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JAKOB EBREY
INSET:
LAT



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How it all began

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BARTH: "Everyone was fed up with Group C – there were no manufacturers apart from Porsche, FISA and Le Mans wanted something new"

There is no denying that the Group C era was the most exciting in the history of the sportscar. It was the last time that a manufacturer could build a car that was not only a race car but also a road car. It was the last time that a manufacturer could build a car that was not only a race car but also a road car. It was the last time that a manufacturer could build a car that was not only a race car but also a road car.

EVOLUTION OF GROUP C

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Under the skin of Formula 1

The Sauber team's unique anatomy of a 2008 BMW Sauber F1.08 offers an insight into the configuration of an F1 car. The heart of the team's vehicle performance group, Pierre Wachter, reveals its secrets

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Group C debut for Brit GT winner

Joe Osborne to race Group C Nissan in historic debut

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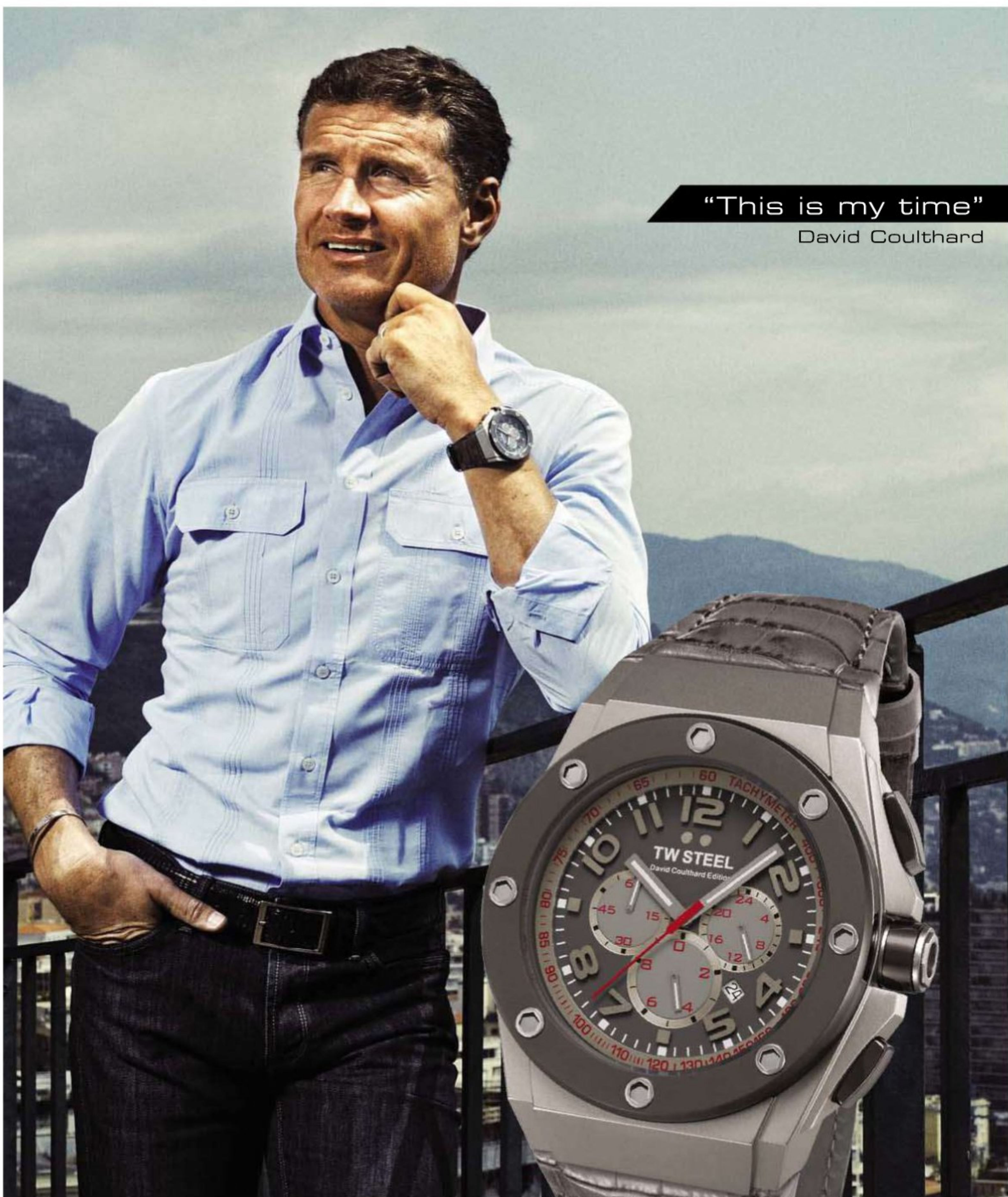
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LE MANS 1990

Group C for Classic

The Mark Blundell/Julian Bailey/Gianfranco Brancatelli Nissan R90CK lines up on pole ready for the formation lap ahead of the 1990 Le Mans 24 Hours. Spot the winning Jaguar XJR-12 of Martin Brundle/Price Cobb/John Nielsen sitting in ninth (against the pitwall). Group C special, p23.

Pic: Ingham/Getty Images



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Newey: No-one will dominate after break

Red Bull's design genius believes that Formula 1's regulations make it tough for any team to dominate. By EDD STRAW

Red Bull chief technical officer Adrian Newey doubts any one team can emerge as a dominant force after the August F1 break.

The 2012 season is one of the most open in recent years, with five different teams winning races so far. Newey sees no reason for the pattern to change when racing gets underway again in Belgium at the start of September, even though the competitive order has become clearer in recent races.

"It seems very unlikely [that a team will start to dominate]," Newey told AUTOSPORT. "There's always the chance that somebody will get it absolutely right, whether it's by introducing a new idea that the rest of us haven't thought of or just by doing a very good job of evolving their package. But while the pattern has started to establish itself more than it did early in the season, it is still variable."

At various stages in the season, McLaren and Red Bull have been touted as having made a decisive breakthrough. But generally their advantages haven't been sustained, meaning that no team has yet been able to string together two consecutive wins.

Newey believes that this is



Webber and Newey celebrate Monaco win

inevitable given the ever-more restrictive regulations in F1 and the fact that the current rules set, introduced at the start of 2009, is so mature. This means that the differences between cars are now tiny and gains made by the teams are becoming ever smaller.

Since the new rules came in, loopholes allowing design concepts such as the f-duct, the double diffuser and harnessing exhaust gases to generate downforce have been closed down. Most recently, Red Bull itself was the subject of such a move,

with the FIA moving to prevent the use of engine maps designed to boost the amount of downforce produced by the residual exhaust effect that it thought it had prevented. This was in the wake of German Grand Prix stewards ruling that what Red Bull and Renault were doing as legal.

Newey believes that this tendency to close loopholes quickly has reduced the development avenues open to teams.

"Two tenths of a second two years ago might not have caused a grid position change but now it

"Two tenths of a second two years ago might not have caused a grid position change, but now it can be worth quite a few"

Adrian Newey

can be worth quite a few," he said. "The field has tightened up a lot, which means that the small changes in performance can make a big difference."

"That is a product of two things: first of all, year-on-year the regulations tend to become more restrictive so when people have managed to explore loopholes in the original 2009 set of rules, those have been closed. Secondly, everybody has had longer and longer to converge."

"If you look at 2009, there was quite a big difference in the shapes of the cars. If you look now, particularly if you look beyond relatively cosmetic changes like nose shapes and look at the bits that are more performance sensitive, people are converging."

Newey has long been a critic of such restrictive regulations and believes that things will become even

AUTOSPORT SAYS...

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Adrian Newey has a point. It is frustrating that Formula 1's regulations are so tight as to stifle the kind of spectacular innovation that makes even the least technically-minded enthusiast excited. But on the flip side of the coin, it's good news that grand prix racing is more competitive than ever and remains (just about) affordable. The question is whether there is a third way.

Many people will offer easy-answer solutions to that question. But as the F1 teams showed by rapidly clawing back much of the downforce slashed from the cars ahead of the 2009 season, it's difficult to stifle progress. The real question that F1 must answer, and has probably missed a chance to do with the 2014 rules, is exactly what it wants to be.

To free things up without dramatically spreading the field and turning it into an arms race, it would surely have to be within the context of strict cost-cuts or even a budget cap (and it's a moot point whether the latter could work). But the question at the fundamental level is this: just what should F1 be? A level playing field that doesn't load the deck in favour of the best teams, or a pure meritocracy that rewards dramatic innovation? It's a tricky balance.

Allow spending to rise with freer rules and you have a recipe for oblivion. It's going to take some imaginative thinking to get around that to hark back to the days when fan cars, six-wheelers and aerofoils shocked the world.

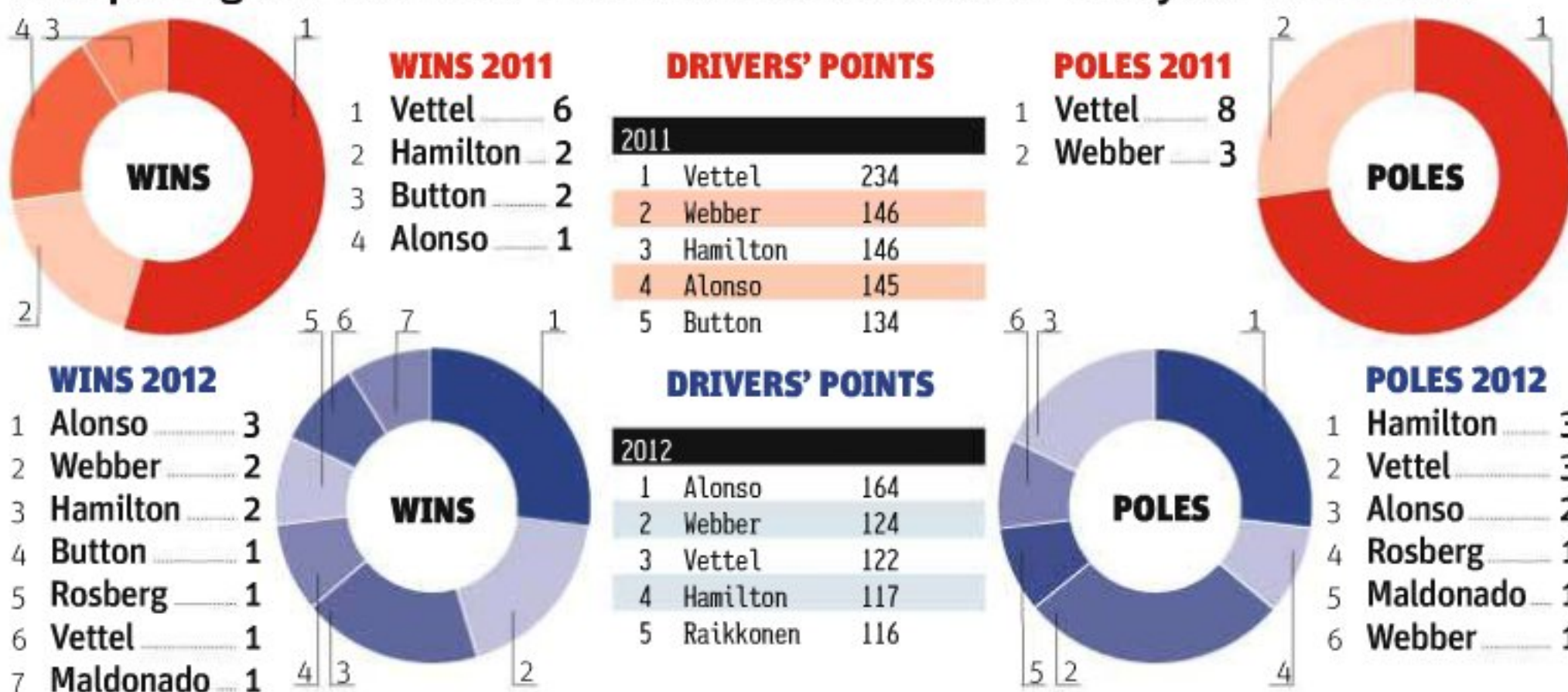


'68 Lotus wings were radical

Newey reckons the rest of F1 2012 will be close

SHARING THE SPOILS

Comparing the numbers from the first 11 races of this year with 2011



worse in 2014 in terms of chassis rules. Since the F1 regulations were first conceived in 1948, the trend has been for them to become ever-more prescriptive, with the current technical-regulations document running to over 30,000 words.

This has played a big part in F1's increasing competitiveness in recent years, with gaps of tenths of a second often covering the top 10. But Newey fears that it has struck at the heart of

what made grand prix racing great.

"It is frustrating," he said. "Formula 1 should be a combination of both a drivers' championship and a constructors' championship. That means that on the constructors' side the regulations must be open enough so that the teams can derive benefits from novel ideas or directions.

"If the regulations carry on becoming more and more restrictive, we will end up with GP1."

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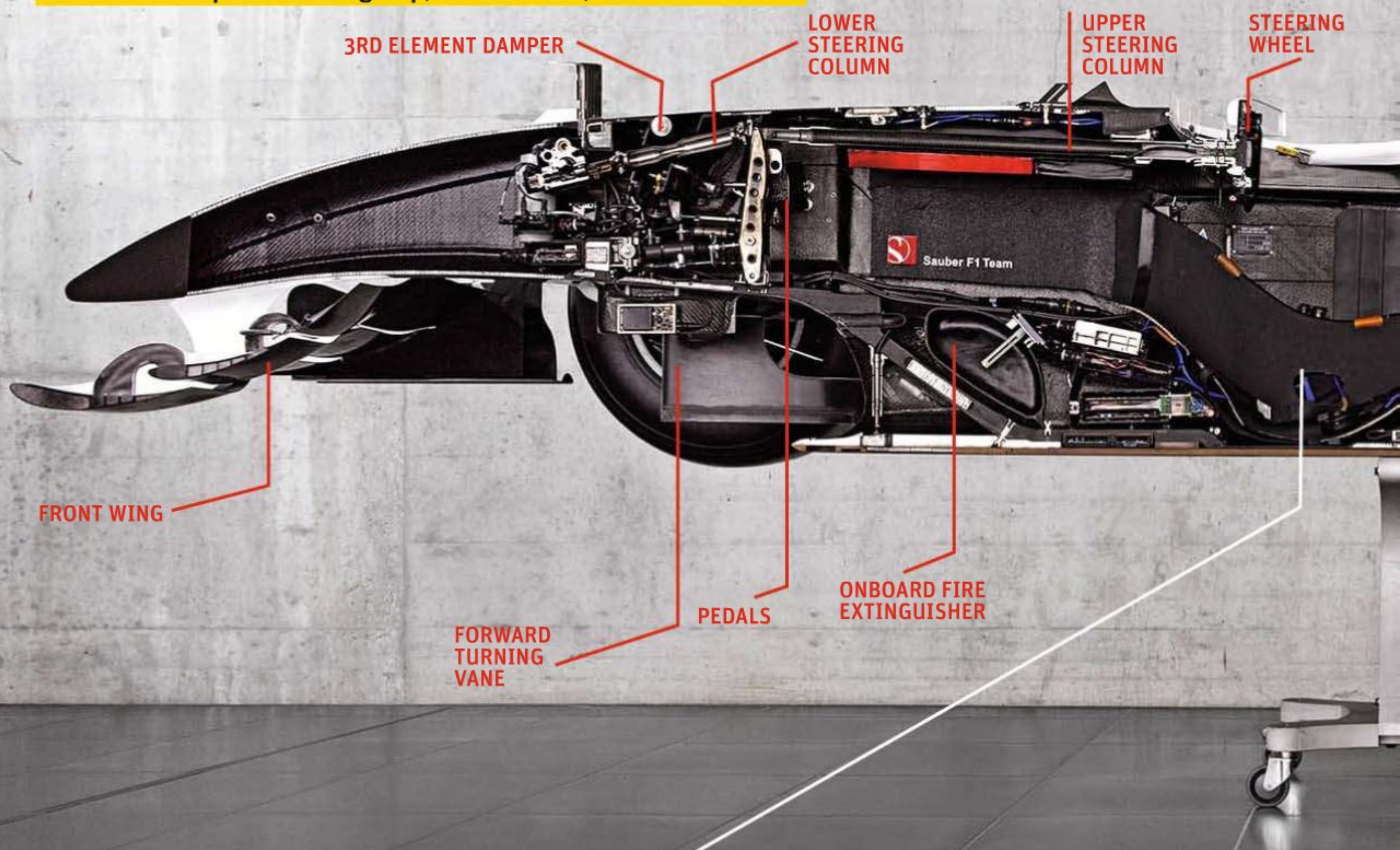
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Under the skin of Formula 1

The Sauber team's unique cutaway of a 2008 BMW Sauber F1.08 offers an insight into the configuration of an F1 car. The head of the team's vehicle performance group, Pierre Wache, reveals its secrets



AERO v PACKAGING

We have to constantly evaluate what the compromise is. It can't be only aero driving the car because then you won't be able to, for example, manage tyre degradation. Everything is a compromise and we can make small changes for aero if there's a big performance gain compared with the losses elsewhere.



DRIVER ACCOMMODATION

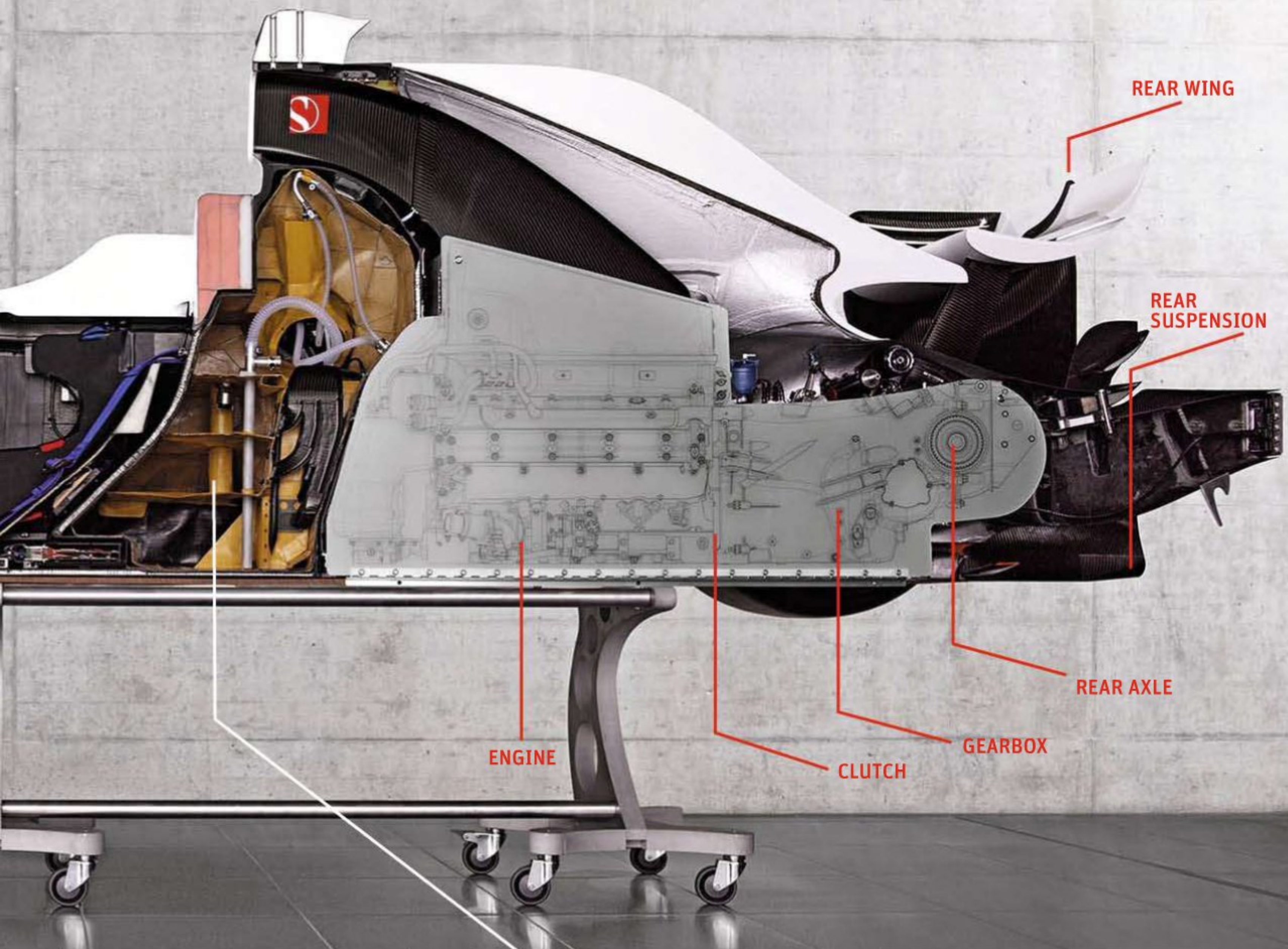
If there is a compromise to be made in this area, we never do it to the driver's position. We have to compromise the packaging around the driver, for example things like how you do the brake balance system and where you have the ECU. We are quite constrained by the size of the driver and if you have to design for drivers of all heights, you have to make compromises. It's important to get the angle of the steering wheel and the positioning of the pedals right.



2008 v 2012

The architecture is actually quite similar. Apart from the fuel cell, most things are similar forward of the engine, and the gearbox is very similar. Fundamentally, it hasn't changed in the way it works even though a lot of things have evolved and been improved.





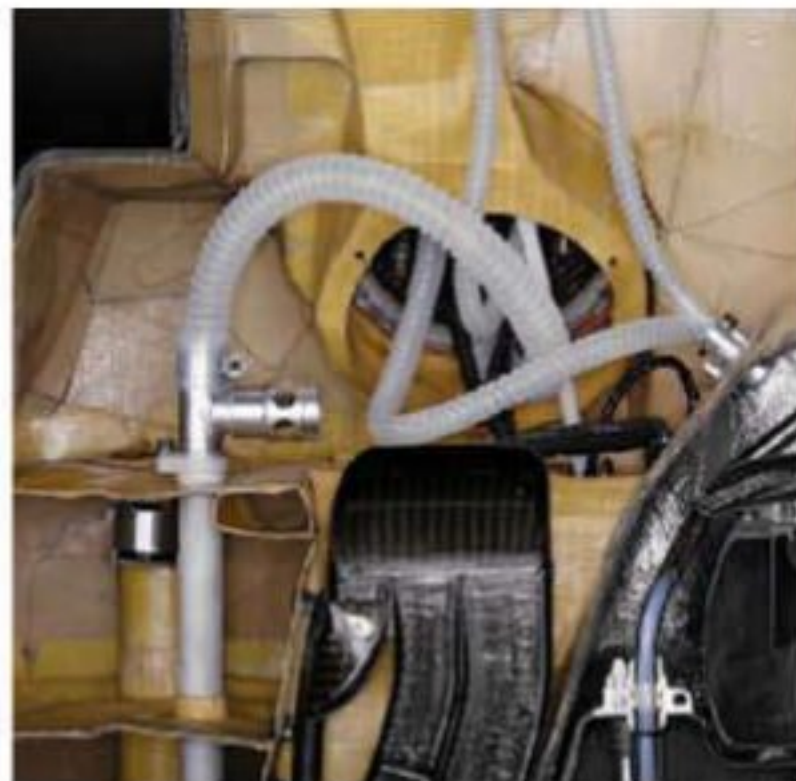
HOW SIMILAR ARE ALL THE CARS?

In principle most cars will be the same [in terms of layout]. The rules constrain how the car is. We have some slightly different systems from others in terms of the stiffness of the car and the internals, but they are only small differences.



FUEL TANK

The fuel tank now is obviously much bigger because of the ban on refuelling. For when the fuel level is low, there is a separate baffle (bottom left) to make sure that there is always enough fuel for the pump to pick up under load.



KERS

The 2008 cars didn't have KERS and obviously that is now accommodated. 2008 was also the first year we had to package the McLaren standard ECU, which was different in terms of weight to what we had before.

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The official fuel consumption figures in mpg (l/100km) for the Scenic Dynamique Tom Tom 1.6 VVT 110 are: Urban 28.0 (10.1); Extra Urban 47.9 (5.9); Combined 38.2 (7.9). The official CO₂ emission is 174g/km.



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THIS WEEK IN F1



MASSA GETS FIAT OUTING

Felipe Massa could not stay away from racing machinery over Formula 1's summer break as he made a brief appearance at the fourth round of his local Copa Fiat championship at Interlagos last weekend. The Brazilian evaluated updates made to the cars and, although electing to skip the actual races, he took part in the practice sessions – and was quickest overall. "Having one set of tyres more than the others helped me, but I was not expecting to be quicker than excellent and experienced drivers like Christian Fittipaldi, Caca Bueno and Andre Bragantini," he said.

I don't have any particular problems going on in my life, or any baggage – and last year I had a big, big sack

Lewis Hamilton on how a new mental approach has helped him on track during F1 2012.



ANNIVERSARIES



Today (Thursday) marks the 25th anniversary of Didier Pironi's death in a powerboat race off the coast of the Isle of Wight. The Frenchman is pictured on the way to his maiden grand prix victory in the 1980 Belgian GP at Zolder.



CATERHAM'S NEW LOCATION

Caterham has now officially moved in to its new factory at Leafield (left), following a summer move from its former Hingham headquarters. With the enforced

summer break meaning teams are not allowed to work on the development of their cars, Caterham has made the most of the opportunity to revamp

the former home of Arrows and Super Aguri. Caterham's F1 and GP2 teams are the first to be in place at Leafield, with Caterham Cars also set to follow soon.

2013 RELEASE FOR RUSH

Rush, the Ron Howard-directed movie that chronicles the epic 1976 title battle between James Hunt and Niki Lauda, will be released in September next year.

Filming has already been completed in Germany, Austria and the UK, with Howard now concentrating on

post-production. Australian actor Chris Hemsworth is playing the role of Hunt, while Daniel Bruehl stars as Lauda.

An official website for the film (rushmovie.com) has also been created, which features the first official images from the movie (right).



BUTTON'S CHARITY TRIATHLON EFFORT

Jenson Button helped raise more than £20,000 for the Help for Heroes charity with his inaugural triathlon charity event that took place last weekend (above).

More than 250 athletes competed in the Jenson Button Trust Triathlon at Luton Hoo – which comprised a 300-metre swim, a 10km bike ride and a 2.5km run.


Following on from the event, further donations to the charity can still be made at Button's official page at: www.justgiving.com/jensonbutton

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MARK HUGHES GRAND PRIX EDITOR

Ferrari and Fernando Alonso regularly insist that the F2012 is not the fastest car on the grid, but Alonso's genius is not the only reason for his championship advantage

There's a perception that Fernando Alonso's 40-point lead in the championship is down to him transcending a less than great car. Closer analysis does not bear this out. This is not to suggest Alonso is not a truly great driver, only that his genius is not the overriding factor in his current championship position.

Alonso and Ferrari have made a point recently of insisting they do not have the fastest car, and in terms of peak performance that's almost certainly true. But in terms of consistency of performance, it's been arguably the best car ever since the beginning of the European season, retaining front-running pace in cool, hot, dry or wet conditions, on all compounds of tyre. It's the only car with such a broad window of performance and in a season where form elsewhere is varying wildly from one race to the next, that has made it overall the 'best' car even if it's rarely been the outright fastest.

Only in the opening four flyaway races was it less than competitive and even then, the race day rain of Malaysia changed the competitive picture. The way it used the tyres

there made it one of the best cars for race day conditions. The McLarens, Red Bulls and Lotuses couldn't retain tyre temperature and it was the Ferrari, Sauber and Williams that starred. Yes, Alonso took pummelling advantage of that set of circumstances, but this wasn't some sort of miraculous drive, like that of Gilles Villeneuve at Monaco '81 or Tazio Nuvolari at Nurburgring '35. It was merely a 'perfect' one that took full advantage of favourable circumstances.


That victory in among an otherwise unremarkable sequence of results in those opening races was actually no worse a set of results than anyone else. It wasn't as if that period of un-competitiveness was punished by a dominant car elsewhere. Circumstances – the weather and the variability in form of the 'fast' cars – had dealt Ferrari a get-out-of-jail card, allowing Alonso to come into the 'European' leg of the season with his massively improved car still in touch on points. No genius required. He had been brilliant certainly. His fifth place in Australia was way better than the car deserved and Malaysia was flawless, but an error-compromised ninth in China and a solid seventh in Bahrain did not put his personal performance on a different plane to any of the other frontrunners. And he had the added advantage over the McLaren, Red Bull and Lotus drivers of not having a team-mate taking points off him.

Since Spain the F2012 has been a consistently competitive car. That cannot be said of any of the others. Alonso was aided by McLaren's fuel gaffe in Spain – when Hamilton was sent to the back of the grid in a car 0.5s faster and which Lewis then

demonstrated was perfectly capable of looking after its tyres. Fernando was further aided by Kimi Raikkonen throwing away what had been shaping up to be the next best qualifying time after Hamilton's. These things combined meant his great qualifying lap netted him the front row when ordinarily it would have been the second. It was a beauty of a lap, but its effect was flattered by circumstances outside his control. Again, no miracle required. Ferrari then arguably lost him the race by not pitting him early enough at the second stops.

Similar Ferrari conservatism also lost Alonso places at Canada and possible victories at both Monaco and Silverstone, but the car's dependable competitiveness allowed him to gain solid points. His win at Hockenheim was disciplined and fast, but in the best car on the day once tyre use was factored in.

Amid all Alonso's consistently strong performances this year though, one does stand out as something special – Valencia. His victory was aided by two Renault alternator failures, a McLaren pitstop drama and fortuitous timing of the safety car there, but his blend of audacious attack and patience was brilliant. But it would have been equally brilliant – but unlauded – if none of those gifts of circumstance outside his control had come his way, in which case he'd probably have finished fifth.

Alonso is performing brilliantly but let's not get carried away. His current position is on combined merit of his own performance, a car with qualities perfectly suited for a topsy-turvy season, the inconsistency of other cars and no in-team threat. 

PIC: TEE/LAT



No doubting Alonso's genius, but the Ferrari isn't a bad car

“Alonso has been brilliant, but let's not get carried away”



Toyota lived with Audi pace for six hours at Le Mans

WORLD ENDURANCE CHAMPIONSHIP

Toyota: Audi could raise pace

Japanese manufacturer wondering if Audi-matching Le Mans speed will be replicated. By GARY WATKINS

Toyota is refusing to make predictions ahead of this weekend's Silverstone 6 Hours FIA World Endurance Championship round because it doesn't know if Audi showed its true performance at the Le Mans 24 Hours in June.

The Toyota TS030 HYBRID driven by Alex Wurz, Nicolas Lapierre and Kazuki Nakajima was leading on its race debut at Le Mans at the six-hour mark. But Toyota Motorsport GmbH technical director Pascal Vasselon

stressed that this doesn't necessarily mean that the TS030 can take the fight to the two Audis – one hybrid R18 e-tron quattro and one non-hybrid R18 ultra – entered for the fourth round of the WEC this Sunday.

"Our target is to achieve a very good result and we are going there to be fully competitive," said Vasselon. "We were able to lead [at Le Mans] after six hours and probably they would have preferred to keep us behind, but we cannot be sure that they showed the

true performance they have.

"It is very difficult to speculate, because part of the analysis of where we should end up in the race is not available to us. The unknown is how fast Audi can be."

Vasselon explained that he expects the R18 ultra, to be driven this weekend by Allan McNish and Tom Kristensen, to be "the one to beat". TMG believes that the non-hybrid car is quicker than the R18 e-tron quattro, which will be shared by Le Mans winners Andre Lotterer, Benoit Treluyer and Marcel Fassler at Silverstone.

"Our analysis shows that the quickest car [at Le Mans] was the #3 [which finished fifth in the hands of Romain Dumas, Loic Duval and Marc Gene]," he said. "At Le Mans and Spa [round two of the WEC in May], the non-hybrid car was faster."

Toyota is arriving at Silverstone after a successful two-day test at Aragon in Spain last week.

"We signed off our high-downforce aero package, which delivered exactly what we were expecting, and did some very good set-up work," he said.

"The test went very well."

Vasselon explained why the Aragon test has been the only time the TS030 has run since Le Mans.

"It is really driven by our development-parts schedule, which is, of course, related to resources," he said. "It was a combination of what was needed and what we could achieve with the resources in place. We got the high-downforce package just before the test."

Vasselon said it was "looking unlikely" that Toyota will run a second car again at any time this season, including at its home race at Fuji in October.

Practice begins for the Silverstone 6 Hours tomorrow (Friday) and the race starts at midday on Sunday.



Toyota is not sure how it really stacks up to Audi



DTM

F1-style 'option' tyres set for DTM

THE DTM IS SET TO INTRODUCE A

Formula 1-style 'option' tyre next year in order to add an extra dimension into the racing.

Su Seung-Hwa, CEO of the championship's tyre supplier Hankook, attended last weekend's Nurburgring round and confirmed that series organiser the ITR "wants a new concept" for 2013, which is set to involve the addition of the options to run alongside the current rubber.

Leading drivers from the series tested the latest-specification options at Magny-Cours earlier this month with Gary Paffett, Miguel Molina and Marco Wittmann undertaking the majority of the work for Mercedes, Audi and BMW respectively.

However, none of them believes that the tyres are currently achieving the aim set by the ITR.

Championship leader Paffett told AUTOSPORT: "The aim is to have an option tyre that starts quicker and then goes off more, and I haven't



Hankook is working on new rubber

driven a tyre that fits that bill yet. They [Hankook] have to make it fit the bill better, but they're working hard to do that, and I'm sure they'll get there, because the race tyres we have now are very good."

Phoenix Audi driver Molina added: "There's still a way to go. You do have

more grip initially [than a current tyre], and the performance drops off a little, but not enough. They have to work to get more drop-off over a stint."

➔ P58 DTM REPORT

AUTOSPORT SAYS...

GARY WATKINS
INTERNATIONAL
EDITOR-AT-LARGE



I have always said that there's a lot of waiting around in motorsport. First, I had to wait 20 years between proper World Sportscar Championships (and, by proper, I mean long-distance). Then, I had to wait four months from setting eyes on the Toyota TS030 HYBRID to seeing it race and, now, I've had to wait another two months to see if the car can really can take the fight to Audi in the FIA World Endurance Championship.

The Le Mans 24 Hours in June proved that Toyota is taking its return to front-line sportscar racing seriously, development year or no. But the big race probably raised as many questions as it answered. Why did the Audis lose pace in the evening? Were their drivers pushing to the maximum? Could Toyota really have challenged for the remaining 18 hours?

I don't know the answers and nor does Toyota, as the team's technical director, Pascal Vasselon, explains (see far left). I'm hoping we're going to get some of them this weekend at Silverstone.

If you are wavering about going, I'd urge you to stop and book your tickets for Sunday right now. As the first proper world championship sportscar race on British soil for 20 years, it draws a line under the past, but it will also give us a few pointers to the future of the WEC.

Will it be this close at Silverstone?



Mike Hewland 1922-2012

MIKE HEWLAND, FOUNDER of the gearbox manufacturer that bears his name, died last week at the age of 89.

After leaving school aged 14 and serving an apprenticeship in engineering, he set up Hewland Engineering in 1957 and became involved in motorsport through gearbox alteration work with the UDT Laystall team in '59. The company's reputation was forged through its VW Beetle-based Formula Junior transmissions in the early sixties, and a decade later almost the entire Formula 1 grid used Hewland boxes, the units being the weapon of choice for Cosworth DFV-powered machines for 15 years.

He retired in 1991, handing the business to his son William, but prior to that had produced his last two designs. The LD200 box became a staple in Formula Ford for 20 years while another unit, the SGT, was used in Super Touring BMWs.

BTCC

AmD to skip Knockhill in favour of extra testing

AMD TUNING WILL MISS THIS weekend's British Touring Car Championship round at Knockhill as the team focuses on improving the performance of its Volkswagen Golf.

The team will instead make alterations to the turbocharged S2000 Golf ahead of a two-day test at Snetterton on September 11-12, at which regular racer Ollie Jackson and 2009 Renault Clio Cup champion Phil Glew will drive.

Team principal Shaun Hollamby told AUTOSPORT: "It's a strange situation really,

because we keep putting new bits on the car and yet at Snetterton last time out, we were slower than we were in pre-season testing, and that's despite us being allowed to run 25bhp more boost now.

"We want to finish the season on a high, so we have to improve now, even if it means taking a step backwards.

"It will be good to have Phil in the car too, because he's an experienced driver who can look at the car with a fresh pair of eyes and maybe make a couple of suggestions."



Golf was off pace at Snetterton

REMEMBER WHEN...



... Silverstone last hosted a round of the World Championship? Toyota is one of two makes present this weekend to have been on the grid for the Silverstone World Sportscar championship race in 1992. Lola is the other.

WRC

ATKINSON'S MINI DRIVE

Chris Atkinson will replace Arminio Araujo in WRC Team Mini Portugal for the remaining five rounds of the World Rally Championship, starting on this week's Rally Deutschland.



WRC

Record low entry for Rally GB

Organisers blame 30-car entry on date change and loss of WRC Academy cars. By DAVID EVANS

Just 30 cars will take the start of next month's Rally GB, as Britain's World Rally Championship qualifier features the lowest list of starters of any European round in the series' 39-year history.

Rally Brazil of 1981 remains the poorest supported WRC round with just 20 starters. Before this year, Rally GB had never previously sunk lower than 63 – the 2010 figure.

Event chief executive Andrew Coe blamed the decline on the shift of date from November to September and with the loss of the WRC Academy competitors

from the line-up.

"The international entry is disappointing," said Coe. "It's kind of out of our control as to why that's the case and why it's lower than it was last year. The date's an issue for sure. Most domestic championships are reaching a climax, whereas when we run in November most of the domestic championships are well and truly finished and any money left over in the budget is used for one last event – a go at Rally GB. That doesn't apply this year."

Coe countered that a strong entry on the 'National B' section of Rally GB, which allows non-homologated

machinery one run through all the stages behind the international field, would be enough to maintain spectator interest – also reckoned to be down compared with last season.

Coe added: "I'm hopeful that we'll get to around 90 entries, with the national cars contesting all three days of the rally. That way the spectators are still going to get a pretty good show. The best drivers are going to be there in the best cars – it's going to be a good spectacle, we've just got to think positively about the whole thing."

The 2012 Rally GB runs from September 13-16.

EXPERT VIEW

DAVID EVANS
RALLIES EDITOR

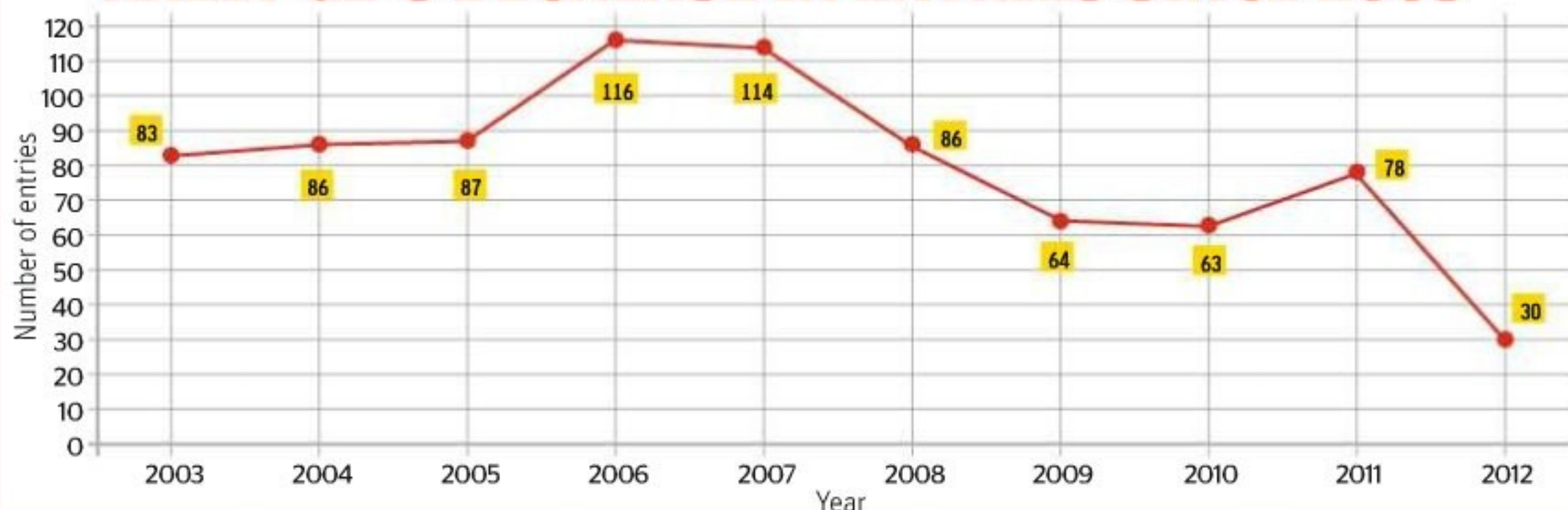
What did they know back then?
This will be the 80th running of Britain's premier rally. The 1932 event was started by 341 cars... just 311 more than we'll be treated to next month.

And only 13 of those are top-flight World Rally Cars.

Event CEO Andrew Coe is quite right. The event has been hit hard by a date change enforced by the Welsh Assembly Government, allied to other perfect-storm components such as dwindling manufacturer interest, no WRC Academy runners and a gloomy-looking global economy.

Another reason is a simple one: same cost for less competition. This year's Rally GB offers a cheapest international entry of £1,764 for 201 miles – 18 fewer than were run in 2011. And the clincher, dare I say it, is another Welsh-based route which – for financial reasons – offers little of last season's innovation.

RALLY GB'S DECREASE IN ENTRIES SINCE 2003



WRC

South Africa's WRC hopes dashed

SOUTH AFRICA'S HOPES OF

staging a round of the World Rally Championship appear to have fallen through for a second time after a troubled candidate event last weekend.

The Durban-based Rally South Africa was observed by FIA officials for possible inclusion on the 2014 WRC calendar, but failed to impress on various levels. The country had previously come close to landing a 2008 slot, before that bid succumbed to a lack of finance.

South African newspaper *The Citizen* reported spectators and even a taxi on the stages during the event, while the crashed Toyota Auris of Leeroy Poulter took, according to the report, 11 hours to be recovered – during which time the crew were robbed of some of their possessions.

It was also reported that the final 'spectator' stage of the event took



No fans in background for Rally SA celebrations

place in a Durban car park that was closed to the public, meaning that fans who did attend had to find high vantage points outside the area.

One driver said: "The event had some great roads, but nobody knew it

was on and the organisation of the event just wasn't up to what we're used to in the South African Championship, let alone the WRC."

Mark Cronje and Robin Houghton won the rally in a Ford Fiesta S2000.

60 SECONDS WITH

VITANTONIO LIUZZI Sportscar newcomer

Ex-Red Bull, Toro Rosso, Force India and HRT Formula 1 racer Vitantonio Liuzzi joins the FIA World Endurance Championship with the Lotus LMP2 squad for the Silverstone 6 Hours. He talks to AUTOSPORT about his hopes for the weekend and the future.



How much seat time have you had in the Lotus LMP2 team's Lola so far?

I got some experience in the car at Paul Ricard during some test days much earlier in the season. I hope that during free practice I can get a lot more mileage ready for qualifying and the race.

What do you think you and the team can achieve this weekend at Silverstone?

A win in LMP2 is definitely the target. I've been following this project for a few months and the car has shown good pace, so the objective is to prove that with my co-drivers, James Rossiter and Kevin Weeda, we can be a winning team.

Will it be difficult to get back into a car with lots of downforce after racing the Mercedes in the Superstars Series?

I think I proved I am a versatile driver when I raced in Speedcar in the Middle East a few years ago and won some races – and then got back in an F1 car and was competitive, so I am not worried about that.

What role will prototype racing play in your future career?

I am still involved in F1 with HRT and the target is to come back with a race seat, but the prototype world is a big one and it's getting bigger. It could be something I will consider for the future. There could be some good opportunities with new manufacturers coming in. With eight years in F1, I have a lot of experience and manufacturers want fast drivers with that kind of experience.



Liuzzi was talking to AUTOSPORT international editor-at-large Gary Watkins

FORMULA RENAULT 3.5

Tincknell eyes FR3.5 after Strakka test

BRITISH FORMULA 3 RACER

Harry Tincknell is considering a move into Formula Renault 3.5 next year after sampling a previous-generation Dallara machine at Barcelona last week.

Tincknell tested the car as part of Strakka Performance, a new year-round scheme run by the British sportscar squad in order to develop young drivers.

Tincknell, who has won three times in British F3 for Carlin this year, believes that being able to

use the programme to drive during the traditional lull in single-seater activity during the winter will be a huge help.

"If I were to do World Series, then there's no support from December-February, so something like this is of real benefit in terms of preparation."

Strakka team manager Dan Walmsley will run the project, which will operate in Europe during the season and in South Africa during the winter.



Tincknell drove 2011 car at Barcelona

IN BRIEF

Ogier triumphed



SOLBERG VISITS COMBE

Petter Solberg attended Rallyday at Castle Combe on Saturday for the first time. The Norwegian drove his factory Ford Fiesta RS WRC and shredded four sets of Michelins in the name of entertainment.

OGIER QUICK AT 'RING

Sebastien Ogier won the 'legends' category of the VW Scirocco R-Cup race at the Nurburgring last weekend. He was fourth overall – one spot behind fellow rally man Kevin Abbring – but ahead of legends Carlos Sainz, Markku Alen and Juha Kankkunen.

PROTON DRIVE FOR CAVE

Tom Cave will join Proton for Rally GB. The British-based team will be split for the weekend, with P-G Andersson joining Cave on SWRC duty, while Alister McRae and Juha Salo contest the Hokkaido APRC round in Japan.

BREEN DEBUTS NEW PUG

Craig Breen gave the Peugeot 208 R2 its British debut on the Ulster Rally last weekend. It ran as the zero car on the BRC round, setting times close to R2 winner Elfyn Evans. The car is set to compete in next year's BRC.

Breen drove zero 208



Liuzzi will race Lotus LMP2 team's Lola

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TOMEI ENGINE

NASCAR

MARTIN'S A LUCKY BOY

Mark Martin escaped serious injury after crashing into the end of the pitwall during last weekend's Sprint Cup race at Michigan. His Toyota's oil tank ruptured on impact. Report p61



NEWS PIT & PADDOCK

IN BRIEF

JV nearly won



VILLENEUVE'S NEAR MISS

Jacques Villeneuve came within half a lap of winning last weekend's NASCAR Nationwide race at Montreal. The 1997 Formula 1 World Champion's Penske Dodge was punted out of the lead by winner Justin Allgaier and went on to finish third.

ANOTHER OUTING FOR O'NEILL

Paul O'Neill will again stand in for Tony Hughes at Speedworks in this weekend's Knockhill British Touring Car Championship round. Two-time race winner O'Neill previously raced Hughes's Toyota Avensis at Croft in June.

YURI SEMENCHEV: 1963-2012

Russian Touring Car driver Yuri Semenchov died of injuries sustained in a high-speed crash at the Smolensk Ring last weekend. Semenchov, 49, was a frontrunner in the Super Production category, despite only joining the series in 2010.

GP3 TEST FOR SURTEES WINNER

A GP3 test and time in a Formula 1 simulator have been named as the prizes for this year's Henry Surtees Challenge. The Buckmore Park karting event, which raises money for the Henry Surtees Foundation, is organised by the late F2 driver's father John.

SUPER GTs FOR ASIAN LMS

Next year's first full Asian Le Mans Series has been opened up to GT300-class cars from the Japanese-based Super GT series. They will compete in the GTC class alongside GT3 and one-make cup cars.



GT300s are allowed in

GRAND-AM

Konrad eyes enduro return

Porsche squad targets Nick Tandy for Grand-Am assault. By GARY WATKINS

Stalwart sportscar squad Konrad Motorsport is aiming to return to long-distance racing next season after six years concentrating on the Porsche Supercup and Carrera Cup Germany.

The German-based outfit is working on an assault on next year's Daytona 24 Hours and the rest of the Grand-Am Sportscar

Series with a Porsche 911 GT3 Cup. It would be the first time the team has competed in one of the big sportscar enduros since 2007, when it contested the Sebring 12 Hours with a Porsche 911 GT3-RSR.

Team owner Franz Konrad told AUTOSPORT: "I'm just back from four days in the US, where I still have my facility in Florida, and the plan is to do Daytona and, hopefully, the complete series.

"It would be with a Porsche, because that is my main business. I'd ideally like to have two cars at Daytona with one of them driven by some of my 'Cup' [past and present] drivers like Norbert Siedler, Sean Edwards and Nick Tandy."

Tandy, who won last year's Carrera Cup in Germany with

Konrad, said: "I have close links with Franz and know that he runs a proven endurance team. If the chance came up to do Daytona with him, I'd definitely want to talk about it."

Konrad Motorsport was a regular in international sportscar racing from the 1970s into the 2000s. The team is best-known for running Porsches but most recently enjoyed major success with the Saleen S7R muscle car in both the American Le Mans Series and the FIA GT Championship.

Konrad also revealed his ambitions to return to the Le Mans 24 Hours as a driver.

"I'm looking at how I can do Le Mans again," he said. "I have done it 24 times as a driver and I'd like to do it one more time."



Konrad wants Tandy back

PICS: ISHIGAKI, PRICE/LAT. HITT/GETTY

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August 23, 2012



GROUP C CELEBRATION

Warwick: third time lucky ■ Wallace tries a Merc
Lancia LC2 track test ■ Memories of a golden era



August 23, 2012

AUTOSPORT



Group C was sportscar racing's greatest period

What can you say about Group C? It was a classic era for sportscar racing, perhaps *the* classic era. Sportscar racing had been forgotten in the second half of the 1970s. We have Group C to thank for its revival and everything that's followed. I'm not sure there would be sportscar racing as we know it today without Group C.

People often overlook just what a parlous state sportscar racing was in at the end of the 1970s. A lot of drivers like me were scratching around for rides. I was ready to stop racing and do something else. I remember racing a Porsche 908 at Vallelunga for £300 and driving Robin Hamilton's colossal Aston Martin V8 on a couple of occasions in the Silverstone 6 Hours. They were desperate times for people

like me. Group C changed all that. It saved my career; no, it *gave* me a career. And I'm not alone in being able to say that.

Just look at all the manufacturers that built cars for the category, from Porsche, Lancia and Mazda, through Jaguar, Nissan, Toyota, Aston Martin and Mercedes – great names all of them. The number of car makers that came to compete is still without precedent. That brought in bigger crowds and more TV viewers, and the whole thing mushroomed.

And then there were all the drivers who raced in Group C. Everyone wanted to race those cars. Think of all the Formula 1 stars who appeared in the world sportscar championship, in all its various iterations, through the 11 years of Group C. Even Ayrton Senna had a go in a Porsche 956. It would be wrong to say that the category was an overnight success, because it wasn't. It took a lot of hard work from a lot of people, including Porsche and our sponsor Rothmans, to put sportscar racing back on the map. Porsche also played a crucial role in a way no-one could have predicted.

The 956 was easily the best Group C car in the first season and was a step ahead of everything else, but in year two the factory team faced real opposition from other



Derek Bell and Rothmans Porsche 956: Group C sportscar racing's most evocative combination

Porsches. Teams could buy this wonderful, turn-key car and take us on with near-equal equipment.

The likes of Joest, Richard Lloyd and Brun were able to beat the factory on occasion, and because they had a real chance to win, they were able to attract real sponsors. Victories in Group C were worth something and that's why other manufacturers came in one by one to compete in a true world championship, with the Le Mans 24 Hours at its heart.

You can't underestimate the importance of Porsche's decision to make 12 customer 956s for 1983 and then keep on making the car and its close cousin, the 962, into the 1990s. It's a pity that manufacturers in the modern era haven't always done the same. I think sportscar racing is all the poorer for that.

The cars were amazing to drive. An amateur or a gentleman could

go quickly in one, which was one of the strengths of Group C. But to get that last few per cent out of a 956, a V12 Jaguar or whatever, took real commitment. They were heavy, had a load of downforce because they were ground-effect cars and didn't have powersteering like the prototypes of today. They were very physical to drive and the public could see that. That's why they loved Group C and, over in America, IMSA GTP.

It all added up to high-drama. The cars were spectacular – and looked good, too – and the racing was fierce!

Maybe I'm biased because it's my era, but I firmly believe Group C was the greatest time for sportscar racing. I feel fortunate that I was able to be part of it and claim so many victories with Porsche on both sides of the Atlantic.

Derek Bell, guest editor



Porsche fends off Jaguar rivals during 1987





GREAT CAR: Porsche 956

If any car epitomises the Group C era, it's Porsche's 956 and its successor the 962. Porsche's Norbert Singer explains how it was designed in nine months flat

NINE-MONTH GESTATION

The car that arguably had the longest frontline international career in motorsport history was designed and built in just nine months. Porsche senior engineer Norbert Singer is insistent that he and his team at Porsche had done nothing more than early sketches before the board gave the 956 the green light in July 1981. "Of course, we looked to see if it was interesting for us and what budget we would need," he says. "We had started doing some sketches after Le Mans, but we could not start until August 1 because that was when Porsche's financial year began. Time was short but there was never the question we could not do it."

OUT OF THE ASHES

The engine that propelled the 956/962 to so many victories and titles around the world was conceived not for sportscar racing but for Indycars. Porsche's attack on the Indy 500 in 1980 was canned courtesy of a late rule change but, ironically, it would be an American who was instrumental in the resurrection of the engine in sportscars. "We had a new boss, Peter Schutz," remembers Singer. "He was informed at a motorsport strategy meeting in February or March that we were planning to go to Le Mans with the 924 Carrera GTR. He asked what

our chances of winning were, to which we said there was only a chance of winning our class. He told us that Porsche should be aiming to win Le Mans overall." A timely rule change at Le Mans did away with the 2.1-litre maximum capacity in the Group 6 prototype class, allowing Porsche to wheel the 936 out of the museum once again, this time with the Indycar engine adapted to run on petrol. The 936/81 won Le Mans at a canter and gave Porsche the confidence that it had the perfect engine for Group C.

SUCK IT AND SEE

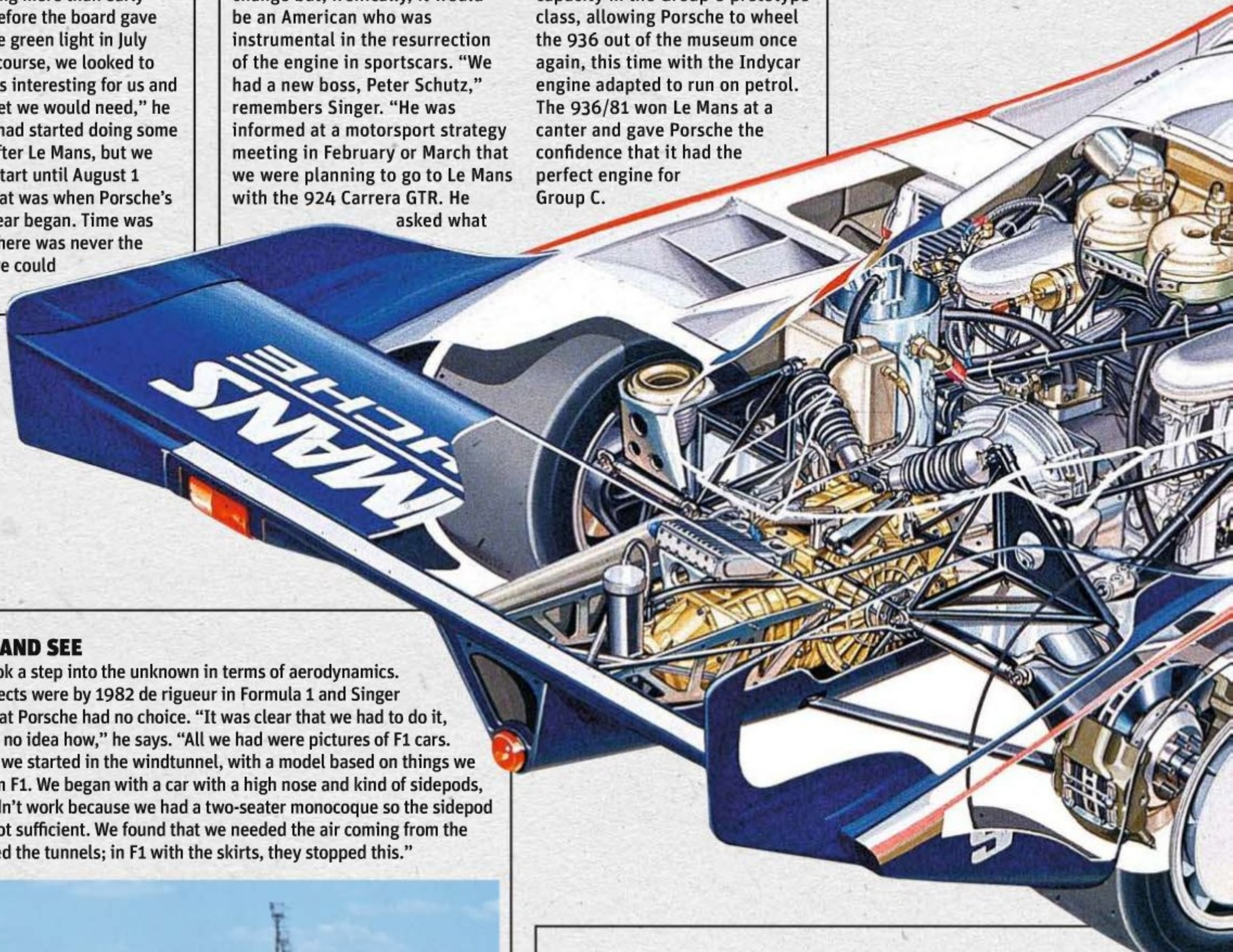
Porsche took a step into the unknown in terms of aerodynamics. Ground-effects were by 1982 de rigueur in Formula 1 and Singer explains that Porsche had no choice. "It was clear that we had to do it, but we had no idea how," he says. "All we had were pictures of F1 cars. That's how we started in the windtunnel, with a model based on things we copied from F1. We began with a car with a high nose and kind of sidepods, but this didn't work because we had a two-seater monocoque so the sidepod area was not sufficient. We found that we needed the air coming from the sides to feed the tunnels; in F1 with the skirts, they stopped this."



TUB THUMPING

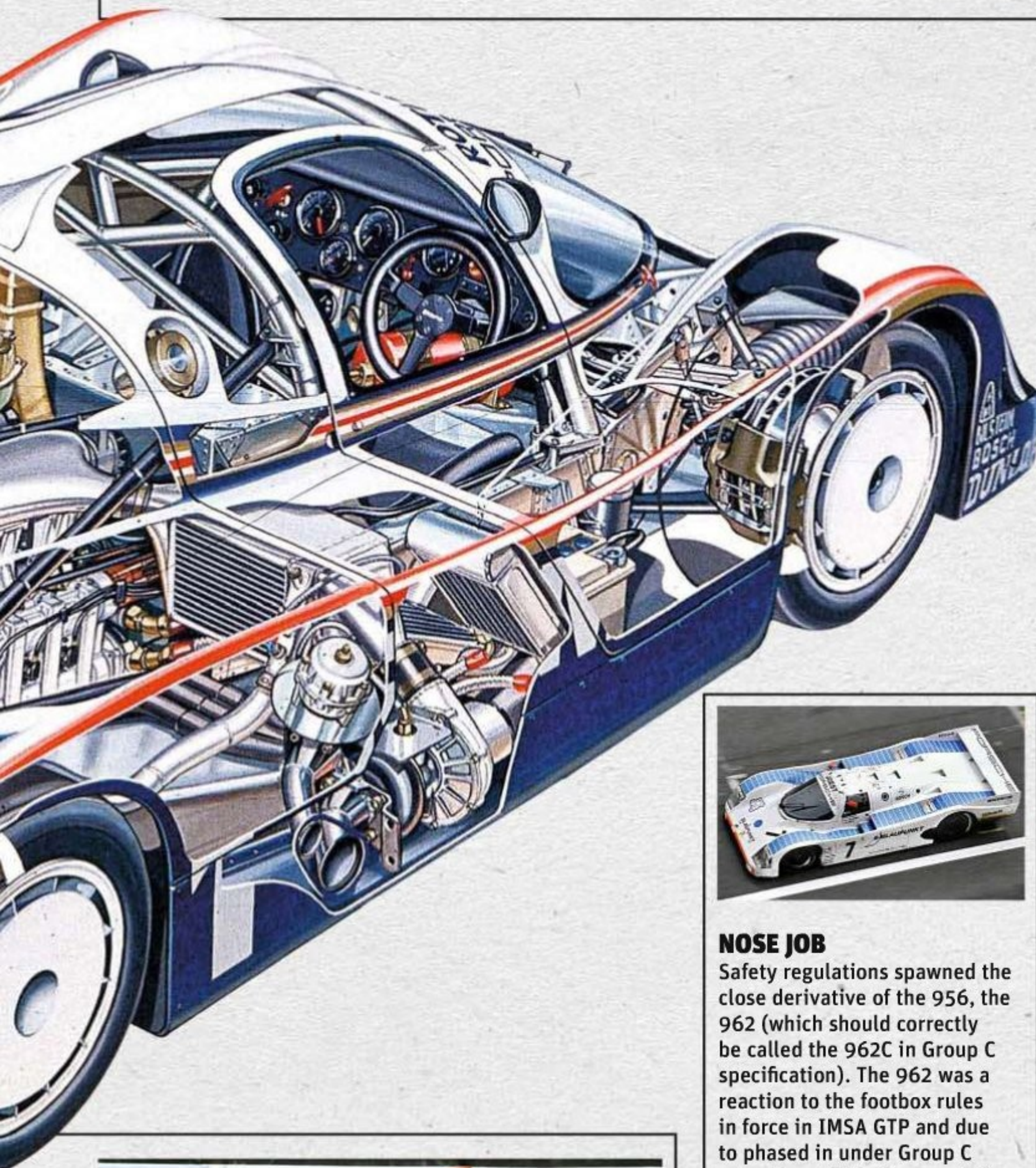
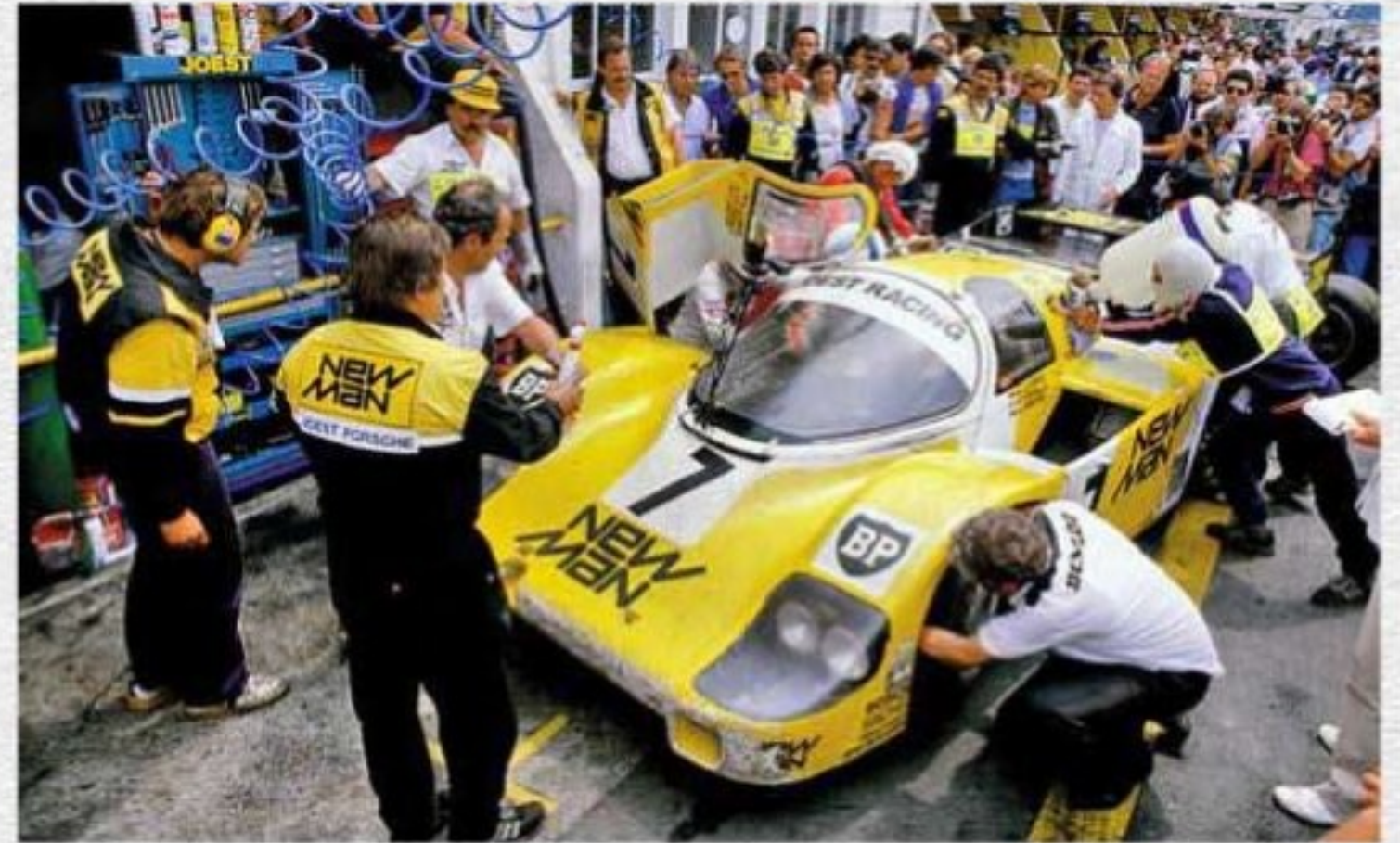
Porsche had never built a monocoque racing car when the 956 was conceived, but the architect of the Group C racer, Singer, reckons there was no choice in the matter when it came to the new machine. "It was clear from the beginning that we had to build a monocoque," he recalls. "There were certain safety

requirements and a level of stiffness we needed to achieve that would not have been possible with a spaceframe [which the 956's predecessor, the 936, had been built around] without ending up with a very heavy chassis. The problem was that we didn't know how to do it and we had to develop our own techniques."



THE HISTORY CAR

If the Porsche 956/962 is the most successful racing design of all time, then it's no surprise that the honour of the most successful individual chassis must go to one of its number. That accolade can be bestowed on the 956 that claimed back-to-back Le Mans 24 Hours victories with Joest Racing in 1984-85. Those victories may be the most important for Porsche 956 #117, but the car claimed a further 22 wins in a 52-race career over three seasons. Chassis number 117 was a warhorse in the extreme. It won on its debut at Le Mans in the hands of Henri Pescarolo and Klaus Ludwig in June '84 and was on duty the following month in the less salubrious surroundings of the Diepholz airfield in the German DRM series. It came away with another victory at the head of a Porsche 1-2-3 and kept on winning in the DRM, the Interserie and the world sportscar championship into its dotage. The car bowed out with wins in its last two races at Fuji WSPC and the non-championship Kyalami race at the end of 1986.



THE PORSCHE 956/962 STATISTICS

120 chassis built by the factory
78 chassis built by other suppliers
39 wins in the world sportscar championship
121 wins in the German-based Interserie
55 wins in IMSA GTP
18-year international career

Q&A

Hans Stuck

Legendary sportscar racer drove many miles – and scored major success – in Porsche's Group C icon



Is it true that you did more mileage in the 956/962 than any other driver?

According to Porsche's records, yes. As well as all the racing and the testing, whenever a car left the factory, whether a works car or a customer car, I did the shakedown during my time at Porsche.

Was driving the Porsche 956 for the first time a bit of a culture shock?

With cars like the BMW-engined Sauber and the Sehicar, you were always worried that something was going to break, but you never had to worry about the Porsche. It did what it was supposed to do and let you worry about going fast. The ground-effects were a revelation. You had to switch off your brain or have elephant balls to exploit the level of grip because it was impossible to believe you could go that fast.

How did the design evolve over your 15 years with the car?

It didn't change dramatically because the basics were so good. There were little developments and we were always experimenting with the differential.

How did a customer car compare with a factory car?

There wasn't such a big difference, so long as the customer maintained the car properly and set it up properly. If they did that, they had the chance to win races.



NOSE JOB

Safety regulations spawned the close derivative of the 956, the 962 (which should correctly be called the 962C in Group C specification). The 962 was a reaction to the footbox rules in force in IMSA GTP and due to phased in under Group C rules from 1985. The regulation demanded that the pedals, and therefore the driver's feet, must be behind the centre line of the front axle. That resulted in a longer tub and wheelbase, but a car that was no bigger. "We just moved the front wheels 12cm to the front," says Singer, "so the front overhang got shorter."





Early days: Nurburgring 1000Km, 1982. Lancia's Group 6 LC1 (right) won, but this was not the formula of the future

How it all began

Various people can lay claim to 'inventing' Group C, but here's how sportscar racing really went from being in the doldrums to a new golden era



Encouraging fuel efficiency was not new: Le Mans Index of Performance was introduced in 1926

There's nothing new under the sun. Limiting the amount of energy available to each car is to be the cornerstone of the 2014 LMP1 rulebook for the Le Mans 24 Hours. Group C, of course, was built on the same principle 30 years ago. Yet even back then it was nothing new. And that's why it makes it hard to award anyone the unofficial title of 'the architect of Group C'.

Former Le Mans 24 Hours winner, journalist and, for a short period in the 1970s and early-1980s, rulemaker Paul Frere has been awarded the title by many. Others will say that the then-new FISA president Jean-Marie Balestre, yet to have the word 'tyrannical' habitually placed before his name, was the driving force behind the new breed of prototype. There's a school of thought that suggests, then as now, that it was the manufacturers who drove the discussion on the new regulations. And then there's the role of the Automobile Club de l'Ouest at Le Mans, which had been placing fuel limits on its competitors for years.

Le Mans introduced its famous 'Index of Performance' award in only the fourth year of the 24 Hours way back in 1926 and, on relaunching the race after World War 2, against a backdrop of austerity and petrol rationing, set a minimum number of laps

BARTH: "Everyone was fed up with Group 5 – there were no manufacturers apart from Porsche. FISA and Le Mans wanted something new"

that each car had to cover between fuel stops. And when the teams reacted by increasing the size of their fuel tanks, the ACO set a maximum there, too.

The idea was abandoned when Le Mans fell in line with the rules of the World Sportscar Championship in 1958, only to be re-instituted in 1975 in the aftermath of the early-1970s energy crisis when the 24 Hours fell off the World Championship of Makes schedule. The idea was dropped for the following year, except for a new category of closed-top 'GTP' prototypes pioneered by long-time Le Mans rules boss Alain Bertaut.

The broad principles of Group C were already in place at Le Mans when Balestre came to power in 1978, promising to reorganise and rationalise its rulebook, and throw out Groups 1 to 6 in favour of a

EVOLUTION OF GROUP C

1982

Any petrol engine allowed. Maximum fuel consumption: 60 litres/100Km (five stops for 1000Km race, 25 stops at Le Mans). Maximum weight: 850kg.



1983

Group C Junior category aimed at privateers introduced, won by Alba-Giannini (right). Maximum fuel consumption: 55 litres/100Km. Maximum weight: 700kg.



1985

Fuel consumption rules amended to 51 litres/100Km (initially planned for '84). GC Junior renamed Group C2 (main class now Group C1).

1988

Weight increase to 900kg for C1 cars.



1989

3.5-litre class introduced: no fuel restriction, max weight 750kg.

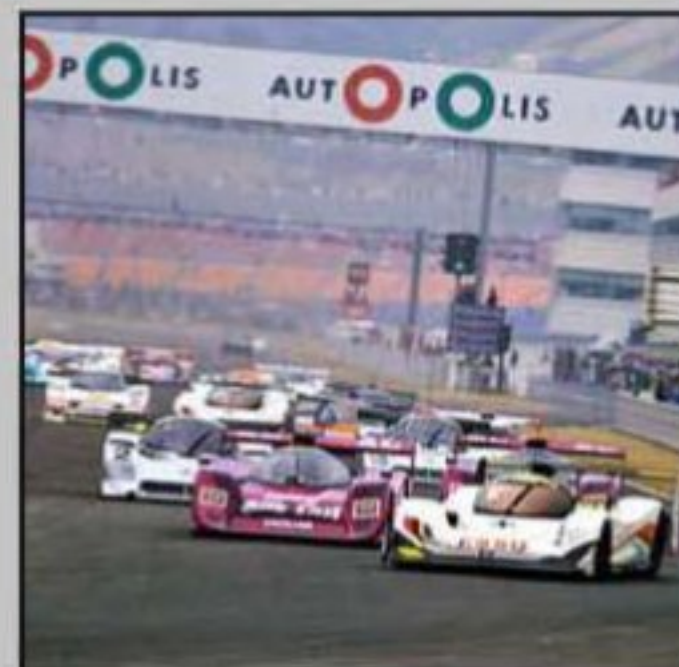
1990

Group C2 abolished. Group C split between Category 1 'atmo' cars (3.5-litre) and Category 2 (fuel-formula).



1991

Weight increase for Category 2 cars to 1000kg (950kg for Porsche 962C except at Le Mans; rotary-powered cars race at 830kg at Le Mans). 'Atmo' cars to start at front (right).



1992

Category 2 cars phased out (except at Le Mans). Group C2 revived in name of FIA Cup (with rev limit rather than fuel limit).

1993

No world sportscar championship but Group C cars (both 3.5-litre and fuel-formula cars) race on at Le Mans 24 Hours.



new alphabetical classification. Group C was the answer to the problem for sportscars, which had slumped into the doldrums in the era of Group 5 silhouette racers.

"Everyone was fed up with Group 5 because there were no real manufacturers other than Porsche," remembers Jurgen Barth, who sat on the BPICA [the Bureau Permanent International Constructeurs d'Automobiles] in his capacity as the German manufacturer's long-standing customer sport boss. "FISA wanted something new and so did Bertaut at Le Mans, because the ACO needed cars for its race."

Barth reckons there was a consensus between FISA, the ACO and the manufacturers to come up with something new. That

included Porsche, despite its domination of the Group 5 category with the 935. Barth suggests that Norbert Singer, who would go on to oversee the design and development of Porsche's 956, was adamant that whatever category emerged had to be for pure-bred prototypes.

"Norbert was insistent on this," continues Barth. "He said that we had to have real race cars, not something based on a production body like Group 5, to allow anyone and everyone to take part. The concession was that we should have a limitation on fuel."

Barth claims Porsche R&D boss Helmuth Bott was one of the prime movers in the push for what became the 'fuel formula', along with Frere and Bertaut.



Porsche's iconic 917 design was used as the basis for the new Group C's cockpit dimensions

The premise of Group C was controlling power by a limitation on fuel to encourage more manufacturers to participate. The excuse that a manufacturer didn't have the correct hardware in its model range to participate was removed at a stroke. Any petrol engine could motivate a Group C car and, if a car maker didn't have a suitable production powerplant, it could go out and build one.

The chassis regulations were largely based on Bertaut's GTP category, although Barth remembers going to the Porsche museum to measure a 917 to come up with the cockpit dimensions.


Other players had a hand in the chassis rules.

Swiss official Kurt Schild, a friend of Frere, a Formula 1 scrutineer and another member

of the BPICA's technical sub-committee, had seen the massive downforce generated by ground-effect grand prix cars and came up with the idea of a 100cm by 80cm flat-bottom area behind the front wheels. The ground-effect tunnels could only start rearward of this.

"He didn't want us to have too much downforce," says Singer. "We called it the 'Schild Flat'."

Should any of the above be given exclusive credit for Group C? The answer is no according to former FISA general-secretary Yvon Leon, long-time subaltern to Balestre: "It should be described, I would say, as a 'think-tank'. There were many voices in those discussions."

Maybe that's why they resulted in a set of regulations that spawned a classic era of sportscar racing. 



Barth (l) and Balestre were both involved in the discussions that led to a new sportscar formula

Group C Retro



Le Mans win in 1992
put the team's focus on
Warwick and Dalmas

Twice bitten once sly

Derek Warwick was unlucky to lose the 1986 and 1991 world sportscar titles, so he made sure he had everything in place to win in 1992. AUTOSPORT looks back with the former Jaguar and Peugeot star

Twenty years ago, after narrowly missing out the season before, a British driver finally took his long-awaited world championship title. He then changed categories, leaving other Britons to fly the flag.

Derek Warwick's 1992 world sportscar success might have been overshadowed by the parallel Formula 1 honours of Nigel Mansell, but it was still a big achievement. Group C had manufacturer support, big budgets and top drivers. Warwick's triumph was all the sweeter because it came after two near misses in previous years.

1986 – BIG CAT'S FIRST ROAR

Warwick's first shot at the title came with Jaguar in 1986. He'd already come close to becoming a grand prix victor with Renault, and had won the Brands Hatch European Sportscar Championship race with John Fitzpatrick in 1983, so it was no surprise he was near the top of Tom Walkinshaw's wish list for Jaguar's Group C challenge.

"1985 was a dreadful year with Renault and then I was left with nothing after the Lotus situation [when Ayrton Senna blocked his move to the squad]," recalls Warwick. "Tom called me straight away and said he was putting a sportscar deal together and I went and did the deal."

For a driver with thoughts of becoming F1 world champion, Warwick wasn't sure about

sportscars but soon saw some benefits. "Once I committed to the deal that was it," he says. "It was the first time I realised how insular F1 is sometimes. When you are in it there is nothing bigger; sportscars had a more family atmosphere."

Sharing a car with someone also required a change of mentality. "I'm not a very good sharer and to suddenly share with another driver was difficult," says the 57-year-old.

That perhaps explains why Warwick and Eddie Cheever – who would later become his F1 team-mate at Arrows – didn't initially gel.

"Tom had signed us both as number one drivers, but I knew the sort of pranks Tom played," recalls Warwick. "There was a rivalry with Eddie – he was younger, a bit of an upstart and wanted to prove to the world he was the greatest driver. We clashed to start with, but we ironed out those differences."

The season didn't start brilliantly for the V12-engined XJR-6. Warwick qualified sixth at Monza behind the sole works Lancia and four Porsches before fuel issues and a poor pitstop struck in the race. Cheever/Warwick were running third when a driveshaft failed.

It all changed at Silverstone. After a fine duel with the Andrea de Cesaris/Alessandro Nannini Lancia, the duo gave Jaguar its first World Sportscar Championship victory since 1957.

Jean-Louis Schlesser joined Warwick and Cheever at Le Mans in a three-car assault amid huge support. "I've never seen such a passionate, unbelievable British crowd," says Warwick. "It was like



Warwick drove the last two great Group C racers, the Jaguar XJR-14 and Peugeot's 905

Warwick put a lot of effort into coaching Yannick Dalmás (left)



the whole of the UK was there and I had tears in my eyes during the driver parade."

The Big Cats couldn't match the best Porsches, but looked good for second until Sunday morning when Schlesser had a right-rear tyre explode, putting the car out. Meanwhile, victory at Le Mans meant works Porsche drivers Hans Stuck and Derek Bell had scored two wins and a second, and comfortably topped the championship standings.

At the single-driver Norisring sprint, Cheever outqualified Warwick and both were involved in a four-car battle for second. Warwick eventually spun and finished third, behind Cheever.

Warwick and Cheever were then separated. At Brands the Cheever/Gianfranco Brancatelli XJR-6 hit several problems on its way to sixth. Safety car confusion helped Warwick/Schlesser into the battle

for the lead, but a blocked fuel filter limited them to fourth. Warwick was now a point ahead of Cheever, but 28 behind Stuck/Bell.

With the absence of the works Porsches and Lancia, and the crack Joest team, the Jerez round should have been easy pickings for Jaguar. The three XJR-6s duly approached the first corner together, but Warwick tried a move around the outside of Brancatelli. Contact was made and all three cars went off. Warwick eventually dug himself out of the gravel trap to take third with Jan Lammers, but it wasn't the teams' finest hour.

"Everybody blamed me," says Warwick, "but my memory is not very good when I've done things wrong..."

To add to that, the spectre of F1 returned when Elio de Angelis was killed testing at Paul Ricard. Warwick would eventually take his place, meaning dual programmes.

"I lost a bit of focus," admits Warwick. "I still had races and world championships to win in F1 and maybe I didn't take sportscars seriously enough."

"It was a little bit difficult because one minute I had an F1 car with something like 1350bhp in qualifying and the next I was in a tank with a V12 engine in the back."

A multi-car accident behind the safety car took out both works Porsches at an appallingly wet Nurburgring and Warwick/Lammers were leading the eventual winner (a Sauber C8 shared by Mike Thackwell and Henri Pescarolo) when an oil line failure led to retirement. But at the Spa 1000km, Warwick and Lammers lost out to the Porsche of Thierry Boutsen/Frank Jelinski by just 0.8 seconds, giving Warwick a title shot at the Fuji finale.

With Stuck/Bell struck by driveshaft and alternator issues, and Cheever drafted back in alongside, Warwick's chances looked good. He was in second place – enough to secure the title – when a misfire struck. It was sorted and Warwick returned to the fray to finish third, but a time-keeping error initially handed the Jaguar second – and the title.

"We knew we were third," says Warwick. "They told us we were the champions, but we knew we weren't. Tom said to me he was pleased we didn't win the world championship and I think that was

WARWICK: "They told us we were the champions but we knew we weren't. Tom [Walkinshaw] said he was pleased"

because he wanted a programme, and if he reached the peak too early it upset the balance of where the programme was.

"The V12 Jag had more torque [than the Porsche] and I think it had more downforce. It was fundamentally a good car and we deserved to be world champions."

1991 – CAREER IN BALANCE

After a season with Lotus in 1990, Warwick again found himself without an F1 drive. Walkinshaw got in touch about a new Jaguar designed by Ross Brawn.

"Ross rang me and said 'I'm building a pretty special car and I understand you are without a drive, would you like to come and talk to me?'" says Warwick. "Tom came on the phone and told me he was sending his private plane over."

"Tom knew it was Ross who was going to sell me the car, but Ross also told me that Tom had to have me because Jaguar wanted a British driver and Martin Brundle ►



Warwick/Schlesser/Cheever ran strongly at Le Mans in 1986 until tyre failure put them out



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Warwick was in high dudgeon with his team-mates after setting off a first-corner shunt at Jerez in 1986; his was the only one of the three XJR-6s to finish, after he'd dug himself out of the gravel

◀ had already signed for Brabham [in F1]. I was in a very good position negotiation-wise and used it to its full potential. I think Tom was upset with me all year and our relationship wasn't as good as it could have been."

The car, though, was. "It was a GP car with bodywork on it," enthuses Warwick, who believes it was the best sportscar he drove.

"They were also good times to be in sportscars and I loved it. Peugeot was spending a fortune and you had the Mercedes young drivers. Everyone says Heinz-Harald Frentzen and Karl Wendlinger were the quickest, but the only time you knew you were in a race was when Michael Schumacher was in the car. He was unbelievable."

The same could be said for the XJR-14. Warwick outqualified the best non-Jaguar by 2.5 seconds at the Suzuka opener. Starter motor failure prevented a Jaguar victory, but Warwick shared the winning car at Monza with Martin Brundle

WARWICK: "I didn't hit anything, but I got out of the car, drove back to the hotel and cried all night"

to get his championship challenge up and running.

He would win again – this time with Teo Fabi – on the then-new Silverstone GP circuit, but this was the weekend Warwick lost the title. He ended up scoring no points after a switch of cars between qualifying and race was deemed outside the regulations.

"That was another reason Tom and I fell out," says Warwick. "I remember saying to Tom, 'Are you sure this is legal?' He just told me to drive the car. I would have scored good points even in the

other car and at the end of the year I had a big argument with Tom because he'd lost me a world championship, which I wanted to dedicate to my little brother."

The death of younger brother Paul in an F3000 accident that July nearly ended Derek's career, never mind his title bid.

"After Paul died I didn't know what I wanted to do and I promised my mother I would stop," says Warwick. Walkinshaw then arranged for a car to be taken to Austria for a private test. "My three sisters were absolutely devastated, but my mother, who never had an opinion on anything, stood up in the middle of this family meeting and said 'We've got to support Derek, he's been racing all his life, he should do what he thinks is right, and if he wants to race we should not put undue pressure on him'."

"It was a quiet test and right at the end of the day, I was coming along the back straight flat out and I hit a bump, a rear damper broke and I spun round and round. I didn't hit anything, but I got out of the car, drove back to the hotel and cried all night."

"I was a mess and early in the morning I looked in the mirror and decided I had to make a decision – carry on racing or pack my bags and go home. The next day I got in the car and broke the lap record."

The following round came at the Nurburgring. The mid-season break had allowed Peugeot, with a hastily revised car, and Mercedes to close on Jaguar's lead. Problems

CHAMPIONSHIP RESULTS

1986			
Driver	Team	Points	
Derek Bell	Porsche	82pts	(2 wins)
Hans-Joachim Stuck	Porsche	82pts	(2 wins)
Derek Warwick	Jaguar	81pts	(1 win)

1991			
Driver	Team	Points	
Teo Fabi	Jaguar	86pts	(1 win)
Derek Warwick	Jaguar	79pts	(3 wins)
Philippe Alliot/ Mauro Baldi	Peugeot	69pts	(1 win)

1992			
Driver	Team	Points	
Derek Warwick/ Yannick Dalmas	Peugeot	98pts	(3 wins)
Philippe Alliot/ Mauro Baldi	Peugeot	64pts	(2 wins)
Geoff Lees	Toyota	59pts	(1 win)

for both teams ultimately allowed Warwick and David Brabham to lead an emotional XJR-14 one-two, but it had been a trying weekend.

"There were a lot of pointed questions at me that David deflected because I probably wasn't strong enough to handle them," says Warwick. "Coming back and winning that race was cool."

It was, however, to be Jaguar's last win in the World Sportscar Championship. The new Peugeot, helped by its Michelin rubber, utterly dominated at Magny-►



Warwick and David Brabham (centre) claimed Jaguar's last championship victory in 1991



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◀ Cours. Warwick's event included a pit fire, an off, and the passenger door blowing off. He finished fifth, while Fabi took third.

It was Fabi's turn to have the bad luck at Mexico City, an oil/water leak preventing him from starting. Warwick was on for a podium with Brabham when another starter motor failed at his last stop and the duo fell to sixth, enough to clinch Jaguar the teams' title.

Peugeot rivals Philippe Alliot and Mauro Baldi weren't factors in the Autopolis finale, but Fabi carefully cruised to third behind Warwick to clinch the crown by seven points. Twenty had been lost at Silverstone.

1992 – TITLE SUCCESS

Jaguar wouldn't be around to defend its titles in 1992, but even before that decision, Warwick had decided to look elsewhere.

"I still had an issue with Tom," he admits. "[Peugeot team boss] Jean Todt asked to see me. I flew to Paris and liked what I saw. I thought Jaguar wouldn't be there and I knew Ross wouldn't be there so my confidence was low."

Now Warwick got to see how the opposition had been working. He liked the extensive testing, but not



The shape of things to come: Warwick/Dalmás lead the field at Silverstone, round two of the 1992 season, and will win by two laps

the debriefs: "At the first debrief it felt like there were 4000 people there, speaking a mixture of languages: Italian, French, English. I thought 'this is not going to work' and after 45 minutes I stood up and said, 'Jean, when you need to talk to me I'll be in the garage. This is wrong.'"

Two hours later, Todt found him and asked what the problem was. "I said 'If you are going to build a world championship-winning team

you've got to change. There's only one way to run a team: you all have to be speaking the same language and you need the minimum number of people: the drivers, the engineers and you, because everyone is trying to be the most important person in the room.'"

"The very next debrief we all spoke English and we had just the drivers, the engineers and Jean."

On the track, the 905 evo 1 bis was the best car in a depleted field. Only Toyota and Mazda offered any real opposition.

"The Peugeot was good – it was between the V12 Jaguar and the XJR-14," reckons Warwick. "The engine was a bit bigger than the XJR-14, the gearbox was a bit lazier. It was better in slow corners, but not as good in the fast ones. It also had Michelins and usually when I drove on Michelins I had the best tyre."

Toyota's Geoff Lees stayed in title contention, but the real fight was between Warwick/Yannick Dalmás and team-mates Baldi/Alliot. Despite a crash by Dalmás at the Monza opener which allowed Toyota to snatch victory, he and Warwick made a good start. Nevertheless, Warwick believes the Le Mans victory – scored with Mark Blundell – was key.



Warwick was delighted to be the champion

"Alliot and Jean-Pierre Jabouille [only at Le Mans] were very strong characters and I sensed the team would really have liked that car to win the championship and Le Mans," he says. "When we won Le Mans I think it turned the whole team round to us."

Warwick also worked with Dalmás to get the best out of the Frenchman: "He was one of those guys who had to have everything perfect. I spent hours with him,

WARWICK: "A certain Brummie driver won the F1 championship so some of the limelight was taken off me!"

convincing him he was the best driver out there. He became a bloody strong driver and I'm glad I had him as my team-mate."

Alliot took three poles in the six races, but three wins and two seconds secured the title for Warwick/Dalmás with a round to spare. Only at the Magny-Cours season finale did an electrical problem stop the duo finishing in the top two in every race.

Dwindling grids and FIA politics killed the championship at the end of 1992, but Warwick had achieved his goal.

"I was excited to be world champion," he says. "The trophy still sits very prominently on my mantelpiece."

"A certain Brummie driver won the F1 championship so some of the limelight was taken off me! But it still means a lot."

WARWICK'S TITLE ASSAULTS

1986 – Jaguar

Round	Race	Drivers	Result	Retirements
R1	Monza	with Eddie Cheever	RTD	Driveshaft
R2	Silverstone	with Cheever	1st	
R3	Le Mans	with Cheever/ Jean-Louis Schlesser	RTD	Puncture/damage
R4	Norising	solo	3rd	
R5	Brands Hatch	with Schlesser	4th	
R6	Jerez	with Jan Lammers	3rd	
R7	Nurburgring	with Lammers	RTD	Engine
R8	Spa	with Lammers	2nd	
R9	Fuji	with Cheever	3rd	

1991 – Jaguar

Round	Race	Drivers	Result	Retirements
R1	Suzuka	solo	NC	Starter motor
R2	Monza	with Martin Brundle	1st	
R3	Silverstone	with Teo Fabi	1st	
R4	Le Mans	with Andy Wallace/ John Nielsen	4th	
R5	Nurburgring	with David Brabham	1st	
R6	Magny-Cours	with Brabham	5th	
R7	Mexico City	with Brabham	6th	
R8	Autopolis	solo	2nd	

1992 – Peugeot

Round	Race	Drivers	Result	Retirements
R1	Monza	with Yannick Dalmás	2nd	
R2	Silverstone	with Dalmás	1st	
R3	Le Mans	with Dalmás/ Mark Blundell	1st	
R4	Donington Park	with Dalmás	2nd	
R5	Suzuka	with Dalmás	1st	
R6	Magny-Cours	with Dalmás	5th	



GREAT CAR: Jaguar XJR-14

Its time in the top flight only lasted one season, but the final Group C Jaguar moved the goalposts and is widely regarded as one of the greatest sports-racers of all time



DRIVING THE XJR-14

Derek Warwick, who narrowly lost the 1991 Sportscar World Championship to Jaguar team-mate Teo Fabi, rates the XJR-14 as one of the three best cars he ever raced, along with the 1984 Renault RE50 and 1989 Arrows A11 F1 machines. "It was as close as you could get to an F1 car," he says. "It was nimble, had masses of downforce, and was responsive to set-up. It was amazing in fast corners. In slow corners it had too much rear grip, but that was a small vice."

FALSE DAWN AT LE MANS

One XJR-14 did hit the track at Le Mans in 1991, for Andy Wallace to qualify. That year's rules meant the 3.5-litre atmo cars would start ahead of the older turbo machines irrespective of who qualified fastest, but Jaguar reckoned the XJR-14 could take on the mighty twin-turbo V8 Mercedes C11 anyway.

Warwick had been due to drive the car, but Tom Walkinshaw correctly guessed that if he did, Warwick would have to start the car and thus lose any points he might get when he switched to the XJR-12.

Wallace, with little previous running in the car, managed a 3m31.912s in a rain-affected effort, but Jean-Louis Schlesser recorded 3m31.270s in the C11. The XJR-14 was then withdrawn.

Warwick wishes he had been given a run, but concedes the proven V12 XJR-12 (below) was a better bet for 24 hours. "I would love to have done a qualifying lap," he says. "We couldn't drive it in the race but I begged Tom to let me drive it. It was kind of disappointing to have to race the V12."

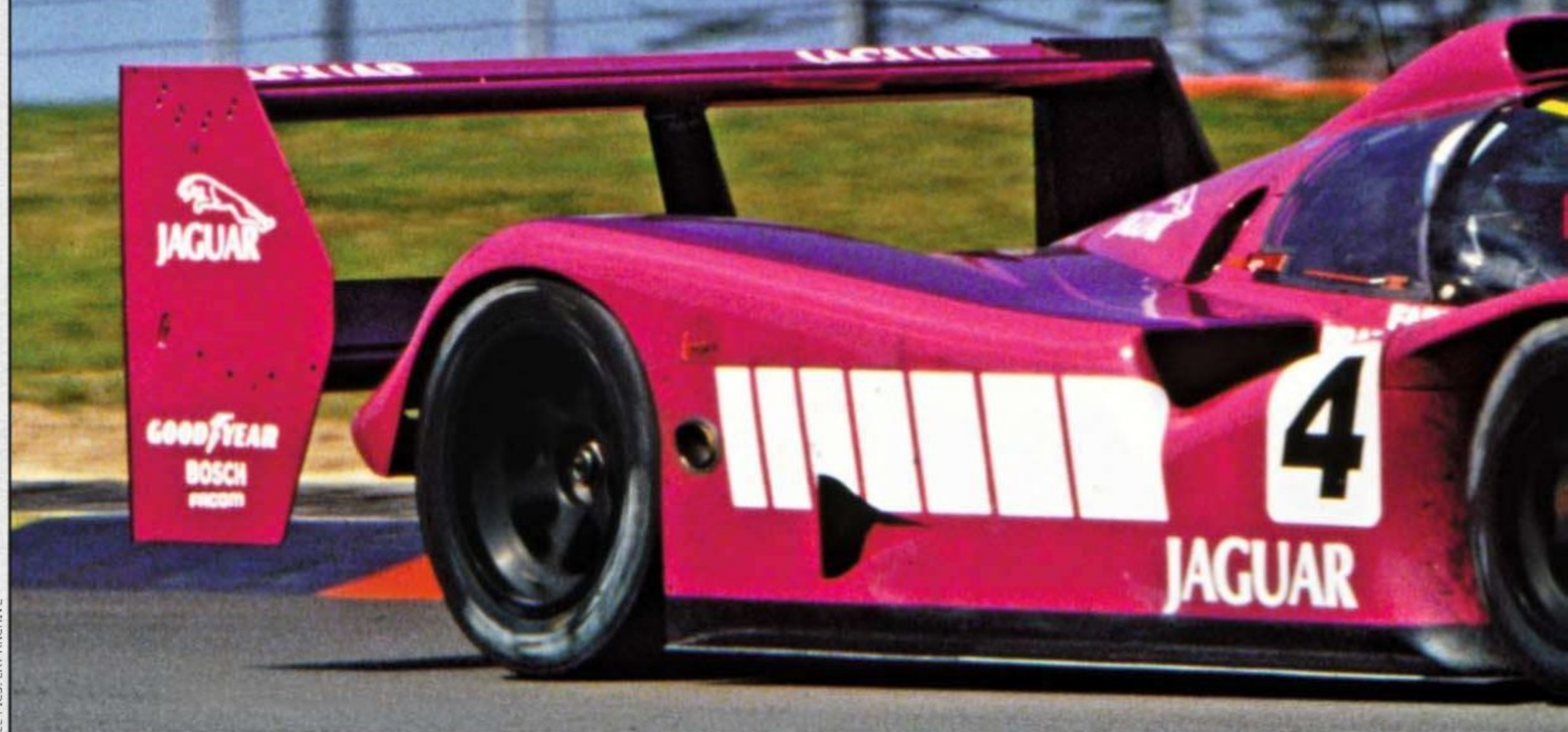


ENGINE & GEARBOX

The detuned Cosworth-designed Ford HB was not the most powerful engine of the era, but it was a tidy package and was good enough. The unit was also pretty reliable, particularly after gearbox modifications were made to reduce the chances of missed gears, a problem that befell the car early in the season.

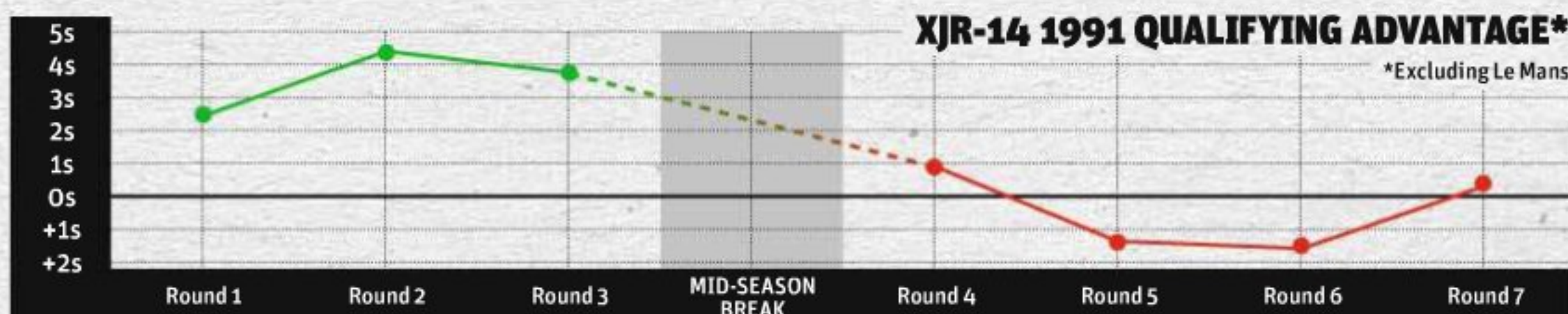
Warwick reckons the car only really had one annoying trait. "The only fault it had was we took the gearshift through the middle of the engine so it was a left-hand gearchange and that caught us all out a little bit," he says.

It was also a small car, so not all of Jaguar's drivers could actually race it. "It was a shame John Nielsen, who had been such a servant to Jaguar and TWR, didn't fit," adds Warwick. "He so desperately wanted to drive the car."



DEVELOPMENT RACE

TWR didn't have a big budget compared with rivals, particularly Peugeot, and that showed. A lack of development allowed the XJR-14 to be caught after the mid-season break ahead of the Nurburgring.



FIRST TEST THRILLS

Warwick gave the Ross Brawn-designed XJR-14 its first run on Silverstone's South circuit, and immediately scared the onlooking TWR squad.

"There was a fast right-hander leading into a hairpin where the temporary pits were," recalls Warwick. "On my first flying lap I did it flat and everyone ducked

because they thought the throttle had jammed open!

"It just went round like it was on rails – you could see everyone was so excited about that car."

Team manager Ian Harrison agrees: "It was the best car I've ever been involved with. It was well-engineered, well designed – a lovely car."



AERODYNAMICS

The XJR-14's biggest advantage was its high-downforce aero package. The double-decker rear wing, which had to be lowered at the Suzuka opener at the behest of the stewards, was the most obvious feature, and Peugeot's mid-season modifications to the 905 followed the Jaguar philosophy. Front downforce was more of an issue, with the XJR-14 sprouting turning vanes later in the year.

CHAMELEON CAR

After taking the 1991 title, TWR withdrew from the world sportscar championship, but the XJR-14 lived on.

The 1991 chassis joined Davy Jones's bid to end Nissan's dominance in the American IMSA GTP Championship, but a lack of development and big crashes hindered his chances.

In the WSC, the Mazda MXR-01 (below) was an XJR-14 re-engineered to take a Judd V10

engine. The car scored a podium at Silverstone and was fourth at Le Mans, but could not match the works Peugeots and Toyotas.

The final chapter was arguably the best. One of the American chassis, in chopped-down and re-worked form, became the basis of the Porsche WSC95 (above). Now with a Porsche turbo engine and run by the Joest team, the open car swept to Le Mans wins in 1996-1997.



JAGUAR XJR-14 1991-1992 STATISTICS

WSC wins: 3
WSC poles: 5
WSC fastest laps: 4
IMSA wins: 2
All-Japan Sports-Prototype victories: 1





With its Martini stripes and Ferrari V8 wail, Lancia's LC2 had it all – on paper...



Failure has rarely looked this good

Lancia's LC2 was outnumbered and outclassed by Porsche's dominant 956/962, but its looks made up for that. Peter Dumbreck gave it a blast around Silverstone



Scottish Le Mans racer Peter Dumbreck had never sampled a 1980s Group C sportscar

"It's a good looking car isn't it? It just looks super-cool." Despite, by his own admission, not knowing anything about the Lancia LC2 or the Group C era, Peter Dumbreck doesn't take too long to identify the Martini-liveried car's appeal.

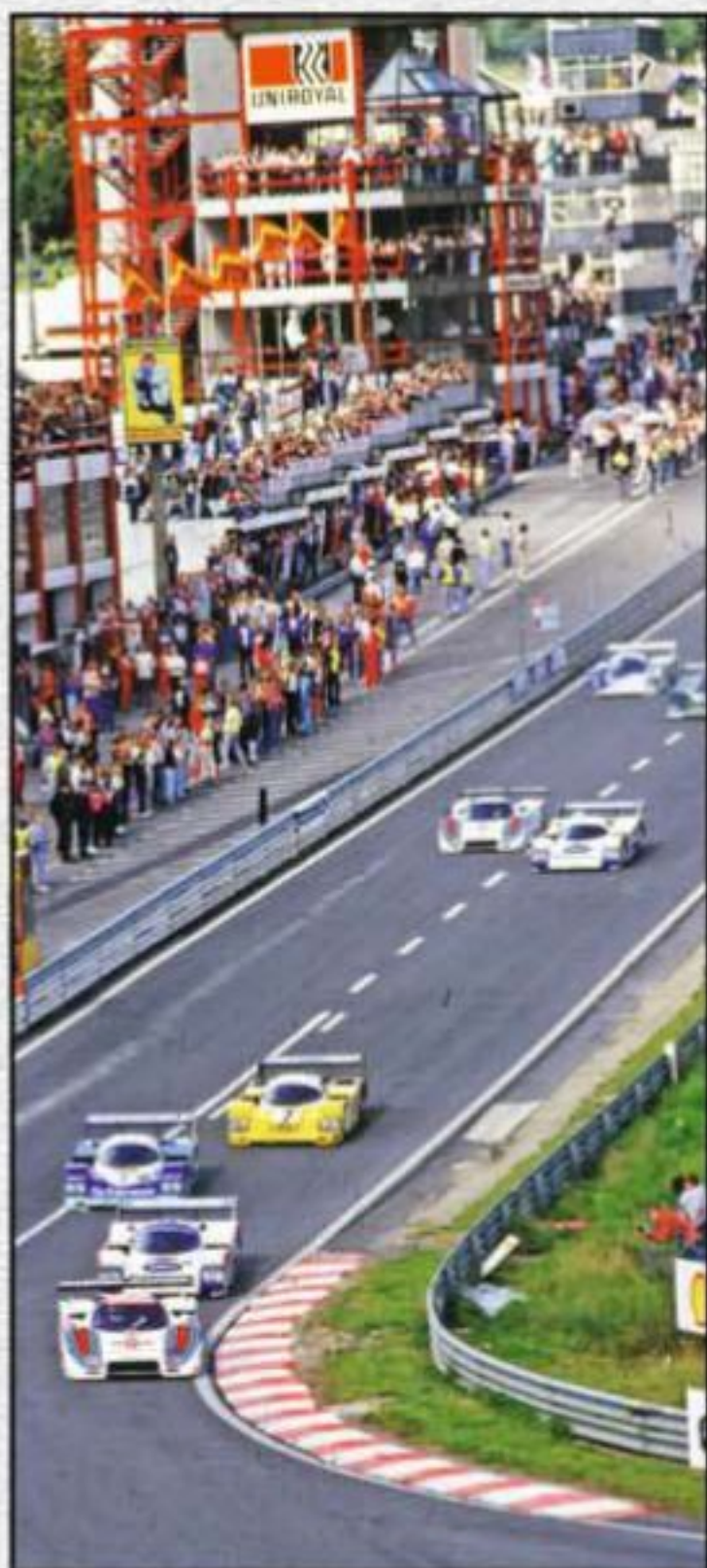
In a nutshell, the appearance of the white coupe with the blue and red stripes, along with that Ferrari twin-turbo engine, explains why the LC2 is still considered such an icon. Even AUTOSPORT staffers recently voted it our 12th favourite Le Mans car (take a look at lemanscars.autosport.com).

The LC2, which first appeared in 1983, only ever actually won two world championship sportscar races (one against

DUMBRECK: "It's a good looking car isn't it? It just looks super-cool"

minimal opposition at Kyalami in 1984 and the other at the tragic 1985 Spa 1000Km in which Stefan Bellof was killed), but as an underdog against the scores of Porsche 956s and 962s it had no equal.

Dumbreck has joined AUTOSPORT at the Silverstone Classic test day to get his first taste of the Gian Paolo Dallara-designed contender, but concedes



LC2's final victory came at tragic Spa in 1985

WHEN A GROUP C WINNER WAS NOT A GROUP C CAR

One of the most successful cars of Group C's first year was not actually a Group C machine. Lancia's LC1, the predecessor to the LC2, took advantage of rules that allowed the outgoing Group 6 machines to contest the 1982 world sportscar championship.

The LC1 was a new car and, although not eligible for manufacturer points, it did give Brabham Formula 1 racer Riccardo Patrese a shot at the drivers' title. The open cockpit, 1400cc turbocharged machine did not have to run to the fuel restrictions of the

Group C runners and won three of the eight rounds in 1982 against the Porsche 956.

Patrese went to the Brands Hatch finale with a chance of taking the crown, but in a dramatic two-part race lost out to Porsche's Jacky Ickx by eight points.



The Group 6 Lancia LC1, seen here at 1982 Silverstone 6 Hours, was eligible in first year of Group C and almost lifted the world title



Dumbreck found an off-set driving position, uncluttered cockpit and plenty of visibility



The Ferrari V8 powerplant in the back of the LC2 contributed to the car's reliability woes

it's all new to him: "I saw Formula 1 as a kid. I'd just started racing myself and had no idea sportscars existed. Motorsport didn't exist in my family, so I had no knowledge of the sport. Gradually I've learned more."

What Dumbreck probably doesn't need to know is that the

works-run LC2 failed to break the Porsche stranglehold on Group C between 1983 and 1986. That was despite an impressive driver roster that included Michele Alboreto, Alessandro Nannini, Riccardo Patrese and Bob Wollek, and a reasonable list of developments over the years,

such as improved aero and an increase from 2.6-litre to three-litre engines.

The cars were quick, as 12 poles and 10 fastest laps proved, and could often be seen ahead of – or in among – the leading Porsches early on in races. But a lack of reliability and fuel efficiency left Lancia trailing its German rival. In fairness to the LC2, as its fans point out, it was also considerably outnumbered in the mid-1980s, which only served to enhance its fighting-against-the-odds reputation.

There are three LC2s entered for the two Group C/GTP races at the Classic and Dumbreck's education today will come from the car owned by Roger Wills, who later takes it to second place

DUMBRECK: "I saw Formula 1 as a kid. I'd just started racing myself and had no idea that sportscars existed"

in one of the Classic races.

The offset driving position immediately tells Dumbreck that the Lancia is a rather different beast to the JRM-run HPD he races in the World Endurance Championship, but at least he has the familiar faces of sportscar aces Andy Wallace ►



LC2 battles with Porsche nemesis, a car that was dominant – in terms of numbers and success



Dumbreck was new to Group C phenomenon

◀ (testing a Sauber C9) and Nicolas Minassian (Peugeot 905) for company in the same awning! Having those three cars and drivers together makes it difficult to know which way to look.

The LC2 makes its claim with an appealing spit of flame out of the side exhausts as Dumbreck fires up the Ferrari engine in the pitlane. After a brief delay, the 38-year-old follows Minassian and Wallace out onto the historic GP layout.

There's not much time and the Group C monsters are sharing the track with cars ranging from a Ferrari 512M to Lotus 23, but Dumbreck's first moment is caused by the surprise of the faster Club chicane, which is rather different to the configuration he's used to: "I wondered where everyone was going and realised just in time!"

Embarrassment avoided, Dumbreck gets on with learning



Once tyres were warm there was plenty of grip



Anything with those iconic Martini stripes looks fabulous. Sadly, the performance of the Lancia Group C LC2 didn't live up to the looks

the LC2. As instructed by Group C boss and racer Bob Berridge, he starts off with the lower engine setting, but soon turns it up so that he has around 750bhp on tap.

"It's very alien," he says after climbing out. "It's like when you arrive to instruct at Silverstone and you drive Formula Fords and realise this is how it used to be. I was thinking doing 200mph in these things..." He tails-off. "If you have a big crash you're going to get in trouble."

Unsurprisingly, Dumbreck finds the car rather rudimentary, but soon comes to respect and admire it. "You don't point forwards, you sit offset, and it's a very clunky gearbox," he says.

"Then you start to wind it up and you get that punch in the higher rev range. When the turbo comes in it's like woooooo! And the gear changes come really quickly.

"I was thinking, 'what's going to happen when I get to a corner?', but of course it's going to go round. It's a good racecar. You don't feel like it's going to suddenly open up and put you in the wall. The car's really stiff on the front. Silverstone is bumpier than you think, especially Becketts, but once you get some tyre temperature it's quite nimble.

"It felt stable, the downforce pushes you down, and there's no power steering so you feel

DUMBRECK: "Then you wind it up and you get that punch in the higher rev range. When the turbo comes in it's like woooooo!"

everything. The 1999 Mercedes [in which Dumbreck famously flipped at Le Mans] was dead light. Without power steering it's got a different feel."

Rather surprisingly, given the advancements made during the past 25 years in getting a car stopped, it's the brakes that Dumbreck praises. "I was trying to push in the braking zones to get temperature in the tyres," he adds. "The brakes felt very stable and firm – I'd like to have them on my HPD!"

Mention of the HPD brings us to the obvious modern versus not-so-modern comparison.

"I'd say the main difference is the way the power comes in," reckons Dumbreck. "The power is there in abundance. The old cars are faster on the straights and that was nice to feel. It's a nice kick in the gut. In a modern car it's linear acceleration, but in this it's: nothing, nothing, boff

LANCIA LC2 #0002 RACE HISTORY

Year	Race	Drivers	Qualifying	Result
1983	Monza 1000Km	Michele Alboreto/Riccardo Patrese	5	9
1983	Silverstone 1000Km	Michele Alboreto/Riccardo Patrese	4	R
1983	Nurburgring 1000Km	Michele Alboreto/Riccardo Patrese	5	R
1983	Le Mans 24 Hours	Michele Alboreto/Teo Fabi/Alessandro Nannini	2	R
1983	Spa 1000Km	Riccardo Patrese/Teo Fabi	4	7
1983	Brands Hatch 1000Km	Michele Alboreto/Riccardo Patrese	8	4
1983	Imola 1000Km*	Teo Fabi/Hans Heyer	2	1
1983	Mugello 1000Km*	Riccardo Patrese/Alessandro Nannini	4	2
1983	Kyalami 1000Km	Riccardo Patrese/Alessandro Nannini	6	2
1985	Mugello 1000Km	Riccardo Patrese/Alessandro Nannini	1	R
1985	Le Mans 24 Hours	Bob Wollek/Alessandro Nannini/Lucio Cesario	3	6
1985	Hockenheim 1000Km	Riccardo Patrese/Alessandro Nannini	6	R
1985	Spa 1000Km	Riccardo Patrese/Alessandro Nannini/Mauro Baldi	1	4

* European Endurance Championship round

ROGER WILLS: "I'm a big fan of the Group C era – they were the coolest machines. The Lancia was one of the quickest cars, but a bit fragile even though it is a very well engineered car. It's lovely to be able to own such a car and even better to be able to race it"



Kiwi enthusiast Wills owns and races an LC2



Dumbreck started his run with the turbo boost wound down, but soon had it back up to 750bhp

– everything. You get that punch in the higher rev range."

Elsewhere, things take longer in the LC2. "The paddleshift takes a millisecond in the HPD and you barely think about it, and in this it's a big moment," he adds. "It feels such a loose gearbox. Nowadays it's a lot more precise."

But Dumbreck reckons the Lancia has another advantage – other than the power – over some of its modern counterparts. Visibility has become a talking point in modern international sportscar racing thanks to the number of clashes between frontrunners and traffic, but the LC2 makes life easier for a driver trying to pick their way through. "It's good and you feel you're sitting quite high in the

car, and there's loads of space," he enthuses. "I think visibility is a lot better than some modern cars like the Audi [R18]."

So would Dumbreck like to take on an endurance race in a Group C Lancia?

"Once you get used to it I'm sure you could do a long stint, though I'm not sure about doing a three-hour run at Le Mans!" he says. "If I was driving the car more regularly I'd do a lot with the pedals and get more comfortable. But yeah, I'd race anything. It'd be a good challenge. Drivers back then weren't so different to me now."

The cars have, arguably, changed a lot more, but the Lancia LC2 appears to have won over another fan. Failure has rarely looked this good. ❧



Group C/GTP series director and racer Bob Berridge gives Dumbreck a bit of pre-run advice



Recent Silverstone Classic featured a large grid of Group C/IMSA GTP machinery

GROUP C/GTP IN HISTORIC RACING

It's somehow fitting that the Group C/GTP Racing series is hitting new heights in 2012, the 30th anniversary year of the beginning of Group C. Grids are up, the racing is arguably better than ever, the variety of cars is increasing and the calendar takes in some great sportscar venues, including the Circuit de la Sarthe at Le Mans.

No fewer than 30 Group C and IMSA GTP cars took part in the blue riband round of the series at Le Mans on the morning of the 24 Hours. The grid included various examples of the ubiquitous Porsche 956/962 and a variety of Spices, traditionally the foundation of the Group C/GTP entry, and a

"Everyone loves Group C cars, because they are things of beauty and they produced some classic sportscar racing," he says. "Anyone who doesn't think a Lancia LC2 or a Mercedes-Benz C11 isn't a great piece of kit doesn't have petrol running through their veins."

Berridge reckons there's another reason for the upsurge in Group C/GTP: the cars are appreciating assets.

"Buying a Group C or an IMSA GTP car right now is a sound investment," he explains. "Many of the cars have doubled in value over the past four or so years, and the value of some of the rarer cars has probably tripled. There's probably no better place for some of our more wealthy competitors to put their money right now."

Running costs are not that high, according to Berridge.

"I would say most of our drivers are spending no more than £40,000-£80,000 doing six events a season," he says. "It's not the expensive category everyone thinks."

There are two rounds to go of this year's series – at Paul Ricard and Imola in October – and Berridge is promising another great calendar in 2013. That will give Group C fans the chance to rekindle memories of one of the great periods of sportscar racing.

BERRIDGE: "Buy a Group C or IMSA GTP car right now and it's a sound investment"

whole lot more besides.

There were no fewer than three Lancia LC2s present and two Sauber-built Silver Arrows, a C9 and a C11, while two more stalwarts of the era, Jaguar and Nissan, were also represented on the grid. Then there were the rarities, such as the Veskanda-Chevrolet, one of only two Group C cars built in Australia.

Exotica from the final 3.5-litre era of Group C is now being welcomed into the series in its own class. There was a Peugeot 905 evo 1 bis present at Silverstone, albeit only in qualifying, and there's a Jaguar XJR-14 waiting in the wings.

The attraction of Group C/GTP for both fans and competitors is easy to understand, according to series director Bob Berridge.



Spice racers bolstered the Le Mans line-up

Group C Retro



'The thing that I remember most'

AUTOSPORT caught up with some key drivers and personalities from the Group C era to hear the memories – some satisfying, some scary – that stood out for them

MARTIN BRUNDLE



Brundle got noticed after a full-on charge...

1991 Silverstone Empire Trophy – Jaguar XJR-14

"After the throttle cable broke on lap two and we lost nine minutes, I think I unlapped myself three times on the Mercedes and two to the other Jaguar on the way back to third. I drove solo and was out of energy and minerals at the end because I didn't have a drinks bottle. The XJR-14 was such an amazing car: corners like Copse and Becketts were extraordinary. I crossed the line and I couldn't lift my arm to wave to the crowd. That drive got me the Benetton [F1] deal because Tom [Walkinshaw] and Ross [Brawn] were so impressed."

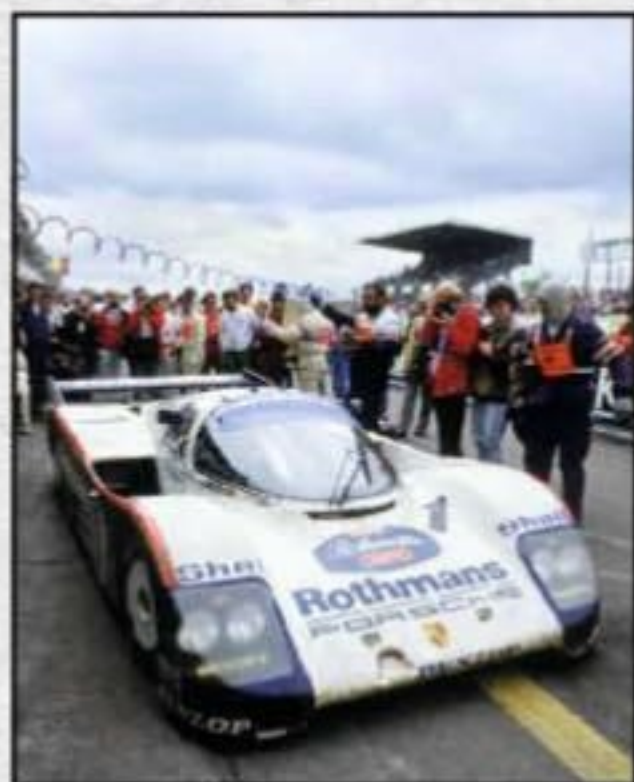


... from nine minutes behind in the "amazing" Jaguar XJR-14 at Silverstone in 1991

HANS STUCK

1986 Le Mans 24 Hours – Porsche 962C

"It has to be the first of my two wins at the Le Mans 24 Hours with Derek [Bell] and Al [Holbert], because I had tried so many times before to win and then to be on the podium with Porsche and those two guys is one of the most special moments in my life."



Stuck finally won at Le Mans in 1986

RAY MALLOCK



A proud Ray Mallock clinched the title in a car he had helped design, build and develop

1986 Fuji 1000Km – Ecosse-Rover C286

"My favourite memory from that era has to be standing on the podium at Fuji after Marc Duez and I had won the class and clinched the C2 teams' championship for Ecurie Ecosse by one point. We'd

gone into that race knowing that we had to beat Spice and we did it. That was a car for which I was responsible for the design concept and much of the detail, as well as the build and development, so I am particularly proud of that achievement."

MAURO BALDI

1990 Coupe de Spa – Mercedes-Benz C11

"The C11 was amazing and my favourite racing car of all time. Eau Rouge at Spa was easy flat – even with 1000bhp in qualifying – and I qualified on pole with a lap that wasn't far off a Formula 1 time."



Baldi took Eau Rouge flat – in the dry!

TONY SOUTHGATE

**1986 Silverstone 1000Km
– Jaguar XJR-6**

"I'd put our first race victory for a TWR-Jaguar Group C car up there with winning the Le Mans 24 Hours in 1988. It was our second year and our first full season and we'd had a bit of trouble getting cars through 1000km without major problems. Wheelbearings were our Achilles' heel. I remember being so nervous that something was going to break that I couldn't watch and had to go down to our caravan at Copse Corner for a cup of tea. When I got there Sir John Egan [Jaguar's boss] was feeling the same way and was pacing up and down the asphalt like an expectant father.



Southgate: nervous at Silverstone in '86

STEFAN JOHANSSON



Johansson's Joest Racing Porsche 956 passes the crashed works car of Stefan Bellof on the Nordschleife in '83. The Swede finished second

**1983 Nurburgring 1000Km
– Porsche 956**

"That last race on the Nurburgring Nordschleife in the Group C car in '83 was probably the most outrageous thing it was humanly possible to do in a race car at that time. Keke [Rosberg] did the race as well and he was reigning world champion and considered to be the bravest driver in the paddock, but

even he thought it was fucking ridiculous. It was both fun and scary at the same time. It required a huge amount of bravery to go fast around that place. It drizzled and we were on slicks on a dampish track for much of the race, and at that place you never know how hard it is going to be raining at the next corner. It took massive commitment."



Johansson: the 'Ring was fun and scary

JURGEN BARTH

**1983 Weissach test track
– Porsche 956**

"Being the first guy to drive the 956 makes me feel special. Everyone knew it was going to be a great car, but it was still amazing to drive it for the first time. It had so much downforce compared with a 908 or 936."

FRANZ KONRAD

1983 Fuji 1000Km – Porsche 956

"Philippe Alliot had a massive crash in practice or qualifying and we had to work through the night to repair the car with the Kremer team. I was meant to be just a driver, but I helped out the mechanics and didn't sleep at all."

JONATHAN PALMER



Palmer got a bumpy ride at the 'Ring

**1983 Nurburgring 1000Km
– Porsche 956**

"Going round the old Nurburgring Nordschleife in the 956 was something else. Without doubt that was the most scary race as a driver. They were getting airborne and the steering was being kicked and tugged by the bumps, I had to bring the seat forward a couple of clicks and drive it with the arms up behind the spokes holding the steering wheel with my whole body. It was too quick for the track."

ANDY WALLACE

1990 Trofeo Rodriguez Mexico City – Jaguar XJR-11

"The final fuel-formula Group C cars were extraordinary, especially in qualifying trim. If you remember in that race at the end of 1990 it had absolutely poured halfway through – I think a car didn't cross the start-finish line for three minutes at one point – so we had pretty much unlimited fuel afterwards. We drove flat out with maybe 1000bhp all the way to the end. When I got to parc ferme, I didn't want to leave. I knew that when I got out of the car, an era would come to an end."



Wallace drove Jag flat out in Mexico

JAN LAMMERS

**1988 Le Mans 24 Hours
– Jaguar XJR-9LM**

"Being in the car at the finish in 1988 when Jaguar won its first Le Mans 24 Hours since the D-type in the 1950s was the most magical moment for me in my career. Then being up on the podium with all the patriotic British sportscar fans underneath gave me an unbelievable feeling. I'd never experienced it before, and I'm sure that I never will again."



Lammers crossed the line to win in 1988



Landmark moments of a special era

AUTOSPORT's Group C reporter Quentin Spurring casts his mind back to a golden era of sportscars and picks out some of his favourite, and most poignant, moments

LE MANS, 3.58PM, SUNDAY JUNE 19 1983

The puff of white smoke from the exhausts of the leading works Porsche drew gasps from the thousands of spectators on the pitstraight grandstands. There were two minutes left in the Le Mans 24 Hours. For Al Holbert, all alone in the cockpit, it was a moment of cold-sweat panic.

Holbert and his co-drivers, Vern Schuppan and Hurley Haywood, had been in the lead since Saturday evening. All had gone well until 2:45pm. That was when the car's left-side door detached itself, interrupting the airflow to that side of the flat-six engine, with its air-cooled block and water-cooled heads. Vern pitted 10 minutes later. Holbert climbed in as the crew fitted a new door. The engine was so hot there was a delay getting it started.

Halfway down the Mulsanne, the restored airflow began to get to the engine – but then the makeshift door fixing broke. Al grabbed the door and held on. But the left-side temperature gauge started to rise again. He dropped his pace and found a way to keep the engine alive, using fewer rpm on the straights, still holding the door with his left hand.

At 3.25pm, race engineer Roland Kussmaul summoned him for his final stop. The mechanics fixed the door with a leather strap. Kussmaul told Holbert that Derek Bell was charging

in the sister car, and had already halved a two-lap deficit. Holbert needed to increase the rpm to preserve the lead. As soon as he did so, that temperature gauge climbed again. And so did the other one...

As Bell put himself on the same lap, both Holbert's gauges were on the highest mark. At Arnage on what he hoped was his last lap, he saw the needles flip back to zero, and smelled the water leave the cylinder heads. There was none left for the sensors to pick up...

So poor Al was horrified when he

"With that puff of smoke the engine freed itself. Somehow Holbert made it all the way round the lap and reached the line"

exited the Virage Ford and saw the big clock above the pits showing 3:58: he had to drive one more lap. As he started it, the engine seized! In desperation, he banged the gearshift into first and floored the throttle.

With that puff of white smoke, miraculously, the engine freed itself. Somehow Holbert made it all the way round the lap, reached the line, and parked amid an emotional tangle of relief, exhaustion and joy.

Bell arrived 64 seconds later, and also stopped – midway round his final tour, Derek had had to switch to the reserve fuel tank, and would not have made it round again. His daredevil effort with seriously cracked brake discs had left him wide-eyed with adrenalin. Everyone else was mentally drained by the drama.



US ace Holbert held on to win for Porsche...



... after nursing an ailing factory 956 for several laps at the end. See tell-tale puff of smoke

LE MANS, 2.20PM, SUNDAY JUNE 12 1988

The 'clunk' in the gearbox horrified Jan Lammers in the race-leading Jaguar, but he was ready for it, and knew what to do.

After team-mate Raul Boesel's midnight retirement, Lammers had questioned him closely, refusing to let him go until he had related what had happened in minute detail. Raul had precisely described the 'clunk' he had felt in the gearbox; when he had next made a shift, the 'box had failed to hold the selected gear and gone into neutral.

Jan heard the clunk with 40 minutes remaining. The chasing works Porsche was less than a lap behind. The XJR-9LM had a long fourth gear, which would allow a reasonable pace along the big straights. Holding his breath, Lammers tried to engage it, ever so gently – and it held. Jan knew that he must never touch the gearlever again. But he needed to make a splash'n'dash fuel stop.

After a brief charge in the Porsche, it seemed Klaus Ludwig had settled for second. Lammers got on the radio and told race engineer Eddie Hinckley that there was a problem, but did not elaborate in



The expectant hordes of (mostly British) fans greeted the winning Jag – but it only just made it

case Porsche was listening. The rest of the team guessed it was the gearbox when Jan made his final stop. The V12 screamed as he slipped the clutch to get going again, and the XJR needed

a hefty shove from its crew.

Team boss Tom Walkinshaw ordered Derek Daly and Davy Jones in the sister cars to find Lammers on the track and stand by literally to push

him over the line if necessary. The cars were supposed to finish under their own power, but what if the engine was running in neutral? Walkinshaw was ready to argue the toss with the ACO afterwards. And he knew that if the Porsche had been declared the winner after 60,000 British fans had seen the Jaguar crossing the line ahead, the organisers could face a riot.

This drastic measure was not needed. As long as the gearbox stayed together, TWR knew it had won as soon as its three-car formation embarked on the final lap. In line with Le Mans tradition, the track marshals greeted the surviving cars by waving all their warning flags in colourful fan displays. And these included the yellow flags that prohibit overtaking.

At the end, so many British fans invaded the track that Lammers had to stop short of the finish line. The official margin of his victory was given as 194 yards.

When the gearbox was dismantled back at TWR's factory, the main pinion shaft came out in two pieces.

BRANDS HATCH, 3.40PM, SUNDAY OCTOBER 17 1982

The board read '10 laps' and, in an instant, it sharpened the atmosphere at the Kent circuit. Teo Fabi and Jacky Ickx realised they had a quarter of an hour to settle the outcome of the drivers' title.

Fabi was in the open cockpit of Lancia's barchetta Group 6 car, a device shamelessly conceived against the spirit of the regulations, with the sole objective of winning this title. In this first season of Group C, the FIA allowed two-litre Group 6 cars to make up the numbers; they could earn points in the drivers' championship, but no one had foreseen that a factory team would design and build a new one. Ickx's Porsche, a proper Group C car, was aimed at the manufacturers' championship. This race did not count and had not been on Porsche's schedule, but Jacky – leading Riccardo Patrese on points 75-74 – had persuaded the team to bring a single car to thwart Lancia.

On this drizzly afternoon, the race had been red-flagged after a collision involving the two Ford C100s that had been leading.

As they came round and saw the

board, Fabi and Ickx were separated by 15 seconds, the Lancia on track to clinch the title for its co-driver. Patrese was to have taken over in the final fuel stops, but now the race would not go that far. Riccardo's title was in Teo's hands.

Now with fuel in hand, each man reached for his turbo boost control, and went for broke. But Jacky was the one with nothing to lose, with more

commitment to take risks through backmarkers – and with headlights illuminated to warn them of his uncompromising approaches.

With one lap remaining, Ickx had closed to within four seconds. More backmarkers were in the way on the hectic final lap. Ickx drove it on the edge in every turn, but Fabi finished it still 1.7s ahead. He was jubilant when he completed the

slowdown lap. Not for long...

Incredibly, no one had told Teo that the result was to be calculated on aggregate times. The Porsche had been 6.4s ahead of the Lancia when the race had been red-flagged. Ickx's fantastic driving in the twilight had secured the win. After 47 hours of endurance racing that season, the margin of victory was 4.7s in race and championship.



It was Group 6 Martini Lancia versus Group C Rothmans Porsche (11) for the title in the deluge of Brands Hatch. Porsche got it, by a whisker

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Moments that shook the world

AUGUST 1985...

...when a green V12 Jaguar, on its eagerly anticipated debut, startled everyone at Mosport Park – especially Hans Stuck and Jacky Ickx in the front-row Porsches – by almost trading paint with the pitwall and taking the lead from the second row. Martin Brundle could stave off the turbos only for a few laps but the point had been made: Porsche, the all-conquering force in Group C ever since its inception, had a genuine challenger at last. It almost visibly lifted the spirits of the sportscar racing community. Later in the race, they were cruelly dampened by an awful accident that took the life of Manfred Winkelhock.



Mosport Park, 1985: Jaguar had arrived

SEPTEMBER 1985...

...when poor Stefan Bellof made a fatal error by attempting to pass Jacky Ickx on the 150mph downhill entry to Spa's Eau Rouge. The defending world champion with the factory team, Bellof was racing one of Walter Brun's Porsches in

this event, and was evidently set on making a statement with the less highly developed customer hardware. The collision at the foot of the hill seemed to be inevitable, and its results were appalling to witness.



German sensation Bellof stood no chance when his Brun Porsche crashed at Eau Rouge

SEPTEMBER 1986...



Boutsen (centre) just edged Warwick (rear)

...when Thierry Boutsen's Brun Porsche and Derek Warwick's Jaguar turned nose-to-tail into the La Source hairpin, fighting for the Spa 1000 on the 145th and final lap. Thierry's engine had stuttered in the

Bus Stop chicane, hunting for fuel, and Derek now had his closest view yet of Jagermeister's stag logo on the flank of the Porsche. The flat-six had picked up again but, although the line was less than 500 metres down the hill, Thierry was vulnerable. Both men floored their throttles as they exited the hairpin. This time it was the V12 that gagged. By the time it had found the last of its gas, the Porsche was eight-tenths ahead. It was the closest Group C finish.

JUNE 1991...



Mazda won against the odds in 1991

...when Mazda became the first (and thus far only) Japanese manufacturer to win Le Mans. The factory Mazdaspeed team, with its unique (and excruciatingly noisy) rotary engines, had been loyal to the 24 Hours every June since 1981. Since 1986, it had been a consistent class winner in the GTP division, less ambitious than its big-budget compatriots at Nissan and Toyota, but Mazda had never been even mentioned as a possible race winner. The 1991 race was billed simply as Jaguar versus Mercedes-Benz versus Peugeot. Yet Volker Weidler qualified 12th with the 787B he shared with Johnny Herbert and Bertrand Gachot – a new car, in its only race, and it ran like a dream all weekend. Weidler eased into the lead when the V8 in the leading Mercedes overheated with three hours remaining. Herbert took over for the final two hours, unchallenged by three V12 Jaguars stymied by their fuel consumption. Johnny had done the lion's share of the driving, and collapsed into his father's arms as he climbed out at the finish.

JUNE 1988...

...when a WM-Peugeot officially became the fastest racing car on the planet. Gerard Welter and Michel Meunier, the owners of this little Parisian team, developed super-slippery bodywork in the St Cyr windtunnel and commissioned Denis Mathiot to build a three-litre racing version of Peugeot's V6 road-car engine, making as much as 910bhp. *Projet Quatrecent* (aimed at 400km/h) was a triumph of amateur ingenuity in the spirit of Le Mans.

It was delayed early in the race by mechanical problems of many kinds, so the team taped up the cooling ducts, set the turbos to maximum boost and, shortly before 9pm, invited the unusually brave Roger Dorchy to set a new speed record before the engine overheated and blew up. It lasted two laps. Dorchy went through the Mulsanne Straight radar trap at 405km/h (252mph). It was irrelevance par excellence. The hardware of the big factory teams



Slippery WM-Peugeot topped 250mph

– Jaguar, Porsche and Sauber – could exceed 240mph and last for 24 hours, but the first to 250 was a team with no full-time staff.

Quentin Spurring, who reported 70 FIA Group C races for AUTOSPORT, is currently midway through compiling an eight-volume Official History of the Le Mans 24 Hours for the ACO and Haynes Publishing



Jag star Wallace tries Silver Arrow

The Sauber-Mercedes C9/88 vanquished reigning champion Jaguar's attack back in 1989. After test driving his rival at Silverstone, former Jaguar racer Andy Wallace now knows why

Andy Wallace reckons he's pretty well acquainted with the Sauber-Mercedes C9. Or at least a couple of views of the first of a new-generation of 'Silver Arrows'. "I've seen the back of this one a lot," he muses. "And the side, when it came rushing past." More than 20 years on from Sauber's domination of the 1989 World Sports-Prototype Championship, the former Le Mans 24 Hours winner is finally getting the chance to find out exactly why the German car had the legs of the TWR-Jaguars he drove that season.

Wallace is at Silverstone to drive Sauber-Mercedes C9/88 chassis #05 in which former Le Mans Series LMP2 champion



Wallace gets to drive the Schlesser/Mass Sauber-Merc that he used to battle against in 1989

Gareth Evans competes in the Group C/GTP Racing series. It's only a brief run-out, but it brings the memories of Jaguar's winless 1989 WSPC campaign flooding back. And offers some insight into exactly why the Silk Cut Jaguar squad could do

nothing to stop the Silver Arrows snatching away the brace of world titles it had claimed the previous season.

Wallace is impressed just looking at the final derivation of the C9, Sauber's sportscar weapon since 1987.

WALLACE: "It looks like it's hewn from solid aluminium. It looks impressive and it was impressive to race against"

"From the outside it looks like it's hewn from a solid lump of aluminium, doesn't it?" he says. "It looks impressive and it was impressive to race against it back in 1989."

Wallace doesn't change his opinion after sampling the C9,



After defeat at the hands of Group C nemesis Jaguar in 1988, the Sauber-Mercs returned for 1989 with a new turbo powerplant and an all-silver livery. And the changes more than did the trick

WHY WALLACE COULD HAVE WON EVEN MORE SPORTSCAR CLASSICS

Andy Wallace, a member of the select band of drivers to have won each of the enduro classics at Le Mans, Daytona and Sebring, can rightly claim to be one of Britain's all-time sportscar greats, yet he might have had even more victories to his name. Success at Le Mans in 1988 came in only his fourth sportscar start, though he could have had a full season under his belt by then. Remarkably, when TWR boss Tom Walkinshaw first came calling, Wallace knocked the Scot back.

Walkinshaw approached the newly-crowned British Formula 3 champion about joining the Silk Cut Jaguar squad ahead of the 1987 season on the recommendation of Jan Lammers. The Dutchman had bumped into Wallace at the 1986 Macau F3 Grand Prix – at Lisboa on the last lap of the first heat as the Brit swept past to his way to winning the blue-riband event. There was clearly no hard feeling,



Andy Wallace (left), Johnny Dumfries and Jan Lammers celebrate Jaguar's 1988 Le Mans win – the Big Cat's first at La Sarthe for 31 years

especially since the Dutchman had just got sideways and was heading for the inside barrier when Wallace "hit his back wheel and his front and knocked him straight".

"Jan put in a good word for me

with Tom, but I was a young kid with my sights set on Formula 1," explains Wallace, who was in the process of planning what turned out to be a disappointing year in Formula 3000 with Madgwick Motorsport. "It was

a bit stupid looking back," Wallace admits 25 years on, "but thankfully Tom called again the following year."

Thankfully for Wallace, thankfully for Jaguar and thankfully for sportscar racing in general.

these days run by the Chamberlain-Synergy squad, on his first acquaintance with Silverstone's 'Arena' circuit. It's the engine he wants to talk about.

"That engine makes the car a transporting machine from one place to another," he says. "Each gear rips you to another place, and the next one takes you to another new place. The engine has got a fair bit of horsepower, and I imagine it is turned down a bit at the moment.

"You forget how much power and torque these old Group C cars had. This one gives you a real kick in the back. Modern air-restrictors really hurt the engines now and you don't have the same power band."

That turbo engine was the secret to Sauber's success in '89. A new Merc powerplant, the four-valve M119 that replaced

the two-valve M117 used since the middle of the decade, turned the team from challenger to champion. Mercedes had always been in charge of the five-litre engines in the Saubers, despite the official rhetoric naming Swiss tuner Mader as the builder, but now it was getting serious about motorsport: in January '88, it had ended its official absence from circuit racing that dated all the way back to the 1955 Le Mans disaster.

That explains why the Saubers ran in the colours of Mercedes' AEG electrical subsidiary in '88. The thick lick of luscious silver paint came in 1989 with the new engine, an expanded team and a big push for the championship.

Jaguar and the rest – Porsche, Nissan, Toyota and Mazda – were left trailing in the wake of the silver projectiles. Maybe the seven-litre V12 that Jaguar used



Secret weapon: five-litre turbo engine, introduced for '89, was fast, torquey and economical

for much of the season could match the Merc on horsepower, just maybe, but it couldn't match its German rival on economy.

"Do I think the Merc had a more efficient engine with a bit more power and miles better fuel economy?" says Wallace,

"Absolutely. It was easily the most efficient engine of the Group C era. Now I've finally got to drive it, it doesn't feel like a turbo at all. It just feels like a really solid, powerful atmospheric engine."

Mercedes had cracked the economy equation with its big-capacity, low-revving turbo. The seven-litre V12 in the back of the XJR-9 in which Wallace started the season or the 3.5-litre twin-turbo XJR-11 in which he contested three mid-season races weren't in the same race when it came to the economy stakes.

Dave Price, team manager at Sauber from the middle of '88, remembers the Jag engines being a "bit juicy compared with us".

"We definitely had an ►



Sauber-Mercedes C9s took a one-two at non-championship Le Mans 24 Hours in 1989



Wallace enjoyed gizmo-free cockpit layout



Wallace was in his element in the Sauber at Silverstone. The Group C veteran thought the German machine felt rather familiar. "Driving this car brings it all back – it feels just like the Jag"

◀ advantage on economy," he says. "That was a fantastic engine: all I did was put them in the car and then ask no questions. Merc would work to very fine limits on the consumption. They used to work to half-a-litre accuracy through an early telemetry system. It wasn't a man with a laptop, but a 40ft trailer with half a dozen blokes staring at screens."

Tony Southgate, designer of a line of TWR Jags, doesn't disagree with Price's assessment.

"It wasn't power, it was fuel consumption with the V12. That's where we fell short," he says. "There wasn't a lot we could do: we could either use less revs and slow down or run out of fuel."

This supremacy in the engine department propelled Team Sauber Mercedes to both the drivers' – with Jean-Louis Schlesser outscoring regular team-mate Jochen Mass – and

WALLACE: "There was more power than you could use and no electronics to help you. It was up to you to control everything"

teams' crowns in 1989. The team was only beaten once over the course of an ultra-successful season that included a one-two at Le Mans, which wasn't a world championship round that season. Jaguar had a solitary podium to its name at Jarama in round three. Not only had the XJR-9 lost much of the reliability that had been a cornerstones of TWR's success in '88 (and the new XJR-11 was no better), but long-time tyre supplier Dunlop fell behind Sauber's Michelins.



Chassis plate identifies Evans's C9/88 as #05 – with five race victories to its name

The new Jaguar and the new 'Jaguar' engine was rushed into action to try to catch the Saubers from Brands Hatch in July prior to being dropped in favour of the trusty V12 car for the Mexican finale. TWR knew the writing was on the wall for the ageing V12 after disappointing results when it experimented with a four-valve version. The engine, raced at Brands Hatch in '88, was more efficient, but it was also significantly heavier. Worse still, the extra weight was up high,

disastrous for an engine that already had a disadvantageous centre of gravity.

The subsequent turbo Jaguar powerplant was irreverently described as the 'Metro engine' courtesy of its roots in the normally-aspirated V6 that had powered the MG Metro 6R4 Group B rally car. Wallace cites the XJR-11 turbo, based on an all-new chassis from Southgate's drawingboard, as one of his all-time favourite racing cars.

"We improved, but the



Wallace was a winner in all the big enduros

SAUBER-MERCEDES C9/88 #05

Year	Race	Drivers	Qualifying	Result
1989	Le Mans 24 Hours*	Jean-Pierre Jabouille/Alain Cudini/ Jean-Louis Schlesser	----- T-car -----	
1989	Trofeo Repsol Jarama	Jean-Louis Schlesser/Jochen Mass	2	1
1989	ADAC Trophy Nurburgring	Jean-Louis Schlesser/Jochen Mass	2	1
1989	Wheatcroft Gold Cup Donington Park	Jean-Louis Schlesser/Jochen Mass	2	1
1989	Coupe de Spa	Jean-Louis Schlesser/Jochen Mass	6	R
1989	Trofeo Hermanos Rodriguez Mexico City	Jean-Louis Schlesser/Jochen Mass	2	1
1990	Fuji Film Cup Suzuka	Jean-Louis Schlesser/Mauro Baldi	2	1

*T-car used as spare car and did not race



Masses of power, high levels of grip and no gizmos to help you: the ultimate Group C weapon

problem was that so did Sauber," says Wallace. "The '11' was a huge step forward once we sorted it out a bit for 1990, but Sauber and Mercedes took a big step forward as well."

Just as the final version of the XJR-9 had been no match for the C9, so the '11' wasn't a patch on the C11, a Sauber-designed and developed car known only as a Mercedes-Benz. Merc was again beaten just once in the WSPC, the XJR-11 picking up its only victory at Silverstone.

Wallace's love of the XJR-11 probably explains why he's having so much fun in the C9 during his brief try-out.

"The '11' was a staggering car; we had 1100bhp in qualifying," he recalls. "And, remember, the car only weighed 900kg. We worked out that running full boost wasn't the way to go. You had too much power, so we settled on 900bhp with another 200bhp on the button for when

you got everything sorted out on the exit of the corners."

Wallace is unashamedly a fan of Group C, not surprising given that this breed of car made him a star. That's why he's reveling in the opportunity to get back behind the wheel of one, even if it isn't a Jaguar.

"Those cars were fantastic. There was more power than you could use and no electronics to help you, so it was up to you to control everything on the throttle," he says. "It's not like these days when you bury the throttle to the bulkhead and let the electronics sort everything out."

"It's the same with the steering. As the grip builds, the steering gets heavier and heavier. You feel everything through the wheel, not like in a modern car with powersteering."

"Driving this car brings it all back. Inside it feels just like a Jag, solid and well laid-out and



Modern prototype racer Gareth Evans owns and campaigns the C9/88 in Group C/GTP series

GARETH EVANS: "It's a big thrill to drive this car when you look at the names who raced it. You can tell this is a true factory car: when I raced the LMP1 and P2 Lolas, you could make a change and you wouldn't feel much difference. Make a change on the Sauber, and you feel it straight away"



Sauber C11 leads at Silverstone in '90, but new Jag XJR-11 would take its only victory that year

it handles like one, too."

Southgate isn't surprised. "The Sauber was a bit of a copy of the Jag in many respects," he reckons. "All the critical bits were the same, especially in the aero department. When I went to Toyota [to design the 3.5-litre TS010 of 1991-93], they had made windtunnel models of all

the cars. I was showed the figures and the Jag and the Merc were pretty much the same."

Wallace describes the late-1980s and early-'90s breed of fuel-formula Group C machines as "intimidating cars to drive." Though you get the impression he wouldn't have had it any other way.

"My first test in the Jag was at Paul Ricard and the thing was wandering all over the road at 200mph down the Mistral Straight," he recalls. "A draggy Formula 3000 hit terminal velocity pretty quickly, but a Group C car was still piling on the speed as you approached the fast right-hander at Signes."

"Those were the days, when sportscars were big, powerful and made lots of noise."

Just the way they should be.

THE STATS: SAUBER/MERCEDES v JAGUAR IN GROUP C



Sauber-Merc C9 dominated during 1989...

Year	Sauber/Merc wins	Jaguar wins
1986	1	1
1987	0	8*
1988	5	6*
1989	7*	0
1990	8*	1
1991	1	3*
Total	22	19

*Won teams' and drivers' titles



... after Jaguar XJR-9 had cleaned up in '88



Not all of them were winners...

As well as the famous manufacturer-backed efforts, Group C also featured a wide range of weird and wonderful machines. Here are three that didn't figure strongly

DE CADENET LOLA/ADA 01 – 1982-85

You might think the designer of a racing car might be a bit put out to hear one of his cars described as 'The Morris Minor'. Not so Chris Crawford, who would more accurately be described as the creator of the De Cadenet Lola Group C machine that morphed into the ADA 01. He's happy to take any criticism of the car and then put the boot in himself.

"It really was terrible, embarrassing even," admits Crawford today. "It was slow down the straights and slow in the corners." But then no one was expecting much from this back-yard special 'designed' on two pages of A4 and put on the track for just £8000.

The De Cadenet Lola was quite literally cobbled together for the new Group C formula in 1982. The starting point was, bizarrely, a Porsche 906 windscreen – turned upside down! – that the ADA Engineering company Crawford ran with long-time partner Ian Harrower had lying around in its Brentford workshops. The rest of the car was anything else Crawford could lay his hands on to fit around the screen.

"We built the car around the

screen because that was always going to be the most expensive bit," explains Crawford. "I bent a bit of rollcage to go around the screen. That was the cockpit started, and the thing got uglier and uglier after that."

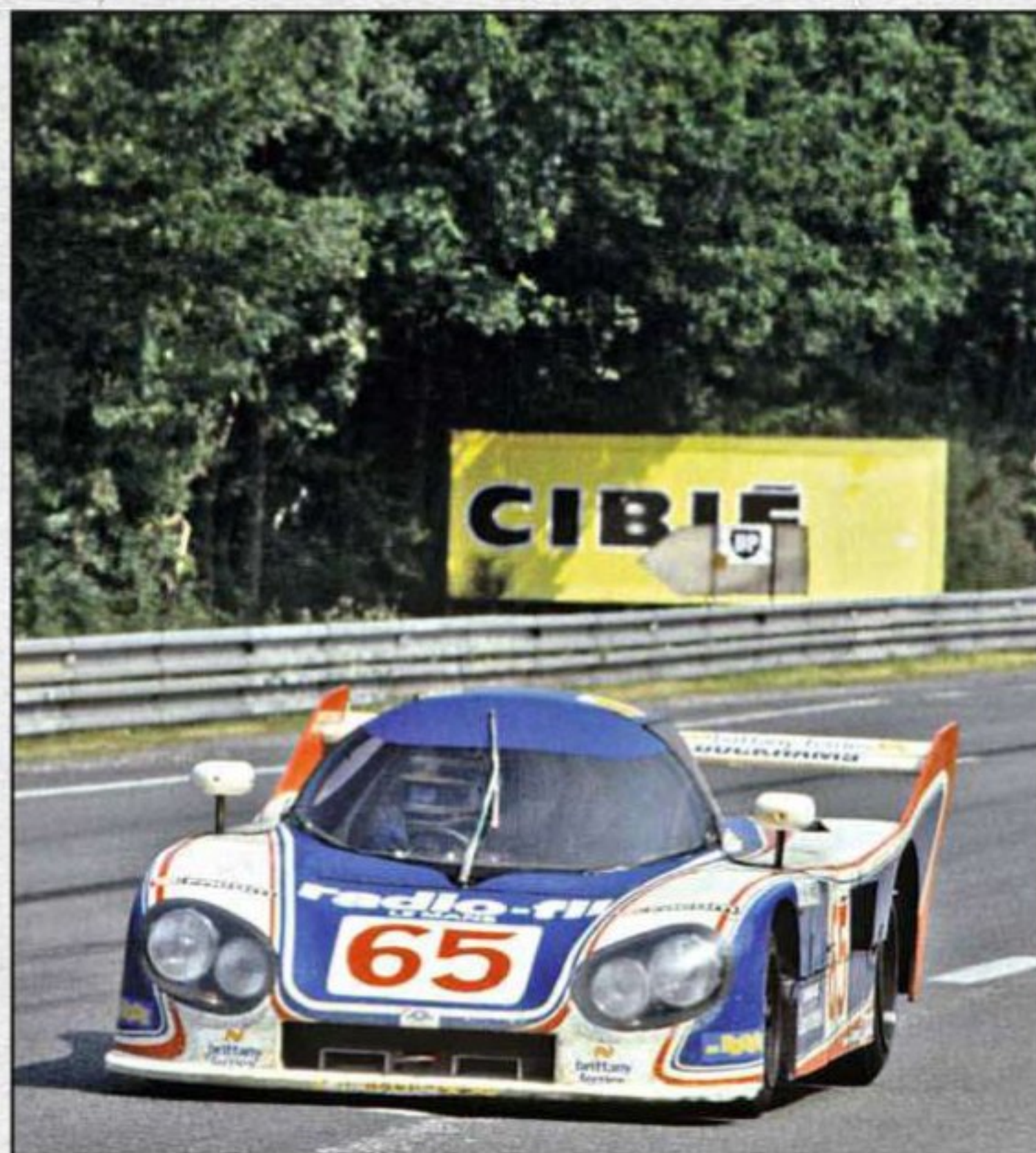
The chassis was an old two-litre Lola T390 that had previously been used as a showcar by Guy Edwards when he was running another T390 under the

CRAWFORD: "The car was terrible, embarrassing even, but it got us involved"

CI Caravans banner in 1975.

"I'd been doing a bit of Arthur Daley-like trading and had been up to a lock up in an old railway arch Edwards had somewhere in south London," continues Crawford. "I'd noticed that he had a shabby-looking Lola. It was a T390 with that funny sliding-pillar suspension on the back that didn't work, so I ended up buying a couple of rear corners off Alain de Cadenet [hence the original name of the car]."

Crawford went for Cosworth



The 'Minor' was reworked for '83 – seen here at Le Mans – and was 22mph quicker than in '82

DFV motivation for no other reason than he "loved three-litre engines". The Cossie cost £5000, which meant the rest of the car came in for three grand.

This creation raced as the De Cadenet-Lola at the Silverstone 6 Hours and the Le Mans 24 Hours in 1982, though without distinction. It was reworked for 1983 for Group C Junior (latterly Group C2), as the ADA 01, by former Fittipaldi designer Richard (Ricardo) Divila, who ended up working for ADA after the company bought the remnants of the Formula 1 team he had started in conjunction with the Fittipaldi brothers. He was given a £2000 budget and went on to find 22mph in straightline speed down the Mulsanne.

"It was the biggest return on

development investment I've had in my career," says the veteran engineer today.

The ADA 01 improved but not by enough. It was subsequently sold at the end of 1984 to Yugoslavian Francy Jeranic, a sometime Formula 2 driver, and briefly raced on in Interserie.

The ADA sportscar team, meanwhile, went from strength to strength. It got its hands on a Gebhardt C2 car, stuck a Williams FW06 rear end on it, and ended up winning the category at Le Mans in 1986, then building its own cars.

"The only thing you can say about the Lola-based car is that it got us involved," says Crawford. "Without that car we'd probably have never ended up achieving everything we did."



The 1982 De Cadenet-Lola was cobbled together from a parts bin and finished for just £8000

KREMER-PORSCHE CK5

- 1982-85

That shark fin suggests that the German Kremer team might have been ahead of the game back in 1982. The reality was that its take on the Group C rulebook, the Kremer-Porsche CK5 (or Porsche CK5 to give the car its correct yet spurious title), was already behind the times when it pitched up for that year's Le Mans 24 Hours.

"It was an old-fashioned car," remembers long-time Kremer team manager Achim Stroth, who's now back at the latest incarnation of the team after a hiatus of more than 10 years. "The car was outdated, but it was our only answer to the rules at the time."

Kremer had been pushed to create a Group C racer by sponsor Cartier, which wanted its name on a car capable of going for outright victory at Le Mans. The team had already

STROTH: "It was old-fashioned but it was our only answer to the rules"



The Kremer brothers' Porsche CK5 rounds Mulsanne Corner on its debut at Le Mans in 1982. The car was not a disgrace, qualifying eighth

built factory-blessed recreations of Porsche's successful 917 and 936 prototypes, so a spaceframe Group C car was the obvious next step.

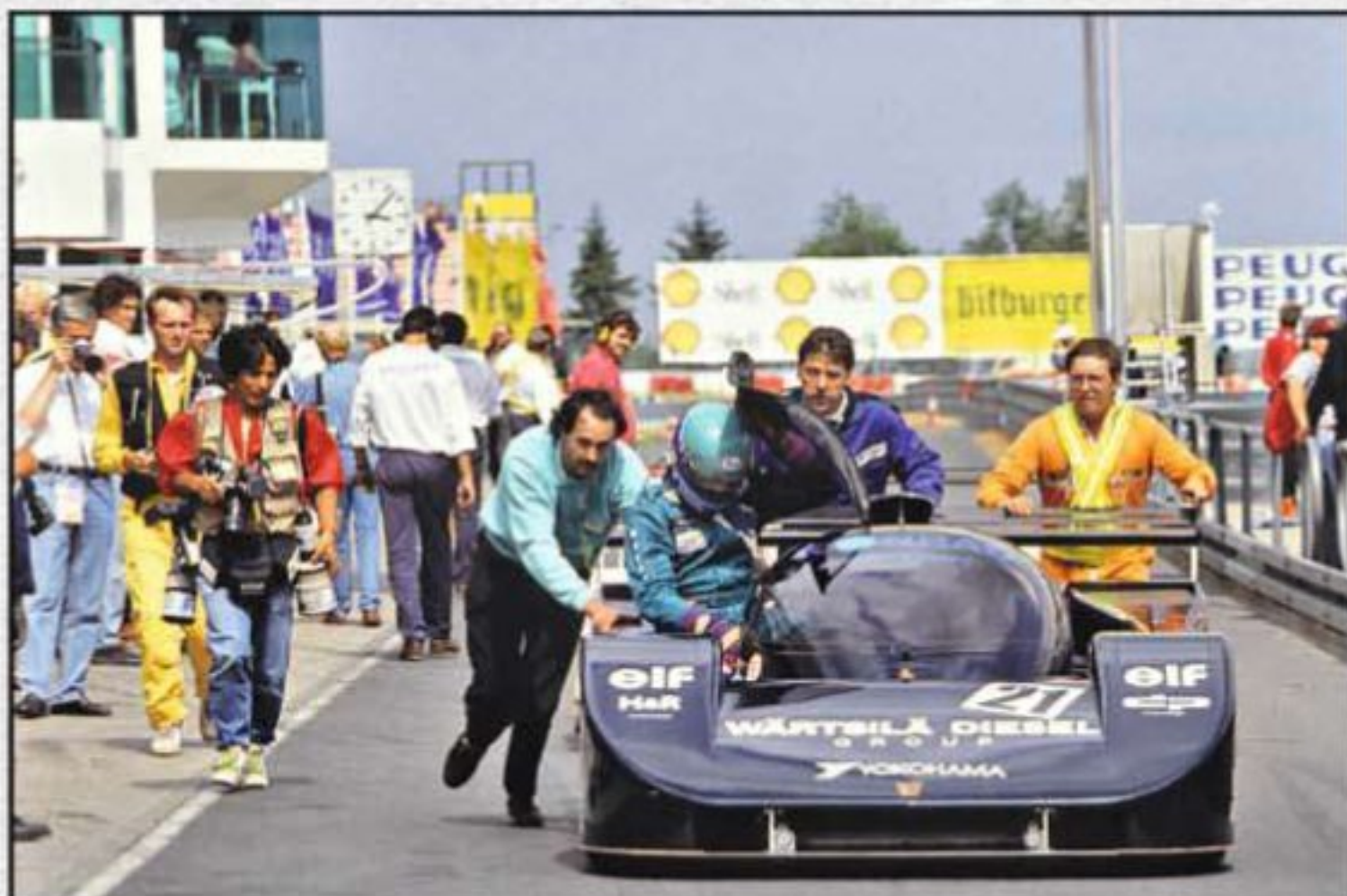
Ekkerhard Zimmermann, whose DP Motorsport engineering consultancy had also been responsible for Kremer's ultra-successful 935 K3, designed the car based around the layout of the 936 and a twin-turbo 935 engine. And the fin? It was conceived to aid straightline stability.

The car wasn't quite the disaster that some people remember. It did qualify eighth at Le Mans in '82 Hours and fifth at the Spa 1000, but it was clearly no match for the factory's new 956.

The original CK5 was sold to British privateer Richard Cleare and Kremer raced on with a second chassis, but there was another, more potent weapon in its armoury by then: one of the first batch of customer Porsche 956s.



Kremer's CK5 raced on alongside new 956



Konrad's KM011 only completed a few practice laps at the Nurburgring WSC event in 1991



Lambo V12-engined car raced at Magny-Cours (above), Mexico and Autopolis rounds in '91

KONRAD-LAMBORGHINI KM011 - 1991

The new 3.5-litre Group C formula gave longtime Porsche privateers such as Franz Konrad a problem. The German manufacturer wasn't going to build a normally-aspirated successor to the 962, so the sometime TWR-Jaguar driver opted to go it alone and produce his own car. And he had the backing of ex-Formula 1 team owner Walter Wolf to do so.

Wolf made the introduction to Lamborghini, which agreed to supply its Formula 1 V12 for an all-new chassis commissioned by Konrad. Brit Geoff Kingston did the layout for the design, which was then finished by Johannes Gruber. The result was the KM011.

"I had been introduced to Walter by Bobby Rahal, who had driven for him, and he helped me out a little bit in Formula 3 [in the early-1980s]," remembers Konrad. "We became friends and decided to do this project together.

Unfortunately he pulled out and left me on my own."

The car appeared at the Nurburgring Sportscar World Championship event in August 1991, completing only a handful of laps of practice after arriving late, and then raced at Magny-Cours, Mexico and Autopolis. Unfortunately, there was a fundamental problem with the starter-motor system Lambo came up with for the sportscar version of its F1 powerplant. It rarely worked.

Konrad insists that the car itself wasn't bad. "We showed some good speed," he says. "At least until we had to make a pitstop."

The decline of the WSC and the withdrawal of Konrad's major sponsor put paid to the project and its Lamborghini V12 never screamed again after an InterSerie appearance at the beginning of 1992, but its creator has no regrets.

"I see it," says Konrad, "as an important part of my motorsport education."



C2: Adding a bit of extra Spice

The Group C era wasn't all about the big-budget manufacturers at the front. Some great efforts came in the secondary C2 category, as multiple class champion Gordon Spice remembers fondly

Sportscar racing has always been about the classes and not just the overall result, simply because it's impossible to fill a grid with the fastest machines. Between 1983 and 1989 Group C2 performed that function behind all the Porsches, Jaguars and Sauber-Mercedes at the front.

In effect, C2 took the place of the old two-litre Group 6 class, and indeed in the early days some open cars were converted. However, from the very start it attracted bespoke machinery and good drivers, and over the years it created some fiercely competitive racing. It wasn't just a support act.

The two key differences relative to the bigger cars were a

SPICE: "It was a bit of a grid-filler, but it should be recognised that sometimes C2 cars' overall positions were pretty good"

lower minimum weight of 700kg, and a much tighter fuel limit of 330 litres for a 1000km race. The fuel regulation determined the sort of power units that could be used.

"It was a bit of a grid-filler," concedes Gordon Spice, who would prove the dominant force as a driver and later constructor. "However it should be recognised that sometimes overall positions of C2 cars were

pretty good. We were sixth overall at Le Mans in 1987."

Even more so than C1, the smaller class was all about driving to the numbers: "I would never claim to be the quickest driver, but we had a very disciplined approach to how much fuel we used. If you used too much, you weren't going to finish, end of story."

Born as Group C Junior, the class was initially dominated by Italy's Alba concern, with a carbon chassis that was more advanced than most contemporary C1 cars. The marque's little 1.8-litre Giannini turbo engine was just good enough for the job.

Also prominent in the early days was Mazda, both with its works entries, and the American Jim Busby team, which had some success with a Lola chassis in 1984. The 3.5-litre BMW M1 unit was also a popular choice. However, the long-stroke Cosworth DFL soon proved to be the engine to have.

Spice first arrived on the C2 scene in 1984 with a Tiga that had run a Chevy V8 in C1 the previous year, and had been converted to take a DFL. With co-drivers Ray Bellm and Neil Crang he scored a string of C2 wins. The car was upgraded for 1985, and Spice and Bellm duly took the drivers' title.

"Ray was bloody good," says Gordon. "He was very much a club driver when we got together, but he was a terrific learner. I was reasonably experienced and he'd do everything you asked him to do."

Spice Engineering then became



Experienced single-seater and tin-top driver Gordon Spice made Group C2 pretty much his own

a constructor, supplying both the C2 and IMSA scene. Meanwhile, Gordon won the drivers' title in 1986 (with Bellm), 1987 (with Fermin Velez when Ray took a year out) and 1988 (Bellm again).

It was far from easy, especially when Ecurie Ecosse, who won the 1986 teams' title, provided the competition (see sidebar). But what made C2 so interesting was the sheer variety, both in terms of chassis and engines.

Norwegian rallycross ace Martin Schanche ran an Argo powered by a version of the Zakspeed F1 turbo, co-driven by the super-quick Will Hoy. Hugh Chamberlain fielded a Tiga and later a Spice with the similarly brutal Hart F1 motor, which invariably proved very fast in qualifying. After the works Spice team moved out of C2, Chamberlain won the 1989 title, having



Ecurie Ecosse (left) and Spice enjoyed some real needle on track during the mid-1980s

SPICE v ECURIE ECOSSE

A highlight of the Group C2 era was the battle between Spice Engineering and Ecurie Ecosse, which raged in 1985-'87, and was as intense as anything at the front of the field.

With the colourful Hugh McCaig providing finance and his patriotic branding, and Ray Mallock supplying engineering expertise and sharing driving chores with David Leslie and Mike Wilds, Ecosse gave Spice Engineering a hard time.

"It wasn't friendly competition," recalls Spice with a smile. "I remember at the time we used to hate each other's guts! There was nothing sporting about it."

"For many years afterwards if I met Hugh McCaig at the BRDC

campsite at the British GP or whatever, we'd take a swing at each other. And I'm not a physical person, and nor is he. Luckily we were normally too pissed to actually make contact. But we're now good buddies, we've grown up a bit..."

In 1989 Ecosse moved into C1 as the works Aston Martin team, and for a while there was an overlap with Spice in the big class. Meanwhile, Mallock has gone on to achieve considerable success in both sportscars and touring cars under his RML banner, long after Spice Engineering folded.

"Ray has been unbelievably successful," says Spice. "It's a matter of landing the right deals."



Where it all began: Spice first entered C2 in 1984 with the TGA GC84, seen here at Silverstone



Spice SE87C took sixth at Le Mans with Gordon Spice, Fermin Velez and Philippe de Henning



Spice moved up to Group C1 for 1990 – this is the SE90C of Velez and Cor Euser at Dijon

switched to the ubiquitous DFL.

Germany's Gebhardt marque had some success in the early years with its slippery looking design. An example was also used by London's ADA Engineering, before Ian Harrower and his team built their own neat little car.

Tiga was always well represented, most famously by the indefatigable Roy Baker, who fielded two cars – powered by a temperamental turbo sourced from the Ford RS200 rally programme – for most of the life of C2. He even gave a first sportscar drive to a certain Andy Wallace.

Turbos rarely seemed to be the right solution, and the DFL aside, the most successful engine was the V6 from the Metro 6R4, used by Ecurie Ecosse. Ironically it would have a second life in C1 after TWR turbocharged it and badged it as a Jaguar.

Many weird and wonderful machines were also seen, including the Harrier, Simpson, Sthemo, Lotec, Bardon, Strandell, Olmas, Nykjaer, URD,

ALD and the fondly remembered Ceekar, fielded by determined Midlander Max Payne.

In the end C2 faded away as the sport made the transition to the 3.5-litre era, which was to prove prohibitively expensive for all bar the works teams.

"C2 was a terrific class, and it was affordable too," says Spice. "As soon as we went to C1, it was the death knell, because that DFZ was an absolute bastard! It

vibrated and kept breaking components. The cost of running a car went up by about four times.

"C2s weren't on the pace of C1 cars, but they were so much cheaper to run, and that's what made them attractive to the privateer. Look at the number of Spices running in historics now. And there's no fuel restriction, so they're going faster now than they did in period!"



Ray Bellm (left) partnered Gordon Spice to three of his four C2 drivers' championship crowns

GROUP C2 CHAMPIONS

DRIVERS

Year	Champion
1985	Ray Bellm/Gordon Spice
1986	Ray Bellm/Gordon Spice
1987	Gordon Spice/Fermin Velez
1988	Ray Bellm/Gordon Spice
1989	Fermin Velez/Nick Adams

MANUFACTURERS/TEAMS

Year	Champion
1983	Alba-Giannini (Grp C Junior)
1984	Alba-Giannini
1985	Spice Engineering
1986	Ecurie Ecosse
1987	Spice Engineering
1988	Spice Engineering
1989	Chamberlain Engineering



Spice took its third C2 teams' title in 1988

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WORLD SPORTSCAR CHAMPIONSHIP WINNERS 1982-1992



Porsche is the most successful marque, with 39 wins

1982

Champions: Jacky Ickx, Porsche

R1 - Monza 1000Km

Henri Pescarolo/Giorgio Francia/Jean Rondeau
Rondeau-Ford M382C

R2 - Silverstone 6 Hours

Riccardo Patrese/Michele Alboreto/Lancia LC1

R3 - Nurburgring 1000Km

Riccardo Patrese/Michele Alboreto/Teo Fabi Lancia LC1

R4 - Le Mans 24 Hours

Jacky Ickx/Derek Bell
Porsche 956

R5 - Spa 1000Km

Jacky Ickx/Jochen Mass
Porsche 956

R6 - Mugello 1000Km

Michele Alboreto/
Piercarlo Ghinzani
Lancia LC1

R7 - Fuji 6 Hours

Jacky Ickx/Jochen Mass
Porsche 956

R8 - Brands Hatch 1000Km

Jacky Ickx/Derek Bell
Porsche 956

1983

Champions: Jacky Ickx, Porsche Group C Junior: Alba-Giannini

R1 - Monza 1000Km

Bob Wollek/Thierry Boutsen
Porsche 956

R2 - Silverstone 1000Km

Derek Bell/Stefan Bellof
Porsche 956

R3 - Nurburgring 1000Km

Jacky Ickx/Jochen Mass
Porsche 956

R4 - Le Mans 24 Hours

Vern Schuppan/Hurley Haywood/Al Holbert
Porsche 956

R5 - Spa 1000Km

Jacky Ickx/Jochen Mass
Porsche 956

R6 - Fuji 1000Km

Derek Bell/Stefan Bellof
Porsche 956

R7 - Kyalami 1000Km

Derek Bell/Stefan Bellof
Porsche 956

1984

Champions: Stefan Bellof, Porsche Group C2: Alba-Giannini

R1 - Monza 1000Km

Derek Bell/Stefan Bellof
Porsche 956

R2 - Silverstone 1000Km

Jacky Ickx/Jochen Mass
Porsche 956

R3 - Le Mans 24 Hours

Klaus Ludwig/Henri Pescarolo
Porsche 956

R4 - Nurburgring 1000Km

Derek Bell/Stefan Bellof
Porsche 956

R5 - Brands Hatch 1000Km

Jonathan Palmer/Jan Lammers
Porsche 956

R6 - Mosport 1000Km

Jacky Ickx/Jochen Mass
Porsche 956

R7 - Spa 1000Km

Derek Bell/Stefan Bellof
Porsche 956

R8 - Imola 1000Km

Stefan Bellof/
Hans-Joachim Stuck
Porsche 956

R9 - Fuji 1000Km

Stefan Bellof/John Watson
Porsche 956

R10 - Kyalami 1000Km

Riccardo Patrese/
Alessandro Nannini
Lancia LC2

R11 - Sandown Park 1000Km

Derek Bell/Stefan Bellof
Porsche 956

1985

Champions: Derek Bell/Hans-Joachim Stuck, Rothmans Porsche C2: Ray Bellm/Gordon Spice, Spice Engineering

R1 - Mugello 6 Hours

Jacky Ickx/Jochen Mass
Porsche 962C

R2 - Monza 1000Km

Manfred Winkelhock/
Marc Surer
Porsche 962C

R3 - Silverstone 1000Km

Jacky Ickx/Jochen Mass
Porsche 962C

R4 - Le Mans 24 Hours

Klaus Ludwig/Paolo Barilla/John Winter
Porsche 956

R5 - Hockenheim 1000Km

Derek Bell/
Hans-Joachim Stuck
Porsche 962C

R6 - Mosport Park 1000Km

Derek Bell/Hans-Joachim Stuck Porsche 962C

R7 - Spa 1000Km

Bob Wollek/Mauro Baldi/
Riccardo Patrese Lancia LC2

R8 - Brands Hatch 1000Km

Derek Bell/Hans-Joachim Stuck Porsche 962C

R9 - Fuji 1000Km

Kazuyoshi Hoshino/Keiji Matsumoto/Akira Hagiwara (Matsumoto and Hagiwara had not driven at time of red flags) March-Nissan 85G

R10 - Shah Alam 800Km

Jacky Ickx/Jochen Mass
Porsche 962C

1986

Champions: Derek Bell, Brun Motorsport C2: Ray Bellm/Gordon Spice, Ecurie Ecosse

R1 - Monza

Derek Bell/Hans-Joachim Stuck Porsche 962C

R2 - Silverstone 1000Km

Derek Warwick/Eddie Cheever
Jaguar XJR-6

R3 - Le Mans 24 Hours

Derek Bell/Hans-Joachim Stuck/Al Holbert
Porsche 962C

R4 - Norisring 200 Miles

Klaus Ludwig Porsche 956

R5 - Brands Hatch 1000Km

Bob Wollek/Mauro Baldi
Porsche 956GTi

R6 - Jerez

Oscar Larrauri/Jesus Pareja
Porsche 962C

R7 - Nurburgring 1000Km

Mike Thackwell/Henri Pescarolo
Sauber-Mercedes C8

R8 - Spa 1000Km

Thierry Boutsen/Frank Jelinski
Porsche 962C

R9 - Fuji 1000Km

Paolo Barilla/Piercarlo Ghinzani Porsche 956



Walter Brun's squad secured the 1986 teams' title

1987

Champions: Raul Boesel, Silk Cut Jaguar C2: Gordon Spice/Fermin Velez, Spice Engineering

R1 - Jarama

Jan Lammers/John Watson
Jaguar XJR-8

R2 - Jerez 1000Km

Eddie Cheever/Raul Boesel
Jaguar XJR-8

R3 - Monza 1000Km

Jan Lammers/John Watson
Jaguar XJR-8

R4 - Silverstone 1000Km

Eddie Cheever/Raul Boesel
Jaguar XJR-8

R5 - Le Mans 24 Hours

Derek Bell/Hans-Joachim Stuck/Al Holbert
Porsche 962C

R6 - Norisring 200 Miles

Mauro Baldi/Jonathan Palmer Porsche 962GTi

R7 - Brands Hatch 1000Km

Raul Boesel/John Nielsen
Jaguar XJR-8

R8 - Nurburgring 1000Km

Eddie Cheever/Raul Boesel
Jaguar XJR-8

R9 - Spa 1000Km

Martin Brundle/Johnny Dumfries/Raul Boesel
Jaguar XJR-8

R10 - Fuji 1000Km

Jan Lammers/John Watson
Jaguar XJR-8

1988

Champions: Martin Brundle, Silk Cut Jaguar C2: Ray Bellm/Gordon Spice, Spice Engineering

R1 - Jerez 800Km

Jean-Louis Schlesser/
Mauro Baldi/Jochen Mass
Sauber-Mercedes C9/88

R2 - Jarama 360Km

Martin Brundle/Eddie Cheever
Jaguar XJR-9

R3 - Monza 1000Km

Martin Brundle/Eddie Cheever
Jaguar XJR-9

R4 - Silverstone 1000Km

Martin Brundle/Eddie Cheever
Jaguar XJR-9

R5 - Le Mans 24 Hours

Johnny Dumfries/Andy Wallace/Jan Lammers
Jaguar XJR-9LM

R6 - Brno 360Km

Jean-Louis Schlesser/Jochen Mass Sauber-Mercedes C9/88

R7 - Brands Hatch 1000Km

John Nielsen/Martin Brundle/
Andy Wallace Jaguar XJR-9

R8 - Nurburgring 1000Km

Jean-Louis Schlesser/Jochen Mass Sauber-Mercedes C9/88

R9 - Spa 1000Km

Mauro Baldi/Stefan Johansson
Sauber-Mercedes C9/88

R10 - Fuji 1000Km

Martin Brundle/Eddie Cheever
Jaguar XJR-9

R11 - Sandown Park 360Km

Jean-Louis Schlesser/Jochen Mass Sauber-Mercedes C9/88

1989

Champions: Jean-Louis Schlesser, Team Sauber Mercedes C2: Nick Adams/Fermin Velez, Chamberlain Engineering

R1 - Suzuka 480Km

Jean-Louis Schlesser/Mauro Baldi Sauber-Mercedes C9/88

R2 - Dijon 300 Miles

Bob Wollek/Frank Jelinski
Porsche 962C

R3 - Jarama 300 Miles

Jean-Louis Schlesser/
Jochen Mass
Sauber-Mercedes C9/88

R4 - Brands Hatch 300

Mauro Baldi/Kenneth Acheson
Sauber-Mercedes C9/88

R5 - Nurburgring 300

Jean-Louis Schlesser/Jochen Mass Sauber-Mercedes C9/88

R6 - Donington Park 300

Jean-Louis Schlesser/
Jochen Mass
Sauber-Mercedes C9/88

R7 - Spa 300 Miles

Mauro Baldi/Kenneth Acheson
Sauber-Mercedes C9/88

R8 - Mexico City 300

Jean-Louis Schlesser/Jochen Mass Sauber-Mercedes C9/88

1990

Champions: Mauro Baldi/Jean-Louis Schlesser, Team Sauber Mercedes

R1 - Fuji 300 Miles

Jean-Louis Schlesser/Mauro Baldi Sauber-Mercedes C9/88

R2 - Monza 300 Miles

Jean-Louis Schlesser/Mauro Baldi Mercedes-Benz C11

R3 - Silverstone 300 Miles

Martin Brundle/Alain Ferte
Jaguar XJR-11

R4 - Spa 300 Miles

Jochen Mass/Karl Wendlinger
Mercedes C11

R5 - Dijon 300 Miles

Jean-Louis Schlesser/Mauro Baldi Mercedes C11

R6 - Nurburgring 300 Miles

Jean-Louis Schlesser/
Mauro Baldi
Mercedes C11

R7 - Donington Park 300

Jean-Louis Schlesser/
Mauro Baldi
Mercedes C11

R8 - Montreal 300 Miles

Jean-Louis Schlesser/
Mauro Baldi Mercedes C11

R9 - Mexico City 300 Miles

Jochen Mass/Michael Schumacher
Mercedes C11

1991

Champions: Teo Fabi, Silk Cut Jaguar

R1 - Suzuka

Mauro Baldi/Philippe Alliot
Peugeot 905

R2 - Monza

Martin Brundle/Derek Warwick Jaguar XJR-14

R3 - Silverstone

Derek Warwick/Teo Fabi
Jaguar XJR-14

R4 - Le Mans 24 Hours

Volker Weidler/Johnny Herbert/Bertrand Gachot
Mazda 787B

R5 - Nurburgring

David Brabham/Derek Warwick Jaguar XJR-14

R6 - Magny-Cours

Yannick Dalmas/Keke Rosberg
Peugeot 905 evo 1 bis

R7 - Mexico City

Keke Rosberg/Yannick Dalmas
Peugeot 905 evo 1 bis

R8 - Autopolis

Michael Schumacher/Karl Wendlinger
Mercedes C291

1992

Champions: Yannick Dalmas/Derek Warwick, Peugeot Talbot Sport

R1 - Monza

Geoff Lees/Hitoshi Ogawa
Toyota TSO10

R2 - Silverstone

Derek Warwick/Yannick Dalmas Peugeot 905 evo 1 bis

R3 - Le Mans 24 Hours

Derek Warwick/Yannick Dalmas/Mark Blundell
Peugeot 905 evo 1 bis

R4 - Donington Park

Mauro Baldi/Philippe Alliot
Peugeot 905 evo 1 bis

R5 - Suzuka

Derek Warwick/
Yannick Dalmas
Peugeot 905 evo 1 bis

R6 - Magny-Cours

Philippe Alliot/Mauro Baldi
Peugeot 905 evo 1 bis



Peugeot won final drivers' and makes' titles in 1992

MOST GROUP C VICTORIES - DRIVERS



Mass: Group C leader

Driver Wins

1	Jochen Mass	19
2	Mauro Baldi	17
3	Derek Bell	15
=	Jean-Louis Schlesser	15
5	Jacky Ickx	11
6	Stefan Bellof	9
7	Martin Brundle	8
=	Eddie Cheever	8
9	Hans-Joachim Stuck	7
=	Derek Warwick	7

MOST GROUP C VICTORIES - MANUFACTURERS



NURBURGRING

GERMANY
August 18-19
DTM
Round 6/10



AT A GLANCE

- Winner **Bruno Spengler**
- Pole **Spengler**
- FL **Spengler**
- Points leader **Gary Paffett**



Frey matched Ekstrom all weekend



Mortara, et al, never got any closer to Spengler

Anniversary waltz for Spengler

BMW celebrated 40 years of its 'M' brand by bringing Bruno Spengler back into title contention

MUCH IS SPOKEN ABOUT THE fine line between success and failure in motorsport. In the cut-and-thrust of the DTM, the margins are finer than in most other series. On more than one occasion the difference between a place on the front two rows and a sorry spot down in the teens has been less than 0.2 seconds.

While Gary Paffett has mastered these margins most often in 2012, it was his former HWA Mercedes team-mate Bruno Spengler who played the game best at the Nurburgring last weekend, scoring his and BMW's second win of the year to haul him up to within 20 points of the championship lead.

A tough practice for Spengler, during which his

Schnitzer M3's balance seemed all out of kilter, left a victory looking unlikely on Friday afternoon.

The 29C heat (with temperatures due to climb to 34C on race day) was not, seemingly, allowing the car to play to its strengths. But overnight changes to the M3 transformed its performance and turned it into the car to beat.

"I wasn't thinking about winning this race after FP1 or even FP2," said Spengler. "FP1 was so bad for us; a real struggle. So to be able to come back and win with pole, and the fastest lap... A perfect weekend."

Spengler attributed some of the pace improvement of Schnitzer's cars (his team-mate Dirk Werner was a better-than-usual

eighth on the grid) to lessons learned at the previous week's test at Magny-Cours, which was attended by all three manufacturers in the series.

"It's funny," he said. "You know, with the regulations as they are, you can't put new parts on the car for a test. Well you could, but you couldn't use them on a race weekend."

"So Magny-Cours for us was more about trying some things with the set-up, doing comparison runs to see how the car reacts to those changes, and generally managing the changes and knowing what to do to get the result with the car. We're still learning."

That discovery process of how to 'manage the changes' appeared to be



Tomczyk would pass 'Rocky' three turns later

what pulled Spengler back into contention for a victory. The team made wholesale changes after Friday practice and then smaller tweaks before qualifying in anticipation of afternoon temperatures in the mid-30s.

"Because we learned more about that, we knew what to do in order to get the car to work for qualifying," said Spengler, "and it was perfect. The gaps between all the drivers are so small in the DTM that if you can get on pole,

RACE RATING

★☆☆☆☆

Not a patch on the Norisring; as dull as they come

MILESTONE

Audi's 200th DTM race, having made its debut at Zolder in 1984



REPORT DTM NURBURGRING

JAMIE O'LEARY
reports



Points leader Paffett rescued sixth spot



even by half a tenth, and you can make a good start, then you can control the race, even if the guy behind is a little faster. I had that at Lausitz with Gary."

And so on the weekend that featured celebrations of the 40th anniversary of BMW's 'M' brand, the black M3 was victorious and brought its occupant back into title contention. That scenario was aided by championship leader Paffett starting 11th after being caught by yellow flags on his final lap in Q2 and losing a crucial tenth of a second. Fine margins...

To the credit of Paffett and Mercedes, he finished sixth. But a slow final stop (owing to problems attaching his new right-rear wheel) denied him fifth spot, which was claimed by Mike Rockenfeller's Audi.

Just one place behind Paffett was Robert Wickens, who was one of two regular midfielders to turn in starring drives.

Wickens put his Mücke C-coupe into Q3 for the first time in ninth, and spent Sunday afternoon doing an impressive job of keeping up with his elders. Just three seconds separated him from Green, with Rockenfeller and Paffett in between.

He was satisfied with his weekend's work, and rightly so. But Mercedes motorsport chief Norbert Haug said after qualifying that the car had 0.2s worth of untapped potential in Q3. Had Wickens unlocked this, he'd have been on the front two rows. Fine margins again...

On a weekend when Audi's top team, Abt

Sportsline, simply was not at the races, Rahel Frey put in the most convincing drive of her DTM career to finish 14th, just a few car lengths behind Ralf Schumacher – a man with six grand prix wins to his name. Qualifying had brought an equally welcome result. Yes, she failed to make it into Q2, but her Abt team-mate Mattias Ekstrom denied her that spot by just 0.018s.

Ekstrom led the praise for the Swiss driver, who revealed that it was "getting distance from motosport" during the summer break that helped her return with recharged batteries.

"Look at what she did," said the two-time champion. "She was two hundredths slower than me in Q1 and if she hadn't been held up by Ralf [in the race], she'd have been three seconds behind. She's done a fantastic job."

Mistakes prove costly down the order



Let's not beat about the bush. This was not a classic DTM race by any stretch of the imagination, for behind Bruno Spengler and second-placed Rosberg Audi man Edoardo Mortara, there was little action.

Martin Tomczyk livened things up with a move for third on Mike Rockenfeller shortly after each had pitted for the first time, while Jamie Green managed to get his HWA Mercedes ahead of Rockenfeller's Phoenix Audi at the second stops, even if that did leave him with a 30-lap stint on his last set of Hankooks. Behind this pair were points leader Gary Paffett

(HWA), who made up four spots from 11th on the grid on the opening lap, and Mücke's Robert Wickens.

Filipe Albuquerque got his clutch too hot while trying to warm his tyres on the formation lap, the result being a stall on the grid for the Portuguese driver. "But fortunately I stalled when the third red light came on, so I could restart the car just as everyone was going."

The moment dropped him from third on the grid to 10th, but the Rosberg driver did at least pass Timo Scheider (Abt) and Augusto Farfus (RBM BMW) at the second stops.

A lack of front-end grip in

qualifying meant that Andy Priaulx's top-six practice form became 19th on the grid, and his race was effectively run once Christian Vietoris spun him out of 14th at the exit of the complex, for which the Mercedes man received a drive-through.

Adrien Tambay was similarly penalised for turning Miguel Molina around on the second lap, and later retired with the damage sustained. Susie Wolff was spun by her Persson team-mate Roberto Merhi as the final act in a play started by David Coulthard, and the grand prix winner later spun further down the order himself exiting Turn 5.



Merhi spins Wolff on opening lap

RESULTS

DTM, round 6 of 10, Nurburgring (D), August 18-19

GRID

1 SPENGLER 1:24.284	2 MORTARA 1:24.505
3 ALBUQUERQUE 1:24.555	4 ROCKENFELLER 1:24.727
5 TOMCZYK 1:24.241	6 FARFUS 1:24.288
7 GREEN 1:24.312	8 WERNER 1:24.422
9 WICKENS 1:24.423	10 SCHEIDER 1:24.748
11 PAFFETT 1:24.486	12 EKSTROM 1:24.507
13 MOLINA 1:24.539	14 HAND 1:24.664
15 SCHUMACHER 1:24.705	16 TAMBAY 1:24.747
17 FREY 1:24.890	18 VIETORIS 1:24.944
19 PRIAULX 1:24.974	20 MERHI 1:25.114
21 WOLFF 1:25.275	22 COULTHARD 1:25.297

49 LAPS, 110.493 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	RESULT	GRID
1	Bruno Spengler (CDN)	Schnitzer Motorsport	BMW M3	1h11m12.847s	1
2	Edoardo Mortara (I)	Team Rosberg	Audi A5	+6.703s	2
3	Martin Tomczyk (D)	RMG	BMW M3	+10.802s	5
4	Jamie Green (GB)	HWA	Mercedes C-coupe	+22.019s	7
5	Mike Rockenfeller (D)	Phoenix Racing	Audi A5	+23.054s	4
6	Gary Paffett (GB)	HWA	Mercedes C-coupe	+23.765s	11
7	Robert Wickens (CDN)	Mücke Motorsport	Mercedes C-coupe	+25.041s	9
8	Filipe Albuquerque (P)	Team Rosberg	Audi A5	+29.601s	3
9	Timo Scheider (D)	Abt Sportsline	Audi A5	+30.422s	10
10	Augusto Farfus (BR)	RBM	BMW M3	+33.686s	6
11	Mattias Ekstrom (S)	Abt Sportsline	Audi A5	+35.436s	12
12	Dirk Werner (D)	Schnitzer Motorsport	BMW M3	+40.828s	8
13	Ralf Schumacher (D)	HWA	Mercedes C-coupe	+42.526s	15
14	Rahel Frey (CH)	Abt Sportsline	Audi A5	+43.105s	17
15	Miguel Molina (E)	Phoenix Racing	Audi A5	+46.558s	13
16	Christian Vietoris (D)	HWA	Mercedes C-coupe	+53.240s	18
17	Susie Wolff (GB)	Persson Motorsport	Mercedes C-coupe	+1m09.036s	21
18	Joey Hand (USA)	RMG	BMW M3	+1m12.214s	14
19	Andy Priaulx (GB)	RBM	BMW M3	+1m25.739s	19
20	David Coulthard (GB)	Mücke Motorsport	Mercedes C-coupe	-1 lap	22
R	Adrien Tambay (F)	Abt Sportsline	Audi A5	14 laps-handling	16
R	Roberto Merhi (E)	Persson Motorsport	Mercedes C-coupe	9 laps-acc damage	20

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Paffett	103
2	Spengler	83
3	Green	81
4	Tomczyk	69
5	Mortara	49
6	Rockenfeller	49
7	Ekstrom	47
8	Vietoris	24
9	Scheider	18
10	Farfus	17

Winner's average: 93.093mph.
Fastest lap: Spengler 1m25.185s,
95.297mph.

REPORTS

WORLD OF SPORT

WORLD OF SPORT

INTERNATIONAL RACES & RESULTS

WORLD GT1
Slovakia Ring (SK),
Rd 6/9

QUICK RESULTS

→ **Winners Michael Bartels/ Yelmer Buurman x2**
→ **Pole Buurman**
→ **FL Oliver Jarvis**

RACE RATING

★★★★☆

Some battles made up for a grid made up of only 13 cars

FIA GT1 WORLD CHAMPIONSHIP SLOVAKIA RING (SK), AUGUST 18-19, RD 6/9

BMW delight with another Slovakian success

WHEN WORLD GT1 WAS forced to rearrange its schedule last month, there was a shriek of delight from Vita4One's workshops as a second round was scheduled at the Slovakia Ring. Unsurprisingly, just as two months ago here, Michael Bartels and Yelmer Buurman claimed victory.

With Buurman starting the nimble BMW Z4, Bartels survived a late safety-car scare to score their second Championship Race victory of 2012. Buurman beamed: "The car is almost built for this track. The best weekend since we were last here!" However, a grumpy Bartels ranted that the one-lap-to-go restart was "unacceptable", and claimed the track wasn't in a fit state to race on after Alvaro Parente's McLaren

had been off and covered it in debris.

Their nearest title rivals, Munnich Mercedes drivers Marc Basseng and Markus Winkelhock claimed second, but Winkelhock had to rely on a last-lap pass on the second Z4 of Mathias Lauda/ Nikolaus Mayr-Melnhof. Lauda was furious that he got no warning that the safety car was about to pit: "He went away with no warning. I wasn't ready."

Winkelhock was pleased with his pass, and happy to limit the deficit to 16 points.

Oliver Jarvis/Frank Stippler were best of the rest, despite starting their Audi last after a puncture in the Qualifying Race. They inherited fourth when the sister WRT R8 of Stephane Ortelli/Laurens Vanthoor

was given a drive-through for a pitlane infringement.

In Saturday's Qualifying Race, Bartels held off Winkelhock from the start — the pair separated by just 0.039s in qualifying. Their early lead battle also featured Lauda.

A slow pitstop, when Mayr-Melnhof took over from Lauda, dropped the car to fourth, but it picked off both Mercs to enforce the BMW's dominance.

Hexis McLaren duo Stef Dusseldorp/Fred Makowiecki had a disaster. Two first-lap accidents in Sunday's main race meant they scored no points.

● Dave Lazarus

RESULTS

Championship race 1 Yelmer Buurman/Michael Bartels (BMW



Munnich Merc (r) split the BMWs in the main race

Z4 GT3), 28 laps in 1h00m07.278s;
2 Marc Basseng/Markus Winkelhock (Mercedes SLS GT3), +0.388s;
3 Nikolaus Mayr-Melnhof/Mathias Lauda (BMW); 4 Frank Stippler/Oliver Jarvis (Audi R8 LMS ultra); 5 Stephane Ortelli/Laurens Vanthoor (Audi); 6 Toni Vilander/Filip Salaquarda (Ferrari 458 Italia).

Qualifying race 1 Buurman/Bartels, 29 laps in 1h00m32.986s;

2 Mayr-Melnhof/Lauda, +3.214s;
3 Basseng/Winkelhock; 4 Nicky Pastorelli/Thomas Jager (Mercedes); 5 Ortelli/Vanthoor; 6 Peter Kox/Darryl O'Young (Lamborghini Gallardo GT3). **Points** 1 Buurman/Bartels, 121; 2 Basseng/Winkelhock, 105; 3 Stef Dusseldorp/Frederic Makowiecki, 82; 4 Pastorelli/Jager, 80; 5 Ortelli/Vanthoor, 70; 6 Stippler/Jarvis, 56.

BRITISH RALLY CHAMPIONSHIP ULSTER RALLY (GB), AUGUST 17-18, RD 5/6

Cronin boosts his title hopes with Ulster win

Cronin's Citroen had no real competition



IRISHMAN KEITH CRONIN closed in on his third British Rally Championship crown with a resounding victory on the Ulster Rally.

Dry weather greeted the crews on Friday afternoon with Cronin winning six stages in a row to reach the end of the day 55 seconds ahead. Despite rain during the night, Cronin kept the pace up and pulled away to score a 1m37s victory.

Ford Fiesta driver Evans could not match his rival for pace, but was never seriously threatened from behind either. His second place not only netted him the title in the R2 category,

but also left him tied with Cronin at the top of the overall standings. Points-and-a-half are available on the finale in Yorkshire next month.

Jonathan Green ended the first day of action in third spot, but lost time with a spin on SS7. The fight for third still went down to the wire, though. Tom Cave recovered from an SS1 spin to take his Citroen to fourth spot, just 0.7s adrift of Osian Pryce's similar DS3. Title contender Cave was then given a 50s penalty for leaving service late and dropped to sixth, behind both Greer and Tommy

Doyle. That penalty could have a massive bearing on his championship hopes with just a single event remaining this season. He now trails Cronin and Evans by four points.

● Rachel Cavers

RESULTS

1 Keith Cronin/Marshall Clarke (Citroen DS3 R3), 1h45m37.3s;
2 Elfyn Evans/Phil Pugh (Ford Fiesta R2) +1m37.2s; 3 Osian Pryce/Iestyn Williams (Citroen); 4 Jonathan Greer/Gordon Noble (Citroen); 5 Tommy Doyle/Liam Moynihan (Citroen) 6 Tom Cave/Craig Parry (Citroen). **Points** 1= Evans 78 & Cronin 78; 3 Cave 74; 4 Pryce 60; 5 Greer 53; 6 Mark Donnelly 49.

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Rankings

CURRENT
STANDINGS

- | | | | |
|---|------------------|----|--------|
| 1 | Sebastian Vettel | <> | 24,955 |
| 2 | Fernando Alonso | <> | 20,070 |
| 3 | Mark Webber | <> | 19,252 |
| 4 | Lewis Hamilton | <> | 19,097 |
| 5 | Jenson Button | <> | 18,548 |

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Yelmer Buurman (148) and Michael Bartels (311) gained a collective 189 places following their GT1 wins in Slovakia. Bartels's 132-spot gain was also the biggest overall. Their main GT1 title rivals, Marc Basseng (252) and Markus Winkelhock (260), lost ground.

To see the full list, visit castroldriverrankings.com

INTERNATIONAL RACES & RESULTS

ALMS

Road America (USA),
Rd 7/10

QUICK RESULTS

- **Winners** Smith/Dyson
- **LMP2** Plowman/Heinemeier Hansson
- **LMPC** Kimber-Smith/Popow
- **GT** Muller/Auberlen
- **GTC** Bleekemolen/MacNeil

RACE RATING

★★★★☆

It only takes
two cars - and
some cautions
- to make a race

REPORTS WORLD OF SPORT

AMERICAN LE MANS SERIES ROAD AMERICA (USA), AUGUST 18, RD 7/10

Smith holds on for closest-ever victory

GUY SMITH HELD OFF A

furious charge by Lucas Luhr to bring Dyson Racing victory at Road America by 0.083 seconds - the closest-ever ALMS finish.

The grand finale was set up by a final caution that enabled Luhr's HPD to eliminate Smith's half-lap lead in the Lola-Mazda, but already the German and his co-driver Klaus Graf had done terrifically well to get themselves back onto the lead lap; a water leak dropping them four laps behind at one stage.

It all came down to the end, but Smith had his bases covered: "At the final corner, Lucas was all over

me," he said. "He made a good move and he just came off the brakes and rolled past me. But I knew if I over-slowed the car and got back inside, I would be able to sling shot past him and race him up the hill to the line."

Pit strategy and the final caution put Bill Auberlen and the BMW Team RLL M3 into the GT lead, the veteran escaping when Jorg Bergmeister stuck his Flying Lizard Porsche past Jan Magnussen's Corvette for second at the restart.

Conquest pair Martin Plowman and David Heinemeier Hansson, who led overall twice, clinched their second LMP2 victory

Smith (l) beat Luhr by just a few feet



after early contact with a GT car spoiled Level 5's day.

Core Autosport's one-two finish in LMPC was led by Tom Kimber-Smith and Alex Popow. Cooper MacNeil and Jeroen Bleekemolen won GTC for Alex Job Racing.

● Jonathan Ingram

RESULTS

1 Guy Smith/Chris Dyson (Lola-Mazda B12/60), 101 laps in 4h01m48.009s; **2** Lucas Luhr/Klaus Graf (HPD ARX-03a), +0.083s; **3** Eric Lux/Tony Burgess/Michael Marsal

(Lola-Mazda B11/66); **4** Martin Plowman/David Heinemeier Hansson (Morgan-Nissan LMP2); **5** Tom Kimber-Smith/Alex Popow (ORECA-Chevrolet FLM09); **6** Jonathan Bennett/Colin Braun (ORECA). **GT** **1** Jorg Muller/Bill Auberlen (BMW M3 GT); **2** Jorg Bergmeister/Pat Long (Porsche 911 GT3-RSR); **3** Scott Sharp/Johannes van Overbeek (Ferrari 458 Italia).

Points **1** Luhr/Graf, 140; **2** Smith/Dyson, 128; **3** Lux, 77. **GT** **1** Oliver Gavin/Tommy Milner, 105; **2** Antonio Garcia/Jan Magnussen, 88; **3** Dirk Muller, 84.

IN BRIEF



Piquet took first win

NASCAR TRUCKS

Nelson Piquet recovered from a mid-race clash with Kurt Busch at Michigan to stretch his fuel mileage and score his first series win for Turner Chevrolet. Jason White and Dakoda Armstrong completed the top three.

NASCAR NATIONWIDE

Justin Allgaier (Turner Chevy) won at Montreal after biffing Jacques Villeneuve out of the lead on the last lap. Danica Patrick led for a while, before she broke an upright by running over a shoe on the track. Sam Hornish Jr beat Penske team-mate Villeneuve to second.

CARRERA CUP GERMANY

A win and a third place for Rene Rast moved him 25 points clear of his Tolimit team-mate Sean Edwards in the championship. Attempto's Nicki Thiim won race two from Edwards, who was fourth in the opener.

VW SCIROCCO R-CUP

Ola Nilsson can clinch the title at Oschersleben next time out after taking his sixth win of the year at the Nurburgring. Rally ace Kevin Abbring beat Dennis Trebing into second place.

US F2000

Two wins for Matthew Brabham at Road America gave him the points lead ahead of his Cape/Wayne Taylor team-mate Spencer Pigot. Scott Anderson also won.

TTA

Points leader Fredrik Ekblom led home his Polestar Volvo team-mate Thed Bjork in an action-packed race at Karlskoga. Martin Ohlin was third.



Ekblom (l) won again

NASCAR SPRINT CUP MICHIGAN (USA), AUGUST 19, RD 23/36

Johnson's late failure gives Biffle victory

A LATE-RACE ENGINE FAILURE

denied Jimmie Johnson his first win around the punishing Michigan oval, and sent Greg Biffle into Victory Lane in his stead.

Johnson was cruising towards victory when his Hendrick Chevrolet suddenly slowed, allowing Biffle's Roush Fenway Ford to sweep into the lead with a little over a lap remaining.

It was the third Hendrick motor to blow in the race, with team-mate Jeff Gordon and the Stewart Haas car of Tony Stewart having already dropped by the wayside with valve issues.

Victory took Biffle back to the top of the points table for the first time since June.

"I know that a lot of people don't expect us to win the championship, and don't expect us to compete for the title," Biffle said. "I don't care what they say; we will be a factor when it comes to Homestead.

I promise you."

The early stages of the race were dominated by veteran Mark Martin, who started his Michael Waltrip Racing Toyota Camry from pole. Martin, 53, was driving beautifully when he came up to lap the dicing pair of Bobby Labonte and Juan Pablo Montoya.

Ex-champion Labonte was struggling for grip and when he finally lost control, Martin was forced to spin in avoidance. His Toyota pirouetted down the track and into the pitlane. The car had almost come to a standstill when Martin tried to catch the slide. But this just changed the trajectory slightly and freakishly sent him broadside side into the paddock entry wall.

The impact tore into the side of the Camry, puncturing the oil tank and setting the car on fire. Had the penetration been six inches further forward, it



Biffle is back in the title hunt now

would have been directly into Martin's seat...

"That was a freak angle that I got at," said Martin. "I'm not sure what you could do. It could have been really bad if I had got in that hole a little deeper where it caught me in the door instead of in the crush area back there." Brad Keselowski took second for Penske, while Kasey Kahne and Dale Earnhardt Jr ensured Hendrick cars took third and fourth places.

● Connell Sanders Jr

RESULTS

1 Greg Biffle (Ford Fusion), 201 laps in 2h46m44s; **2** Brad Keselowski (Dodge Charger), +0.416s; **3** Kasey Kahne (Chevrolet Impala); **4** Dale Earnhardt Jr (Chevy); **5** Marcos Ambrose (Ford); **6** Carl Edwards (Ford); **7** Clint Bowyer (Toyota); **8** Ryan Newman (Chevy); **9** Paul Menard (Chevy); **10** Martin Truex Jr (Toyota). **Points** **1** Biffle, 823; **2** Matt Kenseth, 803; **3** Earnhardt, 801; **4** Jimmie Johnson, 795; **5** Keselowski, 776; **6** Truex, 763; **7** Bowyer, 757; **8** Kevin Harvick, 738; **9** Tony Stewart, 728; **10** Denny Hamlin, 727.

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INTERNATIONAL RACES & RESULTS

F3 EURO SERIES/ FIA EUROPEAN F3

Nurburgring (D),
Rd 5/8 & 7/10

QUICK RESULTS

- Race 1 **Daniel Juncadella**
- Race 2 **Alexander Sims**
- Race 3 **Pascal Wehrlein**
- Poles **Juncadella x2**

RACE RATING

★★☆☆

Dramatic race
three just
about made up
for the rest

REPORTS WORLD OF SPORT

F3 EURO SERIES & FIA EUROPEAN F3 CHAMPIONSHIP NURBURGRING (D), AUGUST 18-19, RD 5/8 & 7/10

Superb Sims makes triumphant F3 return

ALEXANDER SIMS MARKED his return to single-seater competition with victory at the Nurburgring last weekend, a result that gave T-Sport its maiden F3 Euro Series success and made Nissan the first Japanese engine manufacturer to win in the championship.

The sportscar driver admitted he'd "messed-up qualifying" and started eighth on the grid for both 'main' races, but after finishing there in the opener, he assumed pole for the reversed-grid event, and was unchallenged.

Sims was not the only surprise winner of the weekend: Pascal Wehrlein took his maiden victory in the category in race three after taking third and fourth places on Saturday. The German rookie inherited

the lead when race one winner Daniel Juncadella was given a drive-through penalty for putting Felix Rosenqvist – fourth and third on Saturday – into the barriers on the run down to the first corner.

With Juncadella failing to make the finish as a result of being launched onto two wheels by Carlos Sainz Jr, and Prema drivers Raffaele Marciello and Sven Muller (who finished second in race one three weeks after breaking his right arm) putting each other out on the first lap, Wehrlein's win moved him into second in the championship, only 12 points behind Juncadella.

Will Buller is still in contention too after major set-up alterations to his Carlin machine on Saturday night resulted in much-



Sims won reversed-grid race on Saturday

improved pace and second spot ahead of his team-mate Jazeman Jaafar. He had been only 10th in the first two races.

● Jamie O'Leary

RESULTS

Race 1 1 Daniel Juncadella (Dallara-Mercedes F312), 29 laps

in 40m45.981s; 2 Sven Muller (DM), +5.405s; 3 Pascal Wehrlein (DM); 4 Felix Rosenqvist (DM); 5 Jazeman Jaafar (D-Volkswagen); 6 Raffaele Marciello (DM). **Race 2** 1 Alexander Sims (D-Nissan), 15 laps in 21m01.878s; 2 Marciello, +5.357s; 3 Rosenqvist; 4 Wehrlein; 5 Muller; 6 Tom Blomqvist (DV).

Race 3 1 Wehrlein, 28 laps in

40m59.95s; 2 Buller, +9.474s; 3 Jaafar; 4 Emil Bernstorff (DV); 5 Blomqvist; 6 Michael Lewis (DM).

Points Euro Series 1 Juncadella, 150; 2 Wehrlein, 138; 3 Marciello, 136.5; 4 Buller, 128.5; 5 Muller, 106; 6 Rosenqvist, 96. **FIA** 1 Juncadella, 171; 2 Marciello, 157.5; 3 Carlos Sainz Jr, 143; 4 Wehrlein, 107; 5 Buller, 97; 6 Rosenqvist, 80.

SUPER GT SUZUKA (J), AUGUST 19, RD 5/8

Champions make sure of Suzuka showpiece event

RONNIE QUINTARELLI AND Masataka Yanagida moved into contention for back-to-back Super GT titles thanks to a dominant win at the championship's blue-riband event, the Suzuka 1000km.

Quintarelli started the Mola Nissan from pole position and led during the early stages, but contact between Yanagida and a slower GT300 car during the Japanese driver's first stint at the wheel dropped him back.

With the Le Mans and TOM'S Lexus machines of Daisuke Ito/Kazuya Oshima and Kazuki Nakajima/Loic Duval both dropping out at one-third distance with tyre-related problems, the Mola car retook the lead and held it to the finish.

A superb charge by Yuji Kunimoto brought the Kraft Lexus he shares with

Andrea Caldarelli up to second by the finish, the 21-year-old Japanese passing both Joao Paulo de Oliveira and Satoshi Motoyama during his final stint. Bjorn Wirdheim/Hironobu Yasuda were third in their Kondo-run Nissan.

● Jiro Takahashi

RESULTS

1 Ronnie Quintarelli/Masataka Yanagida (Nissan GT-R), 173 laps in 5h59m01.662s; 2 Andrea Caldarelli/Yuji Kunimoto (Lexus SC430), +15.076s; 3 Bjorn Wirdheim/Hironobu Yasuda (Nissan); 4 Joao Paulo de Oliveira/Tsugio Matsuda (Nissan); 5 Michael Krumm/Satoshi Motoyama (Nissan); 6 Andre Couto/Seiji Ara (Lexus). **Points** 1 Kohei Hirate/Yuji Tachikawa, 47; 2 Quintarelli/Yanagida, 43; 3 Juichi Wakisaka/Hiroaki Ishiura, 38; 4 Takuya Izawa/Naoki Yamamoto, 38; 5 Takashi Kogure/Carlo van Dam, 34; 6 Kazuya Oshima/Daisuke Ito, 32.

GRAND-AM MONTREAL (CDN), AUGUST 18, RD 11/13

Ganassi takes 150th race win

JUST A WEEK AFTER MOVING into serious contention for the Grand-Am title, Ryan Dalziel endured a nightmare day at Montreal. Even worse for the Briton, his title rivals Memo Rojas and Scott Pruett romped to a dominant victory – the 150th across many forms of racing for team owner Chip Ganassi.

Bob Stallings Racing seemed set to challenge for the win after Jon Fogarty

claimed a record-increasing 23rd pole, but he and team-mate Alex Gurney were hampered on raceday by a lack of straight-line speed. Rojas emerged ahead of Fogarty following an early round of pitstops and never looked back. Pruett later cemented their authority, winning by over 22 seconds.

Fogarty/Gurney inherited second after Oswaldo Negri needed a

late splash of fuel in Michael Shank Racing's Riley-Ford and Dalziel had earlier tapped Wayne Taylor Racing's Corvette DP – with the owner's son Ricky at the wheel – into a spin. He incurred a penalty and substantial damage to his Riley-Ford's rear bodywork, which restricted him to eighth.

● Jeremy Shaw

RESULTS

1 Memo Rojas/Scott Pruett (Riley-BMW MkXXVI), 66 laps in 2h00m16.057s; 2 Jon Fogarty/Alex Gurney (Riley-Corvette DP), +22.902s; 3 Paul Tracy/David Donohue (Pratt & Miller Corvette); 4 Darren Law/Joao Barbosa (P&M Corvette); 5 Max Angelelli/Ricky Taylor (Dallara-Corvette); 6 John Pew/Oswaldo Negri (Riley-Ford). **Points** 1 Rojas/Pruett, 330; 2 Ryan Dalziel, 312; 3 Law, 303; 4 Alex Popow, 298; 5 Donohue, 298; 6 Barbosa, 290.

Ganassi beat Stallings to win



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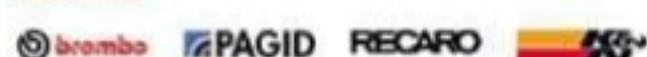
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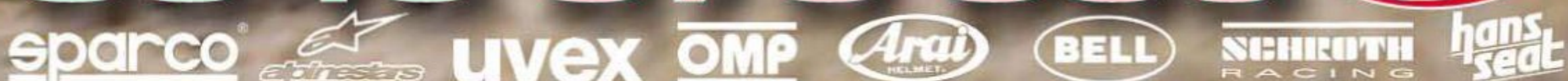
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New race circuit planned for Wales

'Circuit of Wales' business project targets motorsport events for the end of 2015

Circuit is just part of major Welsh plan



PLANS HAVE BEEN DRAWN up for a brand new race circuit in South Wales.

The new track, dubbed the 'Circuit of Wales', is the central tenet of a £250m redevelopment plan for the Ebbw Vale, Blaenau Gwent region of Wales.

The Heads of the Valleys Development Company, the body responsible for proposals to redevelop the 830-acre greenfield site, located just south of the Brecon Beacons National Park, plans to turn it into a "world class" international motorsport venue, and a centre for low-carbon automotive industry.

Internationally renowned circuit design company Apex has drawn up a draft track layout of approximately 3.5 miles, suitable to host every type of major motorsport up to and including Formula 1.

Heads of the Valleys consulted World Superbike rider Leon Haslam and former British Touring Car champion Tim Harvey on the track's design, and has

also sent the plans to be reviewed by MotoGP star Valentino Rossi.

The proposals, which also include provision for international kart and motocross tracks, a business park, and an academy for young driver/rider development, are currently undergoing public consultation and are due to be submitted to the local council for planning approval next month.

If approval is forthcoming, work on the venue is due to start in the New Year, with the track scheduled to open at the end of 2015. This will coincide with the scheduled finish of a major road project designed to link Cardiff with the M50.

Ex-Motor Cycle News journalist, Honda World Superbike and MotoGP press man Chris Herring, and planning expert Peter Thomas, are two of the men leading the project, along with Heads of the Valleys chief executive Michael Carrick.

They explained that the Aventa Capital Partners concern founded by Carrick had

been charged with securing the £250m worth of investment required.

Thomas said: "The financial aspect is being led by infrastructure people used to delivering money for this kind of project. Is there £250 million sitting in a bank? No – no one just hands over that sort of money, but we've got the commitment if we get planning, and we're confident."

Thomas said the group had looked at investing in existing venues when their project began in 2009, but decided none offered enough development potential.

"The difference between this and other circuits is that this is being designed from scratch, so we can make sure it works from a spectator, driver and rider point of view," added Thomas.

"Circuits don't work on their own. Ours will be the anchor for the rest of the facilities we will build. It has the support of the Welsh government and will be built to FIA and FIM standards – capable of hosting any world championship event."

AUTOSPORT SAYS...

BEN ANDERSON
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AS SOON AS YOU MENTION

proposals for the new Circuit of Wales project, people start asking "will it happen?"

On the face of it, there appear two immediate stumbling blocks. Firstly, it needs planning permission to proceed. You might think a powerful cocktail of environmentalism and nimbyism would be enough to scupper any new motorsport venue in the UK, but the group behind the Circuit of Wales believes local people will support a proposal that promises economic revival for a deprived area. In any case, the Heads of the Valleys is confident backing from the Welsh government will carry it through.

If planning permission arrives as expected for early 2013, the next major issue is funding. The facility is expected to cost £250 million to build, which looks an eye-watering figure to find when an existing circuit such as Silverstone is struggling to secure £150 million for the next stage of its re-development.

But Circuit of Wales leaders argue their project is much more than 'just' a circuit and, as such, have faith the company charged with tapping up investors will deliver as required.

If the money materialises, the Circuit of Wales will be a state-of-the-art addition to the UK's rich roster of motorsport venues. Circuit bosses aren't trying to bring Formula 1 to Wales (yet), but nothing else seems to be off the radar on the standard of track they wish to construct.

Will it happen? Only time will tell...

Extra contact details

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kevin.turner@haymarket.com



Group C/GTP

Group C debut for Brit GT winner

Joe Osborne to share Steve Tandy's Nissan RC90 at October's Paul Ricard historic event



Osborne will make his historic debut in RC90



BRITISH GT RACE

winner Joe Osborne will make his historic racing debut in the Group C/GTP Racing Series this October.

Osborne, 23, will share the Nissan RC90 of his Trackspeed Porsche British GT co-driver Steve Tandy in the Paul Ricard event on October 5-7.

Osborne, who is planning to test the Group C car at Donington Park before racing at Ricard, said: "It's quite a beast. I think it's running 800bhp – well down on the alleged 1100bhp it had in 1990 – but it's geared for 200mph so should be rather fast!"

Osborne and Tandy currently lie

sixth in British GT3, having become the only pairing to take a second victory of 2012 – at Snetterton last time out – and Osborne was always hopeful their partnership could extend into historic.

"It will be my first historic race but I've always had an interest in it," Osborne added. "It's getting more

and more popular, and someone like Steve – with a good stable of cars – is quite a good guy to be in with.

"It's quite a cool thing and I'm looking forward to it – it's probably the race I'm looking forward to most in my life. I'm not sure what the car is worth and I'm not going to ask I think! It needs to be treated well."

Historic Rallying

Reynolds/Walsh win Ulster event

JULIAN REYNOLDS AND PATRICK WALSH continued their perfect season with victory on the Ulster Historic Rally last weekend.

After 100 competitive miles in the lanes around Antrim, the Ford Escort Mk1 crew were just 3.5s ahead of the Mk2 of Tomas Davies and Eurig Davies.

Round six of the British Historic Rally Championship also attracted a strong Irish entry, but it was the two crews from West Wales who dominated the event, each winning their category.

Reynolds is now the clear BHRC leader with two events to run.



Reynolds/Walsh Escort continued winning run

"That was a tough rally," said Reynolds after his car ran faultlessly.

Davies, the 2011 winner, pushed hard to beat his friend, but dropped time over the closing stages on Saturday.

Dessie Nutt and Geraldine McBride took Category One in their Porsche 911, while the class for FIA Appendix K cars went to Rob Smith and Shaun O'Gorman in their Vauxhall Chevette.

Caterhams

Blyth targets new Caterham series

FORMER CATERHAM R400

Superlight champion team Matt Blyth Motorsport is planning to enter four cars in the manufacturer's R400 replacement series for 2013.

The squad ran Dan Denis to the final R400 Superlight title before the series was culled at the end of 2009. It has since run in Ginetta G50s and historic, as well as preparing Caterham Academy cars.

Team boss Matt Blyth is looking for drivers and believes the new series, which will be for slick-tyred, supercharged versions of the current R300 Superlight, will be the

perfect place for his team to return to full-time Caterham competition.

"I wasn't really interested in taking a backward step to run in R300," he told AUTOSPORT. "I could see the reasoning behind cancelling it, but R400 was a fantastic championship."

Blyth ran Denis to final R400 title in 2009



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Park Motor Races say the event will need investment if it is to continue for the long term.

Weak competitor demand meant no event in 2010-11, but 120 cars raced on the Irish street circuit last weekend, watched by an estimated 60,000 spectators attending free of charge.

The racing included seven separate grids, although the GTs, Strykers and Global Lights were amalgamated, as were the Formula Libre and Vee grids for their second races.

Motor Sport Ireland president Joe

Corcoran said the future would depend on investment from a major sponsor, despite the efforts of his organisation and volunteers to ensure this year's event went ahead.

"There is a great opportunity to have racing so close to Dublin; hopefully people can see that because there is a hunger to keep it going and we need it here," he said.

"We have managed to keep the show on the road with the help of volunteers but there is no doubt that in the future there will have to be some investment.

"Being associated with the event is one thing for sponsors, but to be involved with social media is the key," added Corcoran. "With the costs involved with putting a motor race on you have to have a very serious sponsor and we will get their message across."

Racing returned to Phoenix Park



Luscious Ligier F1 car returns to the track at Donington

The ex-Jacques Laffite Talbot Ligier-Matra JS17/4 returned to action at Donington Park last week. Abba Kogan has owned the 1981 Austrian GP-winning car for eight years. Rob Hall shook it down after a rebuild.

Formula Ford

Scottish ace returns to Formula Ford

EX-FORMULA FORD 1600 CHAMPION

Graham Carroll successfully returned to racing at Oulton Park last weekend.

Carroll, 22, won National, Northern, and Scottish FF1600 titles in 2008, as well as finishing on the podium in the Kent section of the Brands Festival.

The Scot tried to graduate to British FFord in 2009. He tested but could not find the backing to step up.

He entered last Saturday's Northern Post-'89 FF1600 round in his ex-Martin Cowburn/Mike Gardner Van Diemen RF90 - his first race for four years.

He took pole and led from start to finish.

Carroll said: "My next race is at Knockhill, I will probably do one more at Oulton, and then the Formula Ford Festival and Walter Hayes Trophy."



Carroll won on FF1600 return at Oulton Park

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Clark scooped £250 by winning '62 Gold Cup

Moss (five times), Salvadori (twice) and Brabham were the only names on the Oulton Park Gold Cup's roll of honour as the superstars returned to Cheshire on September 1, 1962. After sportscar and Formula 2 interludes, it was now established as a non-championship F1 race and Jim Clark (Lotus 25) beat Graham Hill (BRM) and Brabham (in his eponymous BT3, fresh from its German GP debut) to scoop the £250 prize.

Period F1 cars are not at Oulton this weekend - hopefully they will headline the circuit's 60th anniversary next season - but the Historic Sports Car Club's superb event features many of the types of car in the supporting cast.

This event and the British Grands Prix at Aintree, just 36 miles away, until '62 were unmissable for the North West's petrolheads.

Fifty years ago, the Gold Cup programme featured sports-racers and saloons, now to be seen in the HSCC's Guards Trophy contest and Historic Touring Car championship rounds respectively. Having broken the 100mph barrier for the first time in F1 practice - it wasn't called qualifying then - Clark started raceday by finishing second in the sportscar race in a Lotus 23. Even he couldn't live with the power of the UDT-Laystall Lotus 19 driven by Innes Ireland, who would also

race an F1 Lotus that afternoon.

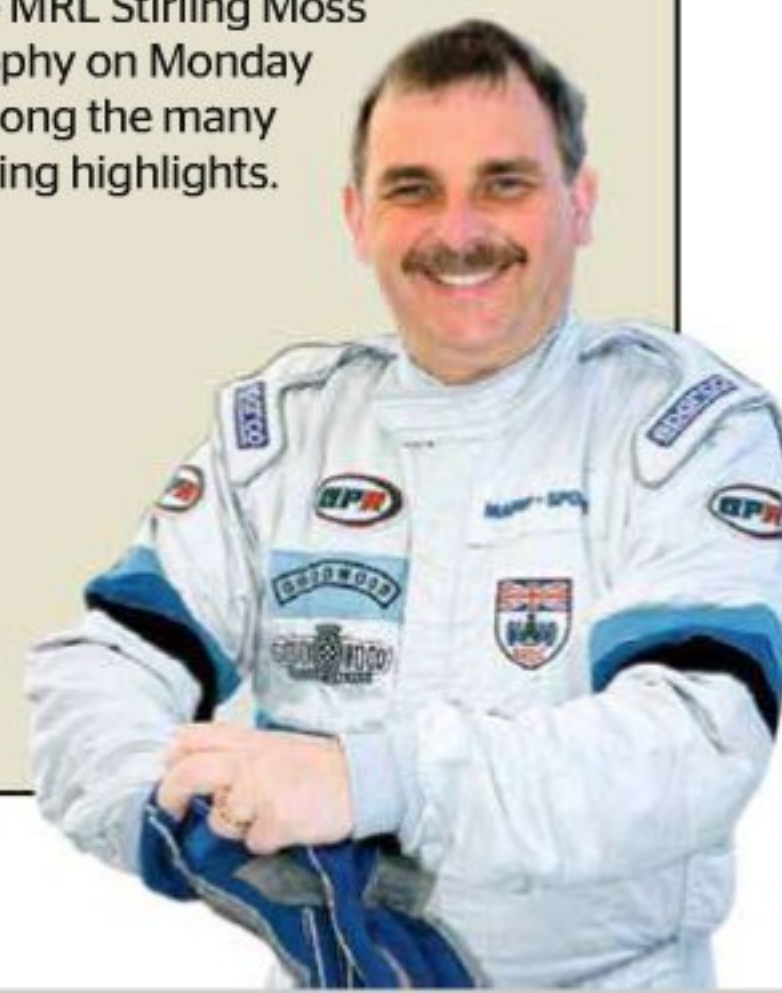
Hill dominated the tin-top thrash in Noddy Coombs's Jaguar, heading Tom Sopwith's Equipe Endeavour versions piloted by Jack Sears and Mike Parkes. Future F1 champion Denny Hulme subbed for Sir John Whitmore in a works Mini Cooper and finished third in class, behind John Love and tuning wizard Bill Blydenstein's similar cars.

This weekend's Oulton Park racecard runs to 18 races, split equally between Sunday and Monday. Both Guards Trophy rounds are on Sunday, the sports-racing field pitching a host of Lotus 23Bs, Elvas (Mk7, 7S and 8) and Merlyns against the Chinook of Canadian racer Jay Esterer - a sensational winner at last year's Goodwood Revival - McLaren chief test driver Chris Goodwin (ex-Chris Amon M1B) and, of course, the Bolton-built Chevron GTs that wowed crowds in the late '60s.

Monday's saloon spectacular lists six Ford Mustangs, a brace of Falcons and a seven-litre Galaxie running against hordes of Lotus Cortinas, Minis and Imps.

And there's so much more to see, with Formula Junior (Sunday), plus Derek Bell Trophy F5000/F2 wars, and '50s sportscars in the MRL Stirling Moss Trophy on Monday among the many racing highlights.

"This event and the British GPs at Aintree until '62 were unmissable for North West petrolheads"





Henry Surtees Challenge Announces Sensational Prizes for 2012 Event at Buckmore Park



In its second year the **Henry Surtees Challenge all-stars kart showdown** is aimed at bringing together the best of young motorsport talent to compete for a staggering range of prizes to aid them in their race programme preparation for 2013.

This year's competition will take place at Buckmore Park, Chatham, Kent on **Wednesday 24 October** and is seeking to attract drivers from all classes of motorsport who are in their 16th year and over.

The event, organised by former F1 world champion John Surtees OBE, will provide the top six drivers with a prestigious Henry 'H' trophy. Depending on the final number of prizes available, at least the top six top finishers will have a choice of the best career enhancing prizes ever offered at a UK kart meeting. Prizes for fastest lap, the most unlucky driver and a heavyweight prize for 80kg or above will also be awarded. The prizes currently include:

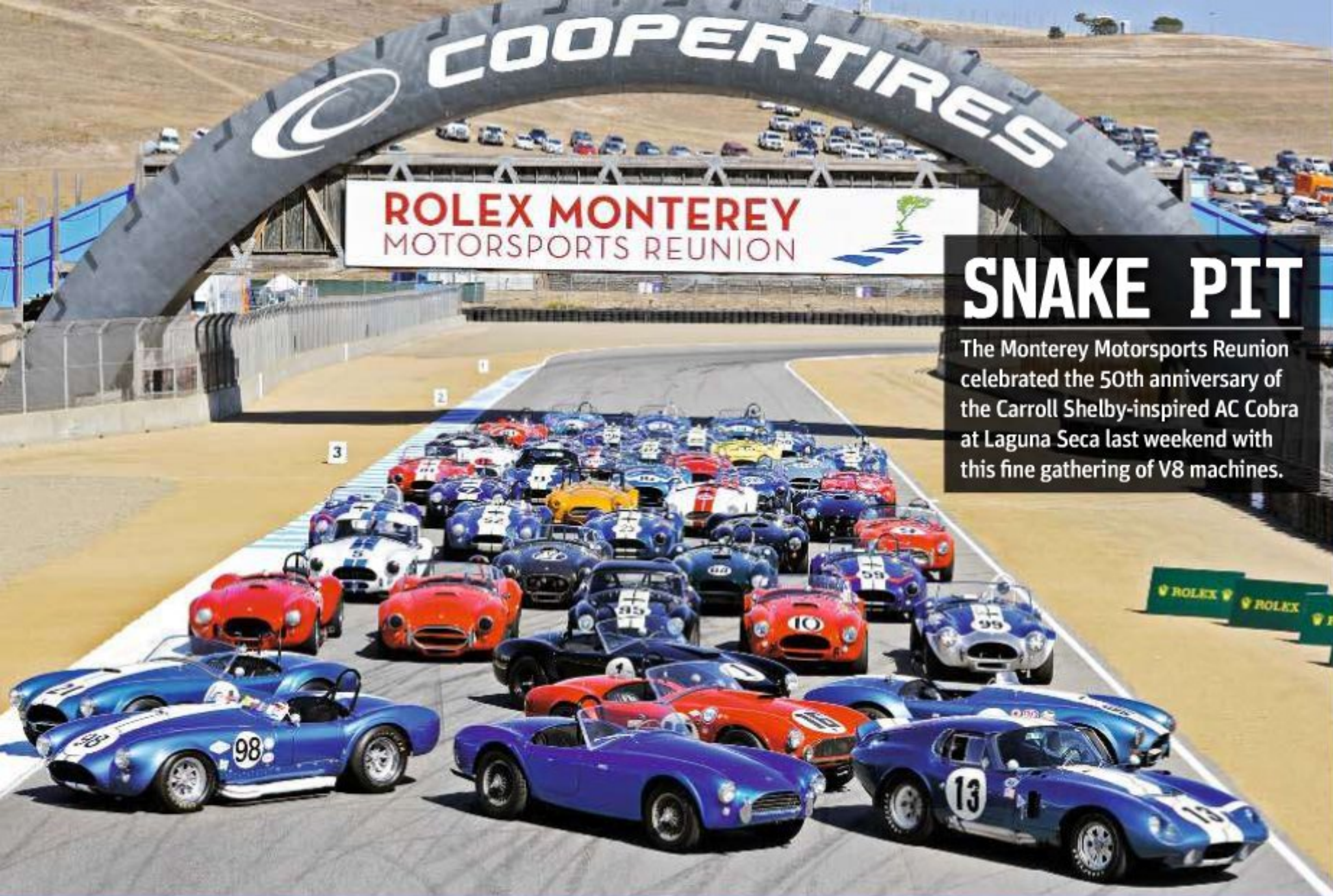
- Visit to Red Bull Racing in Milton Keynes with simulator time and evaluation by an F1 race engineer - donated by Christian Horner
- Simulator pre-test in the UK plus GP3 test with Carlin Motorsport in Portugal
- InterSteps Championship test with Falcon motorsport (for drivers in their 16th year)
- National B Formula Renault BARC test with Hillspeed Racing
- A full kit of Puma race clothing - 1 suit, 3 pairs of gloves, 2 pairs of shoes and 3 pairs of lifestyle shoes for the winner - donated by Puma SE
- 2 pairs of lifestyle shoes for second place - donated by Puma SE
- 1 pair of lifestyle shoes for third place - donated by Puma SE
- An Arai helmet prepared and painted to drivers own design donated by Arai
- Shell Pilota Experience at Ferrari, Maranello, Italy – driving on their Fiorano test track plus visit to the F1 facility - donated by Shell. Travel arrangements made and donated by Travel Places
- A pair of VIP F1 tickets including Paddock entry - donated by Bernie Ecclestone
- A supply of Teng Tools to the value of £1,000.00 - donated by IQ Supplies (Teamwise Limited)
- Motorsport custom-fit Driver Communication Earpieces together with Hearing Healthcare Package - donated by Hearing Electronics Limited
- A session on a simulator at iZone - donated by Andy Priaulx
- A pair of tickets to the Autosport Awards, December 2012 - donated by Haymarket Publications
- A bottle of Mumm champagne for 1st, 2nd and 3rd place winners

In addition the winner will be featured in a career profile in Motorsport magazine – Henry Surtees Challenge media supporter for 2012.

An entry for the meeting costs £500.00 and will showcase a broad spectrum of motorsport talent. Drivers from single-seater formulas, touring, sportscar classes, karting and motorcycling will share the track in the allcomers event. Drivers must hold an MSA licence, be a member of Club 100 or a Buckmore Park Elite driver.

Drivers wishing to take part in the event should contact **Buckmore Park Circuit, Maidstone Road Chatham, Kent, ME5 9QG** on **01634 201562**.





SNAKE PIT

The Monterey Motorsports Reunion celebrated the 50th anniversary of the Carroll Shelby-inspired AC Cobra at Laguna Seca last weekend with this fine gathering of V8 machines.

IN BRIEF



Rare Merc ran at test

THE MERCEDES W154 DRIVEN BY Manfred von Brauchitsch was in action at Donington Park last Thursday. The three-litre V12 last raced on September 3, 1939 in the Belgrade Grand Prix. It now resides in the Collier Collection but was entrusted to Rob Hall for the general test, in preparation for a demo at Goodwood.

TV PRESENTER LOUISE GOODMAN will race in the Scottish Mini Cooper Cup during this weekend's BTCC meeting at Knockhill. Goodman hasn't competed in motorsport since 1999 when she finished third in class in Britain's round of the World Rally Championship.

FORMER THOROUGHbred GP champion Michael Schryver will return to the Formula Junior ranks at this weekend's Oulton Park Gold Cup meeting. Schryver, who will also compete in the Guards Trophy, will drive his Lotus 27 in FJunior, which has been converted from 1500cc twin-cam powered Tasman Series configuration to 1100cc FJ spec.

IAN LOGGIE AND CHRIS JONES ARE planning to contest the November Britcar night race in their Porsche 997, run by Team Parker Racing. Loggie, who currently races in BRSCC Porsche Boxsters, plans to enter Britcar in 2013 and the Porsche Carrera Cup in 2014.

DOUGLAS CROSBIE HAD TO MAKE a late dash from Thailand to make the starting grid for the Northern FF1600 race at Oulton Park last weekend after losing his passport. Swift work by the British Embassy got him back to Manchester by 9am, from where he headed straight to the circuit to finish seventh in his Van Diemen RFOO after missing qualifying.

FIFTY-SEVEN DIFFERENT LOTUS cars of all types celebrated the 50th anniversary of the Lotus Elan at Wiscombe Park last weekend. Chris Beadsmoore's class-winning Elise was seriously damaged in a spectacular barrel roll (below) that left the driver shaken and bruised but otherwise unhurt.



Beadsmoore's run did not go well

Saxmax

Time called on Saxmax series

750 Motor Club decides to can its junior tin-top category due to lack of entries

THE 750 MOTOR CLUB WILL NOT run the Saxmax championship in 2013.

The club has cited dwindling grids as the principle reason for discontinuing the single-make Citroen Saxo series for 14-17-year-olds.

The championship has suffered poor grids through the 2011 and 2012 seasons, amid competition from the new Fiesta Junior championship and

other age-limited categories such as Ginetta Junior and InterSteps.

This has led organisers to pull the plug seven years after the introduction of Saxmax, despite several drivers moving onto higher formula with some success - including 2009 Formula Ford Festival winner Chrissy Palmer.

The 750MC has not ruled out running a junior formula again in the future.

Club director Trevor Steggles said: "Over the past few years the number of entries has steadily fallen, with only 11 drivers scoring points last season and only nine this season.

"We are mindful of competitors who own cars, however we reviewed the size of the junior racing market, and drew the conclusion that it was not in the best interests of the club to continue."

2CV 24 Hours

Godwin to make racing return

FORMULA RENAULT TEAM BOSS

Mark Godwin will make his racing comeback in Snetterton's 24-hour Citroen 2CV race this weekend.

The MGR team boss is due to share the car with seasoned 2CV campaigner Richard Dalton, whose son is part of MGR's Formula Renault BARC squad.

"I last raced in Formula First in 1998 so this should be fun," said Godwin, who ran Josh Webster and David Wagner to FR BARC victories at Donington Park last weekend.

There has been an entry of 39 cars for this year's race, the 22nd running of the event, on the Snetterton 200 circuit. Mission Motorsport will also be entering a car, driven by recovering military servicemen seeking to re-train through motorsport.

There will also be five Mini 1000s on the grid alongside the 2CVs, to evaluate relative performance.



P82 FR BARC REPORT

Classic Thunder

BMW 'Super Tourer' wins on debut



Whittaker believes BMW will get quicker

KUMHO BMW CHAMPION

Garrie Whittaker believes there is more to come from his BMW Super Touring replica after winning on its debut at Thruxton last weekend.

The BMW E36 M3, which has been modified to look like the works 320is run in the German Super Tourenwagen Meisterschaft of the late 1990s, qualified on pole for the Classic Thunder events. Whittaker won the first race and was running second in race two when a power-steering pipe split.

The car is around 140kg lighter

than Whittaker's old M3 and ran a standard 300bhp M3 engine rather than the 390bhp E46 unit as planned.

"I quite like the standard engine," said Whittaker. "We will get about 40bhp more out of it, but this season I want to make it an aero car.

"It's amazing how much quicker than my old car it feels. I want it to be as quick as a Super Tourer around Thruxton."

Whittaker plans to run the BMW at the Cadwell Park round next month, and hopes to appear in Euro Saloons at the end of the year.

LOTUS ELISE TROPHY BRANDS HATCH, AUGUST 18-19

Brilliant Boston battles to Elise Trophy double

ROB BOSTON PROVED TO be the star of the show in a well-supported Lotus Elise double-header at Brands, securing two wins despite mechanical problems.

Having taken pole for race one, Boston stormed into the lead and never looked back. After just one lap, his lead was nearly three seconds over a chasing pack headed by Ed Morris.

Morris, who inherited second on the grid from non-starting Andrew Bentley, was pressured by Ken Savage, Warren Scott and Craig Denman. Scott quickly disposed of Savage and Morris for second, with Denman doing likewise soon after to seize third.

At the front, Boston increased his lead beyond

20s, but the chasing quartet continued their battle. With the race nearing its end, Denman snatched second from Scott while Savage claimed fourth from Morris. Morris would later drop back to sixth as Boston reeled off the final laps with ease to secure victory.

A jumbled-top-10 grid for race two provided Boston with his sternest challenge of the weekend as he started back on the fifth row. Alongside him in ninth was Bentley, now able to race after resolving earlier engine problems.

Bentley made a stunning start in the second race, taking the lead from poleman Martin Wills into Surtees and building up a sizeable gap.



Boston dominated Lotus Elise races

A brief caution period closed the field up again though, and allowed Boston, struggling with gearbox and driveshaft problems, to close. "Without the safety car, I would not have tried to catch Andrew," Boston said. "The gearbox was falling apart."

Despite his transmission problems, Boston caught Bentley and a great tussle developed. After a couple of laps of swapping positions, Boston went on to claim the win by 13.932s.

Bentley took second with Savage a distant third.

● Mark Libbeter

RESULTS (12 LAPS) 1 Rob Boston; 2 Craig Denman +22.601s; 3 Warren Scott; 4 Ken Savage; 5 Martin Wills; 6 Ed Morris. **Fastest lap** Boston 1m43.084s (84.97mph).

RACE 2 (10 LAPS) 1 Boston; 2 Andrew Bentley +13.932s; 3 Savage; 4 Denman; 5 Morris; 6 Mark Yates. **FL** Boston 1m42.537s (85.43mph).



Khani controlled the F3 Cup proceedings

F3 CUP BRANDS HATCH, AUGUST 18-19

Khani keeps his cool to score historic win

AFTER BECOMING THE first Iranian driver to win an F3 Cup event in Saturday's first race, Kourosh Khani capped a superb weekend by adding a dominant victory in Sunday's second contest.

Bit-part F2 racer Khani denied Linton Stuteley (a four-time race winner in 2012) pole for race one and immediately converted that advantage into a lead he would never surrender.

Stuteley maintained

second throughout, ahead of Gino Ussi, who superbly swept around the outside of Chris Dittman at Druids on the opening lap.

While the top two pulled clear, Dittman and Louis Hamilton-Smith attempted to unsettle Ussi, but the veteran held his nerve and the position until the flag.

Dittman would not see the end, though. A mistake sent him spinning into retirement, allowing

Hamilton-Smith and Tristan Cliffe through to complete the top five.

Khani made a very similar start to race two, once again leaving Stuteley with no choice but to follow in his wheel tracks in the early stages. Stuteley's challenge ended when a slipping clutch forced him out on lap three, promoting Ussi and Hamilton-Smith to second and third.

Behind the leading trio, Cliffe hunted down Dittman for fourth. Cliffe closed to within a second of the ex-Ginetta G50 ace, but could not find a way past.

● Mark Libbeter

RESULTS (BOTH 15 LAPS) RACE 1

1 Kourosh Khani (Dallara F302/4); 2 Linton Stuteley (Dallara F399) +14.404s; 3 Gino Ussi (Dallara F307); 4 Louis Hamilton-Smith (Dallara F304); 5 Tristan Cliffe (Dallara F307); 6 Mark Harrison (Dallara F306). **Class winners** Stuteley; Dave Karaskas (Dallara F398). **FL** Khani 1m23.685s (104.67mph). **RACE 2 1 Khani;** 2 Ussi +9.460s; 3 Hamilton-Smith; 4 Chris Dittman (Dallara F301); 5 Cliffe; 6 Harrison. **CW** Dittman; Karaskas. **FL** Khani 1m23.441s (104.98mph).

LOTUS CUP UK BRANDS HATCH, AUGUST 19

Hall laps up the glory

ADRIAN HALL WAS A deserving winner of the shortened Lotus Cup UK event, while Rob Fenn helped Adam Wilcox score a brilliant second place after starting at the rear of the 41-car field.

After an early challenge from the Evora GT4 of Gavan Kershaw and Mark Fullalove faltered due to a gearshift problem, Hall's Exige S1 took control.

Further back, Fenn had fought his way through the pack to be lying second before the mandatory pitstops. Post pitstops, Hall settled back into a lead he

would never relinquish, with Wilcox hanging on to second. Elsewhere, Liz Halliday's hopes of wrestling third from Mark Gooday were scuppered by a red flag.

● Mark Libbeter

RESULTS (28 LAPS) 1 Adrian Hall (Exige S1); 2 Rob Fenn/Adam Wilcox (Elise) +7.222s; 3 Mark Gooday (2 Eleven); 4 Liz Halliday (2 Eleven); 5 Tom Chatterway (2 Eleven); 6 Jonathan Walker (2 Eleven). **CW** Gooday; Phill Capstick/Jack Goff (Exige Cup); Rob Boston (Elise S2); Steve Williams/Martin Donnelly (Evora GTN). **FL** Fenn/Wilcox 1m38.210s (89.19mph).



Hall defeated big field to win



Only six cars in GT Cup

CHAMPION OF BRANDS FF1600 BRANDS HATCH, AUGUST 18-19

Barnett returns to the Champion of Brands throne



Barnett would not relinquish the lead

JOSH BARNETT AGAIN proved to be the man to beat as he held off Oliver White to take his fourth Champion of Brands trophy and his third of this season.

At the start, Barnett showed no intention of letting anybody else head

the field, powering into the lead with the similar Van Diemen of White, and the older cars (by a decade or so) of Jonathan Hoad and Stuart Gough in pursuit.

As Barnett controlled the pace, White just managed to hold off an early challenge from Hoad,

who swarmed all over the back of White's RF01 on the first lap.

White resisted and tried to unnerve Barnett but to no avail. This left Hoad to indulge in a fabulous tussle for third with Gough.

For several laps, Hoad's robust defensive driving

thwarted Gough. Despite damaging his nosecone after light contact, Gough's persistence paid off when he finally grabbed the position in the final third of the race.

Hoad's race ended when his car succumbed to a suspected broken wishbone. Ryan Hayes briefly inherited fourth, before he was sidelined a lap from the finish. Their misfortune allowed Gaius Ghinn, who had charged through from last on the grid, to take the place.

● Mark Libbeter

RESULTS (10 LAPS) 1 Josh Barnett (Van Diemen BR001); 2 Oliver White (Van Diemen RF01) +1.365s; 3 Stuart Gough (Van Diemen RF92); 4 Gaius Ghinn (Van Diemen RF92); 5 Tom Stoten (Ray GR506); 6 James Gowens (Vector MG95). **FL** Barnett 1m36.524s (90.75mph).

BRANDS IN BRIEF



Clowes (Jedi) leads Mono field away

MONO 1800/1600/MOTO

Dan Clowes sealed victory in race one in his Jedi Mk6, fending off Dax Ward's similar car to win by over five seconds. Clowes was unbeatable again in race two, with Jason Timms holding off Ward to take the runner-up spot.

MONO 2000/CLASSIC

Malcolm Scott took a convincing win in the first race, after poleman Robbie Watts stalled his Lola F106/03 at the start. Watts made amends in race two, winning comfortably from Russ Giles and Adrian Holey.

RACING SALOONS

Colin Tester was declared the winner of an opening race that was stopped after just four laps following a five-car shunt at Paddock. Tester would later steer his Sierra Cosworth to a double success in a less dramatic race.

GT CUP

Just six cars took to the grid for three races as promises of a high entry did not materialise. Jordan Witt took his Chevron GT3 to two wins, with the other going to Glynn Geddie's McLaren MP4-12C.

PRODUCTION BMW

A first lap spin at Paddock Hill bend by Mike Tovey helped Ben Winrow escape and dominate race one. He was untouchable again in the sequel, leaving Tovey to stave off Stuart Waite and Liam Crilly for second.

CSCC LOTUS ELAN 50

Having snatched pole in the dying seconds of qualifying, Andy Wolfe then cantered to victory in the 30-minute race. Completing the podium were Al Fleming and Paul Tooms, the latter storming through from last on the grid.

Wolfe won the first CSCC Elan 50 race



BRITISH HILLCLIMB CHAMPIONSHIP SHELSLEY WALSH, AUGUST 19

Status quo is restored as Moran family returns

ROGER MORAN WAS the most successful driver of the weekend on his family's return from a two-event break.

Son Scott won the final run-off – with the best time of the day – but the Teme Valley microclimate earlier delivered one of its special five-minute rain showers to affect him and a small number of other frontrunners, including Will Hall and Tom New, at the peak of qualifying

for the first run-off.

Moran Sr held off the rest in that one and Jos Goodyear filled in behind to deny leader Trevor Willis too many points as Moran Jr looked on. When Scott went quickest in the final run-off his dad was right behind him, with Wallace Menzies next to hold Willis further back in fourth.

At the awards presentation Moran Jr said: "With five zeroes I have only one life left, but with

ROUND 25 1 Roger Moran (3.5 Gould-NME GR61X) 25.09s; 2 Jos Goodyear (1.6 GWR Raptor Extreme) 25.49s; 3 Trevor Willis (3.2 OMS-Powertec 25) 25.63s; 4 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 26.00s; 5 Andy Coley (2.5 Gould-Cosworth-Opel GR55) 26.22s; 6 Alex Summers (1.3s DJ-Suzuki Firehawk) 26.32s; 7 Lee Adams (1.6 GWR Raptor Extreme) 26.35s; 8 David Uren (1.6 Force-Suzuki PC) 26.78s; 9 Richard Spedding (1.6 Force-Suzuki PC) 27.14s; 10 Tony Wiltshire (2.5 Gould-Cosworth-Opel GR55) 27.75s; 11 Deryk Young (4.0 Gould-Judd EV GR51) 27.81s; 12 John Bradburn (3.5 Gould-Cosworth HB GR55) 27.96s.

ROUND 26 1 Scott Moran 23.41s **BTD**; 2 Roger Moran 23.79s; 3 Menzies 23.86s; 4 Willis 23.87s; 5 Tom New (4.0 Gould GR55-Judd EV) 24.02s; 6 Goodyear 24.14s; 7 Summers 24.15s; 8 Will Hall 24.47s; 9 Bradburn 24.62s; 10 Adams 24.64s; 11 Young 24.68s; Coley DNS. **Class winners** Robert Lancaster-Gaye (3.6 Porsche 996 GT3)

3290s; Darren Luke (1.6 Caterham-Suzuki) 29.38s **record**; Simon Jenks (2.3 Caterham CSR) 31.81s **record**; Martin Depper (1.4 Rover Mini-Cooper) 33.86s; David Paterson (1.6 Peugeot 106 Rallye) 33.49s; Geoff Twernlow (2.1t Subaru Impreza) 31.72s; Mike Turpin (2.2s Vauxhall VX220) 30.38s; Les Mutch (2.5 Dax Rush-Rover KV6) 29.13s; Rob Stevens (1.3s Force-Suzuki SR4) 26.20s; Mike Manning (2.0t Ford-Cosworth Puma) 28.26s; Toby Moody (0.6 Force-Empire-Yamaha DS600) 29.13s; Chris Beadsmoore (2.0 Lotus Motorsport Elise) 32.51s; Geoff Hunt (1.6 Lotus-Ford Z2) 31.67s; Mark Riley (0.5 Creamer-JAP F3) 37.72s; Adam Steel (1.0 Martlet-Suzuki ASD) 26.23s; Andrew Henson (1.6 Van Diemen-Ford RF91) 33.26s **record**; Goodyear 24.16s **record**; Summers 24.47s **record**; S Moran 23.58s. **POINTS** 1 Willis, 222; 2 S Moran, 192; 3 R Moran, 166; 4 Goodyear, 164; 5 Menzies, 133; 6 Adams, 117; 7 Hall, 87; 8 Bradburn, 75; 9 New, 73; 10 Spedding, 54.

the rules as they are perhaps this no-score was better than a low score.



Roger Moran topped the scorers at Shelsley

"I have no margin left for either driver or mechanical error. Gurston Down next weekend should be okay for me but the following week at Prescott could be tricky."

Menzies arrived with the car rebuilt around a new stiffer and lighter carbon tub and was rewarded with a fourth and a third.

Goodyear was again astonishing, twice lowering the 1600 class record and driving superbly in front of the biggest British Hillclimb crowd of the season.

● Eddie Walder

NATIONAL RACES & RESULTS

BARC
DONINGTON PARK

FR BARC QUICK RESULTS

→ Race 1 **Josh Webster**
→ Race 2 **Scott Malvern**
→ Race 3 **David Wagner**

"I don't like to look at dropped scores yet"

Malvern is trying not to think of the title



Kestenbaum was in the mix for FF1600 honours

DONINGTON IN BRIEF



Johnston took 458 to two Open wins

FERRARI OPEN

Derek Johnston claimed his first Ferrari Open victory during the opening race of the weekend at a very hot, yet overcast, Donington Park and duly added a second on Sunday, winning each time ahead of fellow Ferrari 458 Challenge driver Gary Eastwood.

MGOC

Sam Smith took both wins at the wheel of his MGF – Saturday's race was shortened due to the MG Midget of Gary Puxty going off at the Craner Curves. On Sunday, circuit debutant Smith won after early leaders Mark Baker and Simon Kendrick went off in separate incidents.

PORSCHE GT3 CUP

Justin Sherwood took two emphatic wins in the Porsche GT3 Cup Challenge, finishing 7.6 seconds clear of points leader James Birch – who was hampered by gearbox woes in qualifying – in race one and four seconds to the good over Steven Liquorish in race two.

PRE-1990 FF1600

Stuart Kestenbaum took his fifth win of the year in the sole Pre-'90 FF1600 race, easing to a 5.4s victory in his Reynard 89FF. Steve Hare was second in his Van Diemen RF81, with Scott Mansell's Crossle third.

CLASSIC FF2000

Ian Pearson dominated both races in Classic Formula Ford 2000 to increase his points advantage in Class A. Having finished 16 seconds clear of Tom Pope in race one, Pearson shook off early pressure to win race two by 11 seconds from Scott Temple.

Pearson was again the star of FF2000



FORMULA RENAULT BARC DONINGTON PARK, AUGUST 18-19

Malvern closes in as Wagner wins

ONE WIN AND TWO second places from last weekend's triple-header Formula Renault BARC event at Donington Park have given Cullen Motorsport's Scott Malvern an increased 23-point lead in the championship – with just two races remaining.

Malvern's chief rival for the title is still Josh Webster, although the MGR driver endured a mixed weekend in the East Midlands. Victory in race one, from lights-to-flag, started things off perfectly for Webster, but problems with a fuel pump in race two and a

bemusing lack of power in the third encounter have badly impacted his hopes. On dropped scores, though, Webster is closer, just 14 points adrift of Malvern.

The weekend's other winner was MGR's David Wagner, the Scot claiming his maiden success with a controlled drive in race three. Despite coming under pressure from first Fortec's Seb Morris and then Malvern, Wagner didn't put a wheel wrong.

Chris Middlehurst was the other standout performer, the series rookie claiming his first category podium with third on Saturday. He



Malvern (4) continued charge towards the title

backed that up with a second top-three finish in race two. Morris was the other driver to climb the podium, finally ending his barren run from Thruxton and Croft in the finale.

● Marc Orme

RESULTS (14 LAPS) 1 Josh Webster;

2 Scott Malvern +1.930s; 3 Chris Middlehurst; 4 Macaulay Walsh; 5 Jake Dalton; 6 Kieran Vernon.

Fastest lap Webster 1m08.262s

(104.37mph). **RACE 2 (12 LAPS)**

1 Malvern; 2 David Wagner +3.793s; 3 Middlehurst; 4 Webster; 5 Seb Morris; 6 James Fletcher.

FL Malvern 1m08.343s (104.24mph).

RACE 3 (14 LAPS) 1 Wagner;

2 Malvern +0.348s; 3 Morris; 4 Walsh; 5 Middlehurst; 6 Webster.

FL Morris 1m08.393s (104.17mph).

POINTS 1 Malvern, 324; 2 Webster, 301; 3 Wagner, 223; 4 Morris, 208; 5 Walsh, 202; 6 Vernon, 193.

James Cartwright took Ferrari double



FERRARI FORMULA CLASSIC DONINGTON PARK, AUGUST 18-19

Two victories to Cartwright

RACING SIBLINGS

James and Ben Cartwright finished first and second in the opening Ferrari Formula Classic encounter on Sunday morning but dad Nick wasn't able to make it an all-Cartwright podium, finishing a distant fourth behind Nigel Jenkins.

Tim Summers, at the wheel of his glorious Daytona 365 GTB/4, started to win class two in eighth overall from 16th on the grid.

In the second outing, James again tasted the winner's champagne, this time 10 seconds clear of Jenkins, with Ben Cartwright third. Summers

once again cut his way through the order to ninth overall from 19th on the grid.

● Marc Orme

RESULTS (BOTH 15 LAPS)

1 James Cartwright (328 GTB); 2 Ben Cartwright (328 GTB)+9.321s; 3 Nigel Jenkins (328 GTB); 4 Nick Cartwright (328 GTB); 5 Wayne Marrs (328 GTB); 6 Tim Walker (328 GTB). **Class winners** Walker; Tim Summers (365 GTB/4); Jack Dwane (Mondial QV). **FL** J Cartwright 1m21.424s (87.50mph).

RACE 2 1 J Cartwright; 2 Jenkins +10.003s; 3 B Cartwright; 4 Marrs; 5 N Cartwright; 6 Chris Butler (328 GTB). **CW** B Cartwright; Summers; Dwane. **FL** J Cartwright 1m21.047s (87.90mph).

CLASSIC FF1600 DONINGTON PARK, AUGUST 18-19

Kestenbaum and Hare share dramatic races

GREAT RACING AND high drama were both features of the Classic FF1600s, in particular race two in which the action was red flagged on lap seven due to fluid at the Old Hairpin.

Steve Hare made a sensational start from eighth in his Van Diemen RF81 to move into the top three before taking second at McLeans and the lead into the chicane. Initially able to pull clear of the battling Mike Gardner, Stuart Kestenbaum and Steve Bell, Hare started to fade by the end of lap six.

However, the aforementioned fluid, which had already caught out a few drivers lower down the order, caused chaos up at the front.

Gardner and Bell both ended up off the road, as did several others, triggering the red flags. At the restart, Hare launched well from pole

and led for the first three laps before Kestenbaum made his way past. On the final lap, Hare got the lead back with a great move at McLeans.

On Saturday afternoon, Kestenbaum had steered his Van Diemen RF79 to a 2.5s victory over Hare, all after early challenger Gardner's hopes of the win went awry with an excursion while leading. He fought back well to take fourth.

● Marc Orme

RESULTS (16 LAPS) 1 Stuart

Kestenbaum (Van Diemen RF79); 2 Steve Hare (RF81) +2.567s; 3 Steve Bell (Royale RP29); 4 Mike Gardner (RF80); 5 Colin Williams (PRS RW01); 6 Steve Bradley (Crossle 25F).

CW Andrew Smith (Van Diemen FA73). **FL** Gardner 1m17.583s (91.83mph). **RACE 2 (7 LAPS)**

1 Hare; 2 Kestenbaum +0.238s; 3 Smith; 4 Gardner; 5 Bradley; 6 Williams. **CW** Smith. **FL** Gardner 1m17.780s (91.59mph).



Baldwin was a Mini winner

CLASSIC THUNDER THRUXTON, AUGUST 18-19

Whittaker wins as Biggars spins

GARRIE WHITTAKER took his first overall Classic Thunder victory of the season in race one at Thruxton last weekend, but only after Mark Biggars made a mistake.

Whittaker led at the end of the first tour, but the rapid 700bhp Nissan

Skyline of Biggars shot past the BMW at Woodham Hill on lap two. "The speed differential on the straights was ridiculous", Whittaker commented later.

Despite the extra power, Biggars couldn't shake off the man from Nottingham, who managed to stay within

two seconds of him. On the penultimate lap, the pressure finally told when Biggars had a huge spin at Church after attempting to lap two cars around the outside.

Behind the leading duo, there was a tremendous scrap for third between Paul Dobson's Mazda RX7 and Stuart Day's flame-spitting Ford Escort WRC. Dobson, for a time, looked fairly safe in third, but he backed off, allowing the charging Day to catch him.

Biggars emerged as the victor in race two, lapping everyone up to fourth. His cause was helped when Whittaker pulled off when a power-steering pipe split. The race was much harder for Biggars than it looked

though: "I lost fourth gear a third of the way through."

● Matt Upton

RESULTS (BOTH 15 LAPS) RACE 1

1 Garrie Whittaker (BMW E36); 2 Mark Biggars (Nissan R32 GTR) +47.822s; 3 Paul Dobson (Mazda RX7); 4 Stuart Day (Ford Escort WRC); 5 Alexander Owen (Ford Sierra RS Cosworth); 6 Ashley Bird (Ford Sierra XR4i). **CW** Biggars; Dobson; Bird; Lawrie Dunster (BMW M3 E46); Paul Nevill (Ford Escort RS2000); John Edwards-Parton (Ford Fiesta); Robert Taylor (Fiesta); Andy Johnson (Renault Clio).

FL Biggars 1m20.021s

(105.99mph).

RACE 2 1 Biggars;

2 Day +49.958s; 3 Dobson; 4 Owen; 5 David Hickton (BMW M3); 6 Dunster. **CW** Day; Owen; Hickton; Bird; Nevill; Edwards-Parton; Taylor; Johnson. **FL** Biggars 1m19.713s (106.40mph).



Whittaker pressured Biggars into mistake

MINI SE7EN THRUXTON, AUGUST 18-19

Deviny can't extinguish Paul's Spark at Thruxton

PAUL SPARK TOOK A double victory in the Mini Se7ens, but title rival Andrew Deviny was hot on his heels in both encounters.

Spark and Deviny managed to break away from a pack of six cars in the latter stages of race one. On the final lap, Spark left the door open for Deviny at Campbell and he went through. Deviny later admitted that this was a mistake: "You don't want to be in front — I should have waited." Spark slipstreamed passed Deviny on the run up to the chicane to win.

In the second stanza it was once again Spark and Deviny to the fore. Max Hunter briefly challenged

the lead duo after starting from the back of the grid, and was running in second when his head gasket failed on lap eight of 10.

This time Deviny stayed behind Spark on the final lap, but he still couldn't defeat him. Spark held the tight inside line at Club to fend off Deviny's last-ditch challenge.

● Matt Upton

RESULTS (BOTH 10 LAPS)

1 Paul Spark; 2 Andrew Deviny +0.176s; 3 James Coulson; 4 Ashley Davies; 5 Damon Astin; 6 Darren Thomas. **FL** 1m40.029s (84.79mph).

RACE 2 1 Spark; 2 Deviny +0.274s;

3 Thomas; 4 Davies; 5 Astin; 6 Kieren McDonald. **FL** 1m39.316s (85.39mph).



Spark narrowly beat Deviny in both races



Milicevic leads fine Junior pack early on

FORMULA JUNIOR THRUXTON, AUGUST 18-19

Milicevic again, just...

JON MILICEVIC WAS twice a winner in Historic Formula Junior, but David Methley fought him all the way in his Brabham BT6.

Milicevic's race-one victory was extremely well-judged, leading from start to finish and doing just enough to keep Methley at bay.

Methley and Milicevic's Cooper were embroiled in a frantic, race-long battle for the lead second time out. The contest was decided at Club on the final tour. Milicevic passed Methley but slid wide on the exit, allowing the Brabham to sneak it by just 0.031s.

Unfortunately, Methley was denied victory when

he was given a one-second penalty for passing under yellow flags.

● Matt Upton

RESULTS (11 LAPS) 1 Jon Milicevic

(Cooper T59); 2 David Methley (Brabham BT6) +0.259s; 3 Peter Morton (Lightning Envoyette); 4 Michael Hibbard (Lotus 27); 5 Mark Woodhouse (Lotus 20/22); 6 Mark Pangborn (Lotus 20B).

CW Andrew Wilkinson (Lynx T3); Robert Barrie (Lotus 18); Andrew Tart (Bond); Gil Duffy (Bond); Pat Barford (EFAC Stanguellini). **FL** Methley 1m25.447s (99.26mph).

RACE 2 (14 LAPS) 1 Milicevic;

2 Methley +0.969s; 3 Morton; 4 Woodhouse; 5 Pangborn; 6 Robert Barrie (Lotus 18). **CW** Barrie; Wilkinson; Tart; Duffy; Barford. **FL** Milicevic 1m26.081s (98.53mph).

THRUXTON IN BRIEF



Field was unstoppable at Thruxton

QUAIFE INTERMARQUE

Tommy Field was once again peerless, netting yet another double victory. On both occasions he was followed home by the similar Vauxhall Tigra silhouettes of Chris Brockhurst and Matt Simpson. Stephen Hall was excluded from podium positions in both races due to technical infringements.

PRE-93 TOURING CARS

David Hickton took two fairly comfortable victories in his BMW M3. Richard Millar also bagged a pair of second places in his Ford Sierra Cosworth. Lawrie Dunster looked to have second sewn up in the second encounter, but he crashed his BMW M3 heavily at Goodwood with just two laps to go.

MINI MIGLIA

Peter Baldwin won race one, pulling clear of the rest of the eight-car field after Kane Astin collided with Rupert Deeth at Club. Baldwin nearly did the double, but made contact with Paul Thompson at Club on the final lap, allowing Colin Peacock through to take victory as Baldwin fell to third in a top four covered by less than a second.

POST HISTORIC & CLASSIC GROUP 1

Tim Scott Andrews took a dominant lights-to-flag-victory in his Rover Vitesse, with David Howard's Jaguar XJ12 finishing over 20 seconds in arrears. Third was inherited by the BMW 323 of Matthew Irons after Riorden Welby's Rover and Mark Osborne's Triumph both suffered from overheating problems.

TSA took his Rover to an easy victory





NORTHERN FORMULA FORD 1600 OULTON PARK, AUGUST 18-19

Jones and Carroll snatch Oulton Formula Ford spoils

STUART JONES WORKED hard for the entire race to take the Pre-'90 spoils, but it was a lights-to-flag win for returning ex-FF1600 champion Graham Carroll in the Post-'89s.

Jones's Reynard SF89 led from the start in Pre-90s, with Ian Parkington's 84FF and the Van Diemens of Christopher Stones and Wayne Poole making it an early four-car break.

Each time Jones tried to make a break Parkington had it covered, but after five laps the safety car was out after Ian Ellis and David Franklin tangled at Island.

Jones retained his advantage from the green flag. Poole jumped Stones for second into Old Hall, but ran wide on the exit

and give his rival a run down the Avenue, before handing the place back.

Parkington was all over Jones for the final laps: "I got alongside a couple of times and then thought better of it," he said. "Each time I looked over he was there," Jones added.

Stones retained third after a further exchange with Poole. Will Alterman held off a determined Mario Sarchet as they rounded off the top six, Sarchet having briefly nosed ahead after the safety car period.

Former National FF1600 champion Graham Carroll soon blew away the cobwebs of a four-year absence with a lights-to-flag Post-'89 win in his Van Diemen RF90. "After four



Jones battled hard to win

laps I thought the exhaust had broken and my heart started thumping," he said.

Neil Winn and Martin Short held station through for second and third, but for a while it was a three-way battle for fourth. John Murphy and Luke Cooper held station, but Austin Kimberly's attempts to catch them ended in the

tyrewall at Knickerbrook after nine laps.

● Peter Scherer

RESULTS PRE-90 (9 LAPS)

1 Stuart Jones (Reynard SF89); 2 Ian Parkington (Reynard 84FF) +0.954s; 3 Christopher Stones (Van Diemen RF88); 4 Wayne Poole (Van Diemen RF88); 5 Will Alterman (Reynard 89FF); 6 Mario Sarchet (Van Diemen RF85). **Class winners**

Parkington; Graham Legget (Crossle 25F). **Fastest lap** Jones 1m53.539s (85.35mph).

POST-89 (11 LAPS) 1 Graham

Carroll (Van Diemen RF90); 2 Neil Winn (Van Diemen LA10) +2.093s; 3 Martin Short (Van Diemen JL012K); 4 John Murphy (Van Diemen RF90); 5 Luke Cooper (Swift SC10); 6 Jamie Jardine (Ray GR11). **CW** Winn. **FL** Carroll & Winn 1m50.099s (88.02mph).



Hill (51) held on to take the second race

PRODUCTION GTI OULTON PARK, AUGUST 18

Mawdsley and Hill take a race apiece in close contest

IT WAS A DUEL TO THE flag in both races, before John Mawdsley and Simon Hill managed to claim the Golf spoils.

Hill led the first race from Nick Porter and Mawdsley, but after a safety car intervention Porter fell out of contention: "I put two wheels on the grass at Druids and paid the consequences," he said.

Hill was just holding off Mawdsley when his gearbox let him down on lap six.

"I would have got him anyway," Mawdsley reckoned after being chased home by Luke Schlewitz. Porter managed to recover to third.

Hill had just got ahead of Mawdsley in race two (from the rear of the grid) before contact at Knickerbrook.

"He gave me plenty of room but I braked too late," Mawdsley admitted. Early leader Martyn Walsh emerged back ahead, from James Colbourne

and the recovering Hill.

Hill soon reclaimed second, but all three spent the final laps almost side by side. Hill was just ahead on the penultimate lap, and took victory by 0.303s with Colbourne close in third, and Mawdsley having to settle for fourth.

● Peter Scherer

RESULTS (9 LAPS) 1 John

Mawdsley; 2 Luke Schlewitz +0.436s; 3 Nick Porter; 4 Martyn Walsh; 5 James Colbourne; 6 Pat Buss. **CW** Craig Roberts. **FL** Porter 2m02.951s (76.94mph).

RACE 2 (10 LAPS)

1 Simon Hill; 2 Walsh +0.303s; 3 Colbourne; 4 Mawdsley; 5 Buss; 6 Roberts. **CW** Roberts. **FL** Hill 2m06.858s (76.39mph).

FORD XR CHALLENGE OULTON PARK, AUGUST 18

Brookfield holds on

CRAIG BROOKFIELD took his sixth successive Ford XR Challenge win, but had to fight hard to keep his nose ahead.

Just over half a second separated Brookfield and XR2 rival Steve Poole after qualifying, and when the red lights went out they remained side-by-side until Cascades.

"He was ahead on the inside but I stayed close and got ahead as we exited along Lakeside," said Brookfield.

They continued nose-to-tail with a slight gap back to Lee Shropshire in third, as Christopher Nylan's XR3i battled to the front of a huge train for fourth.

By lap five Brookfield had finally broken the tow, leaving Poole a solid second as the scrap behind continued.

John Ifan-Jones tagged onto Nylan and they

gradually began to edge closer to third-placed Shropshire.

It took a couple of laps before Shropshire lost out to both XR3is with Jones taking charge as Nylan was left defending from Shropshire.

"I had to go by as I was overheating and couldn't risk slipstreaming," said Jones.

Into Knickerbrook for the penultimate time, Nylan almost lost it, handing Jones a clear third, with Shropshire fourth, closely followed by Tony Rudd, the recovering Nylan and Michael Heath.

● Peter Scherer

RESULTS (10 LAPS)

1 Craig Brookfield (XR2); 2 Steve Poole (XR2) +0.871s; 3 John-Ifan Jones (XR3i); 4 Lee Shropshire (XR2); 5 Tony Rudd (XR2); 6 Christopher Nylan (XR3i). **CW** Jones. **FL** Brookfield 2m07.995s (75.71mph).



Styrin and Taylor (16) battled for Porsche honours

MA5DA MX5 MK1 ROCKINGHAM, AUGUST 18-19

Roche takes third title in four years



Roche (light green) leads the pack away

TOM ROCHE CLINCHED the Ma5da MX5 Mk1 championship for the third time in its four-year history with a victory and a measured second place in tricky conditions, meaning that the final triple-header at Croft is academic to the outcome of the title battle.

Roche went into the sixth race of the weekend knowing that second place

would be enough, and after a cloudburst shortly before the start he seemed happy to settle for that position as Adam Gore escaped to his eighth victory of the season.

Earlier, Roche notched up his 13th win of the year, although a blistering start to that race had given Matt Lambert the early lead. Roche relieved him of the

position at Yentwood on lap four, but that was to be rendered irrelevant as Lambert was hit with a 5s penalty for exceeding the track limits. Crucially, the same punishment was meted out to James Blake-Baldwin, Roche's closest challenger, relegating him from third to sixth. Second in the fifth race was a further blow to JB-B's hopes.

The most successful driver of the weekend was Alan Henderson, the County Durham driver taking two victories in the second and fourth encounters. He and Ed Gay consistently recorded near-identical lap times.

● Ian Sowman

RESULTS (ALL 11 LAPS) 1 Rhys Jenkins; 2 Brian Chandler +0.335s;

3 Adam Gore; 4 Simon Goddard; 5 Alex Preston; 6 Mark Litherland. **FL Jenkins** 1m51.059s (66.50mph).

RACE 2 1 Alan Henderson;

2 Ed Gay +4.986s; 3 Charlie Charman; 4 Will Blackwell-Chambers; 5 Dan Rogers; 6 Jade Edwards. **FL Henderson** 1m50.178s (67.04mph). **RACE 3 1 Tom Roche;** 2 Matthew Lambert +6.451s; 3 Brett Smith; 4 Ben Short; 5 Simon Baldwin; 6 James Blake-Baldwin. **FL Roche** 1m49.880s (67.22mph).

RACE 4 1 Henderson; 2 Preston

+0.563s; 3 Jenkins; 4 Goddard; 5 Matt Robinson; 6 Richard Lambert. **FL Preston** 1m49.856s (67.23mph). **RACE 5 1 Charman;** 2 Blake-Baldwin +0.234s; 3 Baldwin; 4 Gay; 5 Scott Leach; 6 Martin Tolley. **FL Blake-Baldwin** 1m50.260s (66.99mph).

RACE 6 1 Gore; 2 Roche +9.839s; 3 Short; 4 Brian Chandler; 5 Matthew Lambert; 6 David Evans. **FL Matthew Lambert** 1m50.181s (67.03mph).

MA5DA MX5 MK3 ROCKINGHAM, AUGUST 18-19

Palmer wins two and fights to a podium in the finale

CHRISSY PALMER WON two races but only narrowed the gap to Luke Herbert by one point as the championship heads to Croft for a thrilling finale.

Palmer was pushed all of the way by points leader Herbert in the first race. Championship contender Jordan Stilp recovered to third after a grassy moment on the opening lap.

A processional second race produced an identical top six to the first.

For the finale Palmer got boxed in at Deene and came across the line seventh at

the end of lap one. He recovered to third position as early leader Stilp capitulated to Herbert.

● Ian Sowman

RESULTS (8 LAPS) 1 Chrissy Palmer; 2 Luke Herbert +0.494s; 3 Jordan Stilp; 4 Adam Gore; 5 Paul Sheard; 6 Justin Newnam. **FL Palmer** 1m44.232s (70.86mph).

RACE 2 (9 LAPS) 1 Palmer; 2 Herbert +4.764s; 3 Stilp; 4 Gore; 5 Sheard; 6 Newnam. **FL Palmer** 1m43.985s (71.03mph).

RACE 3 (9 LAPS) 1 Herbert; 2 Stilp +0.890s; 3 Palmer; 4 Gore; 5 Will Chappell; 6 Sheard. **FL Herbert** 1m44.488s (70.69mph).



Grindrod takes the inside line at Turn 1

PICKUPS ROCKINGHAM, AUGUST 18-19

Grindrod wins a thriller

NIC GRINDROD WON the first race on the Rockingham oval since May.

He made a rapid climb through the field to take the lead away from early pacesetter Dave O'Regan at Turn 1 on the eighth lap.

Phil White and Paul Poulter — magnificently up from row eight — took their turns to challenge, before Poulter dropped back.

That left White and O'Regan to swap places at the head of the field for a while, but Grindrod and co drafted themselves back onto the leaders.

White led onto the final lap, but Grindrod slotted through at Turn 2 with

Steve Dance — nowhere for much of the race — pipping Poulter to second spot.

The second race built to a thrilling crescendo, with Poulter, Grindrod and White overlapping as they crossed the line, after Poulter and Dance touched through Turn 4 with two laps to run.

● Ian Sowman

RESULTS (35 LAPS) 1 Nic Grindrod; 2 Steve Dance +0.147s; 3 Paul Poulter; 4 Phil White; 5 Antony Hawkins; 6 Pete Stevens. **FL Poulter** 40.488s (131.49mph). **RACE 2 (35 LAPS) 1 Poulter;** 2 Grindrod +0.033s; 3 White; 4 Dave Longhurst; 5 Carl Boardley; 6 Paul Tompkins. **FL Poulter** 40.622s (131.06mph).



Stilp chases after Herbert

BRSCC IN BRIEF



Rex Stamp won twice in his Lotus

EURO SALOONS & SPORTS

Rex Stamp's Lotus Elise was a double winner at Oulton. Paul Rose's Saker Sports led away in race one but punctured on lap one. Stamp went on to win and was then did it again in race two.

SPORTS 2000

Both Oulton Park Sports 2000 races followed a similar pattern with Mike Jenvey's Gunn heading Robert Oldershaw and Patrick Sherrington. Sherrington's MCR retired from the second race, handing third to David Houghton.

FORMULA JEDI

Richard Mitcham twice came out on top of a shrinking field of cars at Rockingham. Matt Bett and Andrew Dunn completed the podium on Saturday but neither got far in Sunday's race, in which just six cars finished.

BRSCC PORSCHE

Richard Styrin was unable to shrug off Gerry Taylor in the first race at Rockingham, with Taylor later on the brakes at Brook on lap eight. After victory on Saturday a late mistake dropped Taylor back to third on Sunday, with Styrin triumphant instead.

MA5DA MX150R

Jamie Ingram re-took the lead from Kevin Dengate at Deene on lap three to win the first race at Rockingham. Ingram beat Jonathan Blake — who was delayed by bodywork fouling a tyre in the opener — in race two.

TVR CHALLENGE

Michael Saunders' unbeaten run came to the end with a double retirement for the Cerbera at Rockingham. Dean Cook inherited the win on Saturday, and after a poor start on Sunday, chased Mark Hales's similar Tuscan, but overcooked his last corner effort.

Cook chased Hales on Sunday



IN BRIEF



Clarke/Gibson BMW scored two wins

PRODUCTION CUP

Having won an early BMW M3 battle with Michael Symons, Wayne Gibson and Kevin Clarke dominated the first race at Snett, despite a late stop-go penalty for making too rapid a pitstop. Prop-shaft issues put Symons out in race two, so Gibson and Clarke won easily.

750 FORMULA

Karting graduate Billy Albone belied the novice cross on his Batten 3 with an impressive 750 Formula double at Snett, passing early leader Dave Hodkin each time. Hodkin was runner-up in race one, but lost out to Dave Robson in the sequel.

SMART 4TWO CUP

Despite his car going into safety mode, David Moore overhauled Simon Horrobin and Jake Jackson to win Snetterton's first Smart 4Two Cup race. He dominated race two, before passing Ashley Craig on the last lap of the finale to remain unbeaten this season.

HRCA HISTORICS

Long straights and a big V8 go hand in hand, so Bernard Foley's MGB GT claimed both wins at Phoenix Park. Paul Gray (911) and George Douglas (Ginetta G16) could stay with him through the corners, but they are so few on the Oldtown Circuit that Foley just powered away.

ITCC

After qualifying at Phoenix Park it looked like the action would be between Barry Rabbitt and Erick Holstein, but Holstein's BMW M3 chewed a driveshaft, so Philip Brennan (M3) took over and came within 0.7s of overhauling the supercharged VW Golf MK2 of Rabbitt.



Brennan's BMW nearly beat Rabbitt

BRITISH ENDURANCE CHAMPIONSHIP SNETTERTON, AUGUST 18-19

Victory to Ginetta after thrills and spills

AT LEAST FIVE TEAMS hit the front in an action-packed Britcar race, before the Ginetta of Lawrence Tomlinson and Mike Simpson took control.

Andy Schulz (Ferrari 430) burst clear of Phil Keen's Mosler and the G55 of Tomlinson at the rolling start. But despite building a healthy lead, it melted away when Schulz slid off on oil at Coram and slipped down the order.

When racing resumed after the spillage had been cleared, Keen's team-mate Dave Shelton seized the lead with a magnificent charge. As his closest challengers pitted, Shelton's advantage grew

to over a lap, moments before wheel bearing failure forced him out.

In the frantic laps that followed, the lead changed five times before Simpson surged decisively ahead. Helped by a pair of caution periods in which the safety car twice failed to pick the leader up, Simpson and Tomlinson stole a march over their pursuers and took the flag over 30s clear.

Meanwhile, all eyes were on the Mosler of Javier Morcillo, rapidly making up for lost time (including a stop-go penalty for pitlane speeding). Despite being sixth, 1m30s behind second-placed Schulz with an hour to go, Morcillo



Ginetta G55 won Britcar thriller

made the most of the caution periods to move onto the Ferrari's tail two laps from home. With Schulz running low on fuel, Morcillo clamoured for a way past, before the pair collided at Hamilton on the final lap. Schulz emerged second while a furious Morcillo plunged to fifth, promoting the Lotus Evora of Martin Byford, Richard Adams and David Green to third. ● Oliver Timson

RESULT (76 LAPS) 1 Lawrence Tomlinson/Mike Simpson (Ginetta G55 GT3); 2 Paul Bailey/Andy Schulz (Ferrari 430) +38.494s; 3 Richard Adams/David Green/Martin Byford (Lotus Evora); 4 Simon Phillips/Peter Storey (Ferrari 458); 5 Javier Morcillo/Paul White/Manuel Cintrano (Mosler MT900R); 6 Martin Webb/Tom Webb/James Webb (BMW M3 GTR). **Class winners** Adams/Green/Byford; Phillips/Storey; Richard Abra/Mark Poole (BMW M3 GTR). **Fastest lap** Morcillo 1m51.856s (95.55mph).



The Fiat races were wild

FIATS PHOENIX PARK, AUGUST 18-19

Kellet and Kearney win Fiat war games in the Park

'FIATNAM' RETURNED to the Phoenix Park Motor Races as the Fiat drivers lived up to their crash-bang-wallop reputation.

Main protagonist Gary Miller was excluded from both races; first time out after he T-boned Alastair Kellet under braking into Dublin Corner, later for a collision with Gordon Kellet that sent the latter into concrete barriers.

In between the crashing some racing broke out, with Richard Kearney at the sharp end of things. The County Carlow man led the first race until the

penultimate lap when he stopped with a damaged driveshaft, handing victory to Gordon Kellet. Kearney made amends later, as he beat Alastair Kellet in the drag race to the line.

● Paul Healy

RESULTS (BOTH 8 LAPS) RACE 1

1 Gordon Kellet; 2 Paul Copeland +3.642s; 3 Barry Rabbitt; 4 Trevor Kinsella; 5 Mervyn Miller; 6 Barry Halion. **CW** M Miller. **FL** Gary Miller 1m23.036s (75.00mph).

RACE 2 1 Richard Kearney;

2 Alastair Kellet +0.435s; 3 G Kellet; 4 Rabbitt; 5 Paul Copeland; 6 Kinsella. **CW** John McCormack. **FL** Rabbitt 1m22.064s (75.89mph).

HISTORIC FF2000 PHOENIX PARK, AUGUST 18-19

Home hero misses out

SEVENTEEN HISTORIC Formula Ford 2000 drivers made their way to Phoenix Park to compete in the Dublin Grand Prix, but for the partisan crowd there was only one man to watch; Dundalk man Noel Roddy.

Roddy (Delta T79) had catapulted himself from a disappointing eighth on the grid to lead Saturday's warm-up race, only to be passed by Stuart Boyer (Reynard SF77) right at the death. It later transpired that Boyer had passed under a waved yellow meaning Roddy was declared winner.

John Hayes-Harlow (Royale RP30) won the feature event but Roddy was able to use home track

advantage to move up to second. A spin early on looked to have put paid to his weekend, but a superb recovery drive soon had him within half a second of the lead, only for his gearbox to fail within sight of the flag. ● Paul Healy

RESULTS: DUBLIN GP (12 LAPS)

1 John Hayes-Harlow (Royale RP30); 2 Eric Hoult (Lola T580) +7.454s; 3 Anthony Raine (Merlyn Mk28); 4 Stuart Olley (Delta T79); 5 John de Ritter (Delta T79); 6 Iain Rowley (Delta T80). **FL** Roddy 1m15.323s (82.68mph). **RACE 1 (8 LAPS)** 1 Noel Roddy (Delta T79); 2 Hayes-Harlow +0.548s; 3 Raine; 4 Stuart Boyer (Reynard SF77); 5 Hoult; 6 Derek Smith (Delta T80). **FL** Roddy 1m17.076s (80.81mph).

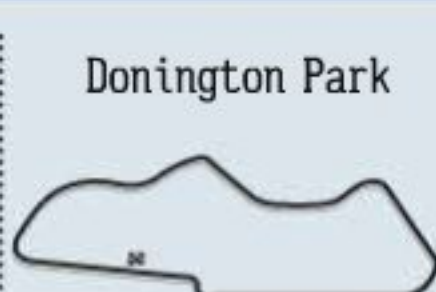
Hayes-Harlow leads in Historic FF2000



SPORTS EXTRA RESULTS ROUND-UP



Brands Hatch GP



Donington Park



Thruxton



Oulton Park



Rockingham



Snetterton



Phoenix Park

BRANDS HATCH GP MSVR, AUGUST 18-19

MONO 1800/1600/MOTO (10 LAPS)
1 Dan Clowes (Jedi Mk6); 2 Dax Ward (Jedi Mk6) +5.641s; 3 Jason Timms (Speads RMO7); 4 Geoff Fern (JKS TFR 11); 5 Mike Scott (Speads RMO2); 6 John Whitbourn (Ray GRS02). **Class winners** Whitbourn; Mat Jordan (Formula Vauxhall Junior).

Fastest lap Dave Connor (Jedi Mk6) 1m29.715s (97.64mph). **RACE 2 (10 LAPS)**
1 Clowes; 2 Timms +9.678s; 3 Ward; 4 Fern; 5 Whitbourn; 6 Ewen Sergison (Swift SC99Z). **CW** Whitbourn; Jordan.

FL Clowes 1m29.877s (97.46mph). **MONO 2000/CLASSIC (10 LAPS)**
1 Malcolm Scott (Dallara F398); 2 Adrian Holey (Dallara F301) +2.813s; 3 Russ Giles (Dallara F398); 4 Richard Purcell (Dallara F301 Toyota); 5 Tony Bishop (Dallara F398 Toyota); 6 Lee Cunningham (Van Diemen).

CW Cunningham. **FL** Scott 1m30.305s (97.00mph). **RACE 2 (10 LAPS)**
1 Robbie Watts (Lola F106/03); 2 Giles +5.543s; 3 Holey; 4 Scott; 5 Jim Brockley (Ralt RT3); 6 Cunningham. **CW** Brockley. **FL** Watts 1m30.359s (96.94mph).

RACING SALOONS (4 LAPS)
1 Colin Tester (Ford Sierra Cosworth); 2 Peter Seldon (BMW E36 M3) +0.596s; 3 Matt Seldon (BMW E36 M3); 4 Mike Dugdale (BMW E36 M3); 5 John Willcocks (BMW E30 M3); 6 Don Hughes (Peugeot 306). **CW** Willcocks; Hughes; Chris Palmer (Jaguar XJS); Rob Manger (Ford Fiesta XR2i); Andy Wileman (BMW 320). **FL** Tester 1m44.049s (84.18mph). **RACE 2 (12 LAPS)**
1 Tester; 2 Dugdale +32.521s; 3 P Seldon; 4 Willcocks; 5 Hughes; 6 Palmer. **CW** Willcocks; Hughes; Palmer; Colin Stubbs (Rover 216 GTi); Wileman. **FL** M Seldon 1m42.688s (85.30mph).

GT CUP (7 LAPS)
1 Jordan Witt (Chevron GT3); 2 Jim Geddie (McLaren MP4-12C) +13.971s; 3 Kevin Riley (Mosler MT900GT); 4 Chris Randall (Lotus Europa); 5 Colin Broster (Porsche 996); 6 David Witt (Chevron GR8). **CW** Randall; Broster. **FL** J Witt 1m29.861s (97.48mph). **RACE 2 (18 LAPS)**
1 Glynn Geddie (McLaren MP4-12C); 2 J Witt +1m03.580s; 3 Riley; 4 Randall; 5 Broster; 6 D Witt. **CW** Broster; D Witt. **FL** G Geddie 1m26.684s (101.05mph). **RACE 3 (13 LAPS)**
1 J Witt; 2 J Geddie +6.938s; 3 Riley; 4 Broster; 5 D Witt; no other finishers. **CW** Broster; D Witt. **FL** J Witt 1m28.885s lap (98.31mph).

PRODUCTION BMW (11 LAPS)
1 Ben Winrow (320i); 2 Liam Crilly (320i) +11.470s; 3 Stuart Waite (320i); 4 Harry Goodman (320i); 5 Miles Howard (320i); 6 Matthew Swaffer (320). **FL** Winrow 1m52.762s (77.68mph). **RACE 2 (11 LAPS)**
1 Winrow; 2 Mike Tovey (E30 320i) +14.597s; 3 Waite; 4 Crilly; 5 Goodman; 6 Howard. **FL** Winrow 1m52.380s (77.94mph). **CSCC LOTUS ELAN 50 (17 LAPS)**
1 Andy Wolfe; 2 Al Fleming +24.167s; 3 Paul Tooms; 4 Peter Shaw; 5 Vicky Brooks; 6 Andrew Marler. **CW** Fleming. **FL** Wolfe 1m45.935s (82.69mph).

DONINGTON PARK BARC, AUGUST 18-19

FERRARI OPEN (BOTH 22 LAPS)
1 Derek Johnston (458 Challenge); 2 Gary Eastwood (458 Challenge) +6.105s; 3 Mick Dwane (458 Challenge); 4 Paul Bailey (458 Challenge); 5 Sam Smeeth (F430); 6 Ian Hartley (430 Challenge). **CW** Smeeth; James Shirley (360 Challenge); Lee Moulden (355 Challenge). **FL** Johnston 1m10.196s (101.49mph). **RACE 21**
Johnston; 2 Eastwood +21.266s; 3 Dwane; 4 Smeeth; 5 Tomlin; 6 Hartley. **CW** Smeeth; Shirley; Moulden. **FL** Johnston 1m08.746s (103.63mph).

MGOC (6 LAPS)
1 Sam Smith (MGF); 2 Mark Baker (MGF) +20.57s; 3 Simon Kendrick (MGF VVC); 4 John O'Brien (ZR160); 5 Peter Higon (MGF); 6 Vince Pain (ZR160). **CW** O'Brien; Paul Eales (MGB GT). **FL** Smith 1m26.307s (82.54mph).

RACE 2 (11 LAPS)
1 Smith; 2 Pain +3.028s; 3 Lee Sullivan (ZR); 4 Higon; 5 Stuart Philips (MGF); 6 Paul Wisbey (MGF VVC). **CW** Pain; Eales. **FL** Sullivan 1m26.727s (82.15mph).

PORSCHE GT3 CUP CHALLENGE (BOTH 21 LAPS)
1 Justin Sherwood (997); 2 James Birch (997) +7.607s; 3 Simon Blanckley (997); 4 Steve Liquorish (997); 5 Pete Smallwood (997); 6 John Ferguson (997). **CW** Tom Hallissey (996). **FL** Sherwood 1m11.240s (100.00mph).

RACE 21
Sherwood; 2 Liquorish +4.172s; 3 Birch; 4 Ferguson; 5 Blanckley; 6 Smallwood. **CW** Hallissey. **FL** Sherwood 1m10.843s (100.56mph).

PRE-1990 FF1600 (16 LAPS)
1 Stuart Kestenbaum (Reynard FF89); 2 Steve Hare (Van Diemen RF81) +5.443s; 3 Scott Mansell (Crossle); 4 Andrew Smith (Van Diemen FA73); 5 Terry Durdin (Crossle 25F); 6 Graham Terry (RF80). **FL** Kestenbaum 1m17.775s (91.60mph).

CLASSIC FF2000 (BOTH 17 LAPS)
1 Ian Pearson (Van Diemen RF83); 2 Tom Pope (RF82) +16.427s; 3 Scott Temple (RF82); 4 Nigel Corry (RF82); 5 Jon Finch (RF82); 6 Paul Wighton (RF82). **CW** Colin Wright Reynard SF79). **FL** Pearson 1m13.638s (96.75mph). **RACE 21**
Pearson; 2 Temple +11.495s; 3 Corry; 4 Pope; 5 Wighton; 6 Finch. **CW** Wright. **FL** Pearson 1m13.887s (96.42mph).

THRUXTON BARC, AUGUST 18-19

QUAIFE INTERMARQUE (11 LAPS)
1 Tommy Field (Vauxhall Tigra); 2 Chris Brockhurst (Tigra) +6.430s; 3 Matt Simpson (Tigra); 4 Matt Moore (Ford Escort RSR); 5 Jeff Simpson (Tigra); 6 Luke Arminger (Tigra). **CW** M Simpson; Moore; John Chasey (Caterham Seven). **FL** Field 1m21.071s (104.61mph).

RACE 2 (12 LAPS)
1 Field; 2 Brockhurst +8.321s; 3 M Simpson; 4 J Simpson; 5 Simon Smith (BMW Z4); 6 Daniel Smith (Peugeot 206). **CW** M Simpson; Peter Hargroves (Caterham SLR); Chasey. **FL** Field 1m20.737s (105.05mph).

PRE '93 TOURING CARS (BOTH 10 LAPS)
1 David Hickton (BMW M3); 2 Richard Millar (Ford Sierra Cosworth) +5.728s; 3 Lawrie Dunster (BMW M3 E46); 4 Tim Scott Andrews (Rover Vitesse); 5 Andrew Busby (BMW M3); 6 Chris Bright

(BMW E36 M3). **CW** Millar; Busby; Michael Sheraton (BMW E30); Allan Weyman (Chevrolet Camaro IROC-Z).

FL Hickton 1m28.650s (95.67mph). **RACE 21**
Hickton; 2 Millar +3.733s; 3 Busby; 4 Mike Hibbert (BMW 318is); 5 Malcolm Wise (Ford Sapphire Cosworth); 6 Paul Bellamy (BMW M3). **CW** Millar; Busby; Sheraton. **FL** Hickton 1m28.734s (95.58mph).

MINI MIGLIA (BOTH 10 LAPS)
1 Peter Baldwin; 2 Dave Drew +2.436s; 3 Niven Burge; 4 Paul Thompson; 5 Rupert Deeth; 6 Colin Peacock. **FL** 1m30.088s (94.14mph). **RACE 21**
Peacock; 2 Deeth +0.591s; 3 Baldwin; 4 Drew; 5 Kane Astin; no other finishers. **FL** Drew 1m29.813s (94.43mph).

POST HISTORIC & CLASSIC GROUP 1 TOURING CARS (14 LAPS)
1 Tim Scott Andrews (Rover Vitesse); 2 David Howard (Jaguar XJ12) +22.472s; 3 Matthew Irons (BMW 323); 4 Malc Best (Ford Capri); 5 Nic Strong (Ford Capri); 6 Peter Smart (Alfa Romeo Alfesud Ti). **CW** Howard; Irons; Smart; Mark Osborne (Triumph Dolomite Sprint). **FL** Scott Andrews 1m30.009s (94.23mph).

OULTON PARK BRSCC, AUGUST 18-19

EURO SALOONS & SPORTS (11 LAPS)
1 Rex Stamp (Lotus Elise); 2 Andy Robinson (Ford Falcon) +9.128s; 3 Dennis Crompton (BMW E36 M3); 4 Doug Ellwood (Marcos Mantis); 5 Vaughan Fletcher (Subaru Impreza); 6 Wayne Schofield (Suzuki Cappuccino). **CW** Richard Hawken (Nissan Primera); Crompton; Schofield; Chris Boon (Honda Civic Type R). **FL** Paul Rose (Saker) 1m46.374s (91.10mph).

RACE 2 (7 LAPS)
1 Stamp; 2 Rose +1.569s; 3 Robinson; 4 Schofield; 5 Crompton; 6 Ellwood. **CW** Hawken; Crompton; Schofield; Boon. **FL** Stamp 1m45.702s (91.68mph).

SPORTS 2000 (15 LAPS)
1 Mike Jenvey (Jenvey Gunn TS6); 2 Robert Oldershaw (Gunn TS11) +10.518s; 3 Patrick Sherrington (MCR Sportscar); 4 Craig Mitchell (Lola T88/90); 5 David Houghton (Van Diemen RFSC02); 6 Paul Martin (MCR Sportscar). **CW** Martin; Damian Griffin (Lola T598); Mike Johns (Royale S2000M); Richard Cooke (Lola T87/90). **FL** Jenvey 1m40.757s (96.18mph).

RACE 2 (15 LAPS)
1 Jenvey; 2 Oldershaw +27.419s; 3 Houghton; 4 Mitchell; 5 John Owen (MCR Sportscar); 6 Peter Williams (MCR Sportscar). **CW** Griffin; Owen; Johns; Cooke. **FL** Jenvey 1m41.719s (95.27mph).

ROCKINGHAM BRSCC, AUGUST 18-19

FORMULA JEDI (14 LAPS)
1 Richard Mitcham; 2 Matthew Bett +2.771s; 3 Andrew Dunn; 4 Barry Armstrong; 5 Lee Morgan; 6 Alok Iyengar. **CW** Michael Watton. **FL** Mitcham 1m25.474s (86.41mph).

RACE 2 (14 LAPS)
1 Mitcham; 2 Morgan +20.82s; 3 Iyengar; 4 Paul Butcher; 5 Adam Walker; 6 Watton. **CW** Watton. **FL** Dunn 1m25.684s (86.20mph).

BRSCC PORSCHE CHAMPIONSHIP (12 LAPS)
1 Gerry Taylor (Boxster); 2 Richard Styryn (Boxster) +3.417s; 3 David Bearman (Boxster); 4 Richard Sykes (Boxster); 5 Steven Boyles (Boxster); 6 Adam Croft (Boxster). **CW** Steven Brown (Boxster); Simon Hawksley (924).

FL Styryn 1m41.988s (72.42mph). **RACE 2 (12 LAPS)**
1 Styryn; 2 Bearman +3.374s; 3 Taylor; 4 Boyles; 5 Cliff Graham (Boxster); 6 Mike Sellar (Boxster). **CW** Brown; Sean Siddall (Porsche 924). **FL** Styryn 1m42.037s (72.38mph).

MASDA MX150R (9 LAPS)
1 Jamie Ingram (MX150R); 2 Stewart Mutch (MX150R) +18.180s; 3 Kevin Dengate (MX150R); 4 Adam Gore (MX5); 5 Andy Coombs (MX5); 6 Martin Tolley (MX5). **FL** Dengate 1m45.231s (70.19mph).

RACE 2 (9 LAPS)
1 Ingram; 2 Jonathan Blake (MX150R) +0.528s; 3 Mutch; 4 Gore; 5 Matt Robinson (MX5); 6 Rhys Jenkins (MX5). **TVR CHALLENGE (13 LAPS)**
1 Dean Cook (Tuscan); 2 Mark Hales (Tuscan) +5.039s; 3 Andy Race (Tuscan); 4 Keith Vaughan-Williams (Tuscan); 5 Tim Davis (Tuscan); 6 David Chant (Tuscan). **CW** Race; Piers Townsend (MGB); James Knight (Tasmin). **FL** Michael Saunders (Cerbera) 1m33.004s (79.41mph).

RACE 2 (13 LAPS)
1 Hales; 2 Cook +0.503s; 3 Davis; 4 Race; 5 Jason Clegg (Cerbera); 6 Billy Thompson (Tuscan). **CW** Davis. **FL** Cook 1m33.451s (79.03mph).

SNETTERTON BRITCAR, AUGUST 18-19

PRODUCTION CUP (42 LAPS)
1 Kevin Clarke/Wayne Gibson (BMW M3); 2 Michael Symons (BMW M3) +6.238s; 3 Mark Cunningham/Peter Cunningham (SEAT Leon Supercopa); 4 Guy Povey/Graham Coombes (BMW M3 CSL); 5 David Nye/Rex Nye (SEAT Leon Supercopa); 6 Adam Hayes/Mark Radcliffe (BMW M3). **CW** Jon Cullum/Rob

Cullum (SEAT Leon Supercopa); Tom Howard/Carl Breeze (Ginetta G40); Martin Parsons/Luke Wright (Mini Cooper S). **FL** Symons 2m02.713s (87.09mph).

RACE 2 (42 LAPS)
1 Clarke/Gibson; 2 Cunningham/Cunningham +44.178s; 3 Cullum/Cullum; 4 Povey/Coombes; 5 Hayes/Radcliffe; 6 Paul Black/Clive Bailie (SEAT Leon Supercopa). **CW** Cullum/Cullum; Black/Bailie; Simon Mason/Rory Bryant (Ginetta G40).

FL Symons 2m01.826s (87.73mph). **750 FORMULA (7 LAPS)**
1 Billy Albane (Batten 3); 2 Dave Hodkin (HRD Mk1) +13.247s; 3 Bill Cowley (Cowley Mk4); 4 Nathaniel Cooper (Davis T7); 5 Robin Gearing (Darvi P88); 6 Bob Simpson (SS/F). **CW** Cowley. **FL** Albane 2m10.845s (81.68mph).

RACE 2 (7 LAPS)
1 Albane; 2 Dave Robson (SDAR/83) +8.110s; 3 Hodkin; 4 Cooper; 5 Cowley; 6 Simpson. **CW** Robson. **FL** Albane 2m10.967s (81.60mph).

SMART 4TWO CUP (8 LAPS)
1 David Moore; 2 Simon Horrobin +0.083s; 3 Jake Jackson; 4 Sarah Moore; 5 Ashley Craig; 6 Martyn Clatworthy. **FL** Horrobin 2m32.519s (70.07mph).

RACE 2 (8 LAPS)
1 D Moore; 2 S Moore +2.840s; 3 Craig; 4 Clatworthy; 5 David Nash; 6 Paul Bates. **FL** Jackson 2m34.580s (69.14mph). **RACE 3 (8 LAPS)**
1 D Moore; 2 Craig +2.811s; 3 Clatworthy; 4 Horrobin; 5 Nash; 6 James Palmer. **FL** Craig 2m33.209s (69.76mph).

PHOENIX PARK MOTORSPORT IRELAND, AUGUST 18-19

ITCC (8 LAPS)
1 Barry Rabbitt (VW Golf Mk2); 2 Philip Brennan (E36 BMW M3) +0.667s; 3 Philip Burdock (Honda Civic EK); 4 Robert Butler (Honda Integra DC2); 5 Eric Carroll (Honda Integra DC2); 6 Robert Savage (Honda Integra DC2). **CW** David Bailey (Honda Integra DC2). **FL** Brennan 1m14.229s (83.91mph).

HRCA HISTORICS (8 LAPS)
1 Bernard Foley (MGB GT V8); 2 Paul Gray (Porsche 911) +3.864s; 3 Billy Crosbie (Lotus 7); 4 George Douglas (Ginetta G16); 5 Clive Brandon (Lotus 47); 6 Garth Maxwell (MGB GT V8). **FL** Douglas 1m20.430s (77.43mph). **RACE 2 (8 LAPS)**
1 Foley; 2 Douglas +8.471s; 3 Gray; 4 Crosbie; 5 Brandon; 6 Maxwell. **FL** Douglas 1m17.925s (79.91mph).

FORMULA VEE (8 LAPS)
1 Robbie Allen; 2 Ken Elliott +8.146s; 3 Michael Sweeney; 4 Morgan McCourt; no other finishers. **FL** Sweeney 1m22.769s (75.25mph).

FORMULA LIBRE (7 LAPS)
1 Fergus Flaherty (Formula Renault); 2 Connaire Finn (Ginetta G50) +2.973s; no other finishers. **FL** Mark Crawford (Formula Jedi) 1m11.701s (86.87mph).

LIBRE AND VEEs (8 LAPS)
1 Crawford; 2 Flaherty +3.717s; 3 Martin Daly (Formula Renault); 4 John C Byrne (Formula Jedi); 5 Paul Heavey (Leystone F5); 6 Finn. **CW** Robbie Allen (Formula Vee). **FL** Daly 1m09.153s (90.07mph).

GT, STRYKER & GLOBS (8 LAPS)
1 George Douglas (Martin BM9); 2 Keith Colmeley (Lotus Elise) +11.259s; 3 Connaire Finn (Ginetta G50); 4 Barry Rabbitt (Volkswagen Golf Mk2); 5 Alan Watkins (Sylvia Stryker); 6 Andrew Dalton (RAW Stryker). **CW** Watkins; Derek Hogan (Global GT Light). **FL** Douglas 1m12.320s (86.12mph). **RACE 2 (8 LAPS)**
1 Douglas; 2 Finn +9.699s; 3 Colmeley; 4 Richie O'Mahony (Dunlop Supercar); 5 Mark Armstrong (Stryker); 6 Watkins. **CW** Armstrong-Hogan. **FL** Douglas 1m11.265s (87.39mph).



The sun sets on another Saturday of club racing at Oulton Park

DRIVING IN GETHIN'S SHADOW

Peter Gethin was one of the kings of Formula 5000 and this year a special race was held in his honour.

BEN ANDERSON was lucky enough to take part.

The 1970s gave the planet plenty of memorable things: Space Invaders and *Saturday Night Fever*, *Star Wars* and disco music. But, as Formula 1 reverberated to the scream of the dominant Ford-Cosworth DFV engine, there was another altogether more rumbling soundtrack vibrating through motorsport's collective eardrums.

Formula 5000 tore up the race tracks of the world from the late 1960s to the mid-1970s. For many born at the right time, it was everything that motorsport should be: Fearsomely fast, exciting to watch, and beautifully unsophisticated.

It was also an arena where established aces did some extra racing, as well as a proving ground for emerging talent. Jody Scheckter, Mario Andretti, Alan Jones, John Watson, Tony Brise, Reine Wisell and Brian Redman all dipped into, or passed through, F5000 during their illustrious careers. But perhaps only Redman (24 wins and three back-to-back US titles in the mid-70s) or Kiwi legend Graham 'Cassius' McRae (26 wins and four titles) could dispute Peter Gethin's claim to be king of the category.

Gethin won the first two British F5000 championships in 1969 and 1970, aboard McLaren machinery, and also added the '74 Tasman title to his collection of a Redman-equalling 24 race wins. Meanwhile, the Brit was also

moderately successful in European Formula 2 – defeating home hero Patrick Depailler to win the 1972 round at Pau in a Chevron.

The one-time Italian GP winner died late last year, so when the Historic Sports Car Club was given the opportunity to run a race for F5000 and F2 cars at this season's Silverstone Classic, it was an easy decision for club chief Grahame White (a close friend of the family) to name it the Peter Gethin Memorial Trophy in his honour.

No sooner has the race been confirmed on the 2012 racecard before ace historic racer and car preparer Simon Hadfield is on the phone offering AUTOSPORT the chance to take part. Hadfield (a regular campaigner in the HSCC's Derek Bell Trophy series for F5000 and F2 cars down the years) owns three F5000 machines and thinks a joint race with the F2 cars (for which the HSCC also runs a historic European series) will be the perfect opportunity to wheel two of them out for a run.

"I'm not enamoured with some of the cars on the Derek Bell grid," says Hadfield. "When you're racing with good F5000s and F2s it's fine, but then you've also got some Classic Clubmans and the speed differential is quite scary."

"This is a great race, though, at a great meeting, and the circuit is big enough to have a bit of room on. I don't know if we'll have enough to keep up with the F2 cars, but it should be fun."

I can barely contain my excitement at the prospect, so you can imagine how I feel when I run into Simon while testing my Formula Vee at Mallory Park two months before July's Classic and he offers me a run in his red, STP-liveried ex-Bob Evans Trojan T101. Pant-wetting doesn't really do it justice...

"I've just done my best-ever time around here, so we're very pleased with it," says Hadfield as I'm strapped in for my first experience of 1970s rocket propulsion on wheels. After a morning



Thunderous F2/F5000 pack blasts into Abbey

of lapping around Leicestershire's 'friendly circuit' in 51 seconds, Mallory suddenly becomes a 43-second blur.

The sheer grunt of the five-litre stock-block V8 is quite stunning, and its 500 or so horses deliver their gallop with a satisfying throaty rasp that draws a visiting group of college students into the pitlane to sate their curiosity. I barely have time to catch my breath before the six-lap run is curtailed by a front-right puncture. As the car is loaded back into its box, I'm already counting down the eight-and-a-half weeks until we'll meet again.

Unfortunately, the Trojan's Chevrolet engine drops a valve while Hadfield is chasing Michael Lyons' Lola T400

"This is a great race, at a great meeting. I don't know if we'll keep up with the F2 cars but it should be fun"

Hadfield was keen



Gethin's son Nick with our man and Simon Hadfield

Anderson heads Stretton, Dwyer and Gathercole



B37 resplendent in VDS colours



during the following week's International Trophy meeting at Silverstone, so my date with T101 proves to be a one-off. Instead, Simon decides to hand me his unique ex-Gethin Chevron B37 for the Classic, while he drives his other Trojan (the brown ex-John Watson example).

"I haven't sat in the brown car for two years – I'm like the cobbler who always has the worst shoes!" Simon jokes as we admire the smooth lines of my steed. The car was built for Count van der Straten's Team VDS and raced by Gethin and team-mate Teddy Pilette in the US in 1976, but it struggled to achieve top results as Lola tightened its stranglehold (even VDS – a good mate of Chevron designer Derek Bennett – hedged his bets and also ran T430s that season). "When I bought it from Kevan McLurg's in Brighton 10 years ago it was so right," Hadfield recalls. "It was old and tatty but nothing had been messed about and

there was a huge amount of spares still in Chevron wrapping. In the early days I raced it quite a lot – it's great fun!"

I am to become the eighth driver on the B37's roster, after Gethin, Pilette, Bruce Allison, his fellow Aussie Ivan Tighe, Simon, Tony Trimmer, and my AUTOSPORT colleague Marcus Pye. Placed in this exalted company, I head out onto Silverstone's Historic GP circuit (same as the usual GP track but with a quick esses in place of the Club chicane) for a couple of test sessions to get my eye in before the real fun begins.

Flurries of red flags turn the sessions into scrappy affairs and it's difficult to find a rhythm with the car, but I gain more confidence with each lap and scrubbing in a new set of Avon slicks for qualifying in the final run helps me work down to a 2m00.6s best. I'm feeling pretty pleased (Simon's best in the Trojan before it develops an electrical problem is 2m00.8s) until I learn that ►

Top 10 F5000 drivers by wins

Driver	Wins (titles)
1 Graham McRae	26 wins (4 titles)
2 Peter Gethin	24 wins (3 titles)
3 Brian Redman	24 wins (3 titles)
4 David Hobbs	14 wins (1 title)
5 Frank Gardner	10 wins (1 title)
6 David Purley	8 wins (1 title)
7 Teddy Pilette	7 wins (2 titles)
8 Mario Andretti	7 wins
9 Guy Edwards	7 wins
10 Mike Hailwood	7 wins



Peter Gethin was one of F5000's stars in period

Challenge update

The Britcar Endurance racers had their last point scoring round towards the Challenge this weekend at Snetterton and what a race it was! Javier Morcillo chased Andy Schulz hard but spun on the last lap in the heat of the moment ending the Daytona dream. Can Ivan Bellarosa continue his pace in the SPEED EuroSeries at Dijon and finish the job?

The Sunoco GRAND-AM Challenge is still wide open. Martin Byford scored valuable points in Britcar at Snetterton whilst in the F3 Cup Linton Stutley had a great race weekend as did Jordan Witt in the GT Cup. With everything still to play for the race to Daytona is not over yet!



Chris Gorton/Karl Bowdrey Photography

Who will triumph in the race to Daytona?
Follow us on Twitter @Sunoco_UK and on Facebook
'Sunoco UK' for updates on each race weekend.



Jonathan Hatfield

Next eligible races:

Sunoco Daytona Challenge – SPEED EuroSeries,
Dijon, 7th–9th September

Sunoco GRAND-AM Challenge – Dutch Supercar Challenge,
Zandvoort, 24th–26th August



www.sunocodaytonachallenge.com



Ivan Bellarosa

1	I Bellarosa	Avelon/SPEED	124.38
2	A Gandon	Team TFT/SPEED	66.25
3	G Belotti	Avelon/SPEED	51.88
4	D Burke	Team Excool/SPEED	46.25
5	J Morcillo	Strata 21/Britcar	41.00



www.sunoco200challenge.com



Lawrence Davey

1	L Davey	Legends	89.38
2	G Duckman	Dunlop PTC	82.57
3	L Caudle	Dunlop PTC	76.54
4	D Brace	Legends	69.58
5	M Byford	Britcar Endurance 3	69.57



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TECH SPEC

CAR	GEARBOX
Chevron B37	5-speed Hewland
ENGINE	POWER
5000cc	500bhp
Chevrolet V8	WEIGHT
	640kg approx

Anderson ran third in the unique B37 until diff broke

◀ Hadfield took the red Trojan round in 1m56.5s in May – and Lyons managed 1m55s! Work to do...

F5000 is really unlike anything else I've driven. It's a single-seater, yes, but it lacks all the creature comforts and instant response of its modern counterparts. It's a no-frills, back-to-the-old-school experience. No trick floors and flappy paddles here – just raw, brutish mechanics. As Simon is ever ready to point out, you can't drive these cars 'on the nose' because the immense mass of the V8 engine hanging over the rear will send you "spinning like a hammer" if you over-rotate. This means the car requires a very 'point-and-squirt' style – akin to a powerful GT car.

"Whatever you do, don't surprise them," is Simon's sage advice. You have to prepare every move you make well in advance and it's important to use some throttle on the way into the turns to get the rear to squat and help the car remain stable through the corner. The result is that you are always understeer-limited; battling your own impatience to avoid washing out of turns under acceleration.

Traffic makes it tough to get a clear lap in qualifying and although I shave another six tenths off to go fifth fastest (out of 34) on 2m00.08s, I'm disappointed to be 3.3s off Hadfield (third) and 4.6s down on Lyons (pole).



Wyatt (left) and Angeloni kept the B37 on song

My infrequent experience of slicks has been my undoing here – not trusting the lateral grip and over-slowng for the corners. "John Morrison, an ex-Super Vee racer, gave me a great piece of advice in my early days: 'Don't brake later, brake less,'" Simon offers. "Twenty years later that still carries through."

I'm determined to do better as we roll out for race one on Saturday morning and make a decent fist of the rolling start to jump the F2 cars of Lee Dwyer (March 782) and Martin Stretton (742), as Neil Fowler (752) blasts past the three of us into Abbey. With only half a lap behind the safety car to warm the front tyres, they are nowhere near up to temperature and I struggle to get through the first lap on a decent line. I repass Stretton using superior grunt on Hangar Straight, but eventually slip to sixth as he takes off after the epic Lyons/Hadfield scrap at the front.

Oil at Chapel makes me tentative in the early stages, but I rebuild confidence and dispatch Fowler at Copse for fifth in the second half of the race, before hunting down Dwyer. I'm right with him as we blast through Copse for the final time, but can't stay close enough through the Maggotts/Becketts complex to pass him on Hangar Straight. He clings to fourth and it's fifth for me, as Lyons takes a narrow win from Stretton, with Simon reversing out of the wall after a failed move on Lyons at Stowe to recover third. "You hit the wall and I still couldn't beat you!" I exclaim afterwards.

Having worked down to a 1m58.8s best during that race (now just 2.2s shy of Hadfield), I'm feeling good heading into the final race of the weekend, but starting to complain about understeer. My mechanic Martin Angeloni (who ran Mark Blundell in European FF2000 in 1987) and ex-Reynard man Geoff Wyatt resolve to stiffen the rebound settings on the front dampers and

send me on my way.

Peter Gethin's son Nick spends some time sitting in his father's old car in the collecting area and wishes me luck before we're sent out for our grand finale on Sunday morning. I make another good start and almost pass Simon on the outside for third coming out of Abbey, before Stretton cuts me off and I have to duck the other way. The Lyons Lola blows its engine at the start of lap two and spills its guts all over the racing line at Abbey. My circumspection on the oil helps Hadfield and Stretton get away, and puts me under pressure from Dwyer and Fowler through the Village/Loop section that suits the greater agility of the F2 cars.

"F5000 is really unlike anything else I've driven. No trick floors and flappy paddles here – just raw, brutish mechanics"

Anderson stepped through a time warp

The set-up tweak has improved the understeer, though, and the car feels superb through the high-speed sections. As my confidence builds I start to edge away from Dwyer and reclaim some of the time lost to the leaders.

Unfortunately, crown wheel and pinion failure in the differential with four laps to run denies me the chance to be received by Nick Gethin on the podium. It would have been the perfect end to a weekend racing his father's car in his memorial race.

"It's been a really emotional weekend – to be here and have this race named after dad," says Nick as he helps me down from the tow truck that's hauled the stricken Chevron back to the pits. "And it's been a real honour to have you driving the car."

Nick, the pleasure was all mine. 🏆

FINAL DRIVE

LETTERS ■ GEAR ■ ON-TRACK ■ ON-SCREEN ■ PICS ■ TECH ■ ARCHIVE

YOUR SAY

What you think of the motorsport news of the past week



Keke Rosberg:
always 'on it'

Look back in pleasure

Thank you AUTOSPORT for the 1982 retrospective. I have been hooked ever since 1979, and first went to the British GP in '81.

Over those seasons the driver who really caught my eye and was always 'on it' was Keke Rosberg (the closest these days is Lewis), so it was fantastic to see articles that show everyone just how good Nico's dad was. The cars look great, aerodynamically clean, but very dangerous with the driver's feet ahead of the front axle (just ask Marc Surer), but it was real honest hard racing.

Thanks for taking me back (but not for making me feel old!).

Richard Hargrave, Hitchin

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. HAMILTON: REDUCING 'BAGGAGE' HELPED ME
2. NEWY: BLOWN-DIFFUSER BAN HURT RED BULL
3. SPIN HALTS MALDONADO'S HOME RUN
4. MASSA 'KNOWS WHAT HE HAS TO DO'
5. TOYOTA UNVEILS ENTRY-LEVEL WRC YARIS

AUTOSPORT+

TOP STORY ONLINE

ROSBERG AND ALONSO: TWO OF A KIND?

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.

FROM THE FORUM - forums.autosport.com

WHAT OUR READERS ARE TALKING ABOUT RIGHT NOW

- Zanardi prepares for Paralympics
- F1 fans are being priced out of the sport!

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

EDITORIAL CONTACT mail@autosport.com

I take my Formula 1

baseball cap off and salute everyone at AUTOSPORT for the fantastic retro '82 edition. It was just superb.

We all love AUTOSPORT each week for the latest news and race reports, but let's not forget these great drivers and their F1 beasts from the past.

These are the true heroes that inspired us to follow the best sport in the world.

Please can we have more of these gems in the off-season winter months when we have no racing on the track?

Dean Sills

By email

I can't thank you enough

for the August 16 issue. The articles on 1982 brought back so many memories. It's a year we look back on fondly, but with great sadness, too.

This evening I'm going to settle down and watch the 1982 season all over again.

Amanda Sheridan

Ballywalter, N Ireland

Your 1982 special contains

some of the best motorsport journalism I've seen in 26 years of reading this magazine. Olympic standard!

Mark Dunlop

By email

I thoroughly enjoyed last

week's issue via my digital subscription. What a superb idea to feature a retrospective on the 1982 season!

I noticed on p30 a possible prediction regarding Alonso's 2012 season. You wrote: "[Lauda] struggled to make an impact at the high-speed tracks [in] the second half of the season."

With Spa and Monza coming quickly, I wonder if this is when the Ferrari's lack of speed begins to show and affects Alonso's title bid?

Jorge Alvear

By email

Franz Tost seems to be

blaming everybody for Toro Rosso's dismal season apart from himself (August 9, p12)!

He and Helmut Marko made the decision to replace two very good drivers with two who have no experience of developing the car throughout a campaign.

It would have made more sense to keep Jaime Alguersuari, having gained enough F1 mileage to be able to guide the team, while also acting as a yardstick by which to assess Ricciardo or Vergne.

Phil Beckett

Morecambe, Lancashire

THE LATEST GEAR

Desirable new releases for motor racing fans: books, DVDs, models, art and gifts

GROUP C SPECIAL



GROUP C DIECAST MODELS

From £36.99
autosport.com/shop

There are dozens of diecast Group C cars available – from all the leading model manufacturers – but these are our favourites. Three of the era's most successful racers come in 1:43-scale: Ebbro's Canon Porsche 956 from the 1983 Nurburgring 1000km (£44.99) and two Le Mans winners from Ixo – the 1988 Jaguar XJR9-LM and '89 Sauber-Mercedes C9/88 (both £36.99). If you like your replicas bigger and more pricey, try AUTOart's sensational, 1:18-scale Mazda 787B that finished sixth at Le Mans in '91 at £173.99.



JAGUAR & PORSCHE DVDs

£12.99 (Jag) and £16.99
autosport.com/shop

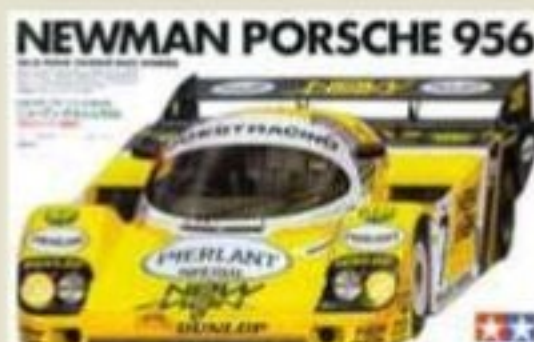
Two classic sportscar racing DVDs: The story of Jaguar's return to the international scene, culminating in Le Mans victory in 1988, and a flat-out, on-board blast around seven great circuits with Derek Bell in a factory Rothmans Porsche 956, including the fearsome Nurburgring Nordschleife.



PORSCHE 956 BOOK

£49.99
autosport.com/shop

French authors Reynald Hezard and David Legangneux present sketches and drawings of almost every Porsche 956 livery – and there were dozens, some fab, some foul. Coupled with period photography, this is a handsome book that fans of an enduring Group C legend ought to own.



TAMIYA PORSCHE MODEL

£26.96
grandprixmodels.com

Our friends at world-famous Japanese plastic model guru Tamiya produced plenty of Porsche 956/962 kits in period, with the 1984 Le Mans winner among the best. Now re-released, the smart New Man fashion-liveried car of Klaus Ludwig and Henri Pescarolo is crying out to be built again.

HOT ON THE WEB THIS WEEK

YOUTUBE: PORSCHE 956 TAKES FIRST 1-2-3 AT LE MANS



SEARCH FOR: From the archives: Porsche triple victory in Le Mans 1982 (12:55)
Narrated by the velvety-voiced Neville Hay, this film relives the first victory at La Sarthe for Porsche's Group C 956. So dominant were the Rothmans-liveried racers, they finished 1-2-3 – way ahead of two elderly 935 machines.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

SILVERSTONE (WEC)

August 24-26

Admission: £35 (Friday-Sunday weekend pass) £15 (Saturday) £30 (Sunday)

Tel: 0844 3728200

Silverstone is hosting the fourth round of the World Endurance Championship, with Toyota taking on Audi for the first time since the Le Mans 24 Hours. Support is provided by the Formula Renault 3.5 series.

KNOCKHILL (TOCA)

August 25-26

Admission: £32 (Weekend) (£13 Saturday) £25 (Sunday)

All in advance

Tel: 01383 723337

Knockhill's 20th anniversary of hosting the BTCC will be celebrated with the help of some of Scotland's best-known racing drivers including John Cleland and Anthony Reid. The Porsche Carrera Cup and the Ginetta Supercup will be in support of the tin-top series.

OULTON PARK (HSCC)

August 25-27

Admission: £21 per day
Tel: 01829 760301

The Oulton Park Gold Cup

features Historic Touring Cars, 1960s GT and sports-racing Cars, the Derek Bell Trophy, Historic and 70s Road Sports, Jaguar E-type Challenge, Classic F3, pre-1956 Sports Cars, pre-1961 Sports Cars, Formula Junior, FF1600 and more.

SNETTERTON (BARC)

August 25-27

Admission: £13 (Saturday and Sunday per day) £21 (Monday)

Tel: 01953 887303

The Citroen 2CV 24 Hours takes place on Saturday before the Clubmans Cup, Classic Clubmans, Sports 2000, MaX5 and Honda VTEC take over.

MALLORY PARK (CSCC)

August 26-27

Admission: £13 (Sunday) £15 (Monday)

Tel: 01455 842931

Classic car racing at Mallory Park over the Bank Holiday weekend.

CASTLE COMBE (CCRC)

August 27

Admission: £15 per day
Tel: 01249 782417

Porsche Club, Sports and GT Championship, Ferrari Formula



Battle will be rejoined between Audi and Toyota at Silverstone

Classic and Ferrari Open, Castle Combe Saloons, Morgans, FF1600, TriMarque Challenge, and Thoroughbred Sportscar and BCV8s.

KIRKISTOWN (500MRCI)

August 25

Admission: £10
02842771325

Multiple classes battle for honours at the penultimate meeting of the 2012 season.

LYDDEN (BRC)

August 26-27

Admission: £15 per day
Tel: 01304 830557

The fourth round of the British Rallycross Championship

comes from Lydden Hill, with Julian Godfrey leading the headline grabbing Supercar championship battle and Pat Doran chasing him.

GURSTON DOWN (BHC)

August 26

Admission: £10
gurston-down.org



It's tight at the top of the IndyCar Series standings

INDYCAR

Rd 13/15

Infineon, USA

August 26

indycar.com

Just three rounds remain in America's premier single-seater category, and Will Power is just ahead of Ryan Hunter-Reay in the standings.

WORLD RALLY CHAMPIONSHIP

Rd 9/13

Rally Deutschland, Trier, Germany

August 24-26

wrc.com

DTM

Rd 7/10

Zandvoort, Germany

August 26

dtm.com

V8 SUPERCARS

Rd 9/15

Eastern Creek, Australia

August 25-26

v8supercars.com.au

NASCAR SPRINT CUP

Rd 24/36

Bristol, USA

August 25

nascar.com

NASCAR NATIONWIDE

Rd 23/33

Bristol, USA

August 24

nascar.com

BRAZILIAN STOCKCAR V8

Rd 7/12

Salvador, Brazil

August 26

stockcar.globo.com

Television

THURSDAY AUGUST 23

1035-1240 **Motors TV**
ALMS: Road America Highlights
1400-1500 **ESPN**
DTM: Nurburgring review
1500-1600 **ESPN**
Grand-Am: Montreal Highlights
1855-1925 **Motors TV**
WRC: Germany Preview

FRIDAY AUGUST 24

1210-1310 **Motors TV**
Lotus Cup UK: Oulton Park
2000-2100 **Sky Sports F1**
The F1 Show
2235-2305 **Motors TV**
WRC: Germany Day 1

SATURDAY AUGUST 25

0625-0655 **Channel 4**
British Formula Ford: Snetterton
0900-0935 1310-1340 **Motors TV**
WRC: Germany Day 1
1300-1335 **ITV4**
DTM: Nurburgring Highlights



ITV4 has full race coverage from Knockhill

1300-1400 **Eurosport LIVE**

FRenault 3.5: Silverstone Race 1
1900-2130 **Motors TV**
NASCAR Nationwide: Bristol Highlights
2100-2200 **Sky Sports F1**
Formula 1: Season Review 1990
2235-2305 **Motors TV**
WRC: Germany Day 2
0000-0500 **Premier Sports LIVE**
NASCAR Sprint Cup: Bristol
One of the highlights of the US stock car season: the Bristol night race.

SUNDAY AUGUST 26

0900-0935 **Motors TV**
WRC: Germany Day 2
1100-1800 **ITV4 LIVE**
BTCC & TOCA supports: Knockhill
1130-1835 **Motors TV LIVE**
World Endurance Championship: Silverstone
1225-1300 **Eurosport**
FRenault 3.5: Silverstone Race 2
1645-1800 **Eurosport LIVE**
World Endurance Championship: Silverstone
2130-0000 **Sky Sports 3 LIVE**
IndyCar: Sears Point
2235-2305 **Motors TV**
WRC: Germany Day 3
2245-0000 **ESPN**
DTM: Zandvoort

MONDAY AUGUST 27

0900-0935 1240-1310
1620-1650 2030-2100 **Motors TV**
WRC: Germany Day 3
1600-1800 **Sky Sports 4**
IndyCar: Sears Point Highlights

Online

AUTOSPORT+

Coming up in our premium web content this week

Jaguar and Mercedes: just two parts of the legend of Group C



GROUP C SPORTSCAR CELEBRATION

As part of our look back at a great sportscar era, we've got interviews with British world champions Derek Bell and Derek Warwick. Plus, Group C icons pick out their favourite memories, and Adam Cooper looks at how it came to an end.

CATCHING UP WITH DARIO

AUTOSPORT's Mark Glendenning chats with IndyCar legend Dario Franchitti after a trying start to his title defence.



NASCAR COMES TO EUROPE

AUTOSPORT tries its hand at NASCAR, and gets a podium at Brands Hatch!



REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage

Danica joins George W Bush in a short line of prominent shoeing victims



"OW! THAT REALLY HURT.

Who throws a shoe? Honestly." It's unlikely that this line from the film *Austin Powers: International Man of Mystery* has ever been applicable to a motor race before last Saturday, when Danica Patrick's bid for NASCAR Nationwide glory at Montreal was thwarted by a soled projectile.

Quite apt, then, that the character who threw the shoe at British superspy Powers was called 'Random Task' – a shonky wordplay of James Bond villain 'Odd Job' – because, honestly, who throws a shoe?

Like Chris 'Finchy' Finch in *The Office*, when he chucked hapless Tim's shoes over a building to win a pub quiz, replays showed it fair flew over the catchfencing, and landed on the racing line from some distance away.

Inside Danica's car, the air turned blue: "What did I hit? Something's wrong with my steering... something's fucked up."

Plenty of apologies for her fishwife-style language quickly followed from ESPN's commentary team.

Apologising for bad language appears to be so in vogue at the moment,

and it's getting utterly tiresome. On this side of the Atlantic, GT1 World pitlane reporter Jennie Gow even said sorry after Mathias Lauda said he was "pissed off" by not being told a safety car was coming in at the Slovakia Ring.

Really? That wouldn't have even raised an eyebrow in the bleep-happy US of A. Perhaps the drivers need to take a leaf out of Viz magazine's Roger's

Profanisaurus, the lexicon that contains literally thousands of foul-mouthed words and expressions that are not obvious expletives in their own right.

Perhaps Danica should have admitted she was in a state of "radge" or Lauda that he needed a "siesta with a Fiesta" and left the easily offended in their preferred state of blissful ignorance.

Revved Up

"Perhaps Danica should have admitted she was in a state of 'radge' or Lauda that he needed a 'siesta with a Fiesta'"

THE WEEK IN PICTURES

Our lensmen pounding the beat, from London to Hockenheim, via Montreal and Thruxton



COP AN EYEFUL OF THOSE SPORTSCARS

Strakka's HPD, Greaves's Zytek and an Aston Martin Vantage pose in front of the London Eye ahead of this weekend's World Endurance Championship at Silverstone

BROLLY GOOD SHOW...

Marshals watch Gary Paffett underneath the blazing sun at a red-hot Nurburgring



FLAME ON!

It was quite hot at Montreal too, as the Grand-Am Sahlen-run Mazda RX-8 of Wayne Nonnamaker and Dane Cameron spits fire on the over-run



IT'S THE THRUXTON GRAND PRIX!

Bill Coombs reckoned he pulled 156mph exiting Church during this F1 demo in his Tyrrell 009. The Benetton B190 of John Reaks and B193 of Peter Ottaviani follow

NEXT WEEK

BELGIAN GRAND PRIX PREVIEW

CAN KIMI ADD ANOTHER SPA WIN?

DON'T MISS IT!

FROM THE ARCHIVE

Geoff Brabham begins winning spree at Road Atlanta in 1988 IMSA GT Championship



FOLLOWING THE DOMINATION OF THE PORSCHE 962 IN 1987, America's IMSA GT Championship in 1988 promised to be a keenly contested affair, pitting the Porsches against TWR's Jaguar XJR-9 and the powerful Nissan GTP ZX-T. But Nissan would go on to dominate the season, winning nine times – the first of which came at Road Atlanta.

The first races of the season gave few indicators of the true pace of the GTP ZX-T and its lead driver Geoff Brabham. Nissan did not race at Daytona (won by Jaguar) or Sebring, and finished eighth at Miami (won by Porsche). The fourth round at Road Atlanta did not begin brightly for the Electramotive Nissan team, with two engine changes required on Friday and a switch to the older, back-up chassis for practice and qualifying on Saturday.

Qualifying for the 500km race was intense. The Jaguar XJR-9s were nearly a match for the Nissan's top speed of 181mph on the three-quarter-mile straight. Brabham took pole in a record time, leading John Nielsen in the V12 Jaguar and the Porsche 962 of Chip Robinson.

Brabham elected to relinquish his pole in the older chassis in order to start in the '88 car from the back. IMSA granted the team's request, and the car lined up in 13th position behind all the GTPs that had set qualifying times.

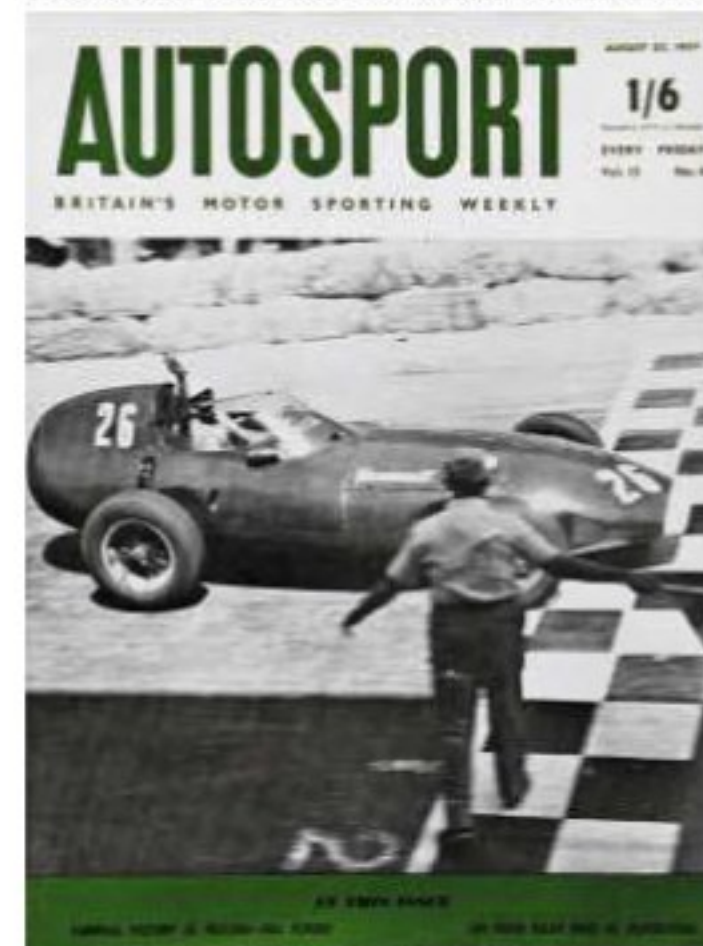
Nielsen led the first 24 laps of the 124-lap race, but running a second per lap faster than his rivals, Brabham soon reeled in the Jaguar and took the lead. But he was then forced to pit owing to the Nissan's high fuel consumption, handing over to team-mate John Morton. During the stop disaster struck: a fire erupted because of spilled fuel, causing a 57s delay and a far-from-full tank, resulting in a further stop just 15 laps later.

By the time Brabham emerged from the car's final pitstop, he was 33s behind the leading Jaguar with only 33 laps remaining. Fighting through the traffic, the Nissan relentlessly reeled in the leader as the track surface became increasingly slippery. With eight laps remaining Brabham sat in the slipstream of the Jaguar, which was powerless to resist the ZX-T's supreme speed.

"He slowed down going through the corner hoping I would lose my boost," Brabham recalls. "A pretty good tactic, I thought. But when we got out of the corner, the boost was still there."

Brabham stormed home with a winning margin of 3.75s, claiming his first victory of the season and proving both his and the Nissan's championship credentials. He would go on to win that year's drivers' title.

THIS WEEK IN...



AUGUST 23 1957

STIRLING MOSS SCORED AN

emphatic grand prix victory this week in 1957, romping to a winning margin of more than three minutes in the penultimate race of the year at Pescara.

The Briton had qualified second, just over 10s behind the already crowned champion Juan Manuel Fangio – a lap of Pescara taking just under 10 minutes – but the Argentinean was never in contention in the race. Moss's main challenge came instead from the lone Ferrari of Luigi Musso, who led for the opening lap but retired shortly after with a split oil tank.

Moss's winning margin was the third-biggest in F1 history, behind only the 1952 and '53 Indianapolis Grands Prix. It was also the first time a British car had won more than one race in a season – a record Moss duly extended by triumphing in the Monza finale.



PICT: LAT ARCHIVE



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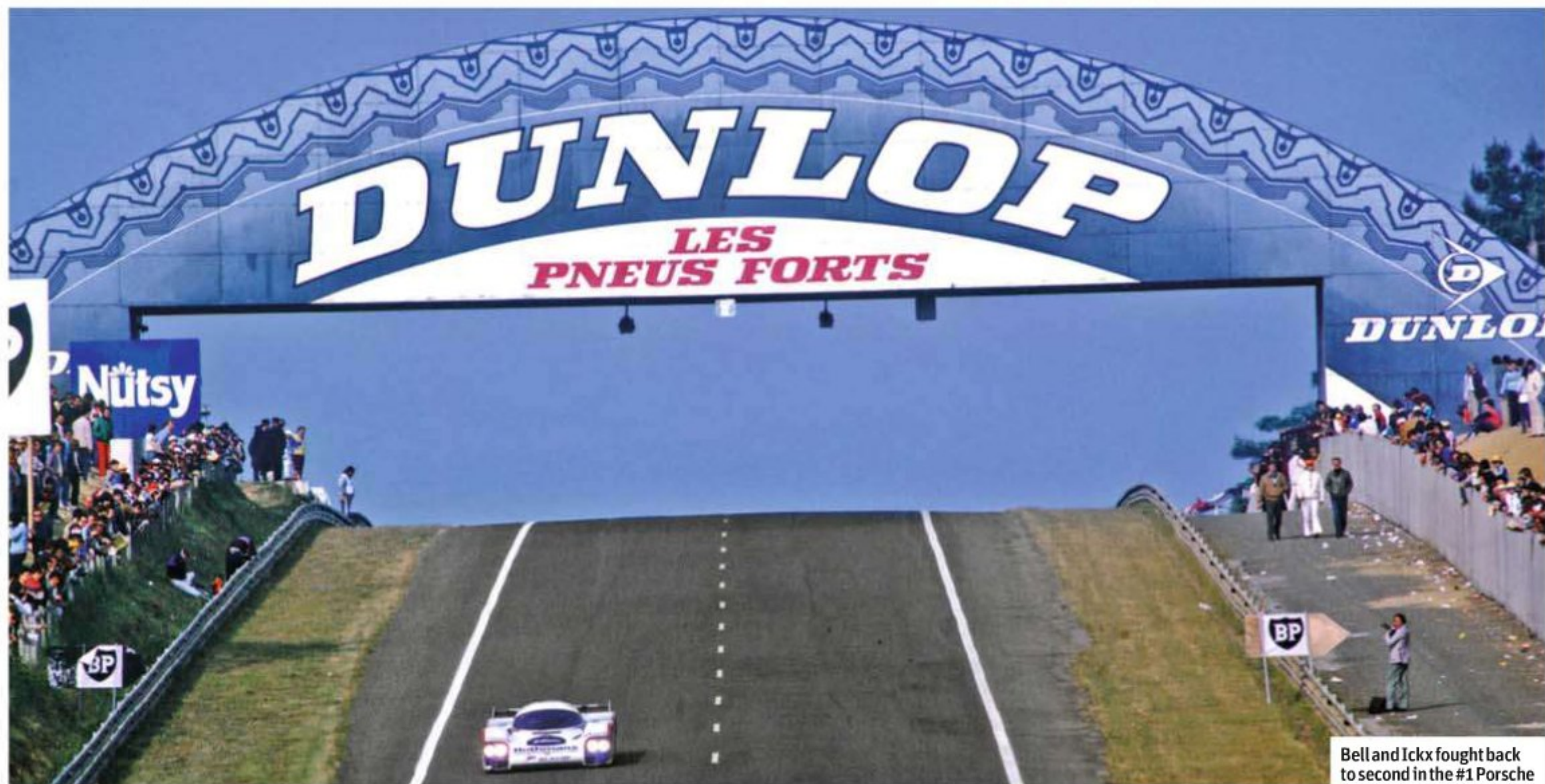
DEREK BELL

GROUP C
SPECIAL

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■ Le Mans 24 Hours ■ June 18-19, 1983 ■ Porsche 956 ■ Charging back to second after several long delays



THE RACE THAT I REMEMBER

most from the Group C period was when Jacky Ickx and I finished second at Le Mans in 1983. We had won the race in '81 and '82 and we were trying to win our third in a row, which no pair had done before.

We had a lot of pressure on us to win, but the race started badly when Jacky got hit up the back by Jan Lammers at Mulsanne Corner on the second lap. Both cars went off the road and we lost a whole lap replacing some bodywork.

Because of the fuel economy regulations in Group C, we couldn't just floor the throttle and go for it and catch up our lap. We had to do it within the fuel limitations.

There were just two of us in the car – Ickx and me – but by about 9pm we were catching up with the other works Porsches driven by Vern Schuppan/Al Holbert/Hurley Haywood and Jochen Mass/Stefan Bellof.

I remember Al Holbert came up to me – he'd been looking at the fuel consumption chart on the wall for each car. Ickx and I had been doing one more lap on a tankful of gas than anyone else and he said, 'You cunning lot, I can see you're going to catch us up now'.

At just after 7am I drafted by

"Instead of using the brakes very hard at the end of Mulsanne like we usually did, I was using the gearbox like hell and just dabbing the brakes"

Schuppan going down Mulsanne Straight. On the next lap I realised we were in the lead, having made our lap back – and we were still ahead on fuel. So I turned back the boost, just half a turn. I felt really excited about that.

And as I turned into Mulsanne corner the engine stopped! We're shown in our team briefings what to do if the engine stops: change a

sensor that goes to the flywheel, change a resistor on the bulkhead and change the Motronics box.

All the bits are taped into the cockpit, so I changed the three things, jumped back in, turned the ignition on and the engine started! We were back in business.

By the time everything was fixed up properly we'd lost six laps.

We were still in the top five but

then Jacky had a pipe from one of the oil coolers split, so we lost all the oil. Again he had to pit and we lost more time.

After that we pressed on and drove very hard. We had fuel in hand but the problem then became the brakes. There were four vertical cracks right through the discs. The mechanics were going to change them but I figured if they did that we'd have absolutely no chance of winning. There was one other option: drive slowly.

We were a lap behind with just under an hour to go. Instead of using the brakes very hard at the end of Mulsanne like we usually did, I was using the gearbox like hell and just dabbing the brakes.

I started to close by about 25 seconds a lap, just driving my heart out. I was lapping pretty close to the lap record and I felt fantastic. You know, when the adrenaline takes over...

I was 27 seconds behind at the chicane on the last lap. Then, as Al crossed the line to win, his engine seized. And we finished second. That was probably the most satisfying drive of my life. We didn't win, but we had a tremendous result...

First published on June 2, 1988

IN PROFILE



BRITON DEREK BELL IS PART OF long-distance racing folklore, with two world sportscar title wins for Porsche in 1985/'86 and five Le Mans 24 hour victories (1975, '81/'82, '86/'87). Prior to carving out his endurance niche, he raced in single-seaters, culminating in nine F1 starts in Ferrari, McLaren, Brabham, Surtees and Tecno cars between 1968-'74. P6 at Watkins Glen in '70 was his best result. Derek still races in historics, commentates on TV and is a brand ambassador for Bentley.



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Phil Taylor, Manchester

'The first thing my hubby did was protect my new black beauty with Auto Finish Mirror Gloss Sealant he swears by it. Thank you CarPlan.'

Miss S. Davis, Didsbury

'Auto Finish Advanced Resin Polish and Mirror Gloss Sealant have restored the showroom shine, I will definitely be using these again!'

Alison Kelly, Cardiff

'Auto Finish is a brilliant range which is easy to use, especially love the Advanced Wash and Wax, it has a great fragrance too.'

Melissa Wright, Kelly

'I don't use anything but Auto Finish for a perfect finish.'

Barry Wood, London



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