates Stefan Johansson and the late Michele Alboreto had been invited to the Scuderia's Fiorano test track prior to the start of the season. They were to be introduced to their mount for the 1986 Formula 1 World Championship and, when the door opened on the new F186, they didn't like what they saw.

"We looked at each other and

our eyes were both saying the same thing: that it was going to be long, hard season," remembers Johansson. "It just didn't look right: it was such a big, lumpy car."

Gut instinct turned out to be correct, and the 1986 season was a disaster for Ferrari. A team that had challenged for the drivers' title with Alboreto the previous season failed to win a grand prix.

In fact, it never looked like winning one, and the 1985 championship runner-up and Johansson ended up with only five podiums between them.

"There were a lot of issues, some of which they fixed, like a flex in the front wings, but it was just one of those cars that never felt right," says Johansson. "It was difficult to read the thing. You couldn't find a balance to extract the most out of it."

There was also a braking issue that resulted from Ferrari's decision to temporarily end its relationship with Brembo and produce its own calipers.

"I'd already had two or three failures early in the season when the pedal went to the floor at

Jerez," he remembers. "The bleed nipple had come off and I had total failure. I hit the wall at the hairpin head-on in an impact that was measured at something like 86g. It messed up the ligaments in my back; in fact, I'm still messed up."

"Years later I was given the caliper. I've got it mounted on my desk at home. All I know is that it's not a Brembo caliper."

Johansson isn't sure exactly what happened over the off-season to result in the F186.

"I'm still baffled as to what was going through their minds with that car," he says. "Harvey [Postlethwaite] was there as designer, but it was a very political environment. I couldn't say who had the most influence on the design."

What is clear is that Ferrari didn't go from a frontrunner to a near also-ran in the space of one winter. The decline had started much earlier. Look at the team's results in 1985: Alboreto had led the championship after scoring his second victory of the season at the Nurburgring in August, yet trailed world champion Alain Prost by 20 points in the final reckoning.

"It seemed like the team lost its



Johansson's first winter as a Ferrari driver must have been an exciting one. Then he saw the F186 and knew he'd be in trouble

JOHANSSON: “We’d spend days testing rear wings at Fiorano. Michele would say ‘This is great’, what they wanted to hear, then we’d spend Friday dicking about”

way around the halfway mark,” Johansson recalls. “Other teams made a step forward at a time that we started getting a lot of reliability problems.”

Johansson remembers a team technically rooted in the dark ages, one that was still operating without its own windtunnel.

“We would spend days and days testing different rear wings around Fiorano, which was about as much use as an ashtray on a motorbike,” he says. “Michele would tell them what they wanted to hear and say, ‘This is great’, and the team would arrive at the next race believing they’d made a big breakthrough. We’d spend all Friday dicking around and then go back to the standard set-up. That happened over and over again.”

Johansson concedes 25 years on that his team-mate outplayed him politically during their two seasons together at the Scuderia. The Swede, never one to pull his punches, reveals that he tried to communicate the team’s shortcomings to Enzo Ferrari.

“I wrote the Old Man a letter explaining what the other teams were up to,” he says. “He just handed it over to Marco Piccinini [team manager] and I remember arriving at the factory one day, and it was as though a firing squad was waiting for me.”

That letter almost certainly played a part in Johansson’s departure from the team at the end of the 1986 season, even though he outscored and generally outraced his team-mate. The Swede’s poor qualifying record in comparison to Alboreto – 12-4 in the Italian’s favour – was cited at the time as the reason for his replacement with Gerhard Berger. Not that anyone had told Johansson that such a criterion would be used when it came to deciding the 1987 Ferrari line-up.

“My aim was always to have a good race car,” he explains. “In

those days you had one set of tyres, one tank of fuel, brakes that barely lasted the distance and a fragile gearbox. You had to think about all those variables and maximise what you had.”

For Johansson, one incident summed up Ferrari’s 1986 season.

“Neither of us had a chance of the championship, but at Spa I was faster than Michele and was told to stay behind because we were battling for third,” he remembers. “I thought to hell with that, yanked the radio out and overtook him.”

New windtunnel – in the car park

Ferrari knew its shortcomings in the mid-1980s. A state-of-the-art windtunnel was already in build as the 1986 season began. Aerodynamicist Jean-Claude Migeot had been recruited from Renault at the end of ’85 with a view to overseeing its build.

“The old way at Ferrari was to use the Pininfarina or the full-scale tunnel at Fiat, which meant the same kind of problems

that I’d had at Renault,” he says.

“I had a meeting with Harvey [Postlethwaite, chief designer] and we had a parallel view on what the next step should be: to stop messing about and build a proper windtunnel.

“I went to Maranello to build a tunnel that looks quite laughable today. The Old Man told me I could have 100 metres of space in the car park.”



Reliability wasn't great for the mid-'80s turbocars



Johansson (28) ignored message not to pass Alboreto in Belgian GP



As Piquet leads from Prost, it all goes wrong for Johansson midpack at start of German GP



Alboreto hauled F186 onto second row of grid in Monte Carlo



Joy in Austria as Alboreto (left) and Johansson flank Prost on podium

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Gerhard Berger

The year 1986 was a big one for sport in Mexico. The country hosted the 'Maradona' World Cup, and rejoined the F1 calendar. It was big for Gerhard Berger too, as the Austrian claimed his maiden grand prix win – and the first for the Benetton team

AUTOSPORT: Going into the weekend of the Mexican Grand Prix, it had been a mixed season for Benetton. The car had been quite good, but you hadn't always been able to convert speed into results...

GERHARD BERGER: Rory Byrne designed a very good car, and prior to Mexico we'd already had a couple of strong performances in qualifying, and also in the races. In Mexico, everything was going quite well from the beginning onwards. Obviously we had the Pirelli tyres at the time, which were a bit different to a lot of our competitors. Do you remember where I was on the starting grid?

AS: Fourth.

GB: OK, fourth. I had a good feeling [Berger had been in contention for pole, but a turbo problem on his BMW engine hampered him in second qualifying]. I remember it was a question of two different compounds, and at the last moment on the starting grid I thought of maybe changing compounds [Berger had been quickest in the warm-up on Pirelli's soft compound, but the company recommended that all its cars start on the hard]. In the end we didn't do it, and that was the right choice – we had quite a good tyre for the race.

AS: It was obviously a pretty hard compound...

GB: Yeah. It was thanks to a very good car from Rory, and thanks to Pirelli for making a good tyre and making the right choice of compounds. Everyone on the team did well, and I was able to get my first win. Today, I have three wins in my career that stick out, and one is definitely Mexico. Benetton was such a colourful team; it was very different to the other teams. I really liked being there at that time, and working



Gerhard Berger would make a habit of winning grands prix while feeling unwell, and it all started in Mexico

BERGER: "Everything was about using this enormous power to move forward rather than sideways"

with Rory, and Peter Collins [team manager], and Teo Fabi [team-mate]. It was a great group.

AS: Was it always the plan not to make a pitstop?

GB: I can't remember exactly, but I think we decided during the race.

AS: Apparently you were also unwell that day – you had a high temperature and needed to take oxygen before the start?

GB: Yes, I was a bit sick. I think I ate something wrong.

AS: So it wasn't anything to do with the altitude?

GB: No.

AS: Were you saving your tyres during the first part of the race?

GB: I don't remember! But at the end of the day, it was always about saving tyres back then. With the strong turbo engine, it was very easy to destroy your rear tyres. I'm sure we had an eye on the tyres.

AS: The AUTOSPORT report at the time talked about the BMW engine producing 1300bhp at peak boost...

GB: Yep, it was 1300 or 1400. It was like a road-car engine with a massive turbocharger, and the operating band was very small.

Everything was about controlling the car, controlling the wheelspin, and using this enormous power to move forward rather than sideways. You had to change your lines a bit too – it was a lot of late braking, turning the car in and then trying to open the throttle as early as possible to get the boost.

Q: You'd done your deal to move to Ferrari for 1987 at the previous race. How important was it for you to move across to Maranello as a race winner?

GB: It wasn't important in the sense of my arrival at Ferrari, but it was definitely important for me. It was my 35th race, so it was still quite early in my career, and for me it was important to be able to say that I had done it. I didn't feel like I was running after my first win anymore, and I could relax and try to win some more.

American beauty dies in its infancy

The world shudders to think of what a car designed by Ross Brawn and Adrian Newey could do. The duo worked together fleetingly in 1986, but the machinations of corporate America meant that their team's sponsor was pulling out and their team was doomed. Could it have been an F1 powerhouse?

"I'd like to think, realistically, that we could have a serious shot at the world championship in 1986."

Alan Jones's words at the launch of Carl Haas's Beatrice Lola Formula 1 team in January 1985 appear ludicrous with hindsight. The Australian, who came out of F1 retirement after three seasons away (an outing for Arrows at Long Beach in '83 apart) scored only four points in '86, and he and his team vanished from the grand prix landscape at the end of it.

But this was not just another half-baked F1 failure. Team Haas USA had it all – initially at least. It was set up by one of the most successful team owners in the US, it had a returning world champion, it had megabucks backing from Beatrice Foods worth a total of \$80 million over five years for the F1 team (and three for Haas's Indycar squad). It was run by former McLaren men Teddy Mayer and Tyler Alexander. It had



Patrick Tambay leads Alan Jones on his 'home' ground in the 1986 Monaco Grand Prix

highly-rated Williams defector Neil Oatley and ex-Brabham man John Baldwin as designers. And it boasted an unholy alliance of two up-and-comers named Ross Brawn and Adrian Newey.

Haas's aggressive recruitment drive, which had included audacious bids for Keke Rosberg and Nelson Piquet, earned him few friends, and there was a massive buzz surrounding his team. With a three-year exclusive deal to run Ford Cosworth turbo powerplants from 1986 already inked – after McLaren boss Ron Dennis had harpooned Haas's attempt to run TAG Porsche units – the team made its race debut with a single entry for Jones at Monza in September '85. The THL1 chassis was dubbed a Lola in deference to Haas's status as the marque's North American importer. It was, in fact, designed and built by FORCE (Formula 1 Race Car Engineering), the company set up by Haas to produce the team's cars, and run by Mayer and Alexander.

Jones's four appearances in 1985 yielded just 39 racing laps and no finishes. But '86 was the 'real' first campaign, and expectations were high with a second car added for Frenchman Patrick Tambay, twice Can-Am champion for Haas.

"We had the Hart engine to begin with, which was a good effort but it really wasn't cutting edge," recalls Brawn, the team's head of aerodynamics. "Then we finally got the Ford engine, but initially Cosworth didn't believe the potential that others were achieving. We did simple analysis of our drag and power, showing that other teams had hundreds of horsepower more than we did."

Cosworth was, understandably, behind. Its fuel-management software wasn't ready for the start of the year, forcing the team to bring its Lola-Harts out of mothballs. Jones raced the Cosworth-engined THL2 for the first time at Imola, and its lack of peak power left it five seconds off the pace. The car was unreliable too, with the team registering only two finishes in the first nine races of the year. It always came back to the engine, with Tambay, who generally outpaced Jones, proving that the chassis was sound by being the fastest car through Eau Rouge on Belgian Grand Prix weekend. In Belgium, Jones described the car as "perhaps as good as anything I've ever driven."

Brawn says: "That was the era of unlimited boost, and Cosworth



Hart-engined car got the ball rolling. Mayer by cockpit; Brawn with foot on rear wheel



Cosworth's new V6 was supposed to propel the team to the front in 1986



Jones in conversation with team boss Haas



Beatrice's multi-millions didn't last long



Team took a peak four-five in Austrian GP

suddenly discovered the special fuels. We didn't have the toluene-based exotic fuels and suddenly, when we did get that, we had an engine with getting on for 1000bhp whereas before we had 700bhp.

There were signs of improvement, with Jones and Tambay fourth and fifth in Austria (progress but, as Jones said after the race, "I was lapped twice, for Christ's sake – the thing could hardly make it up the hill"). After Jones's sixth at Monza the results tailed off as the money ran out. Cosworth would have caught up, as Benetton's form with the engine in 1988 proved, but the real reasons for the failing of the Haas team lay in the corporate world.

Early in 1986, Beatrice Foods was the victim of a leveraged buyout by Kohlberg Kravis & Roberts. Chairman Jim Dutt, the man behind the money-no-object sponsorship, was ousted. On February 28 1986, Haas had no choice but to agree a deal for the Beatrice sponsorship to be scaled back to nothing over the course of that year. Efforts to find a new backer came to naught and Haas, who knew exactly what it took to succeed in F1, was in no mind to throw good money after bad.

Everyone knew where the team was headed, which contributed to occasional tetchiness. Mayer and Jones – two abrasive personalities – didn't click and often the team's two drivers didn't cooperate as well as some would have liked. Already, those involved were looking elsewhere, with Brawn joining Arrows in the late summer having seen the writing on the wall, only a few months after Newey was brought on board ahead of the French Grand Prix.

"We had some very good people there," says Brawn, who reckons that the team had real potential.

The team pulled out, and Haas's plans for resurrecting it in 1988 came to naught. The Cosworth engine had already gone to Benetton and the team broke up. Oatley headed to McLaren, Newey was redeployed to Newman/Haas Racing to be Mario Andretti's Indycar race engineer prior to returning to F1 as March technical director later that year, and Jones walked away from grand prix racing for good. The remains of FORCE were picked up by Bernie Ecclestone.

It had all the people and potential it needed to become a grand prix powerhouse, only for a capricious sponsor to walk away.

Dumfries's Lotus dream turns into a nightmare

Britain's big F3 star of the day should have shone in F1 with Lotus. The man now titled as the Marquess of Bute tells why it didn't work out for him

Johnny Dumfries had impeccable credentials when he was signed up to be Ayrton Senna's teammate at Lotus for 1986. He was a British Formula 3 champion, and a dominant one at that. He'd been test driver for Ferrari. And he'd raced in Formula 3000. That wasn't the CV of a driver who was going to jump into a grand prix-winning car and end up with just three championship points to his name at the end of the season.

To this day, Dumfries isn't exactly sure what went wrong during his first and only season of grand prix racing. Yet talking to him 25 years on, you get the impression that his state of mind played a part.

For a start, he admits that he was intimidated when he landed the drive in the second Lotus-Renault 98T.

That winter there had been a very public courtship between the British team – or perhaps, more correctly, lead sponsor John Player Special – and out-of-work Renault driver Derek Warwick. British American Tobacco, which owned the JPS brand, was stipulating a British driver to race alongside Senna. But the Brazilian hotshot, with a contract in his briefcase enshrining his number-one status, was calling the shots. Dumfries was, in effect, second choice for the seat.

"I felt slightly intimidated by the situation," Dumfries admits today. "It was all a bit unfortunate. There had been a lot of drum beating in favour of Warwick. That



The attention at Lotus was all on Ayrton Senna, but Dumfries remains philosophical about it



Dumfries went from nimble junior cars to turbo monsters



The young Brit moves out of the way for Senna at Estoril



Team manager Peter Warr, Senna, Dumfries and some epic 1980s hairstyles on the JPS girls

wasn't very fair on me, because my credentials were good."

As was his start to the season. "It all began pretty well at Rio," he says. "I can't say I wasn't prepared ahead of the season. I'd done quite a few kilometres in the Ferrari in '85 and a bit of running with Lotus, and I was very fit."

The second Lotus ended up ninth in the Brazilian Grand Prix, and might have finished higher but for an unscheduled pitstop, witness its fourth-fastest race lap.

"I was pretty encouraged, but I wasn't very competitive in the early European races," he recalls. "I wasn't strong at Imola and then I crashed in practice in Monaco, which was a pretty disastrous thing to do. My confidence gradually got eroded and that isn't a good state of mind for a racing driver to be in."

Poor reliability, exacerbated by having to develop the new six-speed gearbox, was a factor in that situation, claims Dumfries.

DUMFRIES: "My confidence gradually got eroded and that isn't a good state of mind for a racing driver to be in"

"It cut down on my mileage and that had a debilitating effect on me," he says.

Dumfries agrees that he might have been in a better state of mind to begin his F1 adventure had he graduated straight from F3. He believes that his career was losing momentum from the moment he had to leave F3 behind.

"I'd gone from having a really dominant year in F3 to a shocking year in 1985," he explains. "I'd had a handful of F3000 races and had that weird testing situation with

Ferrari [which signed him to develop the stillborn straight-four engine]. I think I would have been in better shape if I had got to F1 straight after F3."

There were highs for Dumfries in 1986, most notably his first points finish at the inaugural Hungarian Grand Prix. And he thinks he knows the reason: "It was the first time there for everyone."

Dumfries reckons he might have done better than his eventual fifth place: "I started to feel tired about three-quarters of the way through. It was an incredibly busy circuit and very hot that year. I started to make a few mistakes, decided to take it easy and take the points."

Dumfries knew that he wouldn't be retained by Lotus as 1986 wore on, and admits that his chances of making it back into F1 were always going to be limited.

"That would have required me finding a sponsor," he says. "And that wasn't going to happen."

Dumfries concedes that he was very much a number two at Lotus, but had no quibble with his situation.

"Team Lotus liked to run that kind of team and Peter Warr [the team manager] was completely in love with Senna, and with good reason," he says. "But it was still one of the top teams and it was impossible to turn them down."

"Only in my most cynical moments would I say I was shafted. I took my chance and it didn't quite work out."

Johnny Beaut: Price was right for an F3 champion's noble artistry

"The best driver we ever had in Formula 3." That's how team owner Dave Price sums up the talents of Johnny Dumfries. Praise indeed given that David Price Racing's F3 alumni include Martin Brundle.

"I'm absolutely convinced that our success in 1984 was all down to him, because it wasn't as if we'd been a top team the year before," says Price, whose charge won the British title with 10 victories and was a close second in the European F3 Championship in his BP-sponsored Ralt-Volkswagen. "He was supreme: every time he got in the car, he was straight on the pace. There was no mucking around and he knew exactly what he wanted from the car."

Price confesses that he doesn't know what went wrong at Lotus,

though he has suspicions that a driving style that had served Dumfries so well in F3 wasn't so well suited to F1 at the time.

"Johnny was a left-foot braker when it wasn't par for the course," explains Price. "In those days, Copse at Silverstone was a bit of a lift, but he would go through flat with a hint of brake. His style of driving suited F3, but maybe it didn't suit going forward with the cars of the time."

So convinced of Dumfries's talents was Price that he tried to lure the man now known as Johnny Bute out of retirement on more than one occasion. Remember the Scot's appearance, aged 45, at the Le Mans Test Day at the wheel of a DPR-run DBA4-Zytek LMP675 prototype in 2003?

RESULTS AT A GLANCE

BRAZIL (RIO)



- 1 •
Nelson Piquet
(Williams-Honda)
- 2 •
Ayrton Senna
(Lotus-Renault)
- 3 •
Jacques Laffite
(Ligier-Renault)

SPAIN (JEREZ)



- 1 •
Ayrton Senna
(Lotus-Renault)
- 2 •
Nigel Mansell
(Williams-Honda)
- 3 •
Alain Prost
(McLaren-TAG)

SAN MARINO (IMOLA)

- 1 •
Alain Prost
(McLaren-TAG)
- 2 •
Nelson Piquet
(Williams-Honda)
- 3 •
Gerhard Berger
(Benetton-BMW)

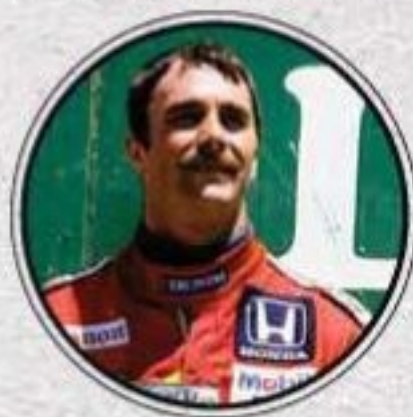
MONACO

- 1 •
Alain Prost
(McLaren-TAG)
- 2 •
Keke Rosberg
(McLaren-TAG)
- 3 •
Ayrton Senna
(Lotus-Renault)

BELGIUM (SPA)

- 1 •
Nigel Mansell
(Williams-Honda)
- 2 •
Ayrton Senna
(Lotus-Renault)
- 3 •
Stefan Johansson
(Ferrari)

CANADA (MONTREAL)



- 1 •
Nigel Mansell
(Williams-Honda)
- 2 •
Alain Prost
(McLaren-TAG)
- 3 •
Nelson Piquet
(Williams-Honda)

DETROIT

- 1 •
Ayrton Senna
(Lotus-Renault)
- 2 •
Jacques Laffite
(Ligier-Renault)
- 3 •
Alain Prost
(McLaren-TAG)

FRANCE (PAUL RICARD)

- 1 •
Nigel Mansell
(Williams-Honda)
- 2 •
Alain Prost
(McLaren-TAG)
- 3 •
Nelson Piquet
(Williams-Honda)

BRITAIN (BRANDS HATCH)

- 1 •
Nigel Mansell
(Williams-Honda)
- 2 •
Nelson Piquet
(Williams-Honda)
- 3 •
Alain Prost
(McLaren-TAG)

GERMANY (HOCKENHEIM)

- 1 •
Nelson Piquet
(Williams-Honda)
- 2 •
Ayrton Senna
(Lotus-Renault)
- 3 •
Nigel Mansell
(Williams-Honda)

HUNGARY (HUNGARORING)

- 1 •
Nelson Piquet
(Williams-Honda)
- 2 •
Ayrton Senna
(Lotus-Renault)
- 3 •
Nigel Mansell
(Williams-Honda)

AUSTRIA (OSTERREICHRING)



- 1 •
Alain Prost
(McLaren-TAG)
- 2 •
Michele Alboreto
(Ferrari)
- 3 •
Stefan Johansson
(Ferrari)

ITALY (MONZA)

- 1 •
Nelson Piquet
(Williams-Honda)
- 2 •
Nigel Mansell
(Williams-Honda)
- 3 •
Stefan Johansson
(Ferrari)

PORTUGAL (ESTORIL)

- 1 •
Nigel Mansell
(Williams-Honda)
- 2 •
Alain Prost
(McLaren-TAG)
- 3 •
Nelson Piquet
(Williams-Honda)

MEXICO (MEXICO CITY)



- 1 •
Gerhard Berger
(Benetton-BMW)
- 2 •
Alain Prost
(McLaren-TAG)
- 3 •
Ayrton Senna
(Lotus-Renault)

AUSTRALIA (ADELAIDE)

- 1 •
Alain Prost
(McLaren-TAG)
- 2 •
Nelson Piquet
(Williams-Honda)
- 3 •
Stefan Johansson
(Ferrari)



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ROSENQVIST MASTER OF THE RANKINGS

F3 Masters win at Zandvoort makes Swede a big climber

Felix Rosenqvist became the first Swede to win the F3 Masters, as an assured race handed him victory and boosted him 55 places in the Castrol EDGE Rankings.

Starting from third, Rosenqvist's task was made easier when front-row starters Roberto Merhi and Daniel Juncadella clashed away from the start, allowing the Swede to slip into a lead he never surrendered.

Victory in the prestigious race – which

counts David Coulthard, Lewis Hamilton and Paul di Resta as past winners – moved Rosenqvist into 209th in the Rankings, comfortably his highest ever spot.

While Merhi paid the price for his crash, dropping two places to 98th, Juncadella remarkably improved 11 spots despite not completing a single lap, and lies 141st. Kevin Magnussen was another mover, his podium lifting him 29 places to 236th.



POWER SLIDES DOWN RANKINGS

Will Power closed the gap on points leader Dario Franchitti in a chaotic race at New Hampshire, but he couldn't prevent a fall down the Castrol EDGE Rankings for a second consecutive week.

Power's fifth-place finish was not enough to preserve eighth place in the Rankings and he fell one spot to ninth – NASCAR's Carl Edwards moving up into that position.

CURRENT STANDINGS

1	Sebastian Vettel	F1	28,921
2	Mark Webber	F1	21,835
3	Fernando Alonso	F1	20,600
4	Sébastien Loeb	WRC	20,515
5	Lewis Hamilton	F1	18,926
6	Dario Franchitti	IndyCar	17,783
7	Jenson Button	F1	16,742
8	Carl Edwards	Sprint Cup	16,408
9	Will Power	IndyCar	15,891
10	Jimmie Johnson	Sprint Cup	15,149

DATA CORRECT AS OF 15 AUGUST 2011

GRAND PRIX PREDICTOR SLIPS UP AT WET HUNGARY



Changeable weather played havoc in the Hungarian Grand Prix, but the Castrol EDGE Grand Prix Predictor managed to navigate the drama and salvage a par score in what was generally a difficult weekend.

The Predictor omitted eventual race winner Jenson Button completely from its top ten, but scored points elsewhere by backing Fernando Alonso for the win and Lewis Hamilton for third.

Sebastian Vettel and Felipe Massa yielded further points but the Predictor's pride was salvaged as a correct forecast of Jaime Alguersuari in tenth boosted its tally to 24.

Only 'Team Scott' gained triple figures, while 'Random Racing' lead overall with 486 points, four ahead of 'bod bod gp'. To view the full leaderboard, the Predictor's picks and the expert panel's choices, go to:

<http://predictor.castroledgerankings.com>

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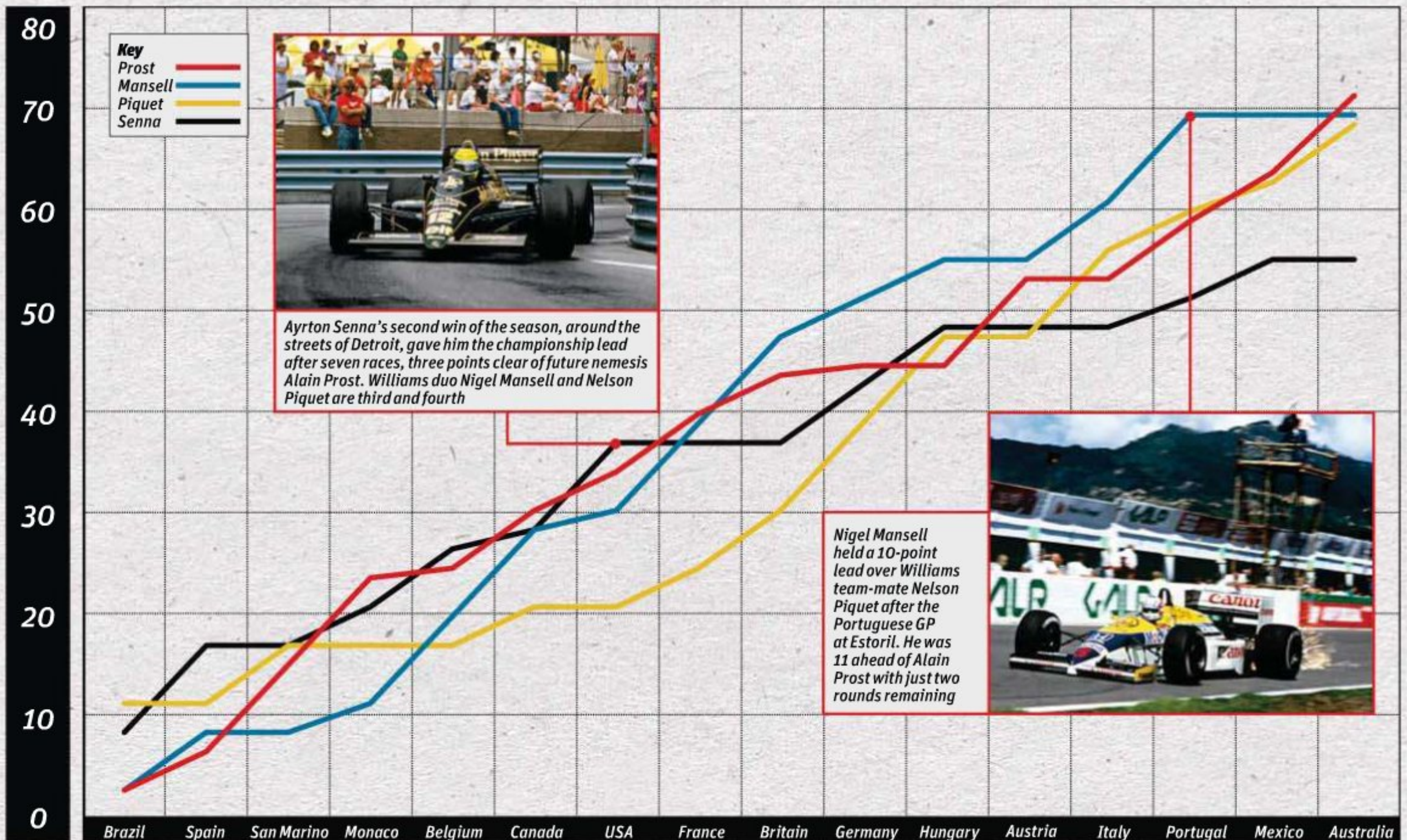
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WORLD CHAMPIONSHIP POSITIONS



DRIVERS' CHAMPIONSHIP

No	Driver	Car	Points
1	Alain Prost	(McLaren)	72
2	Nigel Mansell	(Williams)	70
3	Nelson Piquet	(Williams)	69
4	Ayrton Senna	(Lotus)	55
5	Stefan Johansson	(Ferrari)	23
6	Keke Rosberg	(McLaren)	22
7	Gerhard Berger	(Benetton)	17
8	Jacques Laffite	(Ligier)	14
9	Michele Alboreto	(Ferrari)	14
10	Rene Arnoux	(Ligier)	14
11	Martin Brundle	(Tyrrell)	8
12	Alan Jones	(Haas)	4
13	Philippe Streiff	(Tyrrell)	3
14	Johnny Dumfries	(Lotus)	3
15	Teo Fabi	(Benetton)	2
16	Patrick Tambay	(Haas)	2
17	Riccardo Patrese	(Brabham)	2
18	Christian Danner	(Osella/Arrows)	1
19	Philippe Alliot	(Ligier)	1

CONSTRUCTORS' CHAMPIONSHIP

Pos	Team	Points
1	Williams-Honda	141
2	McLaren-TAG	96
3	Lotus-Renault	58
4	Ferrari	37
5	Ligier-Renault	29
6	Benetton-BMW	19
7	Tyrrell-Renault	11
8	Haas Lola-Ford	6
9	Brabham-BMW	2
10	Arrows-BMW	1

FASTEST LAPS

Driver	FLs
Piquet	7
Mansell	4
Prost	2
Berger	2
Fabi	1

DID YOU KNOW?

Teo Fabi claimed two pole positions in 1986, but didn't lead a lap. His career record of three poles and no laps led is unique in world championship history.

WINS

Driver	Wins
Nigel Mansell	5
Nelson Piquet	4
Alain Prost	4
Ayrton Senna	2
Gerhard Berger	1



POLES

Driver	Poles
Ayrton Senna	8
Nelson Piquet	2
Teo Fabi	2
Nigel Mansell	2
Alain Prost	1
Keke Rosberg	1



The fab four of Formula 1

It's hard enough to get one F1 driver to a photo shoot. When a leading snapper tried to get four together it was like herding cats, until Bernie intervened

Estoril, September 1986

That photo was set up between Bernie Ecclestone and me. F1 drivers can be a bit prima donna-ish, if you know what I mean, and I'd attempted to have a word with Nelson Piquet first. He wasn't too interested in doing it, so I went and had a chat with Bernie, and I said: "Listen, it would be a great idea if we could set something up with the protagonists left in the championship." He said: "Yes, I totally agree with that." So I said: "Well, you have to go and have a word with your drivers." He told me to come to the pitwall at a certain time, and it would be set up. And it was.

It was difficult trying to get the drivers to do anything like that. I remember once trying to get Niki Lauda and Piquet together for a shot when they were fighting for the championship, and it took forever and a day to get them organised. Piquet wanted Niki to go to his tent, and vice-versa, and I thought the best way to do it was to get Bernie involved.

The actual shoot was over in

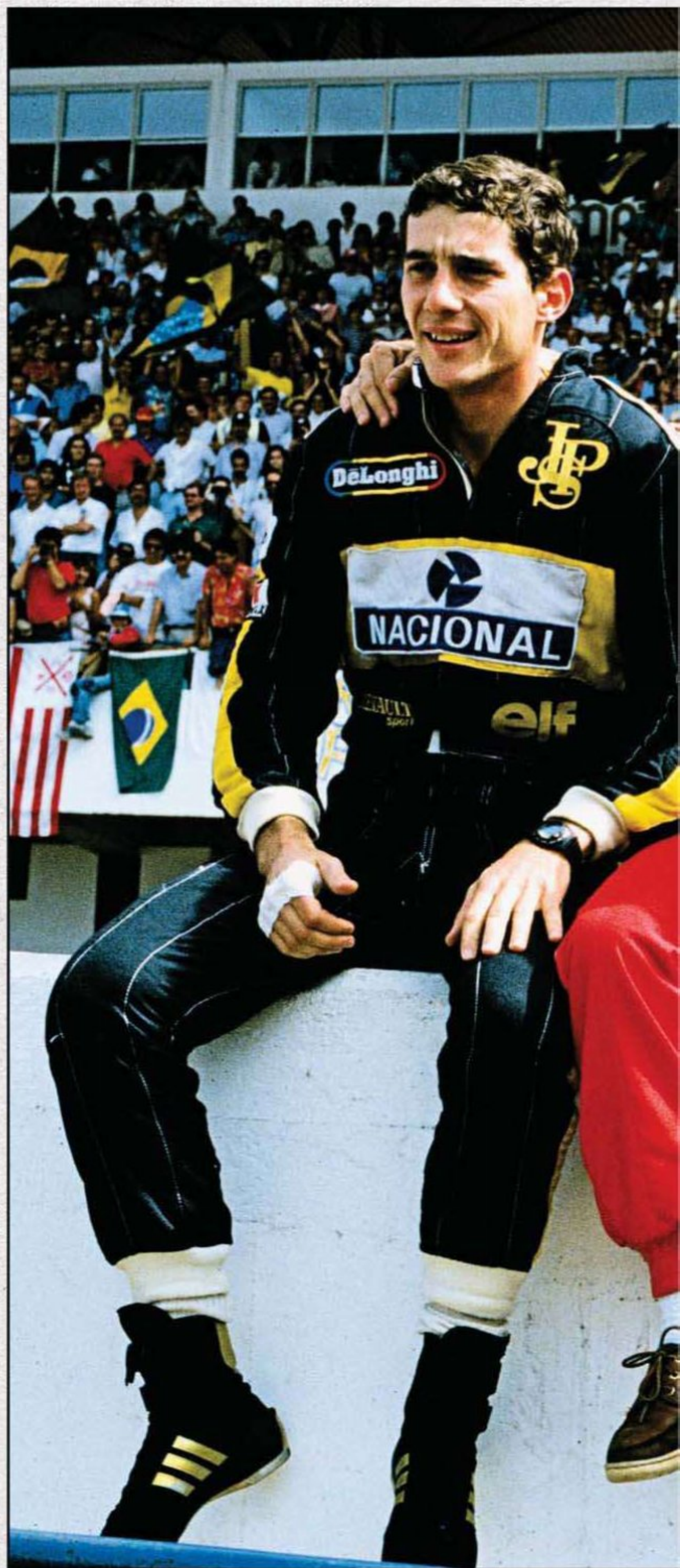
30 seconds — it was a case of, there they are, bang, or you've lost it. I was just told to be there, and that's why not many other photographers got it. There wasn't enough time to spread the word.

I'm not really surprised that the image has become so iconic. You come up with these ideas, but then they're generally shot down. But Bernie said to the PR people: "Look, it's good publicity for your sponsors" and they thought, "Blow it, it's only 30 seconds."

Funnily enough, the photo was recreated with the five title contenders last year — and my son Glenn was one of the photographers who got it! ☺



Dunbar Jr shot 2010 recreation of classic pic



Ayrton Senna, Alain Prost, Nigel Mansell and Nelson Piquet: between them, they would win 11 world championship titles



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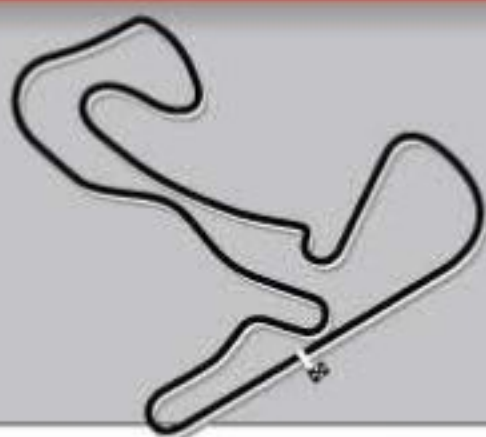
ALL PICS: LAT

ZANDVOORT

NETHERLANDS

August 13-14

FIA International F3
Round 4/5



AT A GLANCE

- Winner **Felix Rosenqvist**
- Pole **Roberto Merhi**
- Fastest lap **Rosenqvist**



Wittmann (front) claimed second

Felix the cool cat

After the expected Spanish dominators had clashed, Rosenqvist led the field all the way



Rosenqvist: second time lucky at Zandvoort

FELIX ROSENQVIST JUMPED into the limelight with a breakthrough victory at Zandvoort in the Masters of Formula 3. The Swede showed no sign of repeating the tiny lapse that cost him a maiden Euro Series win at the same track in May.

The 46,000 spectators who supported the event, despite a disappointing 16-car entry, will perhaps remember the extraordinary startline collision between Prema Powerteam's Spanish pairing of pre-race favourites Roberto Merhi and Daniel Juncadella for considerably longer than the domination by Mücke Motorsport racer Rosenqvist.

Even worse for Prema, a chain-reaction sequence of incidents caused by the front-row men's clash led to the team's third driver Pipo Derani also crashing out.

Prema boss Rene Rosin's pre-race statement that "it's always fun to be at the

Masters" appeared to ring decidedly hollow as he surveyed the damage post-race. Flushed in face, confirmation that Merhi had sealed the inaugural FIA Formula 3 International Trophy drivers' title brought little sign of an appeasement over his lead driver's error.

"Just look at all of these damaged cars," said Rosin. "The championship doesn't make me feel better right

now. Roberto has a fine, and a reprimand sent to his ASN. Daniel is also really peeved off."

After the excitement of the start subsided, the race brought minimal spectacle. Rosenqvist executed a superb drive, leading every lap comfortably ahead of second-placed Marco Wittmann (Signature). Kevin Magnussen recovered from a troubled practice beset by a misfire and an off in the rain

to take a distant third.

From the small town of Varnamo in the south of Sweden, Rosenqvist has exceeded his own expectations this year, after an off-beat career that includes Formula Renault 2.0 championships in Scandinavia and Asia.

"I've raced in some far-flung places as they've been good places to get mileage for a relatively cheap

amount," said Rosenqvist.

"I only did one season in the German F3 Cup last year, so I didn't see really see myself being a frontrunner at the beginning of this season.

"But things have worked out well right from the start. I have come close to winning races this year, particularly at Zandvoort when I was just passed by my team-mate, but I think I've been a bit unlucky. In fact, I think I've

Merhi squeezes Juncadella to the wall...



...as Derani smashes into the barriers



PICS: EBREV/LAT

RACE RATING

★★★★☆

After a controversial startline crash, the race settled down to a traditionally processional affair

MILESTONES

Mucke's last Masters win was scored by Christian Klien in '03



REPORT MASTERS OF F3

PETER MILLS
reports



Kevin Magnussen completed podium



been the only driver not to have won a race to show the same pace as Nigel [Melker], Roberto and Daniel."

Rosenqvist's career direction is likely to hinge upon the wishes of Mercedes and his Swedish management, but the strength of the 2012 Euro Series could also be a factor.

"I'm a Mercedes driver, so I will do what they want," said Rosenqvist. "I would love to do F3 again. Next year I want to stay in the Euro Series, and as long as it's a strong championship it's where I want it to be."

To that end, this year's Masters entry – the lowest since the inaugural event in 1991 – could be a concern. The 2012 Euro Series has yet to take shape, but there are positive signs of attempts

being made to return the category to full health. Kumho has extended its backing of the Masters for another three years, while Dallara has released details of its new car. Unsurprisingly, cost-cutting features were promoted heavily in the company's release.

For Rosin, the dearth of British-series teams making the journey to Holland has perhaps painted a gloomier picture than might otherwise be the case.

"The fact that the Euro Series already raced at Zandvoort doesn't help the British teams," said Rosin. "But they should be OK in terms of competitiveness. Look at Carlin – they're not so far away with Magnussen and Rupert Svendsen-Cook. We had interest from

Not quite Christmas for Merhi

WHEN POLESITTER

Roberto Merhi veered across the track into team-mate Daniel Juncadella away from the start of the F3 Masters, the resulting melee set the stage for third-starter Felix Rosenqvist to shake off his nearly-man status.

An excess of wheelspin contributed to Merhi's initial move to cover his line, but the Valencia man continued to steer towards the right, and pincered compatriot Juncadella against Zandvoort's angled pitwall.

With interlocked wheels, the Prema cars progressed down the pit straight in a plume of tyre smoke. Their restricted pace prompted wild avoiding action from Carlin driver Kevin Magnussen, who inadvertently sent Laurens Vanthoor onto the grass.

Amazingly, there were only three retirements in the incident. Juncadella pulled up with broken suspension, while team-mate Pipo Derani sustained substantial



Welcome attention for Rosenqvist

damage in an accident with Carlos Munoz.

Following two laps under the safety car, Rosenqvist confirmed his strong practice potential on the restart. The 19-year-old had demonstrated strong pace in qualifying, only for an inopportune red flag to scupper a potential pole lap.

Second-placed Marco Wittmann (Signature) was swiftly dropped, surrendering a 6.7s deficit by lap 18 of 25. Behind Wittmann, leading British-series racer Magnussen held off a train of cars to claim the final place on the podium. Local hero Nigel Melker took fourth, the

Mucke man unable to mount a serious overtaking attempt on Magnussen.

Rupert Svendsen-Cook gained three places in the start chaos to run fifth, and in a race of limited action the Carlin driver assuredly held off Signature's Daniel Abt by over a second at the chequered flag.

Merhi shrugged off a damaged floor and broken exhaust, among other maladies, to recover to ninth. The Euro Series points leader's efforts would prove in vain, however, as he was later disqualified by race officials for his lap-one actions.

British-series drivers for this event with Derani, and Lucas Foresti [who usually drives with Fortec] is with Mucke, so perhaps more British teams should have made the journey after all."

Few could have guessed that another feature of the 1991 Marlboro Masters, Jordi

Gene's record of highest-placed Spanish finisher in the Masters history, would remain unbeaten given this year's all-Spanish front row. Merhi cited Gene's second position for West Surrey Racing as a target in the build-up to the weekend. "The team deserved to finish

one and two," said Merhi, who is also leading the Euro Series. "I am not enjoying the [FIA International] Trophy win because I did not win the race. The only good thing is that we won the championship, because I know that these things cannot happen again."

RESULTS

Masters of Formula 3, FIA International F3 Trophy, round 4 of 5, Zandvoort (NL), August 13-14

GRID	
1	MERHI 1:30.750
2	JUNCADILLA 1:30.758
3	ROSENQVIST 1:31.055
4	WITTMANN 1:31.266
5	MAGNUSSEN 1:31.295
6	MELKER 1:31.411
7	VANTHOOR 1:31.530
8	S-COOK 1:31.599
9	ABT 1:31.914
10	FORESTI 1:31.933
11	DERANI 1:32.096
12	JAAFAR 1:32.123
13	MUNOZ 1:32.315
14	ERIKSSON 1:32.526
15	HUERTAS 1:32.529
16	SATO 1:32.694

25 LAPS, 66.906 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID
1	Felix Rosenqvist (S)	Mucke Motorsport	Dallara-Mercedes F308	42m19.994s	3
2	Marco Wittmann (D)	Signature	Dallara-VW F308	+5.182s	4
3	Kevin Magnussen (DK)	Carlin	Dallara-VW F308	+23.934s	5
4	Nigel Melker (NL)	Mucke Motorsport	Dallara-Mercedes F308	+24.507s	6
5	Rupert Svendsen-Cook (GB)	Carlin	Dallara-VW F308	+26.170s	8
6	Daniel Abt (D)	Signature	Dallara-VW F308	+27.232s	9
7	Laurens Vanthoor (B)	Signature	Dallara-VW F309	+27.826s	7
8	Lucas Foresti (BR)	Mucke Motorsport	Dallara-Mercedes F308	+28.944s	10
9	Jimmy Eriksson (S)	Motopark	Dallara-VW F308	+30.337s	14
10	Jazeman Jaafar (MAL)	Carlin	Dallara-VW F308	+40.802s	12
11	Carlos Huertas (CO)	Carlin	Dallara-VW F308	+41.923s	15
12	Kimiya Sato (J)	Motopark	Dallara-VW F308	+48.439s	16
R	Daniel Juncadella (E)	Prema Powerteam	Dallara-Mercedes F309	0 laps-accident	2
R	Pipo Derani (BR)	Prema Powerteam	Dallara-Mercedes F308	0 laps-accident	11
R	Carlos Munoz (CO)	Signature	Dallara-VW F308	0 laps-accident	13
EX	Roberto Merhi (E)	Prema Powerteam	Dallara-Mercedes F308	+29.838s	1

INTERNATIONAL F3 TABLE

POS	DRIVER	PTS
1	Merhi	118
2	Wittmann	61
3	Abt	40
4	Juncadella	39
5	Vanthoor	33

Winner's average: 94.83mph.
Fastest lap: Rosenqvist, 1m31.534s, 105.26mph.

NEW HAMPSHIRE

USA

August 14

IndyCar Series

Round 13/18

AT A GLANCE

- Winner **Ryan Hunter-Reay**
- Pole **Dario Franchitti**
- Most laps led **Franchitti**
- Fastest lap **Scott Dixon**



Servia (left) thought RH-R's trophy should be his

Officials lose vote in New Hampshire primary

**Chaotic race ends in Ryan Hunter-Reay win
- and even that's the subject of dispute**



Hunter-Reay leads the way from Servia

THEY CALL LOUDON THE 'MAGIC Mile' but — as far as Race Control was concerned — lap 217 was more like the 'tragic mile' as the green flag was waved on a track that was simply too wet to race. It triggered a multi-car pile-up and a raft of accusation, recrimination and, in Will Power's case, a two-fingered salute to the authorities.

The field came to the startline led by Ryan Hunter-Reay, whose team boss Michael Andretti was visibly agitated by the decision to restart the race with eight laps to go: "It's wet weather, you can see it on the ground here, it's way wetter than when they threw a yellow for rain earlier," he said. "How can they do this? It's very irresponsible."

Just as the green flag was waved, Hunter-Reay's team-mate Danica Patrick

spun out of sixth place coming off Turn 4. It kicked off a chain of synchronised spinning across the startline, including title contender Will Power, who was hit from behind by Takuma Sato and then again by Ed Carpenter after he'd slammed backwards into the pitwall — earlier visited by championship rival Dario Franchitti (see panel, right).

Sato's team boss Jimmy Vasser was first to vent his anger: "I don't know what they were thinking in race control. Hunter-Reay couldn't put the power down; Danica spun. It was just an asinine decision."

Power made his feelings very clear with his 'double-barrelled bird' gesture to Race Control, and claimed he was "begging" chief steward Brian Barnhart not to restart over the radio.

"It was too slippery — everyone was saying it," said Power. "We all begged him, we were all on the radio, [team chief] Tim Cindric said that everyone was saying the same thing. I was saying, 'Please do not start, we cannot start in these conditions.' And that was the result. I spun and got drilled by people."

"I just can't believe they make decisions like that — what are those guys up there doing? They have Al Unser; he's raced, he'd never race in these conditions. To me it's disgraceful. I lost my temper, but I couldn't help it — I was so emotional."

On the subject of Barnhart, he added: "There's no use [in talking to him]. He makes such bad calls all the time. They cannot have this guy running the show because that was a decision

that put a lot of drivers in danger. You saw how many people crashed on the front straight. That track was in no condition to race on. Shame on him."

Soon after the race concluded, it was announced that the positions would be reset to those before that final restart, so spinners Power and Patrick kept their fifth and sixth-place finishes respectively. Just as

significantly, it was time for Barnhart to face the music.

"Obviously the track conditions were not in a position where it was safe for us to run," he said. "It was a mistake on Race Control's part. We were getting reports back from observers that there wasn't a surface change and said it was in raceable condition. The attempted restart showed that wasn't the case."



Franchitti would move away from pack

RACE RATING

★★★★☆

Sometimes awesome racing spoiled by incompetence from the race officials

MILESTONE

Helio Castroneves made his 200th start for Penske, but spun early and finished a lowly 17th



REPORT INDYCAR NEW HAMPSHIRE

CHUCK BRADBURY JR
reports

"We tore up some race cars we shouldn't have. And that's one of those things that just makes you feel sick to your stomach, because you know, after the fact, that you chose poorly."

The 'fact' remained that the information was out there that the track was too wet, but Barnhart insisted that the drivers' messages never got through.

"The hard part about this, I know of a lot of them are saying this now, but we didn't get a single pit-tech call [the go-betweens who relay messages from teams to officials] that we couldn't go because they were radio-ing in. All our info said it was good to go, and clearly that was not good information.

"We were frankly running out of laps. If you spent a lot of time trying to switch radio channels and talk to a bunch of people, you're counting laps in a hurry. But we never had a single pit-tech call to say the driver of car x doesn't think we should go."

There was even more controversy after the race, when second and third-place finishers Oriol Servia and Scott Dixon claimed they



Scheckter trips over Viso...



...while Conway and Rahal exited

should have been classified first and second, as both had jumped a wheelspinning Hunter-Reay at that fateful final restart – but that fell on deaf ears too.

"I'm fine with them making decisions, but they've got to be consistent," said Dixon. "Today, they changed left, right and centre. That race went green, Ryan didn't go and we both passed him, and then they put the results back. In this game, you snooze, you lose.

It was just a bizarre day."

That claim left Hunter-Reay fuming too, as he believed he won on merit: "I was pretty angry when we went green, and I was spinning my wheels in second and third gears. I heard on the radio, 'They're wrecking behind you' – that was before I even got to the startline. Servia led for 20 feet, according to him, but all I know is that I won that race. Certainly the strangest win of my career."

Franchitti sheds the tears of Sato

DARIO FRANCHITTI WASN'T just dominating this race, he was decimating the field with his pace – until a restart on lap 118.

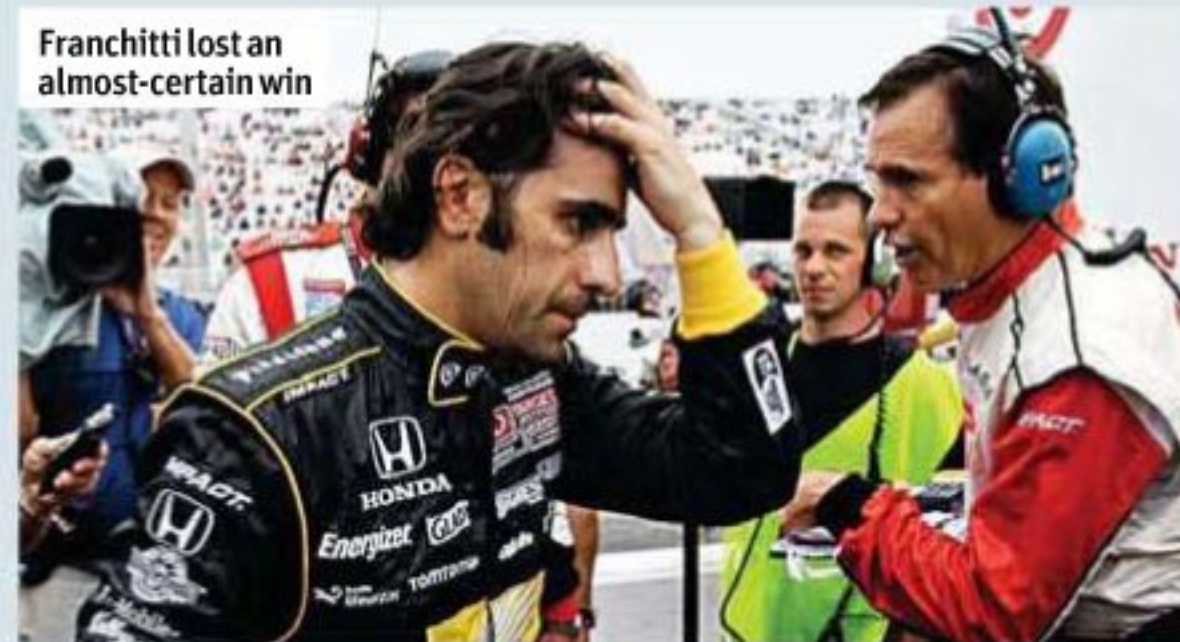
After taking pole, he had lapped half the field by the time the third full-course yellow appeared, for a rain shower, on lap 75.

But it was a restart after the next yellow – for a clash involving Tomas Scheckter and a somersaulting Tony Kanaan – that ended Dario's day. As he came to the green flag, he brushed wheels with fellow front-row starter Takuma Sato and was sent spinning into the pitwall.

"I got the jump on

Takuma and he just continued to come up into my left-rear," said Franchitti. "I don't know what he was thinking. It's not the first time he's done that and probably not the last. It's pretty devastating – the car was so good."

Although from the head-on shot it looked like Franchitti moved down on Sato, he was clearly the lead car in the situation, and Taku admitted he was to blame: "I was too close to Dario, and there's no excuse for that. He was coming over a bit, and I had some debris in my eye, so I had some tears." So did Dario.



Franchitti lost an almost-certain win

RESULTS

IndyCar Series, New Hampshire Motor Speedway (USA), August 13-14, round 13 of 18

GRID

1 FRANCHITTI 170.843mph	2 SERVIA 169.831mph
3 KANAAN 169.698mph	4 HINCHCLIFFE 169.590mph
5 HUNTER-REAY 169.570mph	6 BRISCOE 169.451mph
7 DIXON 169.114mph	8 SATO 169.044mph
9 CASTRONEVES 168.886mph	10 KIMBALL 168.434mph
11 HILDEBRAND 168.047mph	12 CONWAY 167.852mph
13 POWER 167.011mph	14 LLOYD 166.877mph
15 PATRICK 166.834mph	16 TAGLIANI 166.809mph
17 VISO 166.536mph	18 SCHECKTER 166.381mph
19 MEIRA 166.253mph	20 JAKES 165.265mph
21 BEATRIZ 164.958mph	22 ANDRETTI 164.722mph
23 RAHAL 163.816mph	24 SAAVEDRA 162.285mph
25 CARPENTER 161.734mph	26 SILVESTRO 157.437mph
27 HANN no time	

215 LAPS, 220.375 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID
1	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Honda	1h58m01.5843s	5
2	Oriol Servia (E)	Newman/Haas Racing	Dallara-Honda	+0.2361s	2
3	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda	+1.4839s	7
4	James Hinchcliffe (CDN)	Newman/Haas Racing	Dallara-Honda	+2.1750s	4
5	Will Power (AUS)	Team Penske	Dallara-Honda	+2.8250s	13
6	Danica Patrick (USA)	Andretti Autosport	Dallara-Honda	+3.6173s	15
7	Takuma Sato (J)	KV Racing Technology-Lotus	Dallara-Honda	+4.1174s	8
8	Ryan Briscoe (AUS)	Team Penske	Dallara-Honda	-1 lap	6
9	Charlie Kimball (USA)	Chip Ganassi Racing	Dallara-Honda	-2 laps	10
10	Vitor Meira (BR)	AJ Foyt Racing	Dallara-Honda	-3 laps	19
11	Ed Carpenter (USA)	Sarah Fisher Racing	Dallara-Honda	-3 laps	25
12	EJ Viso (YV)	KV Racing Technology-Lotus	Dallara-Honda	-3 laps	17
13	Alex Lloyd (GB)	Dale Coyne Racing	Dallara-Honda	-4 laps	14
14	Ana Beatriz (BR)	Dreyer & Reinbold Racing	Dallara-Honda	-5 laps	21
15	Sebastian Saavedra (CO)	Conquest Racing	Dallara-Honda	-5 laps	24
16	Simona de Silvestro (CH)	HVM Racing	Dallara-Honda	-6 laps	26
17	Helio Castroneves (BR)	Team Penske	Dallara-Honda	-13 laps	9
18	James Jakes (GB)	Dale Coyne Racing	Dallara-Honda	176 laps-gearbox	20
19	Alex Tagliani (CDN)	Sam Schmidt Motorsports	Dallara-Honda	137 laps-fire	16
20	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda	118 laps-accident	1
21	JR Hildebrand (USA)	Panther Racing	Dallara-Honda	118 laps-accident	11
22	Tony Kanaan (BR)	KV Racing Technology-Lotus	Dallara-Honda	109 laps-accident	3
23	Tomas Scheckter (ZA)	Dreyer & Reinbold Racing	Dallara-Honda	109 laps-accident	18
24	Marco Andretti (USA)	Andretti Autosport	Dallara-Honda	109 laps-accident	22
25	Mike Conway (GB)	Andretti Autosport	Dallara-Honda	0 laps-accident	12
26	Graham Rahal (USA)	Chip Ganassi Racing	Dallara-Honda	0 laps-accident	23
27	Pippa Mann (GB)	Rahal Letterman Lanigan Racing	Dallara-Honda	non-starter; injured	27

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Franchitti	443
2	Power	396
3	Dixon	370
4	Servia	308
5	Kanaan	295
6	Briscoe	277
7	Andretti	270
8	Hunter-Reay	261
9	Rahal	240
10	Sato	238

Winner's average: 112.030mph.
Fastest lap: Dixon, 22.3481s,
165.115mph.
Qualifying: decided by average speed
over a run of two flying laps.

- Winner **Marcos Ambrose**
- Pole position **Kyle Busch**
- Most laps led **Kyle Busch**
- Points leader **Kyle Busch**



Crazy finish to an entertaining race that kept the result in doubt

IN BRIEF

FORMULA RENAULT NEC

Koiranen Bros drivers Carlos Sainz Jr and Daniil Kvyat dominated the opening race in wet conditions at Zandvoort. KTR men Stoffel Vandoorne and Josh Hill took third and fourth. Sainz won again in race two ahead of Pieter Schothorst and Come Ledogar.

SUD-AM FORMULA 3

Fabiano Machado got closer to the title by winning two of the three races held at Caruaru. With seven wins in 12 races, the Cesario Formula driver has 82 points over team-mate Ronaldo Freitas. Hitech driver Fernando Rezende scored his maiden win in the race Machado didn't prevail.

GERMAN GT MASTERS

Guest drivers Christian Engelhardt and Norbert Siedler scored the first win for Porsche with their MRS-run entry at Spielberg. Victory in the second race went to Stuck brothers Johannes and Ferdinand with their Reiter-fettled Lamborghini.

GERMAN FORMULA MASTERS

Motopark's Danish driver Kean Kristensen won the first two races at Spielberg, while Russian team-mate Artem Markelov completed the triple success for Timo Rumpfkeil's squad by winning the other.

NASCAR SPRINT CUP WATKINS GLEN (USA), AUGUST 15, RD 22/36

Ambrose wins a Cup race at last

IT'S BEEN A LONG TIME

coming, but Marcos Ambrose finally sealed his first NASCAR Sprint Cup win in an unpredictable rain-delayed encounter on Monday at Watkins Glen.

The new ethanol-mix fuel NASCAR uses this year has altered the economy of the Cup cars. Whereas a two-stop strategy was de rigueur at The Glen in the past, most reckoned a three-stopper was required this time out.

Ambrose and Richard

Petty Motorsports Ford team-mate AJ Allmendinger quickly worked their way to the front, but Allmendinger's strategy was torn up when he was punted off by the lapped Penske Dodge of Kurt Busch, filling his Ford Fusion's radiator with grass in the process.

Ambrose showed he was committed to a three-stopper by pitting on lap 18, which left poleman Kyle Busch in the lead. Busch stayed out until lap 30 — two-stop territory — aided

by a full-course caution for brother Kurt Busch's race ending in the barrier.

But it was another caution that defined the race. The throttle stuck on Denny Hamlin's Joe Gibbs Toyota, sending him head-on into the Turn 1 tyres at pace. The whole field pitted and the strategy was neutralised. Track position was king, and Kyle Busch was on the throne.

Ambrose charged his way into second, and was sizing up Busch for the lead when

Paul Menard suffered a blown tyre and exited in fiery fashion as a fuel line ruptured on his hobbled car.

The race restarted with two laps remaining. Busch took the inside lane, leaving Ambrose on the outside. He was jumped by Penske's Brad Keselowski, but with cold tyres Busch ran wide and slipped to third.

Ambrose drafted his way by Keselowski into the chicane to take the lead, which he held to claim an emotional win.

Chaos erupted on the final lap as Boris Said nerfed David Ragan into David Reutimann, pitching Reutimann into a series of rolls, while Tony Stewart spun out of seventh with a mistake of his own making.

● Connell Sanders Jr



Maiden Cup win for Australian Ambrose

RESULTS

1 Marcos Ambrose (Ford Fusion),

92 laps; 2 Brad Keselowski (Dodge Charger), +0.419s; 3 Kyle Busch (Toyota Camry); 4 Martin Truex Jr (Toyota); 5 Joey Logano (Toyota); 6 Kevin Harvick (Chevrolet Impala); 7 Juan Pablo Montoya (Chevy); 8 AJ Allmendinger (Ford); 9 Jeff Burton (Chevy); 10 Jimmie Johnson (Chevy).

Points 1 Kyle Busch, 752; 2 Carl Edwards, 751; 3 Johnson, 746; 4 Harvick, 738; 5 Matt Kenseth, 721; 6 Kurt Busch, 712; 7 Jeff Gordon, 702; 8 Ryan Newman, 686; 9 Dale Earnhardt Jr, 671; 10 Tony Stewart, 659.

GRAND-AM WATKINS GLEN (USA), AUGUST 13, RD 10/12

Glen double for Taylor and Angelelli

RICKY TAYLOR AND MAX

Angelelli know what it takes to win at Watkins Glen. The American-Italian pair won on the long course in June and added an emphatic victory for SunTrust Racing on Saturday evening on the super-fast 'short course'.

Young Taylor capitalised on his impressive sixth consecutive pole to dominate the early stages, whereupon the veteran Angelelli kept his cool, despite intense pressure from series leader Scott Pruett, to cross the finish line merely 2.5s clear. The

winners set a new Grand-Am record average speed of 122.308mph in a race with just three laps of caution.

Jon Fogarty crashed the Gainsco Riley-Chevy out of second place after only 10 laps, allowing fast-improving Venezuelan Alex Popow and experienced Ryan Dalziel to claim third in their Starworks Riley-Ford.

An entertaining GT battle was decided by pit strategy. Spencer Pumpelly (TRG Porsche) stretched his fuel to the finish to hold off a fast-closing Jordan Taylor (brother of Ricky), who

regained the points lead with team-mate Bill Lester.

● Jeremy Shaw

RESULTS

1 Ricky Taylor/Max Angelelli (Dallara-Chevrolet DP-01), 100 laps in 2h00m11.311s; 2 Memo Rojas/Scott Pruett (Riley-BMW MkXX), +2.517s; 3 Ryan Dalziel/Alex Popow (Riley-Ford); 4 Burt Frisselle/Mark Wilkins (Riley-Ford); 5 John Pew/Oswaldo Negri (Riley-Ford); 6 Darren Law/David Donohue (Riley-Porsche).

Points 1 Rojas/Pruett, 327; 2 Taylor/Angelelli, 301; 3 Jon Fogarty/Alex Gurney, 269; 4 Donohue/Law, 262; 5 Terry Borcheller/JC France/Joao Barbosa, 261; 6 Pew/Negri, 254.

NASCAR NATIONWIDE WATKINS GLEN (USA), AUGUST 13, RD 23/34

Supersub Busch on top

LAST WEEK, KURT BUSCH and Jimmie Johnson ended the Pocono Cup race arguing in the pitlane. At Watkins Glen in the Nationwide Series they finished first and second.

In for the recuperating Brad Keselowski, Kurt ("call me Busch-e-lowski") spent much of the race battling with brother Kyle, who was forced to pit early to clean his car's grille.

Kurt survived an early tap from Carl Edwards and a green-white-chequered

finish helped when Edwards made a hash of his restart. That allowed Johnson to grab second.

● Chuck Bradbury Sr

RESULTS

1 Kurt Busch (Dodge Charger),

85 laps in 1h57m14s; 2 Jimmie Johnson (Chevrolet Impala), +0.974s; 3 Joey Logano (Toyota Camry); 4 Kyle Busch (Toyota); 5 Carl Edwards (Ford Mustang); 6 Paul Menard (Chevy).

Points 1 Ricky Stenhouse Jr, 816; 2 Reed Sorenson, 806; 3 Elliott Sadler, 792; 4 Aric Almirola, 746; 5 Justin Allgaier, 736; 6 Jason Leffler, 703.

INTERNATIONAL RACES & RESULTS

STCC

Karlskoga (S),
Rd 6/9

QUICK RESULTS

- Race 1 **Richard Goransson**
- Race 2 **Goransson**
- Pole **Goransson**
- Points leader **Fredrik Eklom**

RACE RATING

★★★★☆

Only moderate excitement in race one followed by a few good recovery drives

REPORTS

WORLD OF SPORT

Goransson took rare Scando double



SCANDINAVIAN TOURING CARS KARLSKOGA (S), AUGUST 13, RD 6/9

Goransson rules again in Sweden

THERE WAS NO STOPPING

four-time champion Richard Goransson in the Karlskoga double-header.

From pole position, he led the first race all the way to the flag, and then carved his way from eighth on the grid to first in the second.

Karlskoga favours rear-wheel drive, and Goransson made the most of his BMW 320si, setting fastest lap in both races. With 37 wins, he also tops the all-time victory table (including the Swedish championship), ahead of

BMW veteran Jan 'Flash' Nilsson with 35.

In the first race, Goransson was followed at some distance by Tommy Rustad's Volvo, the gas-driven VW Sciroccos of points leader Fredrik Eklom and young charger

Johan Kristoffersson, and title challenger Rickard Rydell's Chevrolet. A full-course yellow towards the end closed the field again after Alfa privateer Mattias Andersson had punted off ex-BTCC champion Colin Turkington's BMW.

In the reversed-grid second race, Roger Eriksson's SEAT was on pole, after taking eighth in race one, alongside privateer Johan Stureson's BMW. Eriksson led from the start until first Stureson and then the charging Goransson squeezed by.

Goransson passed Stureson for the lead, but Eriksson managed to keep the rest behind in a tight bunch, led by tactical points collectors Rydell and Eklom. Next was veteran Nilsson, who climbed from 17th on the grid after being punted off in the first race.

Turkington charged to ninth from 16th at the start,

while Rustad retired after a visit to the grass.

Eklom and Rydell are close at the top the points, while Stureson has passed Rustad for third. Goransson has made a giant leap to fifth and now has a real chance of taking his fifth title, despite missing six races due to injury. He is 49 points down on Eklom with six races to go and 150 points available.

● Tege Tornvall

RESULTS

Race 1 1 Richard Goransson (BMW 320si), 17 laps in 23m23.898s;

2 Tommy Rustad (Volvo C30), +1.052s; 3 Fredrik Eklom (Volkswagen Scirocco); 4 Johan Kristoffersson (VW); 5 Rickard Rydell (Chevrolet Cruze); 6 Johan Stureson (BMW). **Race 2**

1 Goransson, 17 laps in 19m41.491s; 2 Stureson, +2.849s; 3 Roger Eriksson (SEAT Leon); 4 Rydell; 5 Eklom; 6 Jan Nilsson (BMW).

Points 1 Eklom, 154; 2 Rydell, 149; 3 Stureson, 117; 4 Rustad, 114; 5 Goransson, 105; 6 Nilsson, 90.

GERMAN FORMULA 3 SPIELBERG (A), AUGUST 13-14, RD 6/9

No stopping stellar Stanaway

RICHIE STANAWAY

extended his points lead in the German Formula 3 Cup by winning both rounds at Spielberg in Austria.

In the first race, polesitter Stanaway led from lights to flag to win from Brandl's Marco Sorensen and Hannes van Asseldonk. In race two, Stanaway briefly allowed Sorensen into the lead, but the Kiwi restored the order on the opening lap and went on to win for the ninth time this season.

Sorensen was second

with van Asseldonk third.

● Rene de Boer

RESULTS

Race 1 1 Richie Stanaway (Dallara-Volkswagen), 18 laps in 31m21.248s; 2 Marco Sorensen (Dallara-Mercedes), +4.150s; 3 Hannes van Asseldonk (DV); 4 Tom Blomqvist (DV); 5 Alon Day (DV); 6 Klaus Bachler (DM).

Race 2 1 Stanaway, 21 laps in 30m52.061s; 2 Sorensen, +3.128s; 3 van Asseldonk; 4 Day; 5 Markus Pommer (DM); 6 Tony Halbig (DM).

Points 1 Stanaway, 117; 2 Sorensen, 92; 3 Bachler, 53; 4 Blomqvist, 53; 5 Day, 47; 6 van Asseldonk, 33.

INDY LIGHTS NEW HAMPSHIRE MOTOR SPEEDWAY (USA), AUGUST 14, RD 11/14

Newgarden laps the lot of them

JOSEF NEWGARDEN

delivered as definitive a victory as you'll ever see as he won by a full lap over Jorge Goncalvez.

Newgarden started on pole and led all 100 laps for his fifth win of the season. His main title rival, Sam Schmidt Motorsports team-mate Esteban Guerrieri, spun while chasing him on the 69th lap on the back stretch.

Although Guerrieri's car did not make contact

with the wall, it dropped him down the order and he could only recover to fifth.

Angolan Duarte Ferreira finished third, his first podium finish in Indy Lights, while Britain's Stefan Wilson was an early retirement.

● Bruce Martin

RESULTS

1 Josef Newgarden, 100 laps in 49m00.0481s; 2 Jorge Goncalvez, -1 lap; 3 Duarte Ferreira; 4 Gustavo Yacaman; 5 Esteban Guerrieri;

6 David Ostella. **Points**

1 Newgarden, 449; 2 Guerrieri, 381; 3 Stefan Wilson, 343; 4 Yacaman, 302; 5 Goncalvez, 287; 6 Anders Krohn, 257.



Newgarden sets off in the lead

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Rankings

CURRENT
STANDINGS

- 1 **Sebastian Vettel** <> 28,921
- 2 **Mark Webber** <> 21,835
- 3 **Fernando Alonso** <> 20,600
- 4 **Sebastien Loeb** <> 20,515
- 5 **Lewis Hamilton** <> 18,926

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Josef Newgarden's utter domination of the Indy Lights visit to New Hampshire means a boost of 56 places to an all-time high of 247th. Chief rival Esteban Guerrieri (128) could only finish fifth. Meanwhile, Grand-Am winners Max Angelelli and Ricky Taylor are up to 95th.

To see the full list, visit castroldriverrankings.com

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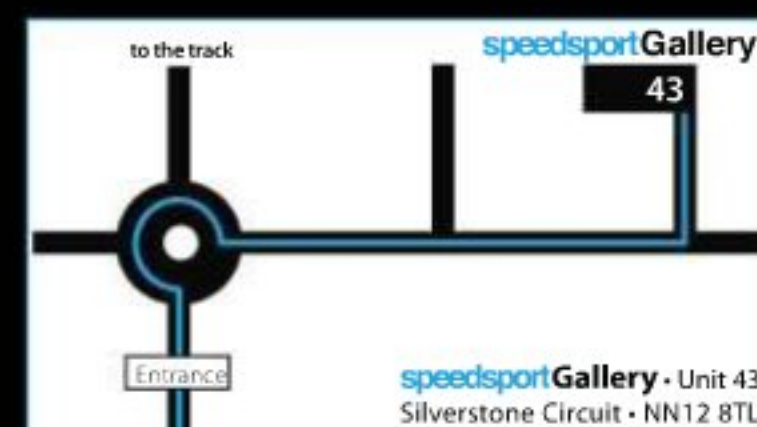
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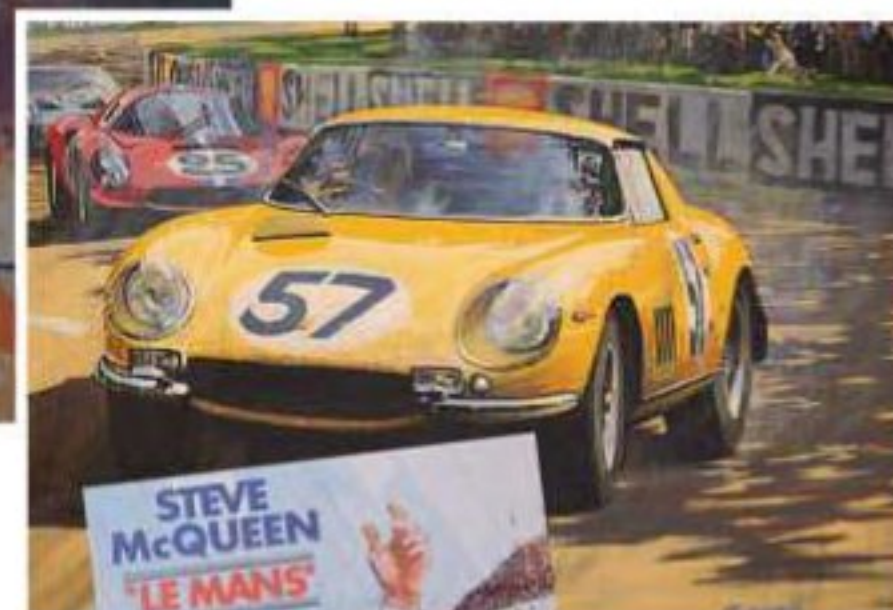


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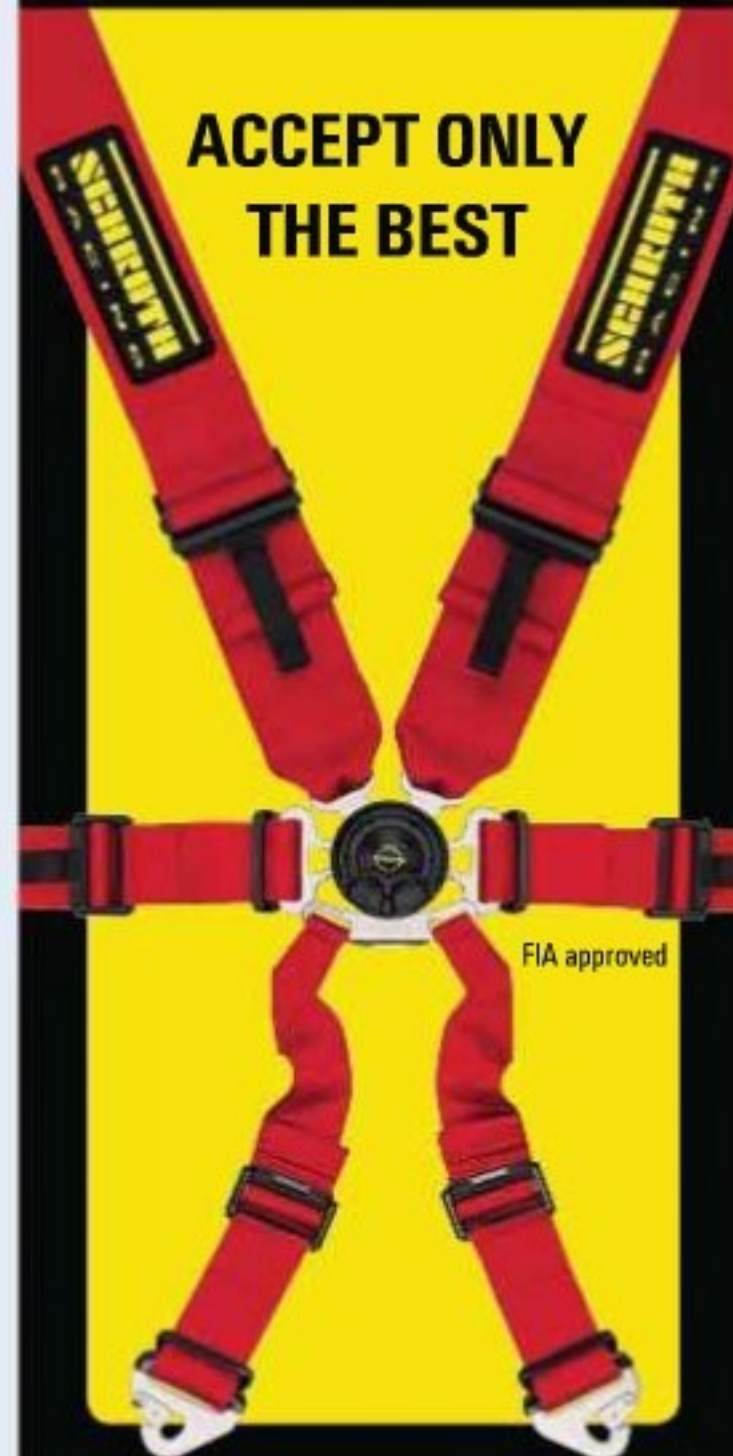
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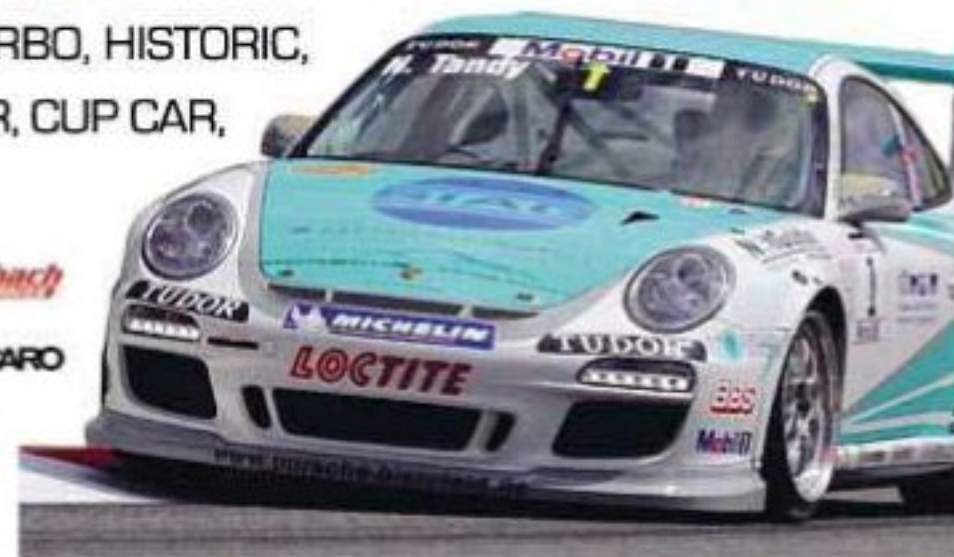
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Front of BEC grid could look different in 2012



Class overhaul for Britcar

New classes and possible restrictions on pacesetters for 2012 championship

» THE BRITISH ENDURANCE Championship will be restructured next year in a bid to boost grids and increase competition.

Series boss James Tucker has suggested a number of changes to the series previously known as Britcar, and is currently in consultation with competitors ahead of the 2012 season.

A V8 class is to be introduced, to encourage cars like the Chevrolet Corvette, Marcos Mantis and Holden Monaro, into the series. The category could also become the home of any V8 Utes, if insufficient numbers are sold for there to be a standalone series as planned (see AUTOSPORT, October 28).

"The V8 class is to bring more cars out – there are lots of cars in garages," said Tucker. "The Utes could also go there."

AUTOSPORT also understands that frontrunning cars, such as the Mosler MT900R, Aquila SR1 and Rapier 6, could be phased out or undergo performance balancing in order to encourage entries in less exotic cars. The Ferrari 458 GT3, which has won the last two rounds running as an invitation entry, may not be allowed in, but the older 430 model would still be permitted.

"We're trying to bring cars like the Porsche 997 and Ferrari 430 onto the grid," added Tucker, who will also lift the testing restriction on the GT cars in 2012.

"There are conversations going on about how to balance the grid and keep costs down. It's an ongoing discussion"

COMPETITOR RESPONSE

Although designed to attract new cars, the possible phasing out of some has not been greeted positively by all current racers.

Calum Lockie, a frontrunner with Paul White in the Strata 21 Mosler, said: "In days of lighter grids I can't think of anything more bizarre and self-defeating than phasing cars like the Mosler out. We're talking about people who won't go back to Porsche Cup cars."

"One of the reasons people come to endurance racing is to see big cars. One of the interests of Britcar is the variety."

Keith Robinson, who won the last two Britcar titles sharing a 430 with Witt Gamski, and who hopes to return for this year's Silverstone 24 Hours, said: "How

can you turn away a Ferrari 458 GT3 car? That's what people want to see. It's an MSA championship and you need those cars out there."

PRODUCTION GTN

Tucker is also pushing ahead with his Production GTN category.

The class, which was to have kicked off at Snetterton last weekend, is aimed at cheaper, four-seater tin-top racers, such as the SEAT Leon, Hondas Civic, Integra and Jazz, and Ford Fiestas, plus older sportscars like the Porsche 968.

If the BEC GT grid grows to 25, Tucker confirmed the Production cars that currently run with them will join the standalone races of the new category, apart from the top class, which will become part of BEC GT.

The first Production GTN race is now set for Brands Hatch on November 18-19.

Tucker hopes V8 class will attract cars like the Corvette



AUTOSPORT SAYS...

KEVIN TURNER
NATIONAL EDITOR

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THE ECLECTIC MIX OF POWERFUL machinery has been one of Britcar's appeals from the outset.

For the spectator it provides plenty of different sights and sounds, while for the competitor it gives a chance to race something that might not be allowed into more mainstream series such as British GT.

Of course, a line has to be drawn somewhere. My feeling is that the Aquila and LMP2-style Rapier are on the wrong side of that, but the Mosler and Ferrari 458 are GT cars with genuine road cousins. And the former has been an established runner in the category for years.

If people genuinely feel the presence of machines like the Mosler is hurting grids, the series has the ability to restrict them in a number of ways. I'm not a fan of equalisation, but if that is what people want (and is what was promised), then do it.

That James Tucker is speaking to competitors is to be applauded, providing they have a real impact on where an interesting, but rough-around-the-edges series goes next.

Tucker's Silverstone 24 Hours is one of UK racing's best events. It would be great to have a strong championship to go with it.

Extra contact details

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Castle Combe FF1600

Formula Ford racer dies at wheel

Castle Combe regular suffers fatal heart attack during qualifying session at age of 53

O'Shea was popular in Combe paddock

CASTLE COMBE FF1600 racer Peter O'Shea died of a heart attack on the opening lap of the category's qualifying session at the Wiltshire circuit last Saturday.

O'Shea, who turned 53 just six days before his death, suffered the attack approaching Bobbies. His car went off the road, coming to rest on the infield.

Marshals were on the scene within 60

seconds of the car coming to a halt and a doctor was with O'Shea within three minutes. Despite the efforts of the circuit's medical team and Wiltshire Air Ambulance, O'Shea could not be revived.

The Worcestershire driver, who had flown in from Spain (where he worked as a property dealer) the day before, was later discovered to have had an existing heart condition. Saturday's Formula Ford

activity was cancelled out of respect, with both races being run on Sunday.

A statement from the circuit said: "Peter had been racing at Castle Combe for a couple of seasons and was a popular and respected member of the paddock, racing with the locally-based Swift Cooper team alongside championship leader Rob Hall.

"His loss cast a shadow over the

meeting and as a mark of respect the Formula Ford drivers took no further part in the day's events.

"All at the circuit – the management, the drivers and marshals – extend their deepest sympathies to Peter's widow Jenny his family and friends. The circuit would also like to thank all the marshals and rescue crews, who worked continuously to try to save Peter's life."

Champion of Brands FF1600

Crash scuppers Mills comeback

AN ACCIDENT SUFFERED BY Castle Combe Formula Ford 1600 frontrunner Steven Jensen last weekend has scuppered Kevin Mills's plans to make his racing comeback in the Champion of Brands this weekend.

Mills, boss of the KMR team, was set to campaign the Spectrum O11b normally raced by Jensen in the Wiltshire circuit's championship, but the car was written off in a first-lap crash in race two of last weekend's double-header.

"My old Swift is still written off from

last year so I've got no car," said Mills, who has not raced for five years and would have been making his debut on the Brands GP loop. "I got my licence [activated] again and everything!"

Combe FF1600 stalwart Ed Moore will make his CofB debut at Brands. He will be joined by historic aces Simon Hadfield and Ben Mitchell in an entry that organiser James Beckett hopes will reach 30 cars.



Mills (left) raced at Brands in 2003

Pickups

Truck series to keep oval races

RUMOURS THAT THE PICKUP

Truck Series will no longer visit the Rockingham oval next season have been quashed by series instigator Sonny Howard.

The series has suffered from poor grids this season. But Howard said organising club the BARC, together with governing body the MSA, showed support for Pickups on the oval at a recent meeting.

Speaking last weekend at

Thruxton, Howard said: "The BARC (which holds the championship permit) and MSA are keen to see that, as the only championship to run on the oval, it continues to do so."

Several European countries have expressed a desire to run their own Pickup races. But, although all the trucks are now fuel-injected – meaning they comply with rules in most countries – Howard has shelved plans for expansion until financial circumstances improve.

"We've seen some low grid numbers this year, so rather than go abroad I'm keen to get the British series back in rude health," he added.

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Classic Thunder

Ronchetti plots classic title assault in Vauxhall Monaro V8 supercar

SALOON CAR RACING ACE JOSS

Ronchetti is set to debut a Vauxhall Monaro V8 supercar in a bid to ready it for an assault on next year's Classic Thunder Championship.

Ronchetti has bought the car campaigned originally in the GT2 class of British GT by Emotional Engineering and raced by Matt Griffin in 2004. Others to race it included Matt Manderson, Mark Cole, Steve Hyde

and Phiroze Bilimoria.

Between 2004 and '06, the Allen Orchard-run team also tackled some Britcar races with the 5.7-litre machine.

Ronchetti is rebuilding the car, while V8 expert Peter Knight is boring the engine out to a 7.2-litre capacity.

"We'll start with about 600bhp and see how things go," said Ronchetti.

Ronchetti was forced to miss last Saturday's Classic Thunder round

at Thruxton due to a stomach bug. Back in health on Sunday, he stormed his familiar, much-modified Talbot Sunbeam Lotus from last to first.

Ronchetti confirmed that he would retain the Talbot. "I'm keeping the Sunbeam to do some other races next year," he said.

Monaro did Brit GT in '05



Porsche racer wrecks car after vaulting Oulton barrier

Peter Morris escaped with a sore ankle after rolling his Porsche Club 968 over the barriers at Oulton Park last weekend. "It had better be on YouTube!" he said after the clash with Marcus Carniel, who also rolled.



Renault Clio Cup

Newcomer joins Vittoria for '12

NEW-FOR-2011 TEAM

Scuderia Vittoria has already secured its first driver for next season's Renault Clio UK Cup.

Karter James Gorst will move into car racing after testing with the team for the first time at Silverstone last week.

Driving on the National circuit, the 21-year-old lapped within a second of reigning champ Dave Newsham's pole position time from last season.

Team co-principal Danny Buxton said: "James only had four 40-minute sessions, and

in one of them there was oil on the track, so he was up against it.

"We were really impressed with him. He's an intelligent lad, and very mature."

Vittoria regular Luke Wright buoyed the team by lapping under Newsham's 2010 mark, and the team hopes to retain the podium finisher for next season.



Gorst showed good pace on first Clio run

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935s were a 'Ring highlight

Nurburging's AvD Oldtimer GP was full of surprises, although grotty weather – often a feature in recent years – was not among them. For me the pinnacle among many highlights was wandering among the Porsche 935s of the Deutsche Rennsportmeisterschaft Revival 1972-81 field in pitlane. Has there ever been a more awesome racing car than Kremer's K3 evolution?

Bellowing flat-six engines, monster turbochargers belching fire and brimstone, massive wheels and outlandish aero – they do it for me every time. Indeed I was at Le Mans in 1979 when Klaus Ludwig – who cut his teeth in a milder-mannered rear-engined German beast, an NSU TTS – and the Whittington brothers won in one.

I was also at the 'Ring for the 1977 DRM finale, when the relentless rain was far more inhospitable than what greeted the historic racers this time. Bob Wollek was in the Kremer brothers' 935 K2, decked out in that iconic green Vaillant livery, but Rolf Stommelen beat him and clinched the title in a Georg Loos 935, with Manfred Schurti (Jägermeister 935) third. Ludwig won the Division 2 race in the outrageous Rodenstock BMW 2002 turbo.

Almost as memorable as the colourful silhouette racing under sullen skies was that trip's logistics. Robert Synge (later Madgwick

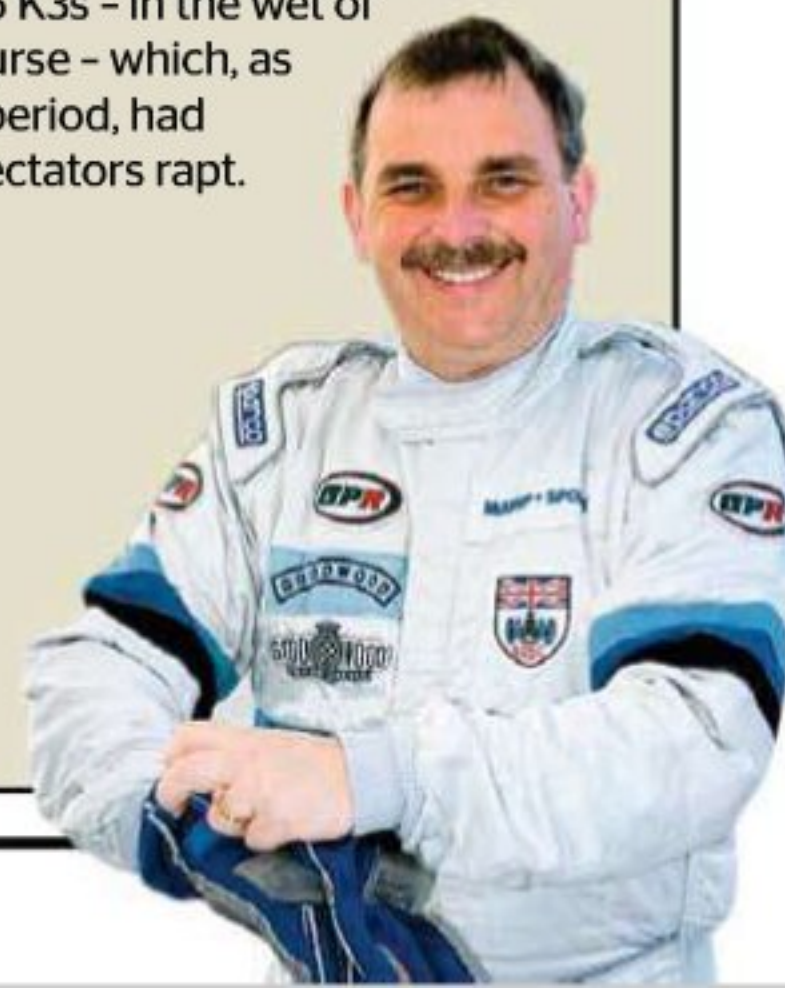
Motorsport supremo) and I rode to Germany in a mate of his' Mini Cooper, first dropping Bob Constanduros at his VW caravanette in Calais.

The Mini was also our hotel, but we got tanked up on beer at a press party in the Altenfahrerlager, which made Saturday night just about tolerable. Elated after the event, we were skirting Brussels en route home when Tony, the car's owner, uttered: "This has been an uneventful trip." Within seconds there was a loud clonk and a front wheel stud sheared. It was now dark, and still raining...

Robert and I summoned help and the Belgian 'depannage man' duly arrived. Unbelievably, he took some steel bar from his van and, with a tap and die, created a temporary stud for a not unreasonable payment up front. It got us back to Blighty on Monday, whereupon I caught a train from Dover to London and filed my AUTOSPORT story.

By contrast, last weekend's trip in MSA scrutineer Bertie Gilbert-Smith's 1999 AC Cobra was very civilised, and gave me time to reflect on Saturday's superb lead scrap between Wolfgang Kaufmann and Daniel Schrey in 935 K3s – in the wet of course – which, as in period, had spectators rapt.

“Has there ever been a more awesome racing car than Kremer's 935 K3 evolution?”



Top Dogs!



Sunoco is the official fuel of



This weekend saw MINI Challenge and GT Cup race at Donington. Top dogs of the weekend were Luke Caudle and Chris Knox – both have increased their scores in the Sunoco GRAND-AM 200 Challenge. Sam Osborne also shone through consistently finishing in the top 5 & setting fastest lap.

2010 Sunoco Daytona Challenge winner, Derek Johnston, took the win and a third in his Ferrari 430 in GT Cup.



Sunoco GRAND-AM 200 Challenge – latest results*



Driver standings – average per race			www.grand-am.com	*correct at time of print			
1	A Steele	Grays Motorsport/ MSV F3	106.40	6	G Duckman	EXCELR8/PTC	72.11
2	A Churchill	Courtenay Sport/PTC	102.86	7	A Ruhan	JMH/GT Cup class 1	70.40
3	STreherne	Handy Motorsport/Legends	89.17	8	L Allen	Truck Align/MINI	56.25
4	L Caudle	EXCELR8/MINI	75.83	9	C Needham	MSV F3	55.85
5	C Knox	EXCELR8/MINI	74.17	10	J Mickel	Mickel Motorsport/Legends	53.83

Eligible championships:
Mini Challenge, MSV F3
Cup, Legends, Production
Touring Car Trophy, Britcar
Production and GT Cup

Anglo American Oil Company

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IN BRIEF

G40R debut



THE NEW GINETTA G40R ROAD CAR endured a troubled race debut in the MSV Team Trophy at Donington Park last weekend. Starting at the back of the 27-car field, AUTOSPORT's Ben Anderson climbed into the top 10, before the car's gearbox jammed after he handed over to ex-South African F1 racer Ian Parsons.

FORMER BTCC AND CURRENT

Renault Clio racer Mark Proctor made his Porsche debut at Oulton Park last weekend as he evaluates future options. Proctor raced Brian Robinson's 993 in the pair of Porsche Club races and finished in the midfield despite lacking third gear.

PORSCHE GT3 CHALLENGE CUP

frontrunner Oly Mortimer, 27, hopes to graduate to the Carrera Cup GB next season. "That's 100 per cent my plan," said the multiple Scottish Mini champ.

MINI SE7EN RACER MAX HUNTER

lost his place at the top of the points table after missing the races at Thruxton last weekend to attend a wedding. Hunter now has three zero scores and must feature well in both the remaining Brands and Croft double headers to avoid losing the crown on dropped scores.

CATERHAM ACE GRAEME SMITH

set one-mile, quarter-mile and 500-metre flying-start records for diesels of 750cc-1100cc (subject to MSA ratification) at Pendine Beach in Wales last weekend, driving a standard Smart car. Bluebird's attempt to break the electric land speed mark was hampered by suspension failure.

TIM JACKSON IS STEPPING DOWN

from his position as Renault UK press and PR director for health reasons. Current PR manager Jeremy Townsend will succeed him.

RADICAL CLUBMANS CUP RACER

Jon Morris escaped unhurt after his Clubsport was flipped during the second of last Saturday's races at Donington. Darren Matschull's SR3 hit the rear of Morris' car as they powered away from the Esses. It lifted the rear of the car and sent it upside down into the pit entrance.

Radical roll



E-type won round on swoops of Nordschleife



AvD Nurburgring Oldtimer

E-type aces storm the 'Ring

Ex-DTM racer Frank Stippler part of enduro-winning team in Big Cat

JAGUAR E-TYPE RACER MARCUS

Graf von Oeynhausen achieved his ambition of winning last Friday's four-hour Historic Marathon on Nurburgring's Nordschleife at the 39th AvD Oldtimer GP, but a fortuitous result was down to co-driver Frank Stippler's quick thinking on the anchor leg.

Having caught and passed last year's victors Fred Feuerstein and Barney Gerollheimer in their Ford Fairlane Thunderbolt, the Gotcha-run Jag suddenly slowed to a crawl. "I turned off the electric fans, the heated screen and headlights and it picked-up again," explained Stippler. A short late stop for the Fairlane sealed the result.

Alexander Berstein/Wolfgang Weber made it a Jaguar one-three, but 1980 and '82 world rally champion Walter Rohrl's exuberant fourth in a basic-looking Porsche 911 was the most eye-catching effort in tricky conditions.

Back on the modern GP track, poleman Oeynhausen was excluded from Saturday's opening E-type Challenge race for running underweight in qualifying, but took second from the back on Sunday, ousting Jon Minshaw near the end. Gary Pearson was the rainmeister though, winning both.

Oeynhausen also won the Masters Pre-'66 GT race, outrunning Rob Hall's AC Cobra on a treacherous track. Points

leaders Michael Schryver/Simon Hadfield (Lotus Elan 26R) won their class in seventh overall.

Rowland Kinch and Steve Hartley claimed GP Masters spoils in their Arrows A4s, while Joaquin Folch's GT40 won a soaking World Sportscar Masters race on Sunday morning in substitute Hadfield's hands, but only by a whisker from David Forsbrey (Gelscoe GT40).

Tony Smith won Count Doenhoff's first Pre-'61 GP race in his Ferrari Dino, but Paul Grant's F2 Cooper-Bristol dominated in Sunday's rainstorm.



P92 RESULTS ROUND-UP

MSA

MSA says government review threatens sport

THE GOVERNMENT

has launched a public consultation on planning regulations that could threaten the future of motorsport in the UK, the governing body, the Motor Sports Association, has said.

The MSA is urging the motor racing community to

respond to the review, in which the Department for Communities and Local Government has asked whether rules concerning temporary use of land (under which approximately 60 per cent of motorsport takes place) should be changed.

MSA chief executive Colin

Hilton said: "Although this is a speculative paper, if the rules are changed it could have a devastating impact on the sport, so it is essential that motorsport makes its voice heard now."

The issues paper can be accessed via the link: www.msauk.org/uploaded/files/changeofuse.pdf

Feedback should be sent to the review team at UCOReview@communities.gsi.gov.uk by September 1.



Hilton: MSA warning

Formula Renault

Hillspeed eyes full NEC campaign after debut



Fuller showed well at Zandvoort

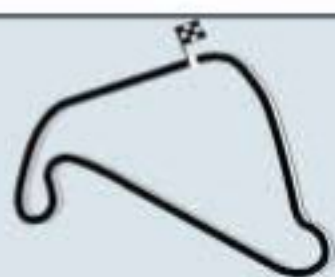
LEADING FORMULA RENAULT BARC

squad Hillspeed is eyeing a potential expansion into the Northern European Cup for 2012 after a successful debut at Zandvoort last weekend.

Travelling to the Netherlands with its regular BARC drivers, Howard Fuller, Zaamin Jaffer and Sean Walkinshaw, the Derbyshire team scored a best finish of

13th (Fuller in race two) with its Tatuus chassis, against many of the newer Barazi Epsilon machines.

Team principal Richard Ollerenshaw is now considering a full-time entry. "We've had an exceptional few days, the NEC is a fantastic championship and a very attractive option for Hillspeed as we look ahead to next year," he said.



Arculus leads '50s Sports & GTs field



BDC SILVERSTONE, AUGUST 13-14

A Bentley birthday to remember

Dickens borrowed dad's Mallock and won

THE BENTLEY DRIVERS

Club celebrated its 75th anniversary in fabulous style on Silverstone's National Circuit last weekend with a mouth-watering display of extraordinary vintage cars, coupled with some thoroughly enjoyable on-track action.

Providing a memorable timeline through the ages (from pre-war museum pieces right up to the modern ice speed record-breaking Bentley Continental Supersports), the event also marked the club's 62nd successive annual visit to the Northamptonshire track.

Before racing got underway on Saturday – the 40-year anniversary of the passing of WO Bentley – spectators had the opportunity to enjoy several demonstrations. The highlights were the appearance of Brooklands Museum's Napier-Railton Special and the Graham Moss 'Thunderbolt'.

In terms of the race action on day one, the best was saved for last, with outstanding lead battles in

both the Thoroughbred Championship encounter and the Allcomers Scratch Race. Despite neither of those featuring Bentleys, the BDC's pleasure at involving other manufacturers in its race meetings continues to be a standout feature.

Steven Dickens won the Allcomers race quite comfortably, but for the first half he faced an immense challenge from the Morgan Plus 8 of Matthew Wurr. Trading the lead early on – a fascinating battle of handling versus power – from mid-distance Dickens' more nimble Clubmans car edged away.

"It's actually my dad's car," explained the winner. "It was hard work at the start, once I pulled away it was okay but the straight-line speed of the Morgan is unbelievable."

Similar wheel-to-wheel racing made for an enjoyable Thoroughbred Sports Car Championship outing, although at the front polesitter Simon Garrad dominated in his Jaguar D-type Replica.

Morgan Plus 8 racer Tony Lees shaded a scintillating battle with the Roadster of John Emberson for second.

Chas Windridge steered his Morgan 4/4 to a clear lights-to-flag success in the Morgan, AC, and MG 'T' Register Race, finishing almost six seconds ahead of Tim Harrison's similar machine. Harrison's performance was remarkable though, scything his way through to second from 33rd and last on the grid. In the Aero Racing Morgan Challenge, meanwhile, Russell Patterson won comfortably.

Engine failure meant the

Continental GT of Simon Worthington was unable to start the Bentley Scratch Race. Sibling Stuart therefore inherited the top spot on the grid in his Turbo R and won by three seconds from Chris Williams' immense 24-litre Napier Bentley.

Bitter disappointment befell Julian Majzub in the 1950s Sports Car Invitation when a slipping clutch, followed by a loss of oil pressure, meant retirement on lap 32 of 35, having led the encounter strongly up until lap 20. Tony Bianchi profited to win in his Allard Farrallac, from Chris

Keen's Kurtis Corvette.

In the Bentley Handicap Race Randal Stewart's 1926 Bentley 3/4.5 took the spoils by 1.5 seconds, while in the Vintage and PVT Handicap Chas Reynolds won in his Morgan Super Sports from Graham Paddick's McDowell Ford.

John Andon came from eighth on the grid to take a richly deserved victory in the first of the weekend's Equipe GTS encounters in his Triumph TR4 from Pete Foster's twin machine.

In the second installment on Sunday, mechanical woes struck Andon, enabling Foster

Majzub led until clutch and oil pressure issues



“Great weekend, great meeting; thanks Bentley Drivers Club!”

TVR racer David Thomson sums up paddock feeling



Worthington Turbo R won Bentley Scratch

REPORTS SPORTS EXTRA



Harrison charged from 33rd to second in Morgan

to take a clear win, but the star drive came from Simon Wood as he carved through to second from 24th.

Sunday's one-off Keston Pelmore Memorial Race, held in honour of BDC founder Gerald Keston Pelmore, celebrated the 75th anniversary of the club perfectly – especially with the addition to the race of the actual Bentley driven by Keston Pelmore at Brooklands in 1936. Owned and piloted by Julian Majzub, for the 'Le Mans-style' encounter he was joined by Gillian Carr.

The Worthington brothers' Bentley Turbo R won with ease but they were penalised, along with David and Lucy Leigh in the Frazer Nash Interceptor and the non-finishing Randal Stewart and Duncan Wiltshire Bentley 3/4, for pitstop infringements. Paul Forty's MkVI thus tasted some success.

In the 1950s Sports & GT Cars Invitational, Tony Bianchi teamed-up with

wife Pia to take the second win of the weekend for the Allard Farrallac, half a minute clear of Brian Arculus in his Lotus Elite.

Other dominant wins came in the Pre-War Handicap, the Pre-War Scratch & ODM Award Race, and the Inter Series Challenge for Julian Grimwade (Lagonda Rapier), Tim Patchett (MG TA) and Andrew Holden (TVR Sagaris) respectively.

Holden came from the pitlane to win by a lap, such was the TVR's advantage, while in Sunday's Allcomers encounter, Steven Dickens added to his earlier win.

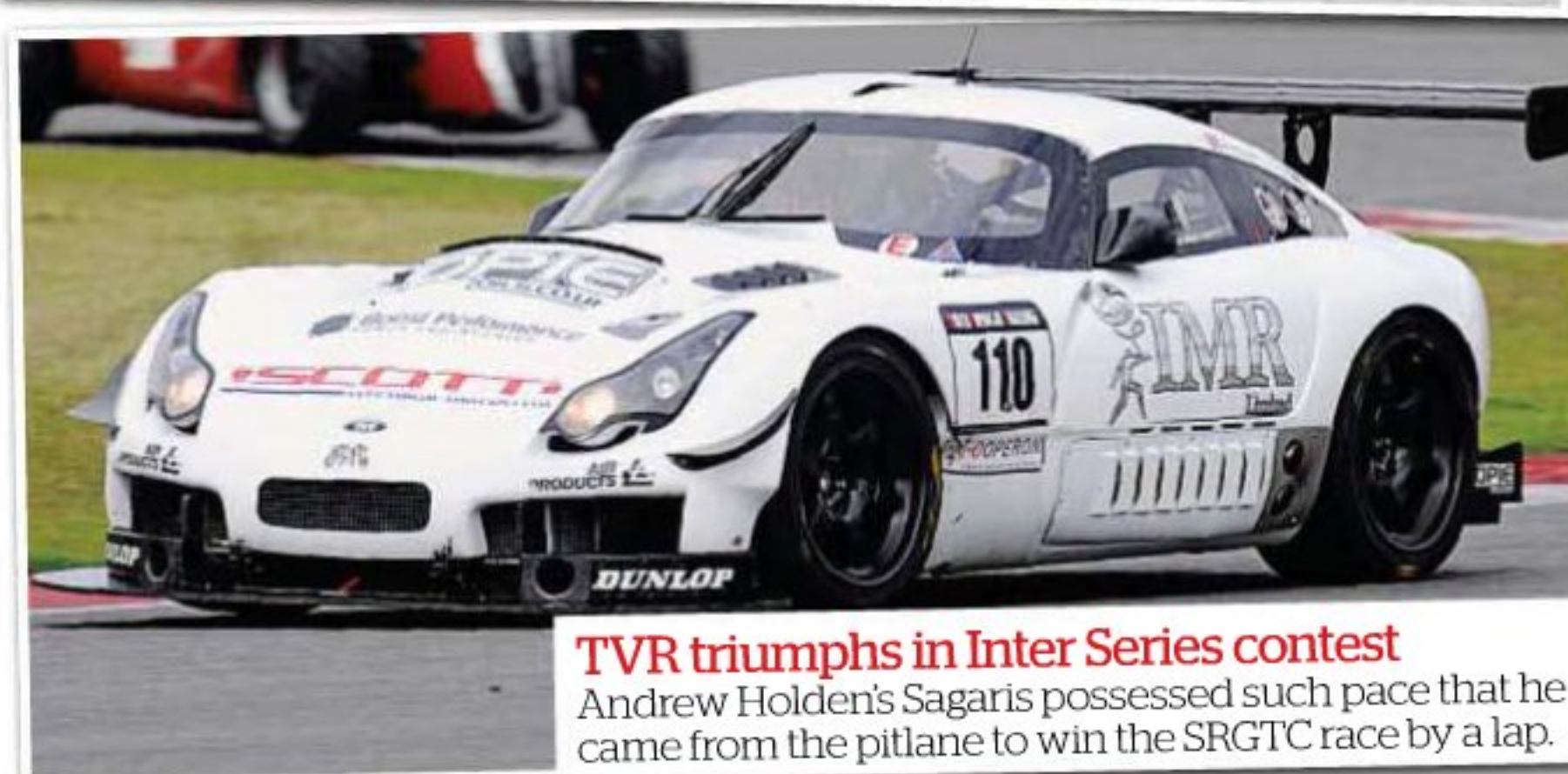
One of the weekend's closest battles came in the final race of the event, the GTS 'Tea-Time Special' with David Thomson in his TVR Grantura superbly fending off Ian Prior's ever-present MG. Prior progressed from eighth on the grid to be a constant thorn in Thomson's side.

● Marc Orme



Thunderbolt strikes the circuit

Graham Moss 'Thunderbolt' was given demonstration run to mark 40 years since the death of WO Bentley.



TVR triumphs in Inter Series contest

Andrew Holden's Sagaris possessed such pace that he came from the pitlane to win the SRGTC race by a lap.



Fire-breathing Leviathan

Chris Williams scorched the Silverstone earth with a run in his mighty 42-litre Packard aero-engined Bentley.

ALLCOMERS SCRATCH RACE

(14 LAPS) 1 Steven Dickens (Mallock Mk29); 2 Matthew Wurr (Morgan Plus 8) +5.24s; 3 Ed Mercer (Morgan Plus 8); 4 Adrian Johnson (Aston Martin N24); 5 Ray Higgs (Morgan Plus 8); 6 Tim Pearce (Morgan Plus 8). **Fastest lap** Mercer 1m05.21s (90.48mph).

THOROUGHbred SPORTS CARS

(14 LAPS) 1 Simon Garrad (Jaguar D-type Replica); 2 Tony Lees (Morgan Plus 8) +11.04s; 3 John Emberson (Morgan Roadster); 4 Jeremy Knight (Jaguar D-type Replica); 5 Richard Abels (Jaguar E-type); 6 Tim Falce (Jaguar D-type Replica). **FL** Garrad 1m07.14s (87.88mph).

MORGAN, AC & MG 'T' REGISTER

(13 LAPS) 1 Chas Windridge (Morgan 4/4); 2 Tim Harrison (Morgan 4/4) +5.86s; 3 Richard Plant (Morgan Plus 4 Supersports); 4 Adrian Van der Kroft (Morgan Plus 4); 5 Greg Dixon-Smith (Morgan Plus 4); 6 John Emberson (Morgan SLR). **FL** Harrison 1m10.72s (83.43mph).

MORGAN CHALLENGE (19 LAPS)

1 Russell Paterson (Morgan Plus 8); 2 Ed Mercer (Morgan Plus 8) +23.07s; 3 Ray Higgs (Morgan Plus 8); 4 Tony Lees

(Morgan Plus 8); 5 Robin Pearce (Morgan Plus 8); 6 John Emberson (Morgan Roadster). **Class winners** Lees; Simon Baines (Morgan Roadster); Daniel Lee (Morgan Plus 8); Tim Ayres (Morgan Plus 8); James Sumner (Morgan Plus 4); Greg Dixon-Smith (Morgan Plus 4); Andy Faulds (Morgan Plus 8). **FL** Paterson 1m04.56s (91.39mph).

BENTLEY SCRATCH RACE (11 LAPS)

1 Stuart Worthington (Bentley Turbo R); 2 Chris Williams (Napier Bentley) +35.7s; 3 Paul Forty (Bentley MkVI); 4 Robert Gate (Bentley MkVI Special); 5 Neil Davies (Bentley 4.5-litre); 6 Clive Morley (Bentley 3/4.5). **FL** Worthington 1m13.03s (80.79mph).

1950s SPORTS CAR INVITATION

(35 LAPS) 1 Tony Bianchi (Allard Farrallac); 2 Chris Keen (Kurtis/Corvette) +37.67mph; 3 Peter Rutt (Lola Mk1); 4 Adrian Van der Kroft (Cooper T39); 5 Benjamin Eastick (Jaguar D-type); 6 Geraint Owen (Kurtis 500S). **FL** Bianchi 1m08.02s (86.75mph).

BENTLEY HANDICAP (8 LAPS)

1 Randal Stewart (Bentley 3/4.5); 2 Guy Northam (Bentley 4.5-litre) +1.50s; 3 Stuart Morley (Bentley 3/4.5); 4 Charles Maclean

(Bentley 3-litre); 5 Robert Gate (Bentley MkVI Special); 6 Paul Carter (Bentley 4.5-litre). **FL** Stuart Worthington (Bentley Turbo R) 1m15.05s (78.62mph).

VINTAGE & PVT HANDICAP (7 LAPS)

1 Chas Reynolds (Morgan Supersports); 2 Graham Paddock (McDowell Ford SS Open) +24.18s; 3 Tim Wadsworth (Lagonda 2-litre); 4 Julian Grimwade (Lagonda Rapier S/S); 5 Christopher Batty (Frazer Nash Supersports); 6 Sue Darbyshire (Morgan Super Aero). **FL** Reynolds 1m16.73s (76.90mph).

EQUIPE GTS PART 1 (25 LAPS)

1 John Andon (Triumph TR4); 2 Pete Foster (Triumph TR4) +2.77s; 3 Mike Harris (MG B); 4 Graham Shrigley-Jones (MG B); 5 David Gardner (MG B); 6 John Yea (MG MGB). **CW** Harris; Brian Arculus (WSM Midget); Keith Hampson (Sunbeam Alpine Le Mans). **FL** Andon 1m12.24s (81.68mph).

PART 2 (25 LAPS)

1 Foster; 2 Simon Wood (MG B) +10.16s; 3 Yea; 4 Shrigley-Jones; 5 David Thomson (TVR Grantura); 6 Alastair Bruce (MG B). **CW** Wood; Arculus; Tristan Bradfield (Sunbeam Alpine Le Mans). **FL** Foster 1m12.88s (80.96mph).

KESTON PELMORE MEMORIAL

(14 LAPS) 1 Paul Forty (Bentley MkVI); 2 Simon Worthington/Stuart Worthington (Bentley Turbo R) +17.86s; 3 Clive Morley/Peter Morley (Bentley 3/4.5); 4 Jock Mackinnon (Bentley 3-litre); 5 James Morley/Stuart Morley (Bentley 3-litre); 6 Sebastian Welch (Bentley 3-litre). **FL** Worthington 1m13.77s (79.98mph).

FIFTIES SPORTS & GT INVITATION

(24 LAPS) 1 Tony Bianchi/Pia Bianchi (Allard Farrallac); 2 Brian Arculus (Lotus Elite) +36.91s; 3 Michael Thorne (Austin Healey 100M); 4 David Bennett (Aston Martin DB3/5); 5 Andy Shepherd (AC Ace Bristol); 6 Jim Mackie (Austin Healey Sprite). **FL** Bianchi 1m09.48s (84.92mph).

PRE-WAR HANDICAP (7 LAPS)

1 Julian Grimwade (Lagonda Rapier S/S); 2 Richard Brightman (Riley Special 9-12/4) +26.10s; 3 Sue Darbyshire (Morgan Super Aero); 4 Mike Inglis (Austin Seven Special); 5 Chris Lunn (Talbot 105); 6 Trevor Swete (Invicta S). **FL** Darbyshire 1m16.94s (76.69mph).

PRE-WAR SCRATCH & ODM AWARD RACE (15 LAPS)

1 Tim Patchett (MG TA); 2 Paul Chase-Gardener (Aston Martin Speed) +54.55s; 3 Trevor Swete (Invicta S);

4 Peter Dubsky (Aston Martin 15/98); 5 Christopher Scott Mackirdy (Aston Martin Le Mans); 6 Chris Lunn (Talbot 105). **FL** Patchett 1m20.84s (72.99mph).

SRGTC INTER SERIES CHALLENGE

(29 LAPS) 1 Andrew Holden (TVR Sagaris); 2 Graham Walden (TVR Tuscan) -1 lap; 3 Ian Wale (Caterham S7); 4 Ken Paton (Ram Jaguar D-type); 5 Graham Paddock (Kougar Jaguar); 6 Richard Hewitt (TVR Griffith). **FL** Holden 1m00.26s (97.92mph).

ALLCOMERS (14 LAPS)

1 Steven Dickens (Mallock Mk29); 2 Graham Walden (TVR Tuscan) +4.31s; 3 Trevor Clarke (Westfield Ford Zetec); 4 David Hughes (Ford Sierra Cosworth); 5 Neil Sandwith (Caterham Sigma); 6 Tim Stamper (Aston Martin DB2/4). **FL** Dickens 1m04.64s (91.28mph).

GTS TEA-TIME SPECIAL (25 LAPS)

1 David Thomson (TVR Grantura); 2 Ian Prior (MG B) +1.19s; 3 Simon Wood (MG B); 4 Graham Bates (MG B); 5 David Russel-Wilks (MG B); 6 Charles Clegg (Austin Healey Sebring Sprite). **CW** Clegg. **FL** Thomson 1m13.35s (80.44mph).

NATIONAL RACES & RESULTS MASTERS/ERC ZANDVOORT/VALKENSWAARD

FORMULA FORD QUICK RESULTS

→ R1 Scott Malvern
→ R2 Scott Malvern
→ R3 Joey van Splunteren

“The secret of being
fast was to relax”

Joey van Splunteren's Zandvoort tip



P92 SPORTS EXTRA
RESULTS ROUND-UP
for August 13-14



FORMULA FORD EURO CUP/BRT FORD ZANDVOORT, AUGUST 13-14

Malvern marches on; win for van Splunteren

DURING A SEASON OF dominance, self-effacing Ilford racer Scott Malvern was rightly regarded as favourite entering Zandvoort's Formula Ford Eurocup meeting. The Jamun Mygale racer again delivered, clinching his fourth Eurocup mini-title out of four with two outright wins, and stretching his British-series points lead with maximum takings.

Only a misfire and heavy rain-tyre wear on a drying track in race three upset Malvern's progress.

Dutch title leader Joey van Splunteren took advantage to head a Provily Racing Team podium lock-out.

Malvern reported that his pre-race test at Zandvoort on Tuesday had pointed to the prospect of

a tough weekend. But in calmer winds and steady rain in qualifying, Malvern secured three poles. Fellow Jamun driver Nick McBride started on the outside of the front row in race one.

The Australian fought determinedly to hang on to his position for six laps, but would slip to an eventual sixth. The fierce battle for second allowed Malvern to open a cushion. Geva Racing's Antti Buri eventually demoted van Splunteren to claim second.

Malvern led Buri by a closer winning margin of 1.8 seconds in race two. Bas Schouten took the final place on the podium and Dutch-series honours.

Van Splunteren's participation had been in doubt after financial



Van Splunteren (left) and Malvern lead the field

hurdles induced by two accidents, but sponsors who had increased their backing were rewarded with a fine drive in the finale.

Despite setting a fastest lap, JTR ace Geoff Uhrhane again hit trouble. A technical issue in qualifying meant he had to charge through the pack and a clash with Van Diemen's Matt Parry ended his race-three run.

● Peter Mills

RESULTS – RACE 1 (10 LAPS)

1 Scott Malvern (Mygale SJ11); 2 Antti Buri (SJ11) +3.672s; 3 Joey van Splunteren (SJ07); 4 Jeroen Slaghekke (SJ11); 5 Geoff Uhrhane (SJ11); 6 Nick McBride (SJ11); 7 Bas Schouten (SJ08); 8 Jake Cook (SJ11); 9 Michel Florie (SJ08); 10 Steijn Schothorst (SJ10).

Fastest lap Uhrhane 1m57.071s (82.29mph).

RACE 2 (9 LAPS)

1 Malvern; 2 Buri +1.806s; 3 Schouten; 4 McBride; 5 Matthew Parry (Van Diemen LA11); 6 Dan de

Zille (SJ11); 7 Neil Alberico (Ray GR11); 8 Jack Swinkels (SJ07); 9 Cook; 10 Uhrhane. **FL** Malvern 1m58.035s (81.63mph).

RACE 3 (10 LAPS) 1 van

Splunteren; 2 Florie +3.582s; 3 Schouten; 4 Malvern; 5 Buri; 6 McBride; 7 Parry; 8 Swinkels; 9 Slaghekke; 10 Schothorst.

FL Florie 1m53.169s (85.14mph).

BRITISH POINTS 1 Malvern, 399;

2 McBride, 324; 3 Buri, 305; 4 Slaghekke, 294; 5 Uhrhane, 234; 6 de Zille, 228.



De Keersmaecker led, but Isachsen (second) won

EUROPEAN RALLYCROSS VALKENSWAARD, AUGUST 13-14

Isachsen moves to the top with second 2011 win

IN WHAT CONTINUES

to be a wildly-unpredictable season, title holder Sverre Isachsen struck back and took his second event win of the year to regain the lead of the European Rallycross Championship in last weekend's seventh round at Valkenswaard in Holland.

Many changes have been made to the circuit in the three years that have passed since the championship last visited and, mixed with rapidly-changing weather conditions, this made for a difficult event. Using track knowledge to his great advantage and finally

getting a reliable run in the Supercar class, Belgian Michael de Keersmaecker was fastest in both the second and third heats on Sunday to claim the A final pole for the first time in his Ford Focus.

Clio driver Mats Lysen, second fastest in the first and second heats, started alongside. French veteran Jean-Luc Pailier (Peugeot 207), excelling on a track he loves and on which he has won a handful of times, pipped the Focus of

Isachsen, who non-finished in the second heat, to third on the grid. Another former champion, Ludvig Hunsbedt, also went straight to the A final, joined by Brit Andy Scott.

Points leader Timur Timerzyanov non-started the B final, his Citroen C4 out of action after a trip over the kerbs broke the subframe, which led to a bigger off in the third heat. Team-mate Liam Doran also had a second-heat suspension breakage, but led the C final until another failure halted his run.

Worse off still was two-time winner Tanner Foust, excluded from the event for ignoring a black flag.

All this drama left de Keersmaecker to lead the A final on the first lap, but Isachsen (who made a great start to run second) swept by at the end of the opening tour. Scott also had a good start and stood his ground to run third in his Focus.

Isachsen then escaped while the rest fought.

De Keersmaecker and Scott slipped down the order as they took their Joker Laps, Hunsbedt and Lysen coming into play. When Volvo man Hunsbedt went to the Joker on the last lap, Lysen briefly snatched second, then lost it again as Hunsbedt fought back. The Renault driver then slid off the track, being the last of many who became stuck in sand traps over the weekend.

Scott was right on the tail of the battle for second and, as Lysen fought to avoid his sticky end, seized a personal best third place.

● Tim Whittington

RESULTS – SUPERCAR 1 Sverre

Isachsen (Ford Focus II); 2 Ludvig Hunsbedt (Volvo C30); 3 Andy Scott (Ford Focus II); 4 Michael de Keersmaecker (Ford Focus II); 5 Jean-Luc Pailier (Peugeot 207); 6 Mats Lysen (Renault Clio II).

POINTS 1 Isachsen, 84; 2 Timur Timerzyanov (Citroen C4), 80; 3 Tanner Foust (Ford Fiesta VII), 71; 4 Frode Holte (Volvo C30), 67; 5 Toomas Heikkinen (Saab 93), 67; 6 Lysen, 67.

CCRC SALOONS CASTLE COMBE, AUGUST 13-14

Prebble wins before Combe tin-tops get rough

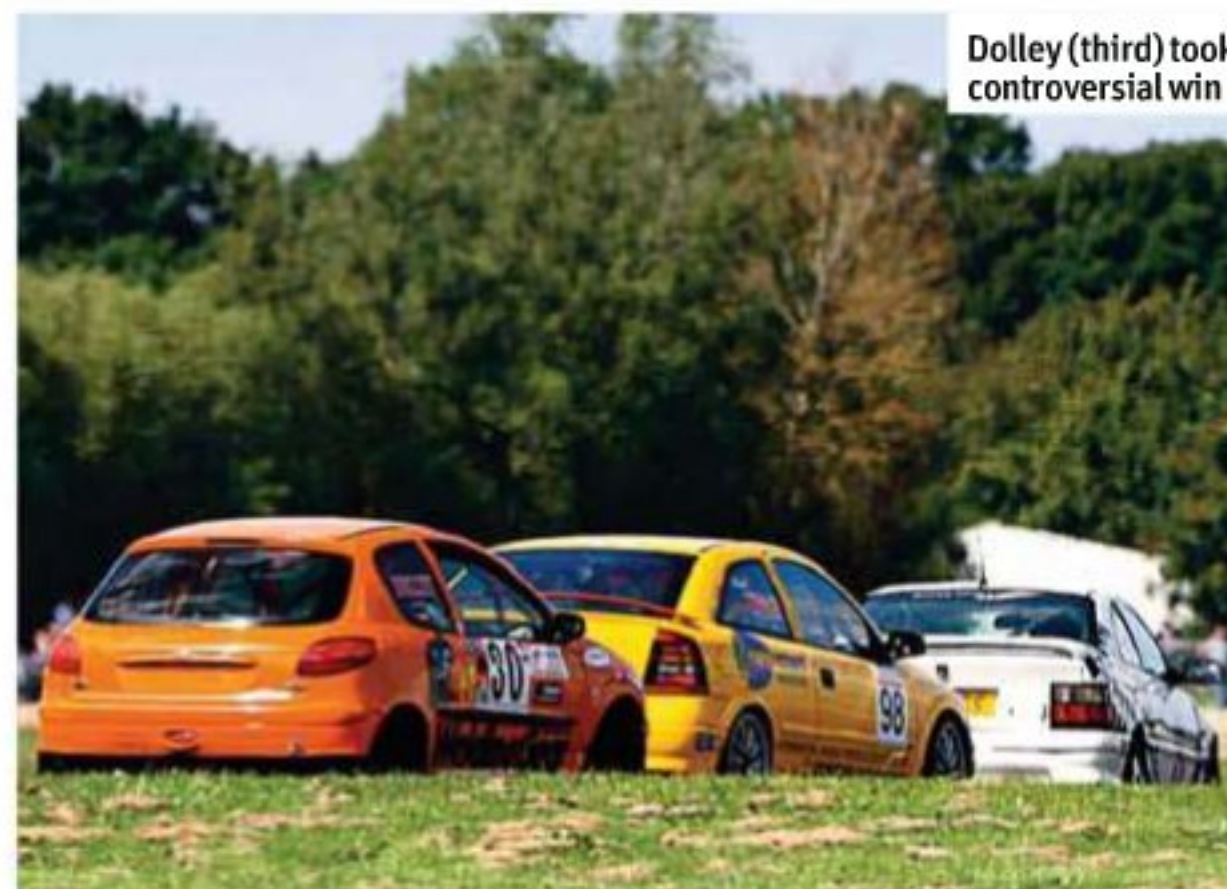
ADAM PREBBLE AND Tony Dolley shared the Castle Combe Saloon Championship wins after two cracking races. Prebble endured massive pressure to win the opener, while Dolley won a contentious second race after contact at Bobbies a lap from home.

Prebble's Rover 220 Turbo Coupe led from pole in the opening race and started to edge away from Mark Wyatt (Vauxhall Astra), Rob Ballard (SEAT Leon Cupra) and the Peugeot 206 of Dolley. When Ballard spun at Tower, Dolley nipped by and set about Wyatt.

As they squabbled

Prebble built a gap, but then an oil-dropping backmarker caused him to ease his pace. “I slowed up too much and then got caught in traffic and they were right with me,” explained the winner, who had Wyatt breathing down his neck to the flag.

Prebble led race two, but once a determined Dolley bagged second the Rover driver was under threat. On the penultimate lap Dolley dived up the inside out of Tower. As Prebble turned into Bobbies, contact was made. The Rover spun, Dolley led but was delayed, and an opportunist Wyatt dived



Dolley (third) took controversial win

around Dolley, who took his racing line out of Bobbies and edged Wyatt onto the grass, Wyatt spinning to sixth. Prebble recovered to second.

● David Addison

RESULTS (15 LAPS)

RACE 1 1 Adam Prebble (Rover 220 Turbo Coupe); 2 Mark Wyatt (Vauxhall Astra) +0.450s;

3 Tony Dolley (Peugeot 206); 4 Nick Charles (Peugeot 106); 5 Rob Ballard (SEAT Leon Cupra); 6 Daryl Radford (Volkswagen Bora).

Class winners Charles; Charles Hyde-Andrews-Bird (Ford Fiesta).

FL Dolley 1m16.954s (86.54mph).

RACE 2 1 Dolley; 2 Prebble +2.285s; 3 Charles; 4 Adrian Slade (MG ZR); 5 Nick Mizen (MG ZR); 6 Wyatt.

CW Charles; Hyde-Andrews-Bird.

FL Wyatt 1m16.460s (87.10mph).

CATERHAMS CASTLE COMBE, AUGUST 13-14

Shinner battles through

NEIL SHINNER TOPPED a superb Caterham Super Graduates thriller in which seven cars disputed the lead. Shinner led only one lap, but it was the most important one as he secured his second win of the year.

Poleman Chris Rome recovered from a slow start to lead the opening lap, before Reece Somerfield moved through, chased by Toby Briant and Luke Tzourou. Shinner couldn't initially find a way past the leaders and instead was caught by Rome, Dylan Stanley and Edward Benson. But Shinner established himself at the head of the second group and set about catching the leading pack.

Briant took over the race lead from Somerfield, while Shinner made a mistake at Bobbies and fell back from the leaders, necessitating a second assault.

Shinner finally made his move up to Quarry on the final lap to secure victory by just over half a second.

Myles Packman's win in the Mega Graduates was hard-fought, as he was kept under constant

pressure by Paul Allen.

John Gil took his first Sigma victory after Ian Anderson spun.

Tim Woodman won two poorly supported Caterham 100 races, which included the grid-swelling Mallock of Alan Davenport.

● David Addison

RESULTS - SUPER GRADUATES

(16 LAPS) 1 Neil Shinner;

2 Toby Briant +0.552s; 3 Reece Somerfield; 4 Edward Benson;

5 Chris Rome; 6 Luke Tzourou.

FL Rome 1m17.808s (85.59mph).

MEGA (15 LAPS) 1 Myles Packman;

2 Paul Allen +0.535s; 3 Trevor Carvey; 4 Nick Frost; 5 Martin Amison; 6 Declan Dolan.

FL Dolan 1m16.618s (86.92mph).

SIGMA & CLASSIC (15 LAPS) 1 John Gil;

2 Ian Anderson +0.136s; 3 Peter Mullineux; 4 Ian Dyble; 5 John Parker; 6 James Carvey.

CW Parker.

FL Anderson 1m19.570s (83.70mph).

CATERHAM 100 (10 LAPS) 1 Tim Woodman;

2 Adrian Russell +11.864s; 3 David Smitheram; 4 Martin Amison; 5 Gary Burke; 6 Stephen Pattemore.

FL Woodman 1m15.754s (87.91mph).

RACE 2 (10 LAPS) 1 Woodman;

2 Smitheram +16.857s;

3 Kevin Waring; 4 James Russell; 5 Alan Davenport; 6 Amison.

FL Woodman 1m16.073s (87.54mph).



Norton (leading) and Hall shared the wins

CCRC FF1600 CASTLE COMBE, AUGUST 13-14

Fisher-Hall clash helps Norton to another victory

BEN NORTON AND ROB Hall were the winners of the FF1600 races, Norton taking his Spectrum to honours in the opener despite falling to fourth early on.

A quick-start Felix Fisher (Van Diemen RFOO) led the opening lap, but he and Hall made contact. Fisher faded for a handful of laps and although Hall (Swift SC10) took over the lead, his car lacked pace in the fast parts of the circuit.

After Norton passed fellow Spectrum pilot Steven Jensen for second, Hall was easy prey. The two traded the lead but Norton took his third win in a row.

Hall easily won a

restarted second race, Norton penalised for jumping the start.

● David Addison

RESULTS - RACE 1 (12 LAPS)

1 Ben Norton (Spectrum 010B);

2 Rob Hall (Swift SC10) +0.109s;

3 Steven Jensen (Spectrum 011B);

4 Felix Fisher (Van Diemen RFOO);

5 David Vivian (Swift SC92F);

6 Adam Higgins (Van Diemen RF90).

CW Vivian; David Cobbold (Van Diemen RF89).

FL Norton 1m11.613s (93.00mph).

RACE 2 (5 LAPS) 1 Hall; 2 Vivian

+6.090s; 3 Nathan Ward (Swift SC95K);

4 Higgins; 5 Roger Orgee (Van Diemen RFOO);

6 Luke Cooper (Swift SC92F).

CW Vivian; Iain Houston (Van Diemen RF89).

FL Norton 1m11.587s (93.03mph).

COMBE IN BRIEF

Sinclair celebrates



OSS

After passing polesitter Simon Tilling (Radical SR3), Tony Sinclair guided his Nissan-powered Jade 3 to honours in the opening race. Tilling chased hard and was closing until he had an engine-cut-out problem, rectified only by hitting the kill switch and firing up the engine again. The problem was enough to render him a non-starter for Sunday's race, which was easily won by Sinclair.

COMBE SPORTS & GT

Tilling's Radical did win the opening Sports & GT race after early leader Andrew Shanley (Radical Prosport) lost time with a fuel-surge-induced misfire. But with Tilling skipping race two with an engine problem, Shanley took an easy win despite an early scare when his oil light came on.

CLASSIC CLUBMANS

Mark Charteris (Mallock Mk20/21) maintained his unbeaten run in the Classic Clubmans championship, having nipped past early leader John Harrison (Mallock Mk20). Harrison led off the line but was docked 10 seconds for a jumped start after he brought the clutch to the bite too early. Clive Wood (Mallock Mk18) maintained his 100 per cent record in Class B.

SPORTS 2000

A consistent drive by Craig Mitchell (Lola T88/90) gave him honours in the S2000 60-minute race, early leader Patrick Sherrington's pace in his MCR surprisingly not being matched by co-driver Mike Jenvey. That allowed Mitchell to take the lead, while Jenvey retired when a rear upright sliced a wheel rim and punctured a tyre.

Matchless Mitchell





BRITISH ENDURANCE CHAMPIONSHIP SNETTERTON, AUGUST 13-14

Ferrari wins again as Gaw/Dryburgh dominate

THE FERRARI 458 OF Phil Dryburgh and John Gaw proved the class of the Britcar field as the duo avoided the penalties that hit some of their rivals to secure victory by two laps.

Dryburgh took the first stint, trailing Javier Morcillo's Mosler in the early laps before both cars took advantage of the second safety-car period inside the first half-hour to make opening pitstops.

Gaw jumped in and surged back up the field once the track went green, establishing a lead on lap 28 that the Ferrari then held to the finish.

The winners were helped by their rivals' misfortunes, with Morcillo and team-mate Manuel Cintrano

battling back up the order only to incur a four-lap penalty for refuelling too close to the end of the concurrent Production race, before retiring with transmission problems.

Despite always being on the leaders' pace, the rapid Prosport of Mike Millard and Ian Heward was similarly penalised for untimely refuelling, as well as receiving a hotly disputed two-lap hit for overtaking under the safety car.

Instead it was the well-driven Viper of Craig Wilkins and Aaron Scott that took second, despite hauling an extra slab of ballast. Having made a pitstop fewer than many rivals, they held runner-up spot for most of the



Winning Ferrari rounds Riches

second half of the race.

Third went to the astute pairing of Calum Lockie and Paul White in their Mosler. Despite reporting a lack of top-end speed, they passed the Jones family Porsche inside the last half-hour to complete the podium.

The similar 997 of Will Goff/Ollie Bryant followed

the Joneses home in fifth. An hour earlier, Gino Ussi's M3 had beaten the Ginetta of Mick Mercer/Gary Smith to win the shorter, concurrent Production race.

● Oliver Timson

RESULTS (83 LAPS) 1 Phil Dryburgh/John Gaw (Ferrari 458); 2 Craig Wilkins/Aaron Scott (Dodge Viper)

-2 laps; 3 Paul White/Calum Lockie (Mosler MT900R); 4 Morgan Jones/Phillip Jones/Gareth Jones (Porsche 997 GT3 Cup); 5 Will Goff/Oliver Bryant (Porsche 997 GT3 Cup); 6 Sam Head/Jeff Wyatt (Marcos Mantis). **Class winners** Wilkins/Scott; White/Lockie; Jones/Jones/Jones; Goff/Bryant; Gino Ussi (BMW M3 E46). **Fastest lap** Mike Millard (Prosport) 1m52.275s (95.19mph).



Langridge topped older Fiesta field

FORD FIESTAS SNETTERTON, AUGUST 13-14

Langridge maintains his unbeaten Ford Fiesta run

JOHN LANGRIDGE missed a gear off the start and dropped to fourth in the Fiesta Classes A&B opener, but the polesitter soon recovered.

He overtook David Elsom for top spot as they hurtled through Riches for the second time. Elsom then retired after a mid-race spin, handing second to Jon Cullum.

Ken Bateman won Class B after erstwhile leader Scott Baines's smoky Fiesta expired.

There were no mistakes

from Langridge as he dominated race two, maintaining his unbeaten Class A run this year.

Once racing resumed — after a coming together at the Montreal hairpin caused a brief caution period — Cullum edged Peters again for second. Baines's refuelled car won Class B.

Poleman David Grady looked comfortable in the Class C clash, but found himself under pressure in the closing laps. Harry Cockill chased him hard but couldn't get close

enough for a move.

Cockill's brother Ed held second in the early laps before a moment at Nelson (Esses exit) dropped him to fourth. He quickly reclaimed third but couldn't close on the leaders.

Harry Cockill got the nod in a dramatic finish to race two, stealing Grady's race-long lead at the final corner. Brother Ed almost came through too as the trio finished together.

● Oliver Timson

RESULTS – FORD FIESTA CLASSES

A&B (9 LAPS) 1 John Langridge; 2 Jon Cullum +3.434s; 3 Nick Peters; 4 Ken Bateman; 5 Nikolas Barton; 6 Keith Chapman. **CW** Bateman. **FL** Langridge 2m22.558s (74.97mph).

RACE 2 (8 LAPS) 1 Langridge; 2 Cullum +4.894s; 3 Peters; 4 Scott Baines; 5 David Elsom; 6 Barton.

CW Baines. **FL** Langridge 2m23.643s (74.40mph).

FORD FIESTA CLASS C (9 LAPS)

1 David Grady; 2 Harry Cockill +0.706s; 3 Edward Cockill; 4 Matthew Parr; 5 Nicholas Bowers; 6 James Appleby. **FL** Grady 2m17.291s (77.84mph).

RACE 2 (7 LAPS) 1 H Cockill; 2 Grady +0.153s; 3 E Cockill; 4 Bowers; 5 Matthew Foley; 6 Parr. **FL** E Cockill 2m17.431s (77.77mph).

SMART 4TWO CUP SNETTERTON, AUGUST 13-14

Moore SMART moves

DAVID MOORE followed up his win at Castle Combe last time out with an emphatic victory in the opening 4two Cup race.

After briefly edging past Moore into Riches on lap one, fellow front-row man Tom Mills dropped to sixth when the engine cut out.

He quickly recovered to third, before slicing past Howard Kayman to earn second.

Guest driver Keith Robinson held off Marc Kemp for fourth, while Donington winner Sarah Franklin bounced back

from an early spin to finish seventh.

Moore was dominant again in race two, with Mills running second throughout. A delighted Robinson took third early on from a fading Kayman, who dropped to sixth.

● Oliver Timson

RESULTS (BOTH 8 LAPS)

RACE 1 1 David Moore; 2 Tom Mills +8.192s; 3 Howard Kayman; 4 Keith Robinson; 5 Marc Kemp; 6 Andrew O'Dell. **FL** Moore 2m37.974s (67.65mph).

RACE 2 (8 LAPS) 1 Moore; 2 Mills; 3 Robinson; 4 O'Dell; 5 Sarah Franklin; 6 Kayman. **FL** Moore 2m36.314s (68.37mph).



Emphatic Moore won in 4two Cup



Ma5da Mk3 field
provided big grid

MA5DA MX5 Mk1s BRANDS HATCH, AUGUST 13-14

Roche closes in on Ma5da Racing title

TOM ROCHE TOOK HIS tally of wins in the Ma5da MX5 Mk1 championship to an incredible 15 from 16 races with a Brands double.

The bumper crop of MX5 Mk1s was divided into five groups – each racing twice – and polesitter Roche, 24, charged off in the first race.

After a safety-car deployment to rescue four cars in the Paddock Hill gravel, Roche resumed in the lead, while Wayne le Montais took second from Clive Bailye.

Jordan Stilp traded places with Alan Henderson before annexing an impressive victory in race two.

The 16-year-old survived a safety-car period to claim

his seventh win, as Scott Ferguson and Rhys Jenkins trailed Henderson.

Adam Gore and Henderson thrashed it out for the lead of race three, before Gore took a marginal 0.098s victory.

Ben Short completed the podium, while Brian Chandler and Jonathan Blake diced race-long behind Charlie Charman. Nicholas Tarsey crossed the line sideways in 16th following contact!

Stilp again trounced the opposition in race four, this time with James Blake-Baldwin and le Montais doing the chasing.

Roche just held off Gore to win race five. The two were locked in combat



Roche has won 15
times in 16 starts

throughout and Gore was clearly disappointed he couldn't find a way by.

● Linda Keen

RESULTS – RACE 1 (GROUPS A&E) (19 LAPS) 1 Tom Roche; 2 Wayne le Montais +5.868s; 3 Clive Bailye; 4 Scott Leach; 5 Andy Coombs; 6 Nicholas Gilfillan. **FL** Roche 58.511s (73.74mph). **RACE 2 (C&D) (19 LAPS)** 1 Jordan Stilp; 2 Alan Henderson +0.192s; 3 Scott Ferguson; 4 Rhys Jenkins; 5 Jonathan Blake; 6 Martin Tolley.

FL Henderson 58.184s (74.16mph). **RACE 3 (B&C) (21 LAPS)** 1 Adam Gore; 2 Henderson +0.098s; 3 Ben Short; 4 Charlie Charman; 5 Brian Chandler; 6 Blake. **FL** Henderson 58.319s (73.99mph).

RACE 4 (D&E) (21 LAPS) 1 Stilp; 2 James Blake-Baldwin +2.942s; 3 le Montais; 4 Bailye; 5 Jenkins; 6 Andrew Wright. **FL** le Montais 58.644s (73.58mph). **RACE 5 (A&B) (20 LAPS)** 1 Roche; 2 Gore +0.028s; 3 Short; 4 Matthew Lambert; 5 Chandler; 6 Leach. **FL** Gore 57.930s (74.48mph).

BRANDS IN BRIEF

Hill fends off Porter



PRODUCTION GTI

The same quartet finished in the same order in both Golf races, Simon Hill holding off Nick Porter, Andy Knowlton and Ray Grimes in both counters. Dawn Boyd finished fifth and sixth respectively, winning her class both times.

FUN CUP

The Fun Cup's visit to Brands Hatch provided some close racing over the three-hour enduro, punctuated by a lengthy safety-car period. The Team Honeywell pairing of Neil Plimmer and Geoff Fawcett took a healthy 39.798s victory over Julian Thomas/Nigel Greensall/Joachim Ritter.

MA5DA MX5 CUP

Robert Boston and Chrissy Palmer shared the spoils of the two Mazda MX5 Cup races on a day when stop-go penalties for not respecting the track limits caught out Palmer in the first counter and Tom Roche in the second.

SAKER CHALLENGE

There might have been a small grid but there were close moments as Iain Dockerill powered his Saker to two victories. Paul Rose took one victory before mechanical issues lost him a second, which went to Tim Wheeldon.

PORSCHE

A spectacular engine failure in Richard Styron's Boxster on the home straight and a resultant crash between the pursuing Bearman brothers – David and John – brought out the red flags in the second Porsche race. Former British GT racer David Clark once again annexed two victories.

Clark kept his cool



Two podiums were
enough for O'Neill

BRSCC FF1600 TRIPLE CROWN BRANDS HATCH, AUGUST 13-14

Middlehurst wins twice but O'Neill takes Triple Crown

CHRIS MIDDLEHURST drove two exquisite Formula Ford 1600 races last Sunday, but his two wins were almost overshadowed by Cormac O'Neill winning the BRSCC Triple Crown with third and second places and two fastest laps.

Middlehurst made a great start in the first race, getting

the jump on Triple Crown title contender Oliver White and Abdul Ahmed as O'Neill grabbed fourth after qualifying only fifth.

The first three were very close as O'Neill clawed his way into contention some way clear of Austin Kimberly. A mistake by White allowed Ahmed to

sneak inside and grab second, with O'Neill also trying to figure a way past his title rival.

On the penultimate lap O'Neill spotted his chance and tore up the inside at Druids to relieve White of another vital place.

Meanwhile at the front, Middlehurst held off the persistent Ahmed, the pair having pulled away from O'Neill and White by the fall of the chequered flag.

Ahmed got the better start in the second race, but Middlehurst took the lead

at Druids on the fourth lap.

O'Neill was right behind the leading pair in third place, while White slowly slipped back and into Kimberly's clutches. With eight laps to go it was all very close, and Kimberly took White while O'Neill demoted Ahmed.

There was daylight between the cars in the remaining laps, until O'Neill closed on Middlehurst with a lap to run. However, O'Neill thought better of making a challenge with the title at stake.

Middlehurst won the double as O'Neill took the Triple Crown, some way clear of Ahmed, Kimberly and White.

● Linda Keen

RESULTS (BOTH 22 LAPS) – RACE 1 1 Chris Middlehurst (Van Diemen LA10); 2 Abdul Ahmed (Ray GRK09) +0.773s; 3 Cormac O'Neill (Ray GRS08); 4 Oliver White (Van Diemen RF01); 5 Austin Kimberly (Van Diemen RF03); 6 John Murphy (Van Diemen RF90). **FL** O'Neill 50.463s (85.50mph).

RACE 2 1 Middlehurst; 2 O'Neill +0.436s; 3 Ahmed; 4 Kimberly; 5 White; 6 Oliver Bull (Swift SC92F). **FL** O'Neill 50.588s (85.29mph).



GT CUP DONINGTON PARK, AUGUST 13-14

Johnston and Whale join GT Cup roll of honour

NICK WHALE AND Derek Johnston were the latest additions to the GT Cup roll of honour with wins in a thrilling, and sometimes fraught, double-header.

Jordan Witt's nimble Chevron GR8 lined up on pole for the opening race, but some of the more powerful cars around him were quicker away from the rolling start. Gary Eastwood, from the second row, was one of those, and his Ferrari 430 collected Witt and bundled his car into the barriers approaching Redgate, causing significant damage. Eastwood went on to lead the race, but was black-flagged for driving in a manner incompatible with general safety.

Ex-VAG Trophy race winner Tom Andrew was Eastwood's closest challenger at first, but the Morgan Aero 8 suffered intermittent fuel pressure problems. He dropped down the order, but still claimed Class 2 honours in sixth overall. Mitch Millett (Chevrolet Corvette) set a hot pace from the third row of the grid, climbing to third on the road, behind Whale's new Porsche 997, before spinning at Old Hairpin. Keith Webster (997) was promoted to second, ahead of Johnston (430).

Brands Hatch winner David Tomlin was spun out of the second race at the first corner, with others scurrying through the gravel and Danny Winstanley's



Johnston topped race two podium

TVR Sagaris delayed.

Andrew led the race, but again was struck down by fuel issues, allowing championship leader Andy Ruhan (997) to take over. Johnston was challenging strongly when the leaders' came across the battling Class 3 duo of Adam Hayes and Barclay Dougal in their BMWs.

Ruhan missed his braking point at the chicane and collected Hayes, so Johnston emerged victorious.

● Ian Sowman

RESULTS

RACE 1 (20 LAPS) 1 Nick Whale (Porsche 997); 2 Keith Webster (Porsche 997) +2.000s; 3 Derek Johnston (Ferrari 430); 4 David Tomlin (Ferrari 430); 5 Andy Ruhan

(Porsche 997); 6 Tom Andrew (Morgan Aero 8). **Class winners** Andrew; Adam Hayes (BMW M3). **Fastest lap** Mitch Millett (Chevrolet Corvette) 1m11.214s (100.04mph). **RACE 2 (21 LAPS) 1 Johnston;** 2 Ruhan +8.088s; 3 Kevin Clarke (BMW M3); 4 Webster; 5 Millett; 6 Simon Blanckley (Porsche 997). **CW** Clark; Barclay Dougal (BMW M3). **FL** Danny Winstanley (TVR Sagaris) 1m11.109s (100.19mph).



Caudle returned to the top of the pile

MINI CHALLENGE DONINGTON PARK, AUGUST 13-14

Caudle comes good to nab Mini Challenge points lead

LUKE CAUDLE HAD A weekend to remember at Donington Park, with a clean sweep of podium finishes — including two wins — propelling him to the top of the points.

Last year's John Cooper Works class champion — who surely possesses the loudest fan club in national racing — leapfrogged last year's outright points topper Lee Allen, who failed to finish the final race.

Scot Chris Knox and Caudle pulled away in race one, before Caudle grabbed

the lead at Schwantz Curve on lap two and didn't look back. Stewart Lines relegated Knox to third at Redgate four laps later, while Caudle romped to only his second triumph of the season.

In the second race Knox looked set to add to his triple win at Brands Hatch in June, but was delayed under yellows by tailender George Allen (who then headed to the pits), which put Caudle back on his tail.

The race one winner seized the advantage when

Knox went wide at Coppice on the final lap.

Knox finally got his win in the last race, with Caudle further back as a result of the reversed grid. That also accounted for a messy first few corners, with Allen being the most high profile victim. Sam Osborne pushed Knox and scored a season's best second.

The Club Class continues to be as one-sided as the England versus India Test cricket series, with Ant Whorton-Eales maintaining his record of having won every race that he has finished this year.

● Ian Sowman

RESULTS – RACE 1 (15 LAPS)

1 Luke Caudle; 2 Stewart Lines +6.299s; 3 Chris Knox; 4 Lee Allen; 5 Sam Osborne; 6 Jason Richardson. **CW** Bob Hosier; Ant Whorton-Eales. **FL** Caudle 1m20.048s (89.00mph).

RACE 2 (15 LAPS) 1 Caudle;

2 Knox +0.691s; 3 Allen; 4 Osborne; 5 Andrew Bailey; 6 Chris Oakman. **CW** Hosier; Whorton-Eales.

FL Knox 1m19.523s (89.59mph).

RACE 3 (13 LAPS) 1 Knox;

2 Osborne +0.339s; 3 Caudle; 4 Bailey; 5 Chris Smith; 6 Lee Sullivan. **CW** Hosier; Whorton-Eales. **FL** Osborne 1m19.636s (89.46mph).

RADICAL CLUBMANS CUP DONINGTON PARK, AUGUST 13-14

Abbott takes two

JAMES ABBOTT WON both races in his SR3, but only after catching and passing Martin Brooks in the opening race.

Ex-RGB frontrunner Brooks was quicker off the line in his PR6, as poleman Abbott fell to third, behind Mark Boot.

Abbott grabbed second at Schwantz Curve on lap six, and when Brooks spun at McLeans amid traffic with two to go, Abbott seized the lead by charging through the gravel. Brooks fell to fifth.

After the Clubsport of Jon Morris was inverted in the pitlane entrance, the second race was set for a five-minute restart.

This would have worked against the slow-starting Abbott, but Brooks pulled in at the end of the green flag lap to leave him with a clear run.

● Ian Sowman

RESULTS

RACE 1 (18 LAPS) 1 James Abbott (SR3); 2 Tony Wells (SR3) +1.518s; 3 Mark Abbott (PR6); 4 Mark Boot (PR6); 5 Martin Brooks (PR6); 6 Darron Anley (SR3). CW M Abbott; Jennifer Ridgway (SR4). **FL** J Abbott 1m08.090s (104.63mph).

RACE 2 (5 LAPS) 1 J Abbott; 2 M Abbott +0.653s; 3 Wells; 4 Anley; 5 Richard Stables (PR6); 6 Tim Porter (SR3). **CW** M Abbott; Ian Charles (Clubsport). **FL** J Abbott 1m08.522s (103.97mph).



Pole and two wins for James Abbott

QUICK RESULTS

→ Elise Trophy R1 **Andy Dolan**
→ Elise Trophy R2 **Andy Dolan**



Deacon (39) and Williams duked it out in Lotus UK Cup

LOTUS ELISE TROPHY DONINGTON PARK, AUGUST 13-14

Dolan's Donington double takes him to a Lotus hat-trick



Lotus Elise pack bears down on Redgate

ANDY DOLAN SCORED a hat-track of Lotus Elise Trophy victories at Donington Park by adding to his win on the Brands Hatch Grand Prix circuit last month.

Stuart Rowland – still seeking his first race victory – led at first in race one, initially challenged by Luigi Valentino Mazza, and

from lap six by Dolan.

Rowland controlled the race for the next seven laps, before Dolan, who started on the third row, grabbed the lead at the chicane with just over one circuit remaining.

Moments earlier, Steve Quick had tangled with Mazza at Redgate while they contested third,

handing Craig Denman the final podium place.

After struggling with wheel bearing problems in race one, Ken Savage bounced back to lead the second race until a particularly agricultural approach to the Old Hairpin handed Dolan the initiative on the first lap.

He pulled clear of a great

scrap for second place, which was headed by Chris Dunster until Denman passed him at Redgate on lap three.

The spectacular Mazza outbraked them both into the chicane on the fifth lap to snatch second, but then ran wide at McLeans five tours later.

Mazza got the place back on Wheatcroft Straight on the penultimate lap, with Quick relegating Denman to fourth at the end.

● Ian Sowman

RESULTS (BOTH 15 LAPS)

RACE 1 1 Andy Dolan; 2 Stuart Rowland +1.419s; 3 Craig Denman; 4 Luigi Valentino Mazza; 5 Chris Dunster; 6 Ken Savage. **FL** Dolan 1m20.564s (88.43mph). **RACE 2** 1 Dolan; 2 Mazza +3.746s; 3 Steve Quick; 4 Denman; 5 Rowland; 6 Ben Hyland. **FL** Mazza 1m20.238s (88.79mph).

IN BRIEF



Stenhouse/Darbey won

MSV TEAM TROPHY

Steve Smee rather missed the point of the Team Trophy at Donington Park, ignoring the chance to hand the Honda Integra over to buddy Martin Schofield and circulating until officials hauled him in five minutes from the end. Alistair Stenhouse and Stephen Darbey won in their BMW M3.

LOTUS CUP UK

After 50 minutes, this hour-long race at Donington boiled down to a straight fight between the 2-Elevens of Simon Deacon and Steve Williams. After running side-by-side for most of two laps, Williams drove around the outside of Deacon at Redgate, but lost out there two laps later.

SCOTTISH LEGENDS

Ross Marshall's attempt to secure a maximum 600 points in a meeting was denied by just five hundredths of a second, as team-mate and fellow former Scottish Legends champ Carol Brown clung on to win Sunday's final at Knockhill.

SCOTTISH MINIS

Vic Covey Jr bounced back from his shunt at Kirkistown to win the first race at Knockhill. Standings leader David Sleight took the second win, while brother Tim Sleight had a great start to help secure his win in race three.

SCOTTISH FORMULA FORD

Kenneth Thirlwall maintained his 100 per cent record at Knockhill. Despite finishing second, Alastair Dow rather harshly described his drive as "rubbish" and raised his game yet further in race two by finishing just two tenths adrift of the winner.

Thirlwall beat Dow



SCOTTISH CLASSIC SPORTS & SALOONS KNOCKHILL, AUGUST 13-14

Emotional wins for Bernard as Marshall's engine lets go

A CRANKSHAFT

failure for John Marshall's Escort may prove to be the turning point in this year's closely contested title race.

Porsche 911 driver Stan Bernard sat level on points with Marshall going into the meeting and Bernard made the most of the opportunity to take a brace of wins, which he dedicated to his mother who died a few days earlier.

Harry Simpson swapped his usual Davrian for a powerful Datsun 240Z, which he confessed to being "scared of". His spirited style brought him second in race one, but he suffered a gearbox failure in race two.

Shonny Paterson took an excellent second in race two, having only entered the category mid-season.

● Jonathan Crawford

RESULTS – RACE 1 (10 LAPS)

1 Stan Bernard (Porsche 911); 2 Harry Simpson (Datsun 240Z) +2.065s; 3 Shonny Paterson (Triumph TR8); 4 Raymond Boyd (Porsche 911); 5 Robert Marshall (Ford Escort RS); 6 Steven Cumming (Porsche SC). **CW** Paterson; Marshall; Roger Motherwell. **FL** Bernard 59.550s (77.38mph). **RACE 2 (10 LAPS)**

1 Bernard; 2 Paterson +0.112s; 3 Boyd; 4 Marshall; 5 Cumming; 6 Tim Reid (Marcos GT). **CW** Paterson; Marshall; Motherwell. **FL** Simpson 59.553s (77.38mph).



Whyte doubled up in dry race two

SCOTTISH SPORTS & SALOONS KNOCKHILL, AUGUST 13-14

Whyte wins in the wet

TWO ADDITIONS to the field figured strongly as the new Escort Cosworth of Stewart Whyte and the 600bhp VW Scirocco of Chris Doherty boosted the field to its biggest grid of 2011.

The racing was excellent and the action was spiced up further with a short shower before race one.

Unbelievably, this was the first wet race of the Scottish season and it caught out points leader Garry Watson, who was forced to run slicks after difficulty fitting wet tyres with the current brake set up on his Westfield.

Whyte's Escort dominated the damp race.

Watson incredibly held second, despite huge pressure from a wet-shod Philip Duncan.

● Jonathan Crawford

RESULTS – RACE 1 (10 LAPS)

1 Stewart Whyte (Ford Escort Cosworth); 2 Garry Watson (Westfield) +5.417s; 3 Philip Duncan (Westfield); 4 Marco Haig (Fiat Coupe); 5 Stuart Walker (Porsche GT2); 6 Andrew Morrison (SEAT Cupra). **CW** Watson; Tracey-Louise Muir (Citroen AX); Iain Sinclair (Westfield). **FL** Whyte 59.729s (77.15mph).

RACE 2 (10 LAPS) 1 Whyte; 2 Watson +0.933s; 3 David Headen (Caterham CSR); 4 Duncan; 5 Haig; 6 Graham Wait (Sierra Cosworth). **CW** Watson; Muir; Sinclair. **FL** Whyte 52.054s (88.52mph).



Bernard's 911 leads the way

NATIONAL RACES & RESULTS BRSCC OULTON PARK

FF1600 QUICK RESULTS
→ Post-'89 Chris Middlehurst
→ Pre-'90 John Loebell

"Now we'll change gear ratios and head to Brands"

Middlehurst headed to Brands, where he also won



Loebell topped pre-1990 FF1600 encounter

OULTON IN BRIEF



Wilson won twice

NORTHERN SPORTS/ SALOONS

Former BTCC racer Jeff Wilson was top dog among the visiting Northerners, his potent Jade-based Lotus special proving too strong for the rest of the 30-strong pack. Having qualified on pole, Bill Addison was the closest challenger to Wilson, but a fresh engine could not keep the Caterham in touch and even a one-lap sprint in the second race after a safety car period didn't unseat Wilson.



Leonard beat small field

PORSCHE 911 GT3 CUP

Five-car grids for the two Porsche 911 GT3 Cup Challenge races didn't bode well, but the closeness of Karl Leonard, Oly Mortimer and Graeme Mundy made for two good races. Leonard won the opener with Mortimer as a constant shadow, but in the later race Leonard was edged back to third as Mundy harried Mortimer for 25 minutes. Mortimer held on, but it was close.



Record man Robinson

FORD XR CHALLENGE

Mark Robinson, the most successful driver in the class by a margin, moved closer to his fifth XR Challenge title in his faithful XR2 with a commanding victory. Steve Poole ran second early on, but finally dropped back to finish fourth as Simon Sheridan toppled Peter Lancaster to take second place. Danny Leigh topped the XR3 contingent.

NORTHERN FF1600 OULTON PARK, AUGUST 13-14

Middlehurst wins again in FF1600

AS HIS EXPERIENCE grows in his debut season, young Chris Middlehurst gets better and better with every race. At Oulton he duly romped to his fourth win – and his third in a fortnight – in the Post-1989 division of the latest Northern FF1600 Championship counter.

The 16-year-old's Van Diemen won this one from the front, never really troubled as the rest of the slim field squabbled over the remaining podium places. Another promising teenage newcomer, Neil Winn, initially ran second, but he was elbowed back

a place by John Murphy and then lost third at the final corner when Rob Smith's persistence was finally rewarded.

John Loebell (Van Diemen RF89) was the cream of the Pre-1990 pack and only needed a lap to deal with the fast-starting Reynard of Ian Parkington.

"I got a good start and got a lap in the lead and then the inevitable happened," said Parkington who at least kept clear of the tussle for third. Nigel Dolan managed to fend off Chris Stones, but they were almost



Middlehurst dominated later FF1600 split

side-by-side over the line as Stones launched his final challenge.

● Paul Lawrence

RESULTS – POST-1989 (11 LAPS)

1 Chris Middlehurst Van Diemen LA10; **2** John Murphy (Van Diemen RF90) +4.340s; **3** Rob Smith (RF99); **4** Neil Winn (RF92); **5** Jamie Jardine (RF00); **6** Paul Mason (Swift SC94).

Class winner Murphy. **Fastest lap** Middlehurst 1m49.580s (88.44mph). **PRE-1990 (11 LAPS)** **1** John Loebell (RF89); **2** Ian Parkington (Reynard FF84) +5.362s; **3** Nigel Dolan (RF86); **4** Chris Stones (RF88); **5** Kevin Donnelly (RF88); **6** Matthew Ridge (RF86). **CW** Parkington; Graham Legget (Crossle 25F). **FL** Loebell 1m51.432s (86.97mph).



Sumpter bounced back to win race two

PORSCHE CLUB OULTON PARK, AUGUST 13

Morris and Sumpter share joy and despair

A TOTAL REVERSAL OF fortunes for Peter Morris and Mark Sumpter marked the pair of Porsche Club races at Oulton Park. While Sumpter ended the opener in the gravel and won the second race, Morris won the first and destroyed his car in the later contest. "It's proper finished," said Morris after cartwheeling over the barrier on the run to Cascades.

Sumpter went into the pair of races as the man to beat, with podiums in every round, but knowing that his ageing 3.2 Carrera would

struggle for brakes. "I've only got 10 laps in the brakes," he said after testing ahead of the 11-lapper. But that was to prove academic in the opening race as he was in the gravel at Island on the second tour after trying to wrest the lead back from the front-engined 968 of Morris.

After a short safety car period, Morris had his hands full of Mark McAleer (968CS), as Kevin Harrison (964), Ben Demetriou (968CS) and Marcus Carniel (944S2) chased along. "I saw Mark go off

and thought 'that's a result'," said Morris, after fending off McAleer by a quarter of a second. "That was a cracking race; it was all happening."

However, it really did all happen at the start of the second race as Sumpter launched the rear-engined 3.2 Carrera away from pole. McAleer jumped into second, with Morris third from Carniel. Then, as they rushed over the brow at Dentons, Morris and Carniel touched and speared off to the left. Both cars whacked the barriers

and rolled; Carniel's staying trackside while Morris's bounced high over the barriers and wrecked the car. Morris escaped with a sore ankle. "It went a fair way; it had better be on YouTube," said Morris.

With the curfew fast approaching, Sumpter romped home in the six-lap re-run, relieved that his brakes had not been tested. "That's what we need; short races," he said with a smile.

Richard Ellis (993) and McAleer completed the podium, and ensured last-lap heartache for Paul Follett, who had battled Ellis for second: "I've been trying to get a podium for three years and 400 yards from it they engulfed me!"

● Paul Lawrence

RESULTS – RACE 1 (11 LAPS)

1 Peter Morris (968CS); **2** Mark McAleer (968CS) +0.263s; **3** Kevin Harrison (964); **4** Marcus Carniel (944S2); **5** Ben Demetriou (968CS); **6** Richard Ellis (993). **CW** Carniel. **FL** McAleer 1m57.178s (82.70mph).

RACE 2 (6 LAPS)

1 Mark Sumpter (Carrera 3.2); **2** Ellis +2.735s; **3** McAleer; **4** Paul Follett (968CS); **5** Harrison; **6** Mike Clapham (968CS). **CW** Chris Dyer (944). **FL** Harrison 1m58.226s (81.97mph).



Owens took Miglia double

POST HISTORIC/GROUP 1 TOURING CARS THRUXTON, AUGUST 13

Hickton bides his time for late victory



Hickton (46) waits for his moment

BEING IN THE RIGHT

place at the right time can have rich rewards, as shown by David Hickton's perhaps fortuitous win at Thruxton last Saturday.

Having shadowed Jim McLoughlin (Ford Capri) and Tim Scott Andrews (Rover Vitesse) throughout, the local man pounced when a final corner sort out sent them both off track.

McLoughlin led much of

the way, but Scott Andrews ousted him with three laps to go. Having taken his measure, it seemed as if Scott Andrews would win but McLoughlin wasn't about to settle for second.

Trying to regain top spot was McLoughlin's undoing as he entered the chicane far too fast on the final tour and, having clattered all over the kerbs, briefly threatened to go headlong

into the outside barrier.

Scott Andrews was carried out wider onto the grass to avoid contact. McLoughlin was first back onto the asphalt, but as he regained composure, Opel Ascona driver Hickton sliced past to snatch the victory. "I hung back from them because I sensed that they would go over the kerbs at some stage," said a jubilant Hickton.

Some way back, an equally entertaining scrap between the Ford Escort-mounted duo of Jason Christie and Steve Cripps eventually went the way of Christie. Had either man slipped up, then the shadowing Riorden Welby, Mark Lucock, Mark Osborne and David Howard would have capitalised.

● Dud Candler

RESULTS (14 LAPS) 1 David

Hickton (Opel Ascona); 2 Jim McLoughlin (Ford Capri) +0.576s; 3 Tim Scott Andrews (Rover Vitesse); 4 Jason Christie (Ford Escort RS2000); 5 Steve Cripps (RS2000); 6 Riorden Welby (Rover SD1). **CW** Christie; Cripps; Welby; David Howard (Jaguar XJ12); Andy Johnson (VW Golf). **FL** Hickton 1m30.688s (93.52mph).

THRUXTON IN BRIEF

Hickton also won in M3



PRE-1993 TOURING CARS

David Hickton followed up his earlier victory with a dream first outing in his freshly acquired BMW M3 E36. As he scooted clear, so Graham Myers (Sapphire Cosworth), Lawrie Dunster (E36 M3) and Roger Stanford (E30 M3) battled over second spot. Stanford dropped away in the closing stages, leaving Myers to fend off Dunster.

CLASSIC THUNDER/BOSS

Tin-top aces Garrie Whittaker (BMW M3) and Joss Ronchetti (Sunbeam Lotus) shared the spoils at Thruxton. Poleman Whittaker was a runaway winner on Saturday, when a stomach bug forced Ronchetti to stay at home. Somewhat healthier on Sunday, Ronchetti stormed from last to first and overcame Whittaker two laps from the end.

MINI MIGLIA

Endaf Owens recaptured early season form with victories in both races which, in typical Miglia fashion, were hard fought. A combined winning margin of under one second is testament to just how close things were. Having slipped to fourth in the opening race, Owens came back strongly.

PICKUPS

The Pickups provided typical close action as they used every inch of track and more, particularly in the first race where several drivers were hit with drivethrough penalties for off-course antics. Up front, Nic Grindrod and Carl Boardley avoided any such penalties as they clocked up one-two finishes in both races.



Spark won at Thruxton again

INTERSTEPS THRUXTON, AUGUST 13-14

Kart ace Peace makes his mark despite setbacks

REIGNING TKM

karting champion James Peace had a roller coaster week that started with him losing his major sponsor just days before Thruxton. On Saturday, he took his maiden win in cars and followed that up with another InterSteps victory on Sunday morning.

On Sunday afternoon, he came back down to earth with a bump, quite literally, as he mounted the rear of rival Ed Jones' car at the complex in the final race. He trailed home last.

In between, it was a dream weekend — twice leading home championship leader Jake Dennis and fellow title hopeful Jones. Clearly at home with the

dauntingly fast track, Peace made winning look easy.

Patryk Szczerbinski took the honours in the final race in which Dennis played a shrewd hand. Once headed, he kept the pressure on Szczerbinski but without taking any undue risks.

● Dud Candler

RESULTS (16 LAPS) — RACE 1

1 James Peace; 2 Jake Dennis +2.731s; 3 Ed Jones; 4 Patryk Szczerbinski; 5 Alex Walker; 6 Sarah Moore. **FL** Peace 1m16.534s (110.82mph). **RACE 2** 1 Peace; 2 Dennis +8.193s; 3 Jones; 4 Walker; 5 Szczerbinski; 6 Moore. **FL** Peace 1m17.123s (109.97mph). **RACE 3** 1 Szczerbinski; 2 Dennis +0.240s; 3 Walker; 4 James Nutbrown; 5 Moore; 6 Jones. **FL** Szczerbinski 1m17.092s (110.01mph).

Peace topped Intersteps twice



Grindrod set pace



MINI SE7EN THRUXTON, AUGUST 13-14

Spark burns brightest

HAVING WON BOTH races at the corresponding meeting last year, Paul Spark showed his love for the Hampshire track by doing it again, but the Cannock man also received some outside help from his rivals.

In typical slipstreaming, place-swapping tussles, final-corner melees were a feature of both races and Spark capitalised each time. It's likely he would have won the later race anyway, but he made sure by charging across the chicane as Graeme Davis and Darren Thomas clashed into the corner.

A first race incident involving Gareth Hunt and an unlucky (and most unhappy) Davis, whose distributor cap was dislodged in the incident, paved the way for Spark who dived through the chaos to take victory.

● Dud Candler

RESULTS (BOTH 10 LAPS) — RACE 1

1 Paul Spark; 2 Andrew Deviny +0.526s; 3 Damon Astin; 4 Darren Thomas; 5 James Coulson; 6 Gareth Hunt. **FL** Thomas 1m38.703s (85.93mph). **RACE 2** 1 Spark; 2 Astin +3.431s; 3 Thomas; 4 Deviny; 5 Julian Affleck; 6 Ashley Davies. **FL** Spark 1m38.811s (85.83mph).

SPORTS EXTRA RESULTS ROUND-UP

CASTLE COMBE CCRC, AUGUST 13-14

OPEN SPORTS CAR SERIES (19 LAPS)

1 Tony Sinclair (Jade 3); 2 Simon Tilling (Radical SR3); +5.050s; 3 Doug Hart (Chiron Hart); 4 Andrew Shanley (Radical Prosport); 5 Darcy Smith (Radical SR3); 6 Altay John Ali (Radical SR3). **Class winners** Hart; Duncan Keith (Radical Clubsport); John Wilkes (Global GT R1). **Fastest lap** Tilling 1m03.033s (105.65mph). **RACE 2 (19 LAPS)** **1 Sinclair;** 2 Hart +19.513s; 3 Smith; 4 Ali; 5 Simon Hardwick (JKS 75); 6 Dave Brunsdon (AJEC 01). **CW** Hart; Wilkes. **FL** Sinclair 1m03.939s (104.16mph).

CCRC SPORTS & GT (13 LAPS) **1 Simon Tilling (Radical SR3);** 2 Andrew Shanley (Radical Prosport); +0.445s; 3 Guy Parr (Nemesis RME02); 4 Martin Baker (Radical Clubsport); 5 Gary Prebble (Mitsubishi Lancer Evo); 6 Doug Watson (BMW Z4M Coupe). **CW** Watson; Prebble. **FL** Tilling 1m03.964s (104.12mph).

RACE 2 (15 LAPS) **1 Shanley;** 2 Parr +21.526s; 3 Baker; 4 Prebble; 5 Ian Hall (Darrian T90-Wildcat); 6 David Smith (Mallock Mk36). **CW** Prebble; Hall. **FL** Shanley 1m05.586s (101.54mph).

CLASSIC CLUBMANS (13 LAPS)

1 Mark Charteris (Mallock Mk20/21); 2 John Harrison (Mallock Mk21) +12.891s; 3 Steve Chaplin (Phantom P79); 4 Malcolm Jackson (Mallock Mk21); 5 Andy Powell (Gryphon C73); 6 Mike Hickson (Mallock Mk20). **CW** Clive Wood (Mallock Mk20B); Bob Yarwood (Ladybird Clubmans Mk6); Tim Norris-Jones (Mallock Mk1/14). **FL** Charteris 1m07.852s (98.15mph).

SPORTS 2000 (48 LAPS)

1 Craig Mitchell (Lola T88/90); 2 Peter Williams/David Pittard (MCR) -1 lap; 3 Scott Guthrie (Van Diemen RFSC02); 4 Sebastian Bamsey/Kevin Waring (MCR); 5 Louis Jones (NAGA); 6 David Croft (Gunn TS11). **CW** Williams/Pittard; Mike Bamby (Tiga SC80); Peter Needham/Harriet Needham (Tiga SC82). **FL** Patrick Sherrington (MCR) 1m07.783s (98.25mph).

BRANDS HATCH INDY BRSCC, AUGUST 13-14

FUN CUP (171 LAPS) **1 Neil Plimmer/Geoff Fawcett;** 2 Julian Thomas/Nigel Greensall/Joachim Ritter +39.798s; 3 Paul Abraham/Charlie Burt; 4 Nigel Griffiths/Ed Cole/Dominic Jackson; 5 Martin Harris/Simon Bonham/Robert Thomas; 6 Abraham de Groot/Stephen Johansen. **CW** Scott Kavanagh/Pete James/John Halestrap. **FL** Greensall 57.734s (74.74mph).

MASDA MX5 CUP (17 LAPS)

1 Robert Boston; 2 Tom Roche +5.607s; 3 Jim Edwards Jr; 4 Luke Herbert;

5 Paul Sheard; 6 Adam Gore. **FL** Roche 55.907s (77.18mph).

RACE 2 (17 LAPS) **1 Chrissy Palmer;** 2 Herbert +0.676s; 3 Boston; 4 Sheard; 5 William Chappell; 6 Abbie Eaton. **FL** Boston 56.035s (77.00mph).

SAKER CHALLENGE (28 LAPS)

1 Iain Dockerill (Saker Sportscar); 2 Paul Rose (Saker Sportscar) +8.359s; 3 Tim Wheeldon (Saker Sportscar); 4 Paul Spencer (Prosport LM3000); 5 Mark Burton (Saker Sportscar); 6 Bob Tomlinson (Saker Sportscar). **FL** Dockerill 49.231s (87.64mph).

RACE 2 (36 LAPS) **1 Dockerill;** 2 Spencer +32.858s; 3 Wheeldon; 4 Graham Pattle (Saker Sportscar); 5 Herbert Boender (Saker Sportscar); 6 Alan Honarmand

(Saker Sportscar). **FL** Dockerill 49.731s (86.76mph). **RACE 3 (30 LAPS)** **1 Rose;** 2 Spencer +0.671s; 3 Rudolf Meyer (Saker Sportscar); 4 Wheeldon; 5 Steve Harris (Saker Sportscar); 6 Burton. **FL** Spencer 50.183s (85.98mph).

RACE 4 (30 LAPS) **1 Spencer;** 2 Harris +0.629s; 3 Boender; 4 Wheeldon; 5 Burton; 6 Nick Jarvis (Chevron). **FL** Spencer 50.657s (85.18mph).

PORSCHE (22 LAPS) **1 David Clark (Porsche Boxster);** 2 Richard Stylin (Porsche Boxster) +4.342s; 3 David Bearman (Porsche Boxster); 4 John Bearman (Porsche Boxster); 5 Arjo Ghosh (Porsche Boxster); 6 Steven Boyles (Porsche Boxster). **CW** Adam Croft (Porsche 924). **FL** Clark 54.794s

(78.75mph). RACE 2 (16 LAPS)

1 Clark; 2 Stylin +7.342s; 3 D Bearman; 4 J Bearman; 5 Mike Sellar (Porsche Boxster); 6 Guillaume Gruchet (Porsche Boxster). **CW** Steve Brown (Porsche 924). **FL** Clark 55.390s (77.90mph).

PRODUCTION GTI (11 LAPS)

1 Simon Hill; 2 Nick Porter +0.237s; 3 Andy Knowlton; 4 Ray Grimes; 5 Dawn Boyd; 6 Gary Watkins. **CW** Boyd. **FL** Knowlton 58.477s (73.79mph). **RACE 2 (16 LAPS)** **1 Hill;** 2 Porter +2.126s; 3 Knowlton; 4 Grimes; 5 David Parris; 6 Boyd. **CW** Boyd. **FL** Hill 58.382s (73.91mph).

DONINGTON PARK MSVR, AUGUST 13-14

TRACKDAY TROPHY (29 LAPS)

1 John Hamilton (Renault Clio); 2 James Britton (BMW M3) +9.816s; 3 George Wright/James Cameron (Porsche 993); 4 Matt Walton (Renault Clio); 5 Steve Smeed/Martin Schofield (Honda Integra); 6 David Scarborough/Antony Sharpe (Lotus Elise). **CW** Britton; Tom McHugh/Jamie McHugh (Porsche 944). **FL** Britton 1m21.319s (87.61mph).

RADICAL UK CUP (34 LAPS)

1 Terrence Woodward/Ross Kaiser (SR3); 2 Roger Bromiley/Shawn Balfe (SR3) +16.360s; 3 Phil Abbott/Roger Green (SR8); 4 Jeremy Ferguson (SR3); 5 Mark Smithson/Stuart Moseley (SR3); 6 James Abbott (SR3). **CW** Ferguson. **FL** Kaiser 1m04.456s (110.53mph). **RACE 2 (31 LAPS)** **1 Manhal Allos (SR8);** 2 P Abbott/Green +25.798s; 3 Woodward/Kaiser; 4 Ferguson; 5 J Abbott; 6 Nathan Lindop (SR3). **CW** Ferguson. **FL** Kaiser 1m04.965s (109.66mph).

LOTUS CUP UK (38 LAPS)

1 Simon Deacon (2-Eleven); 2 Steve Williams (2-Eleven) +0.712s; 3 David & Rob Fenn (Elise); 4 Pete Storey (2-Eleven); 5 Mark Gooday (2-Eleven); 6 Marcus Jewell

(2-Eleven). **CW** Fenn/Fenn; Glenn Sherwood/Luigi Valentino Mazza (Exige); Steve Quick (Elise). **FL** Deacon 1m16.629s (92.97mph).

TEAM TROPHY (31 LAPS)

1 Alistair Stenhouse/Stephen Darbey (BMW M3); 2 George Wright/James Cameron (Porsche 993) +8.374s; 3 David Thomas (Renault Clio); 4 Kester Cook/Paul Hatton (Ford Fiesta); 5 David Scarborough/Antony Sharpe (Lotus Elise); 6 Tom McHugh/Jamie McHugh (Porsche 944). **CW** Wright/Cameron; Cook/Hatton; Ray Honeybone/Steve Brown (Renault Clio). **FL** Stenhouse/Darbey 1m21.823s (87.07mph).

KNOCKHILL SMRC, AUGUST 13-14

SCOTTISH FORMULA FORD (10 LAPS)

1 Kenneth Thirlwall (Van Diemen); 2 Alistair Dow (Ray GR509) +2.479s; 3 Jordan Gronkowski (Van Diemen); 4 Michael Gray (Vector); 5 Andrew Brennan (Swift); 6 Matthew Chisholm (Van Diemen). **FL** Thirlwall 55.712s (82.71mph).

RACE 2 (10 LAPS) **1 Thirlwall;** 2 Dow +0.277s; 3 Gronkowski; 4 Gray; 5 Brennan; 6 Chisholm. **FL** Dow 55.922s (82.40mph).

SCOTTISH MINI COOPER CUP (5 LAPS)

1 Vic Covey Jr; 2 David Sleight +3.257s; 3 Tim Sleight; 4 Adam Leitch; 5 Chris Smiley; 6 Steven Brewster. **FL** Covey 1m06.598s (69.19mph).

RACE 2 (8 LAPS) **1 D Sleight;** 2 T Sleight +0.250s; 3 Covey; 4 Leitch; 5 Brewster; 6 Murray Muir. **FL** T Sleight 1m03.920s (72.09mph). **RACE 3 (8 LAPS)** **1 T Sleight;** 2 D Sleight +2.890s; 3 Leitch; 4 Brewster; 5 Covey; 6 Steven Clarke. **FL** Covey 1m04.089s (71.90mph).

SCOTTISH FIESTAS (10 LAPS) **1 Peter Cruickshank (XR2);** 2 Wayne MacCauley (XR2) +0.750s; 3 Mike Strong (XR2); 4 Scott Robertson (Fiesta ST); 5 Rory Bryant



Ray Honeybone/Steve Brown
Clio presses on at Donington



Castle Combe



Brands Hatch Indy



Donington Park



Knockhill



Oulton Park Int



Thruxton



Nurburgring GP

Philpotts' Mitsubishi leads Classic Thunder/BOSS field at Thruxton



(Fiesta ST); 6 Craig Taylor (XR2). **FL** Robertson 1m02.297s (73.97mph). **RACE 2 (10 LAPS)** 1 Cruickshank; 2 Russell Milloy (XR2) +1.533s; 3 MacCauley; 4 Dave Colville (XR2); 5 Strong; 6 Bryant. **FL** Bryant 1m02.253s (74.02mph). **SCOTTISH LEGENDS (8 LAPS)** 1 Ross Marshall; 2 John Marshall +0.113s; 3 Ross Mickel; 4 David Hunter; 5 Glenn Burtenshaw; 6 Gerard McCosh. **FL** McCosh 1m01.198s (75.30mph). **HEAT 2 (8 LAPS)** 1 R Marshall; 2 Mickel +0.157s; 3 Hunter; 4 Scott Hynds; 5 J Marshall; 6 McCosh. **FL** R Marshall 1m00.830s (75.75mph). **FINAL (10 LAPS)** 1 Carol Brown; 2 R Marshall +0.052s; 3 J Marshall; 4 Mickel; 5 Hunter; 6 Hynds. **FL** McCosh 1m01.236s (75.25mph).

OULTON PARK INTERNATIONAL BRSCC, AUGUST 13

NORTHERN SPORTS AND SALOONS (9 LAPS) 1 Jeff Wilson (Lotus Elise); 2 Bill Addison (Caterham Superlight) +18.875s; 3 Marcus Fothergill (Porsche 911 GT2); 4 Andrew Morrison (SEAT Leon); 5 Mike Cutt (BMW M3); 6 Simon Mayne (Fisher Fury). **CW** Fothergill; Cutt; Mayne; Jason South (Peugeot 205 GTi); Richard Ralston (Renault Clio); Brian Morris (Datsun 240Z). **FL** Wilson 1m46.869s (90.68mph). **RACE 2 (6 LAPS)** 1 Wilson; 2 Addison +3.808s; 3 Fothergill; 4 Morrison; 5 Cutt; 6 David Botterill (Porsche 944). **CW** Fothergill; Cutt; Peter Dixon (Honda Civic); Ralston; Mayne; Morris. **FL** Wilson 1m47.149s (90.44mph). **PORSCHE 911 GT3 CUP CHALLENGE (15 LAPS)** 1 Karl Leonard; 2 Oly Mortimer +1.083s; 3 Graeme Mundy; 4 Steven Liquorish; 5 Marcus Fothergill; no other starters. **FL** Mortimer 1m44.585s (92.66mph). **RACE 2 (15 LAPS)** 1 Mortimer; 2 Mundy



Sherrington led S2000s at Combe, but didn't win



Daniel Schrey's 935 took a first and a second at the Nurburgring

+0.341s; 3 Leonard; 4 Liquorish; no other finishers. **FL** Mortimer 1m44.611s (92.64mph). **FORD XR CHALLENGE (10 LAPS)** 1 Mark Robinson (XR2); 2 Simon Sheridan (XR2) +4.565s; 3 Peter Lancaster (XR2); 4 Steve Poole (XR2); 5 Ralph Fernihough (XR2); 6 Danny Leigh (XR3). **CW** Leigh. **FL** Lancaster 2m05.856s (77.00mph).

THRUXTON BARC, AUGUST 13-14

CLASSIC THUNDER/BLUE OVAL SALOONS (15 LAPS) 1 Garrie Whittaker (BMW M3 E36); 2 Nick Williamson (Ford Escort Cosworth) +46.276s; 3 Ilsa Cox (SEAT Leon Cupra); 4 Craig Rainer (Ford Escort Mk2); 5 Brian Cox (SEAT Leon Cupra); 6 Craig Jamieson (Ford Sierra Cosworth). **CW** Williamson; I Cox; Rainer; Mike Webb (Ford Focus); John Edwards-Parton (Ford Fiesta); Demetris Neophytou (Ford Fiesta); Lawrie Dunster (BMW E36 M3); Brian Long (Ford Fiesta). **FL** Whittaker 1m21.751s (103.74mph). **RACE 2 (15 LAPS)** 1 Joss Ronchetti (Talbot Sunbeam Lotus); 2 Whittaker +2.000s; 3 Neil Philpotts (Mitsubishi Starion); 4 Martin Davies (Ford Sierra); 5 B Cox; 6 Rainer. **CW** Whittaker; Davies; Rainer; Edwards-Parton; Simon Beament (Ford Escort); Neophytou; Long. **FL** Ronchetti 1m22.811s (102.42mph). **PRE-'93 TOURING CARS (14 LAPS)** 1 David Hickton (BMW M3 E36); 2 Graham Myers (Ford Sapphire Cosworth) +11.429s; 3 Lawrie Dunster (BMW M3 E36); 4 Roger Stanford (BMW M3 E30); 5 Ken Lark (VW Corrado VR6); 6 Neil Bray (BMW M3 E36). **CW** Stanford; Lark; David Howard (Jaguar XJ12); Chris Bright (BMW 325i); Rob Manger (Ford Fiesta XR2i). **FL** Hickton 1m28.651s (95.67mph). **MINI MIGLIA (10 LAPS)** 1 Endaf Owens; 2 Dave Drew +0.389s; 3 Kane Astin; 4 Colin Peacock; 5 Paul Thompson;

David Sleigh leads
Covey at Knockhill



6 Aaron Smith. **FL** Astin 1m30.023s (94.21mph). **RACE 2 (10 LAPS)** 1 Owens; 2 Thompson +0.588s; 3 Smith; 4 Peacock; 5 Drew; 6 Sarah Munns. **FL** Astin 1m29.786s (94.46mph). **PICKUPS (12 LAPS)** 1 Nic Grindrod; 2 Carl Boardley +0.266s; 3 Michael Smith; 4 Steve Dance; 5 Phil White; 6 Anthony Hawkins. **FL** Grindrod 1m25.179s (99.57mph). **RACE 2 (12 LAPS)** 1 Grindrod; 2 Boardley +4.776s; 3 Hawkins; 4 Smith; 5 David O'Regan; 6 White. **FL** Grindrod 1m25.182s (99.56mph).

NURBURGRING AvD OLDTIMER GP, AUGUST 12-14

AvD HISTORIC MARATHON (20 LAPS) 1 Marcus Graf von Oeynhausen/Frank Stippler (Jaguar E-type); 2 Fred Feuerstein/Barney Gerolzheimer (Ford Fairlane Thunderbolt) +1m52.788s; 3 Alexander Bernstein/Wolfgang Weber (Jaguar E-type); 4 Walter Rohrl/Armin Zumbobel (Porsche 911); 5 Chris Chiles/Chris Chiles

4 Jon Minshaw; 5 John Pearson; 6 Chris Scragg. **CW** John Burton. **FL** Jason Minshaw 2m30.654s (68.87mph). **RACE 2 (12 LAPS)** 1 G Pearson; 2 Marcus Graf von Oeynhausen +16.181s; 3 Jon Minshaw; 4 Scragg; 5 J Pearson; 6 Martin O'Connell. **CW** Burton. **FL** von Oeynhausen 2m29.508s (69.40mph). **WORLD SPORTSCAR MASTERS (16 LAPS)** 1 Manfredo Rossi di Montelera (Abarth-Osella PA1); 2 Sandy Watson (Chevron-BMW B8) +42.909s; 3 David Franklin (Ferrari 312P); 4 Laurie Bennett (McLaren-Chevrolet M1B); 5 Charles Allison (Chevron-BMW B8); 6 Jamie Boot (Chevron B16/C). **FL** Rossi 1m54.023s (90.99mph). **RACE 2 (12 LAPS)** 1 Simon Hadfield (Ford GT40P/1019); 2 David Forsbrey (Ford GT40/C) +1.204s; 3 Rossi; 4 Mark Bates (Porsche 911 RSR); 5 Watson; 6 Bennett. **FL** Rossi 2m22.535s (72.79mph). **GRAND PRIX MASTERS (15 LAPS)** 1 Rowland Kinch (Arrows A4); 2 Joaquin Folch (Brabham BT49C) +0.331s; 3 Steve Hartley (Arrows A4); 4 Christophe d'Ansembourg (Williams FW07C); 5 Richard Barber (Fittipaldi F5A); 6 Alain Plasc (Fittipaldi F5A). **FL** Folch 1m38.752s (105.07mph). **RACE 2 (12 LAPS)** 1 Hartley; 2 Kinch +8.461s; 3 Barber; 4 Peter Meyrick (March 761); 5 Manfredo Rossi di Montelera (Brabham BT42); 6 Michael Lyons (Hesketh 308E). **FL** Hartley 2m01.543s (85.36mph). **PRE-1961 GRAND PRIX CARS (14 LAPS)** 1 Tony Smith (Ferrari 246 Dino); 2 Hubert Fabri (Aston Martin DBR4) +16.260s; 3 Allan Miles (Maserati 250F CM7); 4 Rod Jolley (Lister-Jaguar Monza); 5 Willi Balz (Maserati 250F 2533); 6 Paul Grant (Cooper-Bristol Mk1). **FL** Smith 2m07.900s (81.12mph). **RACE 2 (11 LAPS)** 1 Grant; 2 Balz +19.721s; 3 Miles; 4 Smith; 5 Fabri; 6 Marc Valvekens (Gordini T16). **FL** Miles 2m42.416s (63.88mph). **PRE-1961 SPORTSCARS (24 LAPS)** 1 Jason Minshaw (Maserati T61); 2 Simon Ham (Lister-Jaguar) +1m07.699s; 3 Simon Hadfield/Irvine Laidlaw (Maserati T61); 4 Claudia Hurtgen (Maserati 300S); 5 Frank Stippler (Maserati 450S); 6 Bernd Hahne (Mercedes-Benz 300SL). **FL** Minshaw 2m23.827s (72.14mph). **RACE 2 (14 LAPS)** 1 Max Werner (Maserati T61); 2 Josef Rettenmaier (Maserati T61) +1m02.311s; 3 Christian von Wedel (Austin-Healey 3000); 4 Hahne; 5 Adrian Kraft (Maserati 150S/200S). **FL** Werner 2m08.246s (80.90mph). **MASTERS GT (15 LAPS)** 1 Marcus Graf von Oeynhausen (Jaguar E-type); 2 Rob Hall (AC Cobra) +30.478s; 3 Sandy Watson/Martin O'Connell (Jaguar E-type); 4 Chris Scragg/John Bussell (Jaguar E-type); 5 Jamie Boot (Jaguar E-type); 6 Emanuele Benedini (Jaguar E-type). **FL** Oeynhausen 2m30.238s (69.06mph). **DRM REVIVAL 1971-81 (12 LAPS)** 1 Wolfgang Kaufmann (Porsche 935 K3); 2 Daniel Schrey (Porsche 935 K3) +0.192s; 3 Ralf Heisig (Porsche 930 Turbo); 4 Stefan Oberdorster (Porsche 911); 5 Marco Wagner (BMW M1 Procar); 6 Jerome Miloe (Porsche 935). **FL** Klaus Ludwig (Porsche 935 K3) 1m49.339s (94.89mph). **RACE 2 (12 LAPS)** 1 Schrey; 2 Miloe +32.228s; 3 Heisig; 4 Eberhard Baunach (Porsche 935 K3); 5 Peter Heinrich (BMW M1); 6 Dirk Kisters (Porsche 911). **FL** Schrey 1m51.755s (92.84mph).

Minshaw Maserati was one of five T61s at Nurburgring



Mighty racing on a mini budget

The MG Metro might be getting a bit long in the tooth, but BEN ANDERSON found plenty of racing life left in the baby tin-top when he raced one at Silverstone



There aren't many places where you can go from nothing to a fully functioning racing car in under two weeks for less than £1500, but in the MG Metro Cup it's possible.

This is a tin-top series that's been all about low-cost entry-level racing since its inception in 1992. Like many club racing categories it's had its ups and downs, but the championship has been on the rise recently and this year has averaged "23-25" cars for the second consecutive season, according to long-time competitor Mark Bellamy.

"Sometimes recession can help our championship," explains Bellamy, who has raced in the Metro Cup since 1996. "Where people have been racing something more exotic and expensive, want to carry on racing, and see this as a cheap alternative."

Although it runs independently, with its own championship coordinator, the Metro Cup is still an important staple of MG Car Club meetings. The most high profile of these is MGLive, an annual MG extravaganza held every summer at Silverstone. This meeting is designed to showcase the breadth and depth of MG racing in the UK, so where better for AUTOSPORT to find out what the Metro Cup has to offer?

We are set to compete in Class B of the Metro Cup's four-tier structure. Our 110bhp machine is a 1400cc K-Series-engined Metro GTi of the sort that first came into the Cup in 2003. They predominate the most popular split of the near-30 cars that make up the grid. When AUTOSPORT arrives at Silverstone, category frontrunner Mike Williams, who runs in Class C (the quickest class), has been busy shaking our steed down on the new Silverstone GP circuit.

"We've built this car to a budget to show that the MG Metro Cup is cheap racing"

Mike Williams is a fan of the MG tin-top series

"We've built this car to a budget to show that the Metro Cup is cheap racing," explains Mike, who constructed what he describes as a "middle of the road" car from a donor in less than two weeks. "It's a great championship to be fair. They're no Formula Vees, but you'll go out there and have a good time and a laugh with the people you're racing with. It's fun and competitive, but there's no touring car

nudging – although we do tend to swap wing mirrors!"

I'm glad to say I didn't trade flanks with any of my fellow competitors over the course of the weekend, though some of the racing was incredibly close and there were a couple of questionable contact incidents. Coming through from the back of the grid in each race gave AUTOSPORT a grandstand view of these antics.

The need to do this was a legacy of my virgin machine (which Mike's nephew Chris Norton is intending to race next season) being four kilos underweight following post-qualifying scrutineering checks. After two dry acclimatisation runs on Friday (using a set of the stickier all-weather tyres mandated for Class C) I had a set of new road tyres fitted for the wet qualifying session on Saturday morning. I ended up second in class and 13th overall in the 45-car field (mixed with classes A & B of the MGOC), but lost my times and got relegated to the back of the grid.

This was simply a legacy of how late the car came together. In all honesty, AUTOSPORT was lucky to be racing at all. Mike stayed up until 5am on Friday morning finishing the car and it only

CLASS A

STANDARD MG METRO
ROVER METRO GTA 8V 1.4 K SERIES
(CARBURETTOR VERSION)
MGZR 105/ROVER 200/25 'SHOWROOM SPEC'
LIST 1A TYRES

CLASS B

MODIFIED MG METRO & STANDARD MG METRO TURBO
ROVER METRO/100 8V 1.4 FUEL-INJECTION K SERIES
ROVER METRO/100 16V 1.4 K SERIES
LIST 1A TYRES

CLASS C

MODIFIED MG METRO TURBO & MG METRO 1380CC
ROVER METRO/100 16V 1.4 K SERIES
LIST 1B TYRES

CLASS D

INVITATION CLASS FOR METROS NOT COMPLYING
WITH CLASSES A-C, BUT RESTRICTED TO 1.4 LITRES
AND USE OF 1A TYRES



Our Metro enters Hangar Straight as leaders hit Stowe



'Shouldn't this ballast be in the car?'



KEY CLIP

YouTube: Ben Anderson Metro

Watch the first part of Ben's second race in the MG Metro Cup from Silverstone on YouTube for a taste of the frantic action.



Anderson's steed cost just £1500



Racing was close around Silverstone's GP track

passed scrutineering and the noise test with five minutes to spare before qualifying! The scales strike a double blow against our MGW outfit when Mike is stripped of outright pole for being three kilos light. "I don't believe it - I'm devastated!" he cries on learning he'll be joining AUTOSPORT at the back of the pack.

When we arrive in the assembly area for a dry first race (having scrounged some lead and even strapped in an alternator to ballast the car!) the grid marshal tells me to pull up short. "You're on row 22, on the inside, but we don't have a row 22, so you'll have to wait here." Great. I'm so far back on the grid they don't even have a place for me in the assembly area!

Ultimately, this turns out to be of little consequence because the start procedure is botched. We have yet to even form up properly before the front group has already rounded Copse for the first time. Mike is able to overcome this massive disadvantage and climb into the top six, while AUTOSPORT makes more modest progress to finish 18th overall and seventh in Class B.

My pace in this race (fourth fastest lap in class) is encouraging though and my chances of success in the sequel are

boosted by the start procedure being followed to the letter this time. A decent getaway, coupled with clearing most of the slower cars on the first lap, puts me right in the thick of the Class B fight.

As Tom Sanderson romps away to a class double, AUTOSPORT becomes embroiled in an epic, seesawing duel for the minor placings. After some entertaining side-by-side moments through Maggots/Becketts, Stowe and Brooklands, we are looking set to finish fifth in class. Then ex-rally driver Iain Patterson and youngster Thomas Grainger collide messily at Village on the final lap - and almost take AUTOSPORT out with them as they clamber back on at The Loop!

This promotes me to 10th overall, which is also enough to nab the final podium spot in Class B. "That was the best birthday present ever!" says Chris after the race, but it is me who feels honoured. Like its Mini Se7en relative, the Metro is great fun to drive, quick enough to teach car control, and promotes close racing throughout the field. Ultimately, this series is about great racing, for great value, with a great bunch of guys. What more could a club racer ask for?

YOUR SAY

What you think of the motorsport news of the past week



Snetterton not short of action

Marshal sees things differently

As a regular flag marshal at Snetterton, I must disagree with Mat Jackson's comment in last week's AUTOSPORT that the new 300 circuit doesn't offer any extra overtaking opportunities.

Many drivers contend that marshals don't know anything about driving, despite the hundreds of racing miles we see from very close quarters every season, but having marshalled an HSCC meeting earlier this year at Turn 4 I'd suggest the number of enterprising manoeuvres I saw gives the lie to Mat's contention, as did the fun and games at Turn 2 on a separate occasion.

Gordon Robbie, Ashwellthorpe, Norfolk

EDITORIAL CONTACT mail@autosport.com

I've been reading all the comments regarding the new TV contracts and quite frankly cannot see what all the fuss is about.

Surely it is better to have half the races on BBC live than none at all.

I generally watch the highlights programme on BBC3 on Sunday evening for the simple reason any dull sections of the race are edited out and you get one hour of interesting viewing.

Stop moaning and enjoy our sport.

Barry Challis
Yeovil

I'm a little puzzled as to why some people are saying that as a result of the Sky/BBC deal they'll now stop following grand prix racing altogether.

Talk about cutting off your nose to spite your face. I, too, am roundly pissed off about the deal, and certainly won't be adding my hard-earned to Murdoch's coffers, but that won't stop me following the sport I've adored for more than three decades.

There are plenty of ways (not least AUTOSPORT!) in which I'll still get my fix.

Frances Stewart
By email

I wish I had a pound for every time I've come across the words 'a good deal for F1'. Well, not in my house it's not!

It's a tragedy! I've been a big F1 fan since the first race I ever saw (the 1966 British GP). I've followed F1 for over 45 years!

The BBC may well still be covering plenty of other sports, but I don't care!

There's no way I will pay Sky a farthing for 5000 football matches I will never watch, to get a few F1 races I most certainly would!

John Graham
Radcliffe-on-Trent

Next year's Sky TV deal is going to happen whether we like it or not, but surely there is another way.

If the future is pay per view, then let the fans have just that opportunity – PPV for F1 only. I can't afford Sky Sports, but also there's no way I'd want to fund other sports which I have no interest in.

Plus, Sky locks you into a 12-month deal, while F1 only runs for eight months.

We should be trying to persuade Sky and FOM to make F1 a stand-alone PPV package.

Roger Gollicker
By email

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. **VILLENEUVE: RAIKKONEN TITLE NOT DESERVED**
2. **QUALIFYING TYRES COULD RETURN NEXT YEAR**
3. **2012 DALLARA INDYCAR MAKES TEST DEBUT**
4. **BUTTON TO DEMO F1 CAR IN MANCHESTER**
5. **PIRELLI TO STOP USING HARD TYRE**

AUTOSPORT.COM PLUS

TOP STORY ONLINE

MIKE ROCKENFELLER: SURVIVING THE BIG ONE

To read this exclusive feature and many others like it, log on to autosport.com/plus and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!



ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit www.roadangelgroup.com. Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on autosport.editorial@haynet.com

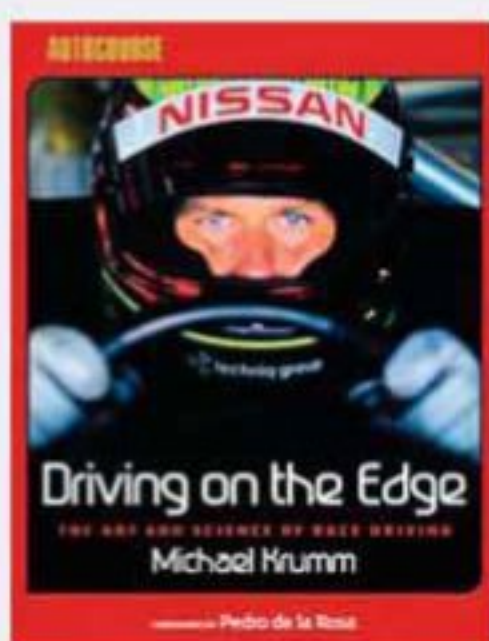
THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts

REVELL SLOT CARS

€49.99 each
revell.de

Revell needs no big-ups for its kits, but did you know it also does sensational slot racers? The theme is definitely retro, as the 1:32-scale Michele Mouton 1984 RAC Rally Audi Sport Quattro, Walter Rohrl 1982 Monte Carlo Rally Opel Ascona 400 and Ronnie Peterson 1977 Group 5 DRM BMW 320 attest. The detail is phenomenal, with period paint jobs and livery, and a driver figure (to blame when you crash!). All the cars are compatible with other leading manufacturers' tracks, too. Almost too fever to race...



DRIVING ON THE EDGE BOOK

£24.99 (978 1 905 334636)
M.Krumm (autocourse.com)

Former single-seater turned sportscar title winner Michael Krumm has produced this driving science book – aimed at novices and pros alike. Everything about mental and physical preparation and application is included. Superbly crafted but you'll have to concentrate...



DAKAR RALLY 2011 OFFICIAL DVD

£16.99
dukevideo.co.uk

How do you fit 16 days into 60 minutes? Tricky when you're trying to cover three different races – for cars, trucks and bikes – with 450-plus starters. But Duke's official DVD offers a solid overview of this year's South American marathon won by Nasser Al-Attiyah's VW Touareg.



CITROEN DS3 1:43 MODELS

£52.99 each
autosport.com/shop

Spark makes fantastically-detailed miniatures and the 2011 Citroën DS3 WRC cars of Sebastien Loeb and Ogier uphold that reputation. These French factory resin racers (Loeb's Mexico winner and Ogier's fourth-placed Sweden car) come in licenced WRC packaging.

HOT ON THE WEB THIS WEEK

YOUTUBE: PIQUET MUSCLES PAST SENNA, HUNGARY '86



SEARCH FOR: Formula 1 - 1986 - Ayrton Senna vs Nelson Piquet (0:12)
A sideways Nelson Piquet forces his way past Ayrton Senna. Longer clips are available, but this thankfully eschews a cheesy AOR soundtrack for the noise of the cars themselves and Clive James's sardonic narration.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online



FR3.5 makes annual Silverstone visit

SILVERSTONE

Renault World Series

August 20-21

Admission free by registering at

www.worldseriesbyrenault.fr

Tel: 0844 3728 200

The tense title fight between reigning British F3 champion Jean-Eric Vergne and inaugural GP3 runner-up Robert

Wickens continues at Silverstone this weekend. The Carlin team-mates have a healthy advantage over Estonian Kevin Korjus in the points table with only three rounds remaining. Red Bull-backed HRT F1 driver Daniel Ricciardo will also be in action for Czech squad ISR. Support comes from Formula Renault Eurocup, Formula Renault UK, the Dutch Clio Cup and the Renault Megane Trophy.

BRANDS HATCH

MSVR

August 20-21

Admission £13 on the gate each day, £16 weekend (online)

Tel: 01474 872331

VAG Trophy, Alfa Romeos, Monoposto, GT Trophy, Golf GTI, Dunlop MN Saloons, MSV F3 Cup, Heritage GT and Champion of Brands FF1600 – all on the Grand Prix loop.

MALLORY PARK

VSCC

August 21

Admission £13

Tel: 01455 842931

Pre-1931 Racing Cars, Front-engined Pre-1961 Racing Cars, Pre-War Sports Cars, Special Pre-War Sports Cars, handicap and scratch races for Pre-War cars and Austin 7s, 500cc F3, Edwardian Cars, plus Formula Junior.

ROCKINGHAM

BRSCC

August 20-21

Admission £10 Saturday,

£15 Sunday, £20 weekend

Tel: 01536 500 500

Mighty and Super Mighty Minis, Euro Saloons & Sports Cars, Formula Jedi, TVR Challenge, Pickup Trucks, MR2 Challenge, Nippon Challenge, Intermarque & Tigers.

OULTON PARK

BARC

August 20

Admission £13

Tel: 01829 760301

NW Sports/Saloons, Legends, Kumho BMW, Classic FF2000 and Classic FF1600.

SHELSLEY WALSH

British Hillclimb

August 20-21

Admission £12 Saturday on the gate

(£10 advance), £15 Sunday on the

gate (£12 advance)

Tel: 01886 812 211

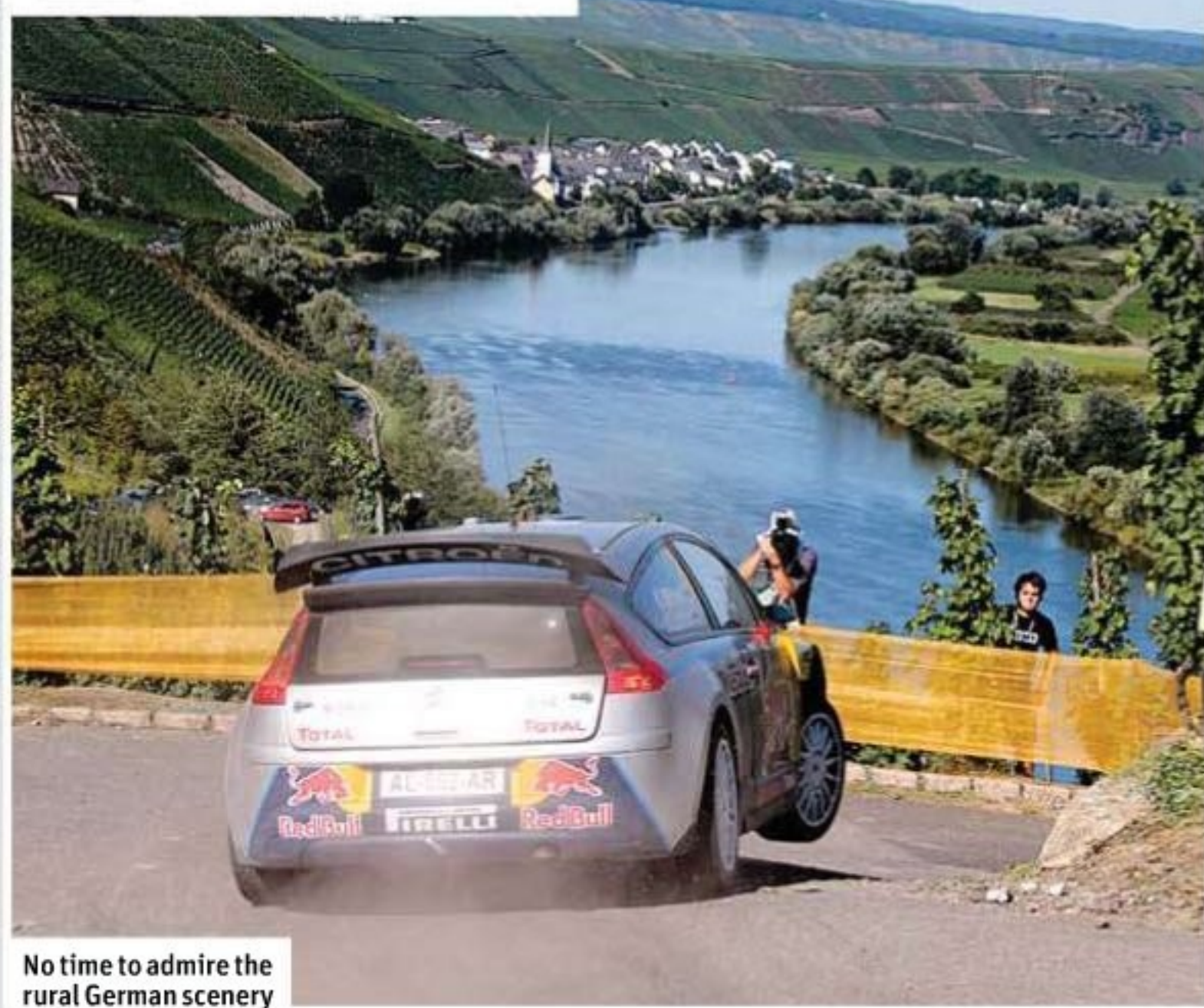
WORLD RALLY CHAMPIONSHIP

Rd 9/13

Rally Deutschland, Trier, Germany

August 18-21

wrc.com



No time to admire the rural German scenery

V8 SUPERCARS

Rd 8/14

Queensland Raceway, Australia

August 20-21

v8supercars.com.au

AMERICAN LE MANS SERIES

Rd 6/9

Road America, Wisconsin, USA

August 20

americanlemans.com

GRAND-AM

Rd 11/12

Montreal, Quebec, Canada

August 20

grand-am.com

NASCAR NATIONWIDE SERIES

Rd 24/34

Montreal, Quebec, Canada

August 20

nationwide.nascar.com

TC2000

Rd 9/13

Buenos Aires, Argentina

August 21

tc2000.com.ar

NASCAR SPRINT CUP

Rd 23/36

Michigan Speedway, USA

August 21

nascar.com

NASCAR TRUCK SERIES

Rd 15/25

Michigan Speedway, USA

August 20

nascar.com

SUPER GT

Rd 5/8

Suzuka, Japan

August 21

supergt.net

FIA GT3 CHAMPIONSHIP

Rd 5/6

Slovakia Ring, Orechova Poton, Slovakia

August 20-21

gt3europe.com

Television

THURSDAY AUGUST 18

1035-1135, 2000-2100 [Motors TV](#)
ERC: Maasmechelen
1400-1430 [Sky Sports 3](#)
British Rally Championship
1445-1750 [Motors TV](#)
ADAC GT Masters: Red Bull Ring
1750-1855 [Motors TV](#)
V8 Supercars: Townsville

FRIDAY AUGUST 19

2130-2200 [ESPN](#)
WRC: Rally Germany day one
2235-2340 [Motors TV](#)
WRC: Rally Germany day one

SATURDAY AUGUST 20

0115-0215, 0900-1000, 1235-1330,
1640-1740 [Motors TV](#)
WRC: Rally Germany day one
0130-0200, 0500-0530, 0630-0700,
1300-1330 [ESPN](#)
WRC: Rally Germany day one
0655-0725 [Channel 4](#)
British Formula Ford: Zandvoort
0725-0750 [Channel 4](#)
The Grid
Jenson Button's Belgian GP preview, Juan
Pablo Montoya profile, and IndyCar action.
0800-1200 [Bloomberg](#)
FIA GT3: Slovakia Ring
0855-0955 [ITV4](#)
Motorsport UK
1300-1400 [Eurosport LIVE](#)
Formula Renault 3.5: Silverstone race one
1330-1500 [Motors TV](#)
FIA GT3: Slovakia Ring

1540-1640 [Motors TV](#)

Megane Trophy: Silverstone
1810-1840 [Motors TV](#)
Motorsport Memory
2001 British F3: Takuma Sato
1945-2045 [Motors TV](#)
Lithuania 1000km
2045-2235, 2330-0125 [Motors TV LIVE](#)
ALMS: Road America
2145-2215 [ESPN](#)
WRC: Rally Germany day two
2235-2330 [Motors TV](#)
WRC: Rally Germany day two

SUNDAY AUGUST 21

0125-0230, 0900-1000, 1405-1500,
1825-1925 [Motors TV](#)
WRC: Rally Germany day two
0345-0415 [ESPN](#)
WRC: Rally Germany day two
1000-1130 [Motors TV](#)
FIA GT3: Slovakia Ring
1300-1400 [Eurosport LIVE](#)
Formula Renault 3.5: Silverstone race two
1300-1400 [ESPN LIVE](#)
WRC: Rally Germany Powerstage
1600-2030 [Premier Sports LIVE](#)
NASCAR: Michigan
1705-1805 [Motors TV](#)
Megane Trophy: Silverstone
2200-2230 [ESPN](#)
WRC: Rally Germany day three
2235-2340 [Motors TV](#)
WRC: Rally Germany day three

MONDAY AUGUST 22

1900-2000 [Sky Sports 3](#)
NASCAR: Michigan highlights

Online

AUTOSPORT.COM

Coming up on the web this week

1986 AND ALL THAT

AUTOSPORT.com has gone 1986-crazy too this week. Relive every race from the season as told by Nigel Roebuck at the time, and hear from Brands Hatch chief Jonathan Palmer about his memories of the legendary circuit's final F1 race 25 years ago. Plus we'll be on the ground and trackside at NASCAR, the ALMS and Formula Renault 3.5 to bring you the latest news, reports and analysis.



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The AUTOSPORT app is now available for Android. Dial up AUTOSPORT.com on your smart phone for instant access to news, feature articles, image galleries and live text race commentary for a one-off fee of only £2.99 (there is no renewal cost). For more info, visit www.autosport.com/app

REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV deals



Episode contains footage from 1964 British GP – this is not Roger Moore

WHO'S YOUR FAVOURITE James Bond? The rugged Sean Connery? The suave Pierce Brosnan? The ice-cool Daniel Craig? Well, if you're *Revved Up*'s mum, it's former knitting-pattern model Roger Moore.

Before he brought safari suits to Bond, Moore became famous playing Simon Templar. *The Saint* (it's on ITV4 all the time) was an eyebrow-raising role he truly made his own, and in 1966 they filmed one about motor racing.

Filmed on location at Brands Hatch, *The Fast Women's* paper-thin plot revolved around a bizarre love triangle between

sportscar star-turned-team boss Godfrey Quillen, his heiress wife Cynthia and bit on the side Teresa Montesino.

It's the International Ladies' Trophy race weekend, but there's nothing ladylike about the girls' intentions towards each other, and both suggest to Templar (whose presence in the first place is totally unexplained) that he should kill the other for either a wad of cash or a bit of how's your father.

It gets preposterous: in a pre-race test, Cynthia returns to the pits complaining she'd "drank too much brandy" the night before. So Templar

jumps in (as you do), only to have a tyre blown out by a German sharpshooter on the South Bank that leads to a terrifyingly slow spin at Surtees.

The would-be assassin Tordoff (played by John Hollis, who was Lando Calrissian's sidekick in *The Empire Strikes Back*) is then shot dead in a theatre in Brighton. Probably because a) he didn't kill his target or b) his eyesight couldn't have been up to much if he didn't spot it was

Roger Moore wearing a polo-neck sweater driving around and not a woman.

It culminates with raceday, where Cynthia – who believes tilting her head to one side makes her go faster – crashes in flames. Or does she? (SPOILER ALERT!) No, it's an elaborate ruse that exposes her hubby as the mastermind of a £100K life-insurance scam.

Which brings the whole crummy episode to its risible conclusion. *Revved Up*

"Filmed on location at Brands Hatch, *The Saint's* paper-thin plot revolved around a quite bizarre love triangle"

THE WEEK IN PICTURES

Our lensmen pounding the beat from Watkins Glen to South Wales

CRUNCH TIME FOR HAMLIN IN WATKINS GLEN ROAD RACE

NASCAR superstar Denny Hamlin's been having a tough time this year in Sprint Cup, and his season reached its nadir when his throttle jammed open on Monday



KANAAN SOMERSAULTS - AND THEN FLIPS

Tony Kanaan was the innocent victim of a collision at Loudon, and ranted: "They were racing like wankers!"



WALES IN WALES: WATCH OUT FOR THE, ER, SEA...

Electric Land Speed Record attempt driver Joe Wales veers off course in Bluebird on Pendine Sands, but brought it safely to a halt



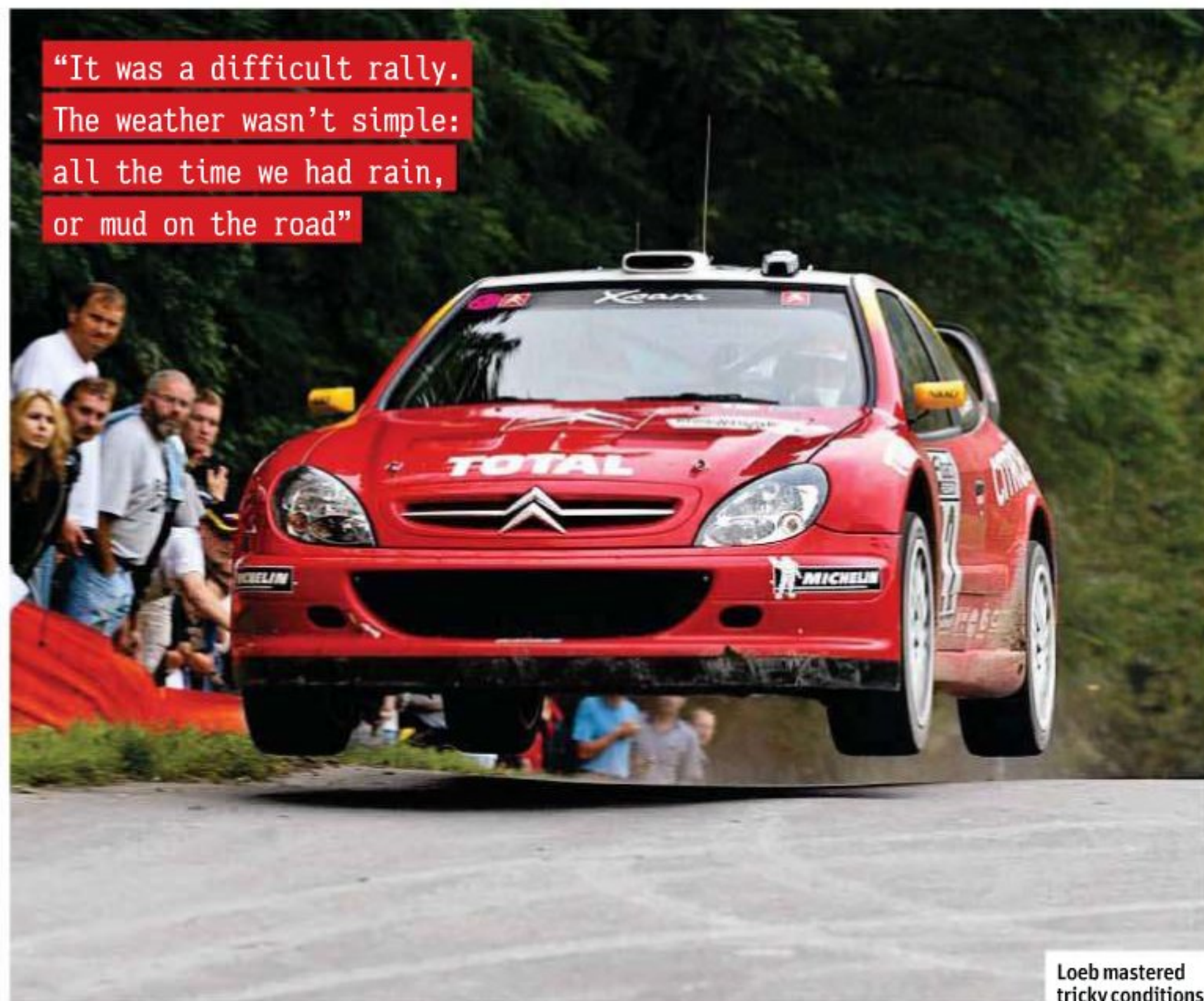
WHAT'S THE POINT OF DAYLIGHT FIREWORKS?

Richard Goransson's remarkable Scandinavian Touring Car comeback from injury continued with two more wins at Karlskoga

PICS: ELLMAN/LAT SOUTH, ZELEVANSKY, MACDARMID/GETTY, MEDIAEMPIRE PHOTOGRAPHY

FROM THE ARCHIVE

Sebastien Loeb takes win number one in Germany, 2002



"It was a difficult rally. The weather wasn't simple: all the time we had rain, or mud on the road"

Loeb mastered tricky conditions

THERE ARE FAVOURITES, AND THEN THERE ARE favourites. This week, Sebastien Loeb has to be the favoured favourite for Rallye Deutschland. Across the board, the Frenchman doesn't have a bad record in the World Rally Championship. But in Germany, he's perfect. The Trier-based event has run as a WRC round eight times, and Loeb has won eight times.

This time next week, that's likely to be nine and nine. But for now, let's focus on the time before Loeb had any wins in Germany. A time when he had won 66 WRC rounds fewer than he has now. None, in fact.

The 2002 season was a development year for Citroën with its Xsara WRC, not a full assault. Loeb had, however, demonstrated the potential of the car with victory on the road in the opener in Monte Carlo. But he'd been denied that win after his team was found to have changed tyres in a prohibited area. A staggering victory became a slightly less impressive second place.

Not the case in Germany. Loeb didn't lead from the start – Marcus Gronholm and Richard Burns shared that honour. But from SS3 onwards the Xsara was ahead, although never in the clear. "It was a difficult rally," recalls Loeb. "The weather wasn't simple: all the time we had rain,

or mud on the road. I remember in the military area [Baumholder] it was very tough."

Loeb would well remember his day on the ranges. Soon after those treacherous roads had claimed his team-mate Philippe Bugalski plus Petter Solberg and Armin Schwarz in panel-bending shunts, Loeb found himself backwards at 100mph in the Hahlekreuz test. He'd cut a corner he shouldn't and paid the price. His spin, however, was cheaper than those of his rivals; he knocked the steering out of line, but his Xsara was still equipped with its quota of forward-running wheels.

That moment allowed Burns and his Peugeot 206 to close within touching distance of the lead. But then came a dash of Loeb brilliance – the first of many we've seen around the Mosel. With the steering on his Xsara doing its own thing, he went fastest on the next stage and took back 13 of the 16 seconds he'd dropped to the Englishman.

"It was a special win," says Loeb. "It was special because it was the first, although I tend to think of Monte Carlo a little as the first win – maybe that was a half win! But Germany was the first full one. It was also special because it was so close to my home and so many of my friends and family could share it with me."

THIS WEEK IN...



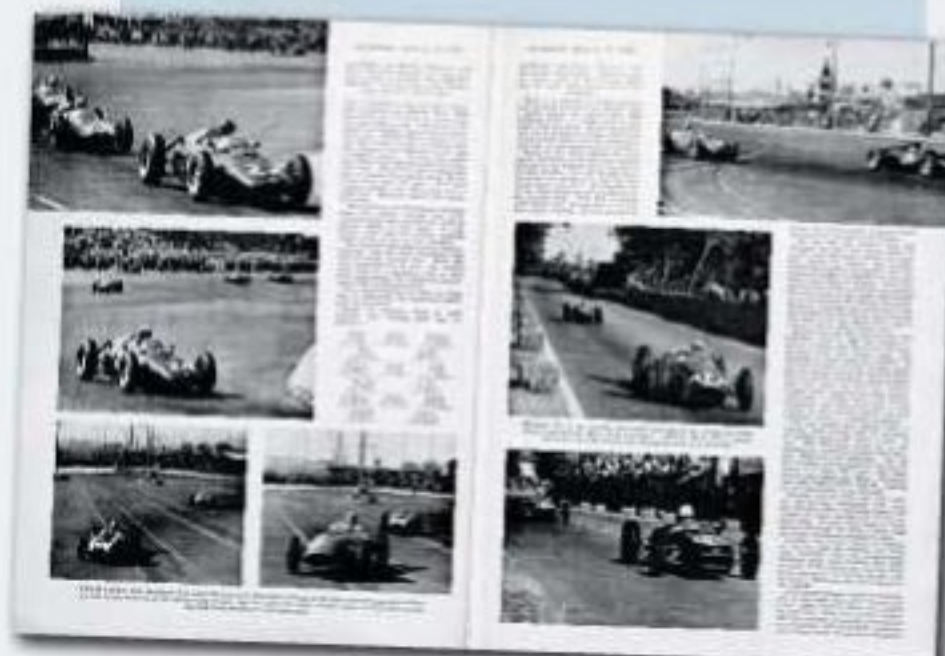
AUGUST 19, 1960

STIRLING MOSS (LOTUS), JOHN Surtees (Lotus) and Phil Hill (Ferrari) fight it out for second place in the early stages of the Portuguese Grand Prix on our cover.

By claiming his fifth victory in a row from the Oporto race, Jack Brabham (Cooper-Climax) clinched his second consecutive world title.

Dan Gurney (BRM) led early on, but dropped back and then retired with engine troubles. Surtees also took a turn out front (setting a new lap record at 112.29mph in the process), but he also retired after his fuel-covered foot slipped off the brake pedal and he clouted a kerb, splitting his car's radiator.

When Hill also dropped out with clutch failure, Brabham took command of the race and led home a Cooper one-two from team-mate Bruce McLaren that also gave the Surbiton concern the constructors' crown.



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FRANK JELINSKI

■ Silverstone Formula 2 ■ March 21, 1982 ■ Maurer-BMW MM82 ■ Battling Bellof in wet-weather thriller



Jelinski leads Boutsen at sodden Silverstone

IT WAS MY FIRST EVER

Formula 2 race, and everyone was telling me it was going to be so hard to get near the front. There were the Honda, Maurer and BMW works teams, also top outfits like Minardi and Toleman, and I was with Bertram Schafer's small-budget squad. I'd raced at Silverstone before – in Formula 3, Super Vee and touring cars – and I loved the track. I felt it was perfect.

It was the first race weekend of the season, and it rained a lot all weekend, but it was drying at the end of qualifying. Although I was 3.6s off pole [Spirit-Honda's Stefan Johansson had used cut slicks that came in perfectly for his final lap to take top spot] I was still fourth on the grid. I was starting among some big names in the series at the time like Thierry Boutsen, Christian Danner, Alessandro Nannini, Mike Thackwell, Jonathan Palmer, Kenny Acheson and Stefan Bellof.

The big teams had major support from Michelin or Bridgestone, but as a small team we were on Avons. The race was wet, which was good for us! The Avon wets were pretty good, and I ran in the top three or

"I felt a loss of power, allowing Bellof to catch up. We had a big fight for position, but eventually I had to pull in to the pits, leaving Stefan to take the win"

four places early on, but then [Bridgestone-shod] Johansson and Boutsen had to stop for new tyres.

I got to second by the 20th lap, passing Carlo Rossi [who spun off when Danner's already delayed car cut-out in front of him], so next up was his Toleman team-mate

Thierry Tassin, who was now in the lead. I tried to pass him, but he closed the door at Becketts, so I pushed him a little bit so I could pass him, but that contact would cause me a problem later on...

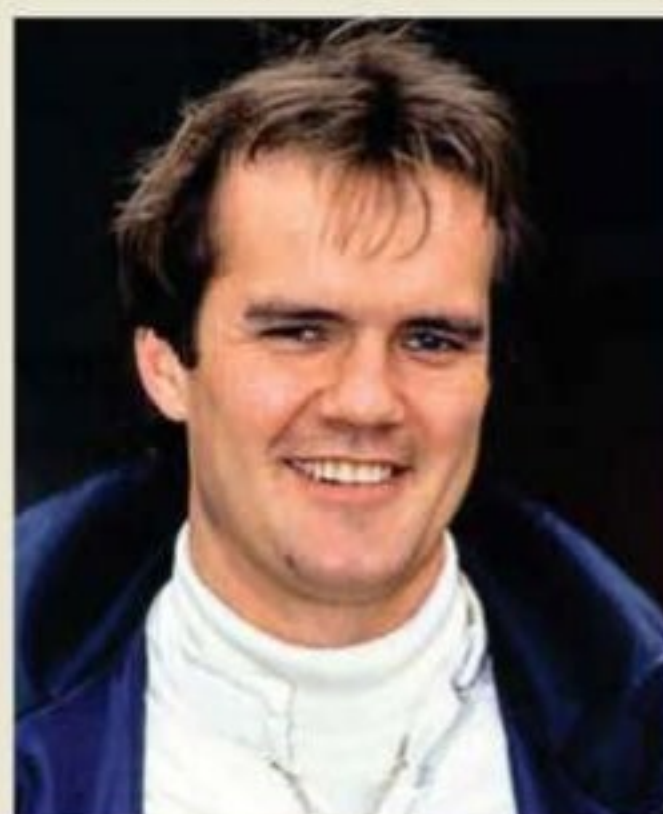
I felt a loss of power, allowing Bellof to catch up. We had a big

fight for position, while each lap I lost more and more power. This was caused by the contact with Tassin – my front wing had been bent a little bit, not only affecting the handling but the cooling on the left side meaning the engine was overheating. I eventually had to pull in to the pits, even though there was only a couple of laps remaining, leaving Stefan to take the win.

I was really happy with my race, even with the retirement thanks to the broken engine. After having a big fight with the top guys in our best race of the session, we never got to race them again because of the tyre situation, so I could only race with the other guys in private teams. But what a race it was! *Frank Jelinski was talking to Charles Bradley*

IN PROFILE

FRANK JELINSKI IS MOST FAMOUS for his sportscar successes in Group C Porsches, winning the 1991 Daytona 24 Hours in a Joest-run 962 and taking victories in World Sportscar Championship rounds at Spa (in 1986 with Thierry Boutsen for Brun) and Dijon (in 1989 with Bob Wollek for Joest). A two-time German F3 champion, he also raced in the DTM for Audi. Now 53, he races for fun in the Nurburgring 24 Hours and runs a karting business in his native Germany.



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