

# AUTOSPORT

**BELGIAN GP FLASHPOINT**

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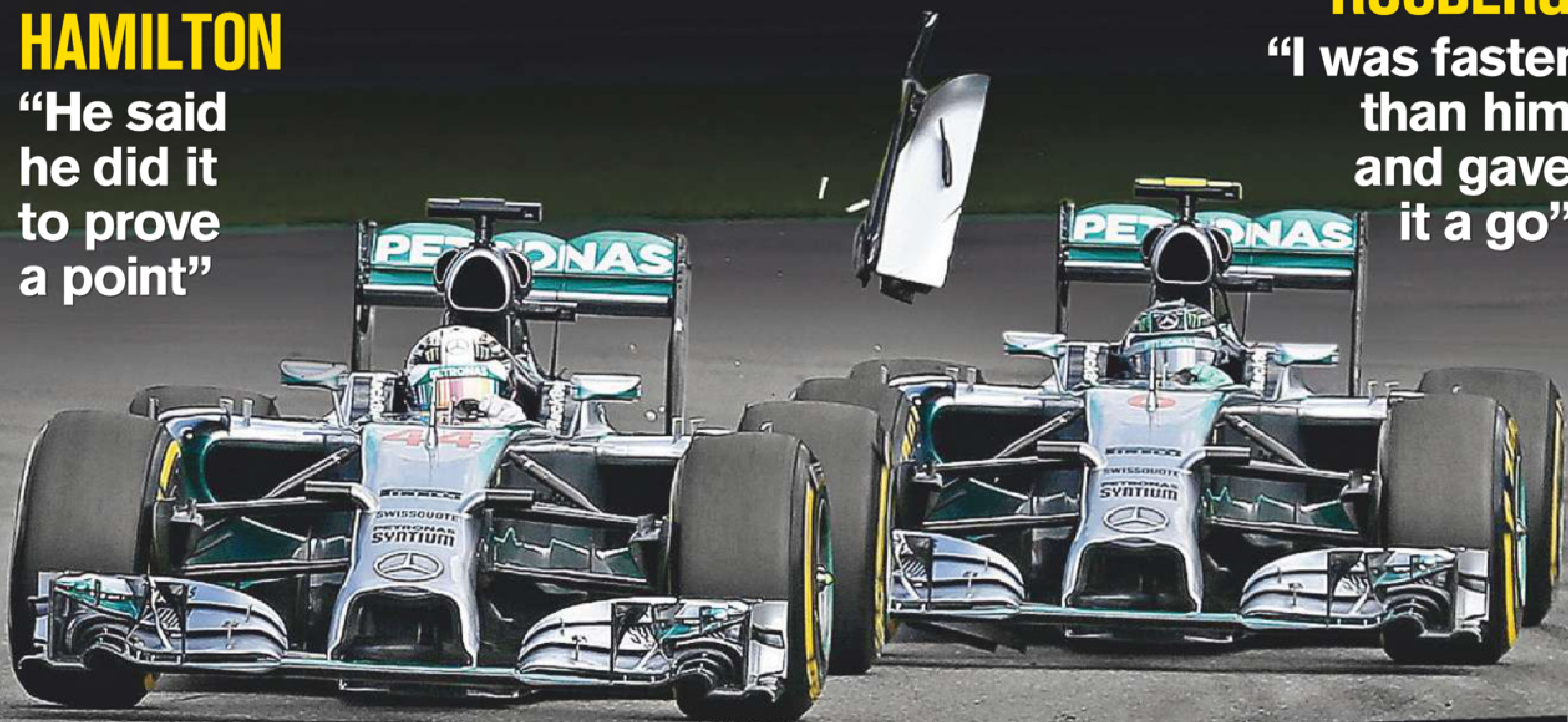
# THIS MEANS WAR!

**HAMILTON**

“He said he did it to prove a point”

**ROSBERG**

“I was faster than him and gave it a go”



**FULL STORY HAS MERC LOST CONTROL?**

**RICCIARDO CASHES IN**

Third win against the odds



**KNOCKHILL BTCC ACTION**

Turkington hit by rival Plato



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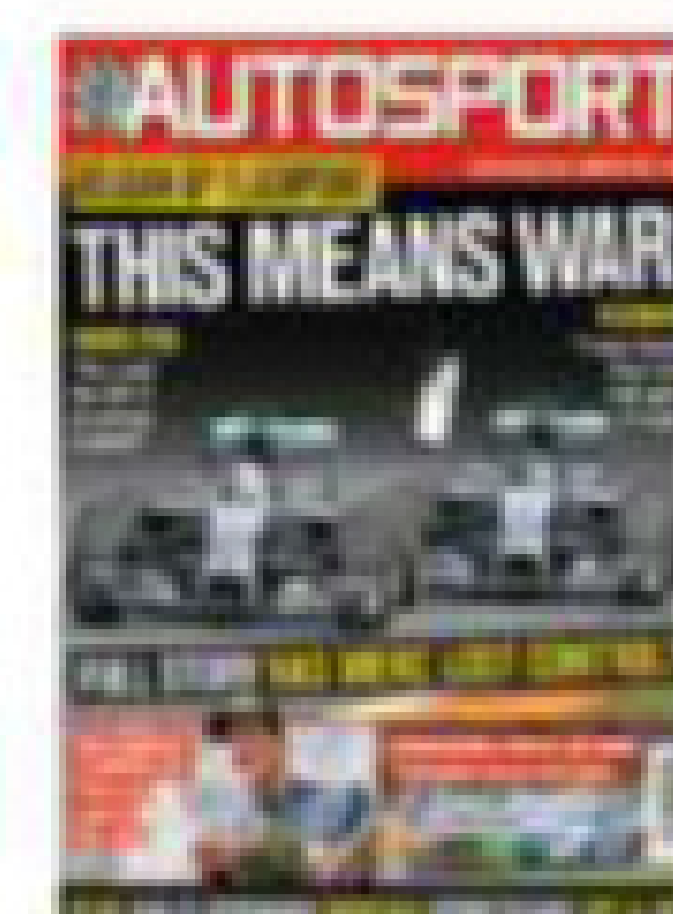
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**POLE POSITION**

# How does Mercedes now regain control of drivers?

**THE BLUE TOUCHPAPER HAS BEEN WELL AND TRULY LIT...**

Mercedes-Benz's approach to Formula 1 this year has been to let Lewis Hamilton and Nico Rosberg race as they see fit. The only stipulation? Don't hit each other. So now its millionaire-salaried drivers have disobeyed this, what should Merc be doing about it?

In the immediate aftermath of Rosberg's clumsy collision with Hamilton at Les Combes at Spa, team boss Toto Wolff warned: "Maybe a slap on the wrist is not enough." But what does that actually mean? What can he say or do to stop it happening again?

Let's assume there was no malice in the contact; we're still one step away from an Alain Prost-versus-Ayrton Senna scenario – a fire that was impossible to extinguish once started. If we learned one thing from this weekend it's that Rosberg possesses a streak of Prost/Senna-like grudge-harboring from the Hungary team-orders spat – as Hamilton revealed after comments Nico had made in their pre-Spa meeting. A ruthless edge we've not seen before?

The last thing we want to see is the imposition of repressive team orders, forbidding them to race one another, but we also want to see a fair fight. And at Spa, sadly, we certainly didn't get one.



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**COVER STORY**

**'This was the moment when the warning shots stopped and live ammunition was used'**

Edd Straw's Belgian GP report, p18



MASON/GETTY

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# THE BIG PICTURE

Aron Smith's VW CC failed to finish the second British Touring Car race at Knockhill by a few hundred yards thanks to contact with Nick Foster, who received a verbal warning

 [P56 FULL KNOCKHILL BTCC REPORT](#)





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# This week in F1



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## CHILTON OUT THEN BACK IN AT MARUSSIA

Confusion reigned concerning Max Chilton's deal to drive with Marussia during last weekend's Belgian Grand Prix.

The team announced on Thursday afternoon at Spa that its recently signed reserve driver, Alexander Rossi, would replace the Briton alongside Jules Bianchi due to "contractual issues". AUTOSPORT understands these 'issues' relate to non-payment of promised funds by Chilton's backers.

Chilton subsequently released a statement through his PR company, claiming that Marussia was short of funds and saying he moved aside voluntarily so that American Rossi (pictured right) could pay for the seat.

Ex-Caterham reserve Rossi replaced Chilton for Friday's first free practice session, during which it emerged that Marussia had negotiated a deal overnight to put Chilton back in the car for the rest of the weekend.

Chilton told reporters that financial concerns on his side were not at the



root of his problems with the team, but declined to elaborate on why he had been temporarily stood down, or why he was suddenly reinstated.

Marussia also refused to reveal the change in circumstance that got Chilton back in the car, but there are suggestions that its Russian majority shareholder, Andrey Cheglakov, might have influenced the decision.

Chilton fuelled those rumours when he confirmed his management had been in touch with Cheglakov over the weekend.

Rossi, meanwhile, only learned after FP1 that he would not be racing for Marussia after all.

## Vettel gets new race engineer

Four-time world champion Sebastian Vettel will have a new race engineer next season, with the long-serving Guillaume Rocquelin moving to a new role within Red Bull.

Rocquelin has worked with Vettel (together, right) since the German joined the Milton Keynes-based team in 2009. They have won four consecutive titles.

Rocquelin will take up a new senior position with Red Bull as part of a restructuring of the team's technical staff as Adrian Newey steps aside from his role as technical chief. Rocquelin will still attend grands prix, however.



Vettel's new race engineer will be Gianpiero Lambiase, who currently does the same job for Sergio Perez at the Force India team.

## MERC RESOLVES HAMILTON GERMAN GP BRAKE FAILURE

Mercedes and brake supplier Brembo have officially ruled out a quality-control issue as the cause of the failure that pitched Lewis Hamilton out of qualifying for July's German Grand Prix.

Hamilton crashed into the barriers in Q1 at Hockenheim following a right-front brake-disc failure.

After a detailed analysis, Mercedes revealed last Sunday that the way the disc interacted with the F1 W05's mounting was to blame.

Mercedes' faith in Brembo materials meant the team went back to using the Italian company's discs at the rear of its cars at last weekend's Belgian GP.

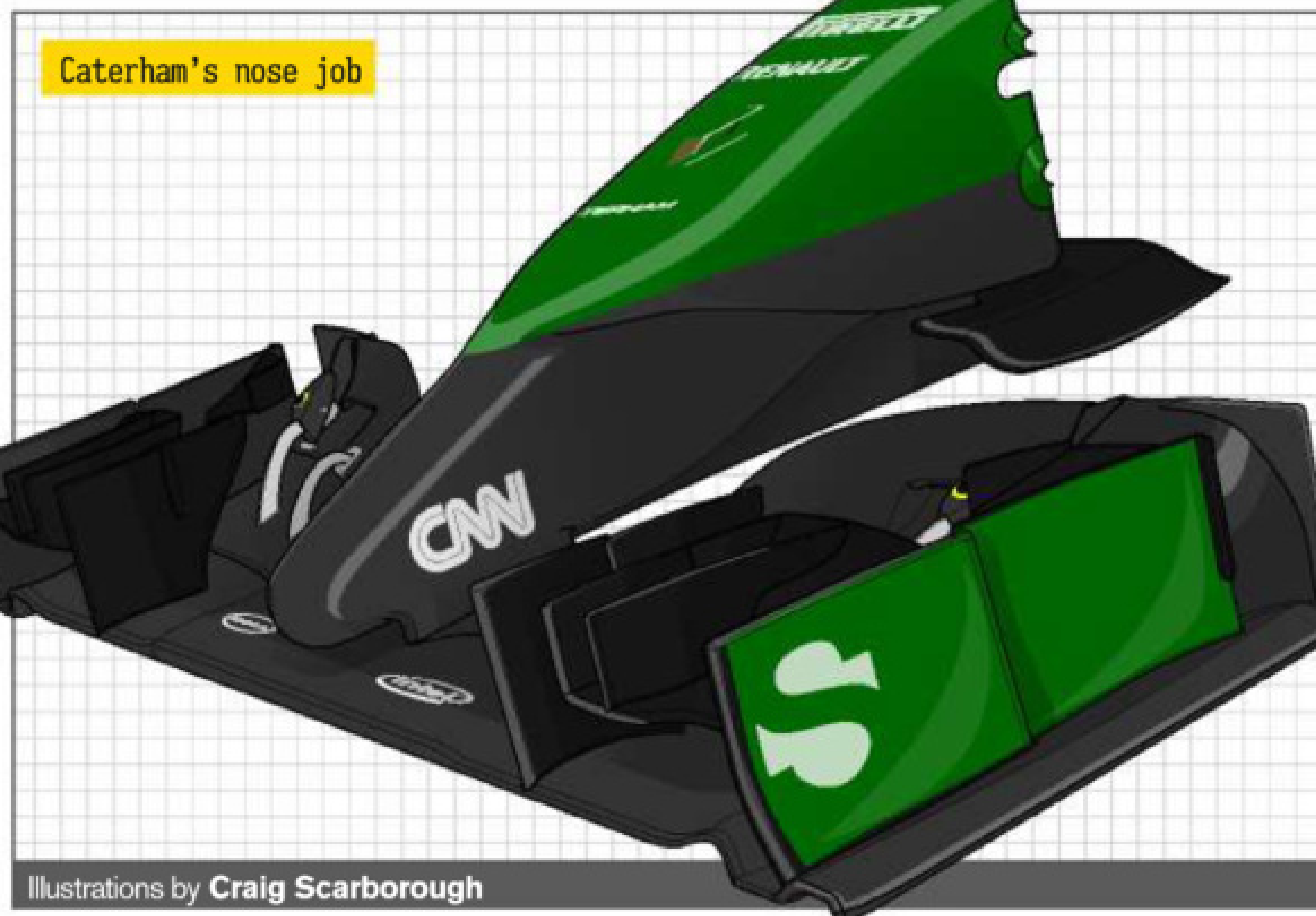




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## CATERHAM MAKES UPDATES TO NOSE AND FLOOR

➔ Caterham introduced a new aero package at the Belgian Grand Prix. **GARY ANDERSON** "The Caterham was the ugliest car on the grid. Changing the nose has made it look much better. The nose support is unchanged, however, so it's just cosmetic. The vanity panel has been modified to smooth it out, so you don't have the unsightly wedge any more. "Development has to make the car go quicker, not just look better. Much more significant is the fact that Caterham ran a new floor on Andre Lotterer's car. Often, it's the bits you can't see that make the difference."



## Sainz and Merhi in frame at Caterham

Formula Renault 3.5 title contenders Carlos Sainz Jr and Roberto Merhi could make their Formula 1 debuts later this season with Caterham.

Caterham's new owners are evaluating their driver options for the remainder of the campaign, having replaced Kamui Kobayashi with Andre Lotterer at last weekend's Belgian Grand Prix.

Red Bull junior Sainz has been linked with Caterham since July's British GP, while Merhi spent some time with the team at Spa and told Spanish television he has been in Caterham's simulator.

There are three events remaining on the FR3.5 calendar, none of which clashes with F1.

F1's regulations limit teams to using four drivers over the course of a season, unless there are *force majeure* reasons for running more, so Caterham would need dispensation to run both Merhi and Sainz, having used three drivers already in 2014.

## Sochi ready to play host to F1

FIA technical delegate Charlie Whiting says the Sochi Autodrom is ready for October's Russian Grand Prix. A delegation from Formula 1's ruling body visited the venue on August 19. "The circuit is in extremely

good condition and it will be issued with a licence," said Whiting in a statement from Sochi. "Everything has been done to the highest standards and the circuit is ready 60 days in advance, which is very rare."



"I'm extremely upset about what's happened. But not about the fact that two cars have crashed into each other, I'm very upset because we've defined rules all together and we've broken those rules"



Mercedes boss Toto Wolff

➔ **P36 MERC WAR ESCALATES**

## Villeneuve warns Verstappen move is bad for F1

Former world champion Jacques Villeneuve believes that there is something wrong with the superlicence system when it allows a 17-year-old

such as Max Verstappen eligibility to race in Formula 1.

The 16-year-old F3 rookie (who turns 17 next month) will replace Jean-Eric Vergne at Toro Rosso next season to become the youngest driver in F1 history.

Villeneuve thinks the move undermines the credibility of grand prix racing. He told AUTOSPORT: "It's the worst thing ever for F1 because it will have two effects: it will either destroy him [Verstappen], or if he is successful right away F1 will be meaningless. It doesn't do any good for anyone."



WILLIAMS/LAT

➔ **P38 VERSTAPPEN IN F1**

### BIG NUMBER

# 689

The number of days by which Max Verstappen will lower Jaime Alguersuari's record as the youngest driver ever to start a Formula 1 race.

### REMEMBER WHEN



The last time a team ran five different drivers in a season. Jean Alesi, Luciano Burti, Tomas Enge, Heinz-Harald Frentzen and Gaston Mazzacane all raced for Alain Prost's ailing Prost Grand Prix squad in its final season.

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# Jonathan Noble

## F1's newshound

The Hamilton-v-Rosberg war is a price worth paying – for the popularity of the sport and for Mercedes itself. Let's keep them racing

**M**ercedes always feared this moment would come. From the instant it decided on the eve of the season that it would allow Nico Rosberg and Lewis Hamilton to race hard against each other, there was always the chance it would hit trouble at some point.

And what trouble Mercedes faces now. Beyond the lost points of the Belgian Grand Prix, and the headache of sorting out how it deals with its battling duo, it also finds itself at the centre of a huge media storm as the Hamilton and Rosberg sympathisers lock horns.

Some are already suggesting that Mercedes has created its own Frankenstein's monster, that its drivers are now out of control and there is a very real risk of the self-destructive force derailing any title ambitions.

Toto Wolff, the Mercedes motorsport boss, doesn't believe the situation is that bad, but was ready to concede after the Spa race that there was the chance of his team becoming a mockery at the end of the campaign if it didn't triumph with the kind of performance advantage its car has.

"We've probably not hit the self-destruct button yet but there's a lot at stake, and if you don't manage this properly now it could end up at that point," he said. "It's one thing enjoying great races and letting them fight with each other. But if you look like a fool at the end of the season then you haven't won anything."

The ultimate price for letting its drivers race would be for Daniel Ricciardo to come through the middle



even have produced more trouble because of the increased tensions caused by desperation to be the first man through that opening turn.

One other option would simply have been to have made either Rosberg or Hamilton a clear number one, and thrown all the team's weight behind them. Doing that would have guaranteed win after win and less tension for the team management, but there would also have been one dejected driver, a demoralised side of the garage – and almost certainly an F1 in crisis.

**"The bosses in Brackley and Stuttgart may not like the heat, but F1 has a huge spike in interest"**

and snatch the title for Red Bull. But is the risk of that really big enough to outweigh the benefits of keeping the championship a thriller?

While teams are ultimately judged by their results on track, and Mercedes' policy left it underdelivering in a race it should have comfortably finished with a one-two, there's little to suggest that its approach has been wrong. Turning the situation around, if you look at what would have happened if the team had locked things down from race one, then it's hard to find much benefit.

For a start, if the team had imposed an order that race positions became fixed after the first or final pitstops, it would have changed absolutely nothing in terms of results – amazingly, the pair have not properly swapped positions (beyond a few hundred metres in Bahrain) in a race battle since being unleashed in Melbourne.

Mercedes could have gone further in electing to lock things down at the first corner, but that would have delivered no guarantee of better results, and could

Fans would have switched off their televisions in droves, because there'd be little to get excited about watching two Silver Arrows cruise around at the front in formation. The bosses in Brackley and Stuttgart may not like the heat they're facing, but there's a huge spike in Formula 1 interest now. The world is talking about the Three-Pointed Star, there are pictures of Mercedes everywhere, and the spotlight has never shone more brightly on Rosberg and Hamilton.

Winning the F1 World Championship is the ultimate aim for any team and, while the cost of letting its drivers go out there and race wheel to wheel may sometimes be high, the rewards at the end will surely be greater.

When the dust has settled, the world will come to realise how 2014 was one of the very best title battles in history. The honour for the victors will be priceless. ✎

**P36 WHAT CAN MERCEDES DO NEXT?**



# This week in motorsport



10

## ENGE OVER END FOR BOUNCING CZECH

Tomas Enge has paid testament to the strength of his Reiter Lamborghini after walking away from a multiple roll at the Slovakia Ring Blancpain Sprint Series event at the weekend.

The Czech driver crashed after contact with Stef Dusseldorp's HTP Mercedes between Turns 1 and 2 at the start of the qualifying race on Saturday. The car rolled end over end after hitting the barriers and came to rest on top of them.

Enge, who was sharing the Lambo Gallardo FLII with Stefan Rosina, said: "That I was able to get out of the car and walk away was a credit to Reiter. It shows that they build a strong car." He said that he felt a bit sore the

morning after the crash and had a suspected cracked rib. Enge expects to be fit to take part in this weekend's ADAC GT Masters event at the Nurburgring at the wheel of Reiter's Chevrolet Camaro GT.

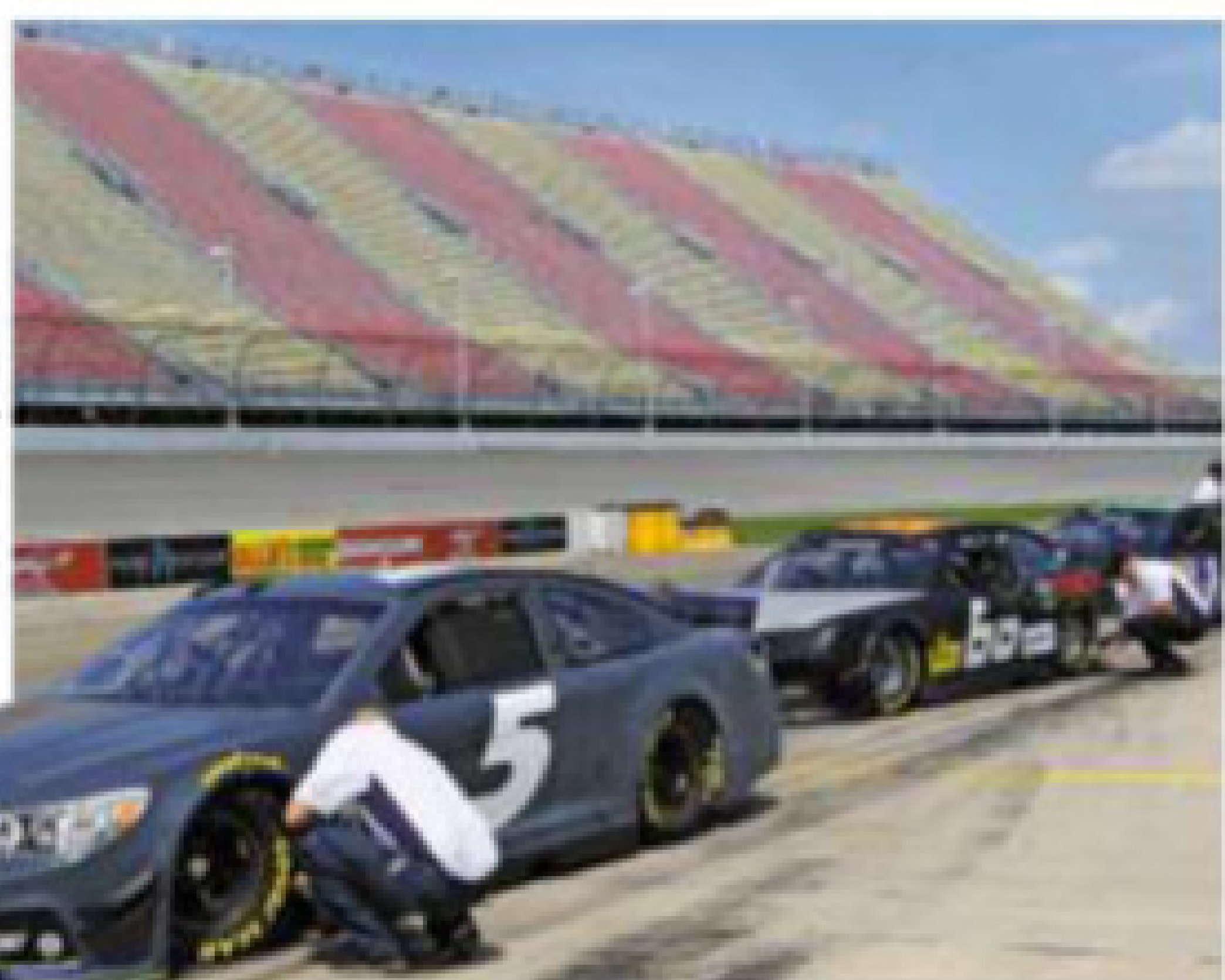
## NASCAR TRIES NEW AERO

NASCAR tested six aerodynamic configurations last week as it works on 2015's Sprint Cup rules package.

Ten drivers were kept on at Michigan after the two-mile superspeedway's race, and in each configuration they ran two 15-lap mock races, one from a single-file start and one from double-file.

The tests are in response to fan calls for better racing and more lead changes. Three different power levels were tested, the current 850bhp, plus 800 and 750.

REINERS/NASCAR VIA GETTY



## Harvey 'here to stay' in States

Briton Jack Harvey is targeting a future in the US after narrowly missing out on the Indy Lights title in his rookie season.

The 2012 British Formula 3 champion moved to the States this year to race with Schmidt Peterson Motorsports. After a slow start he rallied to four wins from the last five races (above), but lost the title to Gabby Chaves on a countback.

"I want to stay here," Harvey said, "whether we do Indy Lights or something in IndyCar. I've enjoyed it so much.

"In Europe I started to lose my enjoyment of driving, and I came out here and found that spark again. I'm not saying I didn't enjoy racing in Europe – I loved it. But this is where I want to be."

Chaves will use his \$750,000 scholarship prize for winning the Lights title to contest at least a part-season in IndyCar. "For sure I'll be doing the Indy 500," said the Colombian. "If you can get to the 500, it's pretty likely that you'll get some other help along the way."

## KOVALAINEN IN DTM BMW

Finnish Formula 1 refugee Heikki Kovalainen is scheduled to test a DTM BMW today (Thursday).

Kovalainen, a one-time grand prix winner with McLaren, is scheduled to join the Munich manufacturer's four-day test at Lausitz.

A BMW statement said it is a chance for him to "gain an impression of the M4 DTM".





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

GRIFFITHS/FIA FORMULA E



## SATO, PIC IN FORMULA E TEST

Ex-Formula 1 drivers Takuma Sato and Charles Pic joined the Formula E field for last Tuesday's final pre-season test at Donington Park.

French ex-Caterham racer Pic is believed to have a strong chance of joining the Andretti Autosport team for the all-electric series, which kicks off in Beijing next month.

Japanese Sato (above), who squeezed in the test between back-to-back IndyCar races, said he was helping out old friends at the Amlin Aguri team, born out of the Super Aguri squad he drove for in 2006-08.

Meanwhile, China Racing has confirmed its line-up as Nelson Piquet Jr and Ho-Pin Tung.

### BIG NUMBER

**13** Number of drivers to start an F1 GP who drove at Donington. The 11 confirmed racers are Buemi, Montagny, Senna, di Grassi, Chandhok, d'Ambrosio, Sarrazin, Heidfeld, Piquet Jr, Alguersuari and Trulli.

## In brief



### AUER FOR SIX HOURS

European Formula 3 Championship race winner Lucas Auer will make his LMP1 debut with the German Lotus team in the Austin WEC round next month. The Austrian, who drove one of the team's LMP2 cars in Bahrain last year, will share with Christophe Bouchut and James Rossiter.

### WELLS TAKES F3 BOW

Hong Kong-based Wiltshireman Dan Wells will make his Formula 3 debut in this weekend's British F3 round at Brands Hatch. Wells, who has tested F3 machinery in the past, will drive a Double R Racing Dallara-Mercedes.

### CECCON CHECKS IN

Ex-Auto GP champion Kevin Ceccon has returned to GP3 for the remainder of the season. The Italian, a podium finisher in 2012, joined Jenzer Motorsport for last weekend's Spa round, and will see out the season with the Swiss team. He narrowly missed scoring points at Spa.

### PLATO/AUSTIN CLASH

The clash between Jason Plato and Rob Austin in race three at last weekend's Knockhill BTCC round will be reviewed at Rockingham next month. Daniel Welch, Nick Foster and Marc Hynes received verbal warnings for separate incidents in Scotland, which resulted in MG driver Hynes starting race three from the back.

## TRIDENT FLIES AT SPA GP3

Italian GP3 squad Trident changed its entire line-up for last weekend's round at Spa – the first time any team has done this in the series' five-year history.

Formula Renault 3.5 racer Luca Ghiotto took pole in wet conditions, but faded in the damp race with the wrong tyre choice.

Ghiotto was joined by Swedish Formula 3 refugee John Bryant-Meisner and Russian Euroformula Open racer Konstantin Tereschenko – the last-named sat out the races after a scary aerial crash in practice.

GRIFFITHS/FIA FORMULA E

### BUEMI HEADS FINAL TIMES

The e.dams team took a one-two in last week's Donington Formula E test, with Sebastien Buemi edging out Nicolas Prost.

The top 15 were covered by just 1.1s, and the field also undertook untimed race simulations featuring practice car changes.



### TESTING TOP SIX

1	Sebastien Buemi	e.dams	1m31.792s
2	Nicolas Prost	e.dams	1m32.117s
3	Franck Montagny	Andretti	1m32.143s
4	Bruno Senna	Mahindra	1m32.249s
5	Sam Bird	Virgin	1m32.292s
6	Lucas di Grassi	Abt	1m32.293s

## Honda men try Nordschleife

Honda works drivers Gabriele Tarquini and Tiago Monteiro contested last weekend's VLN race on the Nurburgring Nordschleife to gain experience of the track for next year's WTCC round.

The duo shared a Civic Type R. Monteiro planted it on pole for the SP3 class, but lost ground due to damage on



the opening lap. The car continued after repairs, but retired half an hour before the end of the six-hour race.

## PORSCHE GOES THE DISTANCE

Porsche completed a test at Lausitz last week that has brought the total distance undertaken by its 919 Hybrid LMP1 contender since the Le Mans 24 Hours in June to more than 4000km (2500 miles).

Mark Webber, Neel Jani and Romain Dumas notched up just over 2000km

during three days, while Marc Lieb, Brendon Hartley and Timo Bernhard achieved a similar distance at Paul Ricard in July.

Team principal Andreas Seidl explained that the focus has been on performance testing, including the introduction of a new aero package to increase downforce.



## Duval returns after shunt

Audi star Loic Duval made his race comeback after his horrific Le Mans practice shunt in last weekend's Super Formula round at Motegi.

The Frenchman, who missed the previous Fuji round, finished fourth in his Team Le Mans-run car.

Duval explained that he has had regular checks at a Lausanne hospital and had his licence suspended due to the severity of the impact. "I'm already feeling completely fit again, physically and mentally," he said.







## **FERRARI RACING DAYS IS BACK IN THE UK**

The spectacular Ferrari Racing Days returns to Silverstone on the 13th - 14th September 2014

### **Highlights**

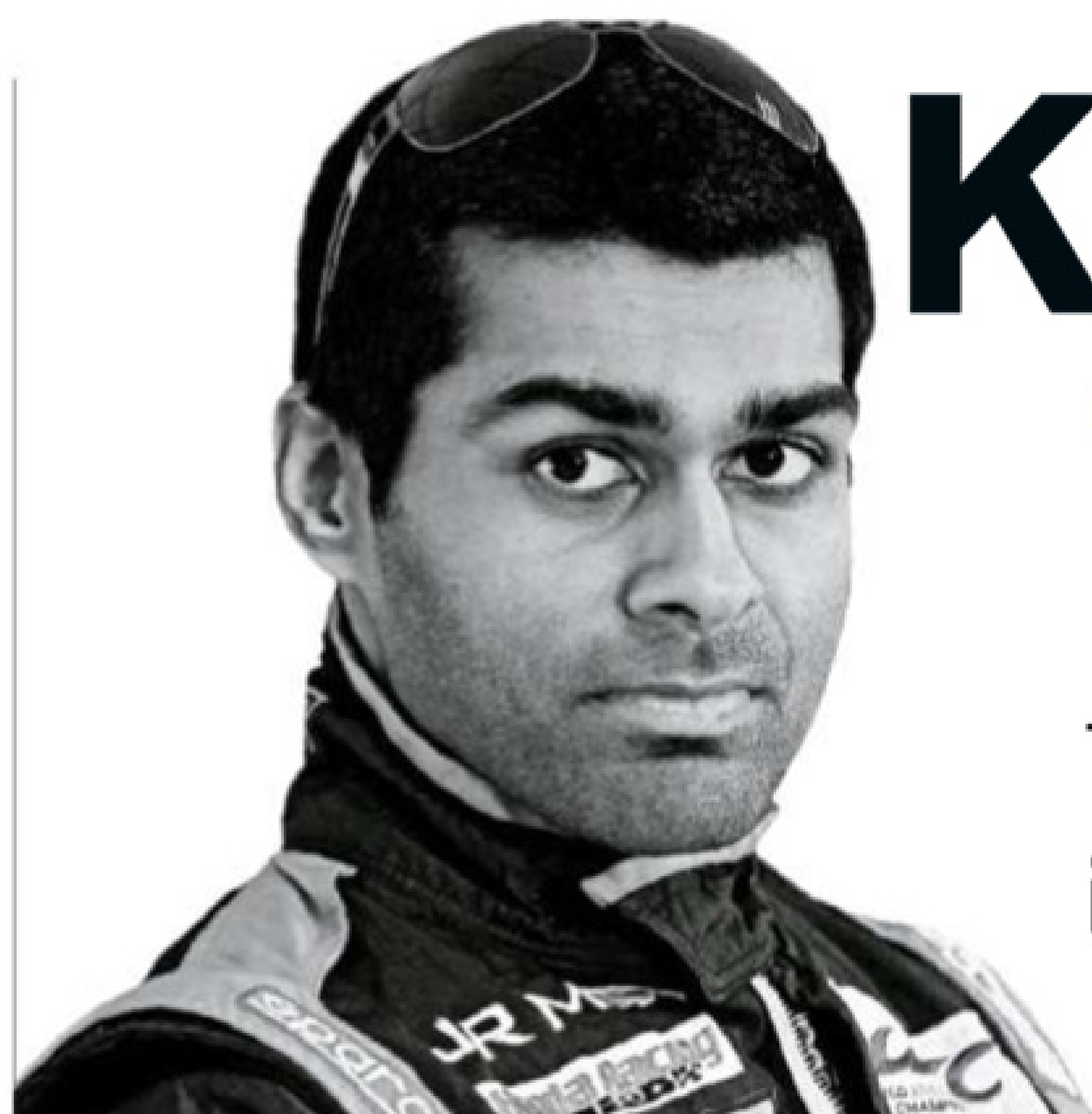
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# Karun Chandhok

## The racer's eye

The former F1 racer believes Nico Rosberg got it wrong at Spa, and he also feels for the drivers involved in 'musical chairs' at various teams

I'm going to split my column up into two halves this week. This first half is really to look at the key question of the weekend – when is the right time to back out of a move? Like everyone else, I've seen Spa's Nico Rosberg/Lewis Hamilton incident from every possible camera angle and read and heard the quotes from all involved. Ultimately, I stand by what I thought straight away: 70:30 Nico's fault and a move that was attempted too early in the race.

Frankly, if Nico had tried that lunge on lap 42 of the grand prix, you'd say: "Well, he's at fault, but at least he had a go." If he'd tried it at Monaco or Budapest, where overtaking is notoriously difficult, you'd say: "Well, a bit desperate, but he may not have had another chance." At Spa, however, where there are overtaking opportunities aplenty, there really was no reason to risk everything so early on.

So when should you really back out of a move? It all depends on your situation and who you're up against. Damon Hill and Jacques Villeneuve were right to have a go at Michael Schumacher in the championship finales of 1994 and 1997 respectively, because for each it was their one chance of winning the title. It paid off for one and not for the other, but in that situation you have to try. A 50:50 move against your team-mate in the opening few laps of a GP, however, is really not worth the gamble (as David Coulthard discovered in Austria in 1999).

Moves around the outside into Les Combes do work – I took the lead from Andy Soucek there on my way to victory in the GP2 race a few years ago – but you have to



I hadn't driven a single dry lap on Pirelli tyres and also there were key technical people in the team who were totally against me driving. It wasn't a pleasant atmosphere because I really felt the negative vibes from those people, although Jarno himself was very good with me and really held no grudge or animosity. I only did it because today's reality is that you never say no to the chance of an F1 race seat, but it wasn't a fun experience.

For Lotterer, the weekend was a win-win. There were no expectations and no real pressure. If things went well, as they did, he would come out smelling of roses. If they didn't, he would go back to racing sportscars and in Japan,

**“It takes a while to realise life and motorsport aren't fair, but you must accept it and move on”**

have your nose slightly in front heading into the first right-hander. From the onboard footage, you can see that Nico got alongside, but as soon as he saw Lewis clearly ahead at the right-hand apex, he had two choices: either brake and slow down, or turn left and go across the run-off area. Doing neither resulted in a clumsy collision.

Before the weekend had even started, there was a lot of 'musical chairs' at Marussia and Caterham. In my time in Formula 1, I've been in the same situation as all those guys were – Kamui Kobayashi, Andre Lotterer, Max Chilton and Alex Rossi – and I can tell you that it's tough, emotional and very, very awkward.

I remember a particularly uncomfortable moment in Barcelona 2010 when Christian Klien was told he was driving my HRT in FP1, but nobody told me, so we both walked into the garage in our overalls ready to get in the same car! In 2011, I was called in to drive Jarno Trulli's Lotus at the Nurburgring weekend. Tony Fernandes asked if I was ready to do a better job than Trulli. In hindsight, I wasn't.

but now with the reputation as an F1 driver.

I can tell you that Rossi's situation was by far the worst. I was told I would be racing for Lotus in Korea and India in 2011, and even reassured on multiple occasions that the announcement was imminent. But, at the last minute, the deal was pulled away from me for a variety of reasons. At that point, I have to say you get very disillusioned with the sport and the people in it. You start to question whether there is any fairness or honesty in the game, and it takes a while for you to realise that life and motorsport really aren't fair, and that you have to accept it and move on.

I'm sure for Alex that Friday afternoon must have been the worst day of his life. For the opportunity of a GP debut to be snatched away is cruel, and I do feel for him. The bosses at Marussia, Graeme Lowdon and John Booth, are decent, honest guys, and their backs must really have been against the wall to have pulled Alex out. I'm sure that wasn't a pleasant experience for them either, but you have to do what you need to do to survive in this game. ❧



# Calm before the storm



## CORSA VXR CLUBSPORT

**1.6 Turbo 205PS**

**Drexler Limited Slip Differential**

**Brembo Brakes**

**Bilstein Shocks**

**Official Government Test Environmental Data. Fuel consumption figures mpg (litres/100km)  
Combined: 37.2 (7.6). CO<sub>2</sub> emissions 178g/km#.**

Model shown Corsa VXR Clubsport 1.6i 16v Turbo (205PS) £22,400, plus Metallic Paint £545, total cost £22,945. Vauxhall does not condone irresponsible driving. #Official EU-regulated test data are provided for



**VXR**.co.uk



**VAUXHALL**

and CO<sub>2</sub> emissions (g/km). Corsa VXR Clubsport: Urban: 27.7 (10.2), Extra-urban: 46.3 (6.1),

comparison purposes and actual performance will depend on driving style, road conditions and other non-technical factors.



**ADAM FIRTH**  
 MICHELIN Pilot Sport Challenge  
 in Spa-Francorchamps, 951 points  
 and a reference time of 03:26:70

**ALEXANDRE SCHONT**  
 Coach and MICHELIN expert

**PORSCHE 911 GT2**  
 462 HP at 6,250 rpm

**MICHELIN Pilot Sport Cup 2**  
 Over 50% more laps and faster\*  
 due to technologies from endurance racing

**PERFORMING BEYOND YOUR  
 LIMITS IS THE ONLY VICTORY  
 THAT COUNTS.**



FOR MORE INFORMATION ON  
 THE MICHELIN PILOT SPORT CHALLENGE GO TO:  
[PILOTSPORTEXPERIENCE.MICHELIN.CO.UK](http://PILOTSPORTEXPERIENCE.MICHELIN.CO.UK)

**Adam Firth, 41, set a personal best in his Porsche GT2 at the MICHELIN Pilot Sport Challenge in Spa-Francorchamps.**

Becoming a better driver isn't about what you can achieve in just one lap of the race track – it's about being able to replicate the performance over several laps. Michelin understands this very well – and that's why they're offering drivers all the benefits of their expertise, lap after lap. Thanks to Michelin, competitors in the MICHELIN Pilot Sport Challenge have two formidable weapons to call upon. Firstly,

they've got the advantage of having their own MICHELIN coach to provide technical support. Secondly, their cars are fitted with MICHELIN Pilot Sport tyres such as the MICHELIN Pilot Sport Cup 2 – which can help achieve up to 50% more laps of the track, faster and with greater consistency\*. That's because MICHELIN Total Performance delivers more all round performance in one tyre.

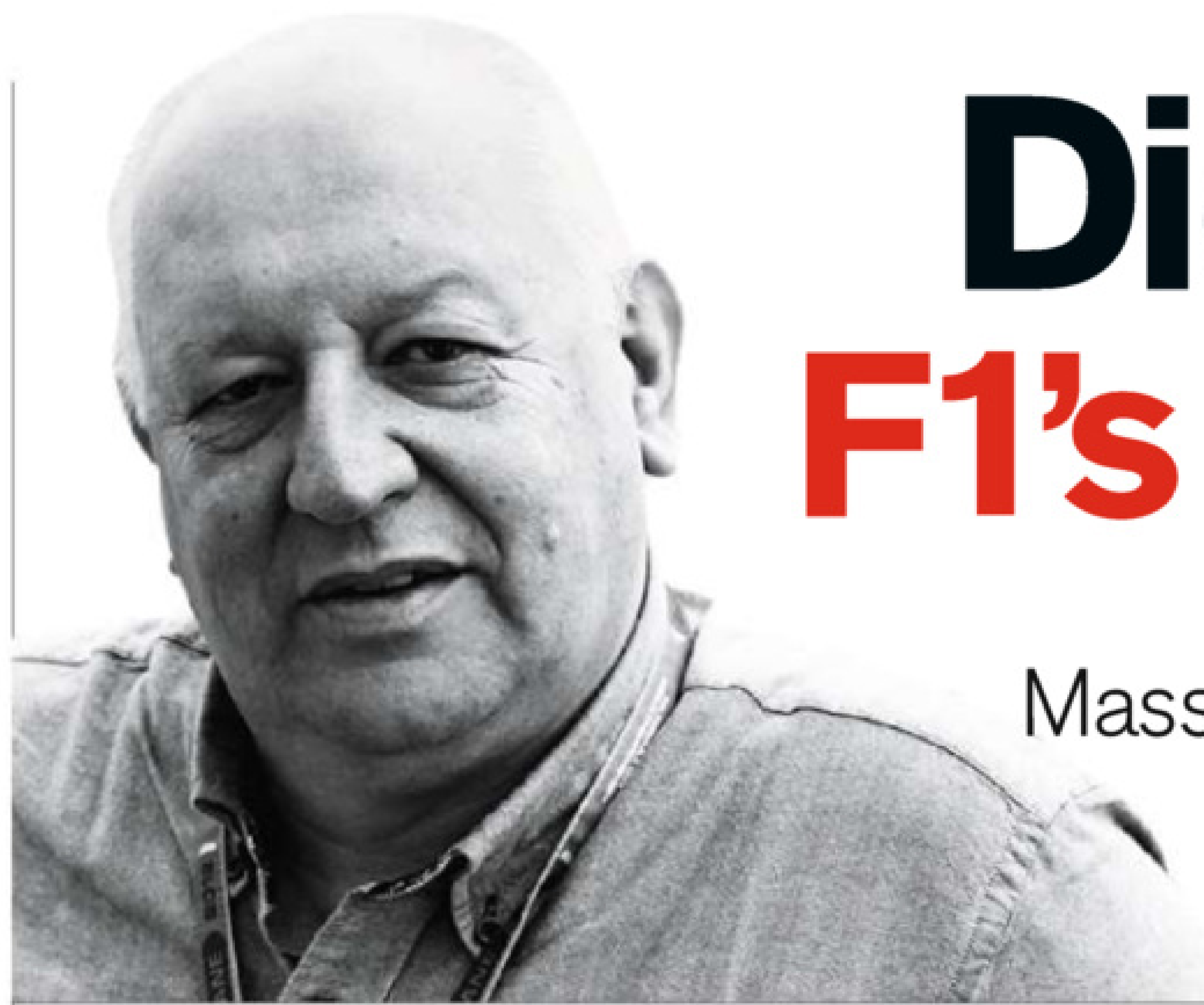


**MICHELIN Pilot Sport Cup 2** - approved for the road, designed for the race track.



\*Compared to its predecessor, Michelin Pilot Sport Cup+. Internal tests 2013.





# Dieter Rencken

## F1's political animal

Massive manufacturer marketing spend in the 2000s brought complacency in F1. Now it has to start promoting itself. And quick

Imagine being CEO of a multi-billion-dollar purveyor of products – automobiles, burgers, widgets, whatever – active in 200 territories, yet the company has absolutely no need for a coordinated marketing department, because its suppliers (and their suppliers and/or partners) fund high-profile campaigns across the globe.

So the company accounts contain but four basic line items: sales (income); cost of sales (disbursements); operating costs; personnel. It's a commercial dream, facilitating gross profits of 30 per cent-plus.

Now imagine a sea-change shift of policies at supplier level, with primary partners being prohibited by law from advertising in most civilised countries, while regulatory changes effectively reduce competition at second-tier supplier level, further reducing ad spend by tens of millions per annum. Effect: marketing black-out.

Commercial crisis? Yes. According to a seasoned marketer, operating in an advertising vacuum is akin to "whispering in the dark: you alone know what you're up to."

The logical solution is for our CEO to establish a fully fledged marketing department able to, by the most basic definition of the science, *formulate a set of processes for creating, delivering and communicating value to customers to satisfy needs and wants through exchange processes, and the building of long-term relationships.*

But his conglomerate has been acquired by a private-equity fund with a reputation for squeezing the last dollar out of acquisitions while investing the minimum at every

The reason for F1's malaise is historical: when Bernie Ecclestone's Formula One Management operation eventually sealed the deal to acquire F1's commercial rights in 2000, a (McLaren) Mercedes driver (Mika Hakkinen) was reigning world champion, prompting the German car firm to trumpet its achievements. And Ferrari had won the constructors' title, a tale told by every pack of Marlboros.

BMW made its entry, Jaguar bought Stewart, Toyota was about to join, while Renault negotiated to acquire Benetton. Not only did they throw the might of their global ad-spends at F1, but these powerhouses brought in blue-chip partners, who in turn screamed their F1 links. Bridgestone and Michelin were engrossed in a tyre war every bit as ferocious on-track as it was on billboards.

Collectively they bought £3000 Paddock Club passes by the hundred, signed for "bridge-and-board" circuit signage packages and took expansive (and expensive) merchandising areas: Toyota is estimated to have blown upwards of £8 million on rental for its enormous merchandising palaces during a nine-year tenure in F1, while stands erected by the rest were not much smaller. Advertising? Double-page spreads everywhere.

In short, FOM had no need to spend a bean on marketing, instead enjoying the luxury of suppliers and third parties funding all such activities. Then manufacturer teams left in droves, disillusioned by the lack of return on (massive) investment, and taking their partners with them.

Simultaneously tobacco advertising was banned and

**"Apologists blame the economy, but Porsche and Audi both commit F1-level budgets to the WEC"**

level. Its principals have little experience of that particular market sector, nor an in-depth grasp of any historical factors. Thus they see little reason to create a major cost centre where none has existed. Double crisis.

That is precisely the situation Formula 1 finds itself in, with falling attendance at spectator and TV-audience levels, increasingly disillusioned fans, a raft of struggling suppliers (teams), reducing sponsorship base and, crucially, dwindling outlets (race promoters and TV transmitters).

Yes, new circuits are joining the fray; but, over the past decade, Formula 1 has lost five of the 10 new venues it attracted. In primary markets the broadcast landscape has changed dramatically since CVC Capital Partners acquired the majority slice of F1's commercial rights in 2006. Customer service (fan engagement)? Basically non-existent.

When analysing F1's current business model, those key marketing phrases – "needs/wants", "exchange processes" and "long-term relationships" – are eerily absent. Any wonder the sport faces such fundamental challenges?

CVC turned the screws. The only wonder is that it took five years for the effects to wash through the system, a testimony to the deep passion generated at fan level.

Apologists blame the economy, but their 'facts' simply don't stack up: Porsche and Audi commit F1-level budgets to the World Endurance Championship; Volkswagen and Hyundai spend huge amounts on World Rally Championship campaigns. Yes, Honda returns in 2015 – marking the first return of a major marque in six years – but, crucially, as engine supplier only. None other is on the horizon.

Global sport spend, too, is up: Manchester United recently signed a record 10-year shirt deal worth £90m per annum, while the top five European football leagues last year turned over a combined £20 billion, probably five times F1's 2013 cumulative turnover. F1's TV audience is shaded by Turkey's football league...

The message is clear: F1 needs to establish a structured marketing department PDQ, or the downward spiral will continue. Adapt or die, it's called. ☹



BELGIAN GP

# THE RACE REPORT

QUALIFYING • TRACKSIDE VIEW • RACE HISTORY • TEAM BY TEAM • RESULTS

## Merc cold war turns nuclear

After a season of simmering tensions between the Mercedes drivers, their stand-off turned physical on lap two at Spa, handing Daniel Ricciardo and Red Bull the win. By **EDD STRAW**





## AT A GLANCE



"He basically said he did it on purpose. He said he could have avoided it and 'I did it to prove a point'" **HAMILTON**

**BELGIAN GP**  
Spa-Francorchamps

**ROUND** 12/19

**LAPS** 44

**WINNER**  
Daniel Ricciardo  
1h24m36.556s

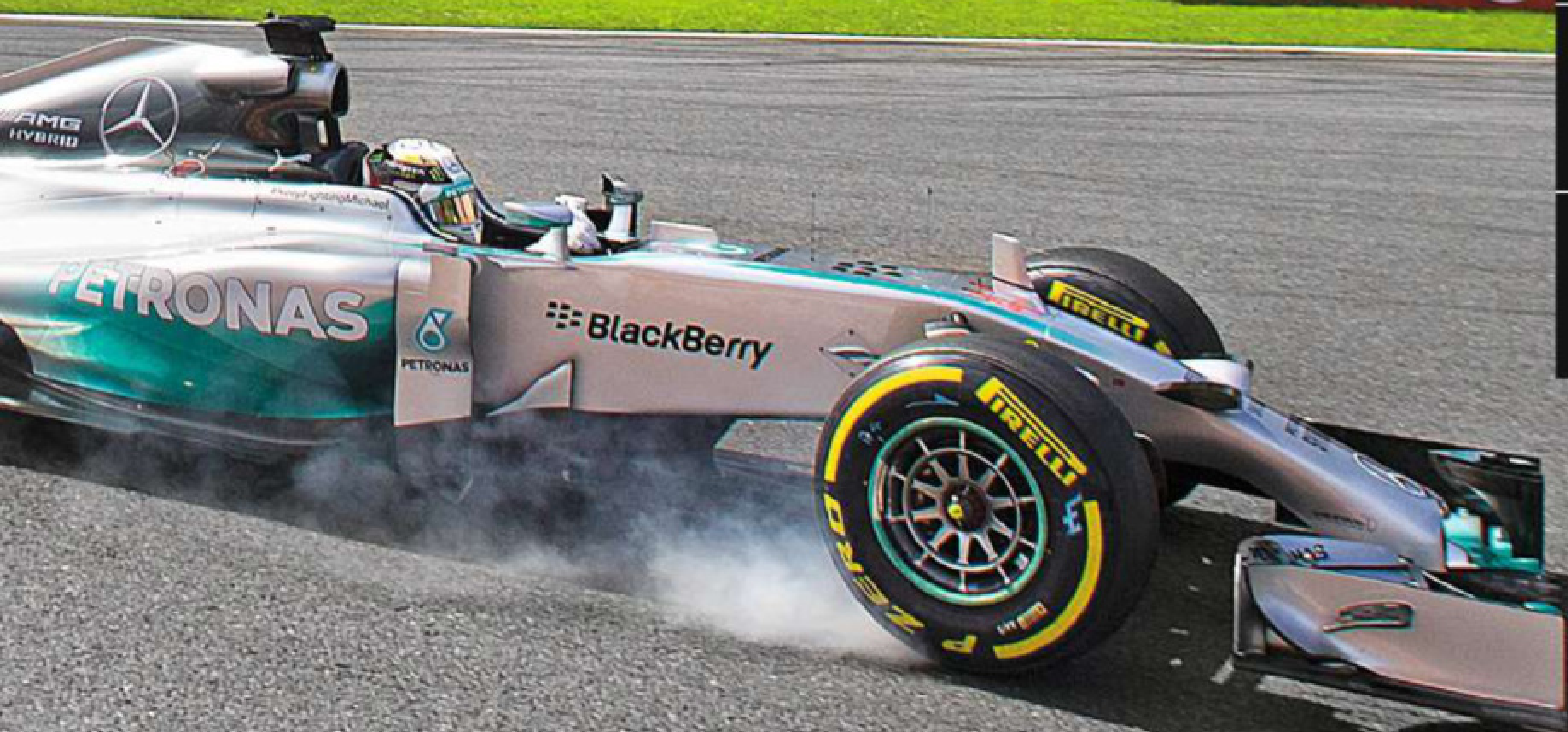
**POLE POSITION**  
Nico Rosberg  
2m05.591s

**FASTEST LAP**  
Nico Rosberg  
1m50.511s

**RACE RATING**  
★★★★★ Ricciardo took full advantage of the intra-Merc clash to score third win of the season

**DRIVERS' STANDINGS**

1 Nico Rosberg	220pts
2 Lewis Hamilton	191pts
3 Daniel Ricciardo	156pts





**Rosberg at speed**  
in Spa's moody  
magnificence



# QUALIFYING 14:00, 23.08.2014

20

There are times when Lewis Hamilton carries the weight of the world on his shoulders when things don't go his way. But there are others, such as after missing out on pole position for the seventh consecutive race, when he is either able to hide his feelings very well or simply shrug everything off. At Spa, he blamed a grazed left-front brake for not beating Mercedes team-mate Nico Rosberg to top spot. As he put it, "I'm not frustrated... and I don't really feel like I've been beaten, as such."

In simple terms, a glazed brake disc is the consequence of temperature not being put through it fast enough. This meant Hamilton's car was unbalanced, pulling to the right in the braking zones. But despite that, he still managed to put in a lap just 0.228s off Rosberg, with a front-right lock-up at Stavelot costing him crucial time as,

prior to that, he was up on Rosberg. Given he had a problem, it was difficult to escape the conclusion that, with the brakes performing as hoped, he would have taken pole.

But that's not what happened and it should not diminish Rosberg's achievement, especially as he suffered from a similar problem but opted against talking about it. While his late flier was only a tiny improvement over what he thought at the time was a banker lap of little significance on his first run, he still set two laps good enough for pole.

"The first one, I thought was going to be completely irrelevant because I knew that the track was drying out," he said. "It was just a banker lap. I was very surprised that the track did seem to dry out a little bit [for the second run] but it wasn't really getting a lot quicker and the last lap was pretty similar to the previous one."

Sebastian Vettel capitalised to take third thanks to rain that he believed shrouded the disadvantage of the Renault engine, just ahead of Fernando Alonso. Ferrari had experimented with low and high-downforce set-ups through practice and, perhaps influenced by the rain, took the high road for qualifying and the race.

But Daniel Ricciardo should arguably have been third. He ran wide out of Blanchimont on his final lap. While he was largely relieved not to have put his Red Bull into the wall as a result of the mistake, the fact that he was only two tenths away from jumping the two ahead gave him reason to be disappointed.

Williams disappointed at a circuit where it had been expected to shine. Valtteri Bottas had a solid run to sixth spot, while Felipe Massa could manage only ninth, also suffering from a glazed brake.



**Vettel outshone Ricciardo to take third on the grid**



**P32 FULL RESULTS & POINTS**



## THE GRID






Hamilton grabbed the lead after Rosberg made a poor getaway

## RACE 14:00, 24.08.2014



Until the two Mercedes drivers reached the end of the Kemmel Straight and turned into the Les Combes right-hander on lap two of the Belgian Grand Prix, the conflict between Lewis Hamilton and Nico Rosberg was a cold war.

There had been flashpoints, games of brinkmanship, suspicions, hostility and a growing atmosphere of distrust, but this was the moment when the warning shots stopped and the live ammunition was used for the first time.

Debates will rage over who really started this conflict, and exactly when. But the one indisputable fact is that it was Rosberg who fired the first shot on-track. And from a world championship perspective, it hit the spot perfectly, putting his title rival out of contention – even if Rosberg himself lost a chunk of his front wing,

and possibly a chance of victory, in collateral damage.

Things had looked bleak for Rosberg a few minutes earlier. A poor getaway allowed both Hamilton and Sebastian Vettel to jump him on the run to the tortuously tight La Source hairpin. Vettel's bold attempt to go around the outside of Hamilton for the lead at Les Combes resulted in the Red Bull driver having to abort and cut across the runoff, promoting Rosberg to second.

He crossed the line to start the fateful second lap seven tenths behind Hamilton. Rosberg exited Eau Rouge around 6km/h faster than Hamilton. He had no choice but to attack.

Hamilton went on the defensive and Rosberg moved to the outside as they hurtled up the Kemmel Straight. At the turn-in point, Rosberg's front wheel was somewhere between Hamilton's rear wheel and the mid-point of his Mercedes, and he decided

**HAMILTON:** 'I heard someone say a crash was inevitable. I don't feel that was today'

to contest the corner. It wasn't an unreasonable decision – had Hamilton slowed a little too much, there was the possibility of slinging the car around the outside and having the inside line for the left-hander that follows immediately.

But when it became clear that the gap was closing, who knows exactly what was going through Rosberg's mind? Perhaps it was April's Bahrain Grand Prix, where he was unhappy at being forced to get off the throttle to avoid a clash when trying to go around the outside of Hamilton for the lead. Perhaps it was last month in Hungary, where he was angered by Hamilton's refusal to let him past. But what he certainly wasn't thinking was how best to secure another one-two finish for Mercedes.

Rosberg had a split-second to decide whether or not to wind off the lock and eliminate the risk of contact. He decided not to and the right side of his front wing grazed Hamilton's tyre. The result was a Hamilton puncture and Rosberg losing an endplate.

"I heard someone say it was inevitable that we were going to crash one day," said Hamilton. "I don't feel

like today there was that inevitability. I took the inside line, I had the corner. We braked very deep into the corner because if I'd braked early he would have come down the outside, which would have meant that he was alongside me through that section. I still made the corner with the same line as I would do normally and I just heard a big thud. I thought there would be an investigation."

Then came Hamilton's bombshell, revealing that Rosberg "said he did it on purpose, he said he could have avoided it and did it to prove a point". It's a comment that requires a little more context. What Hamilton said was not under duress or under intense questioning; it was volunteered after a pause in his explanation of what happened. After the first shot had been fired, Hamilton decided, legitimately, to respond by revealing Rosberg's position in the post-race team meeting.

But what it certainly does not mean was that Rosberg had this in mind when he launched the move on the straight. What was deliberate was not *aborting* the move, as Vettel had done a lap earlier. As for what point Rosberg was trying to make, it's unclear, but it seems likely he felt there'd been too many times, primarily in Bahrain, he had to back out of a move around the outside to prevent a collision. He felt Hamilton should have left space for him on the outside at Les Combes.

"You can ask Fernando [Alonso], you can ask all drivers: when a car is ▶



Lap one: Vettel backed out of his move on Hamilton



▶ less than half a car length alongside you and you're on the inside, it's your racing line," said Hamilton. "It's not your job to go massively out of your way and leave extra room. And it wasn't one of those corners where there was a wall there or anything because Sebastian, the lap before, was actually further up and he was sensible about it."

While the stewards did briefly consider the incident, there was no official investigation. And rightly so. Rosberg was guilty of a lack of pragmatism, but he was entitled to attempt the move. Had this clash happened between drivers from different teams, it would have been perceived as a racing accident caused by overoptimism on Rosberg's part rather than malice. Even so, the smart move for Rosberg would have been to wait. After all, a lap later he would have had the advantage of the DRS. But his reluctance to talk about the collision in much depth hinted that he realised he had not made the right call.

"I had a good run on Lewis and tried to go around the outside and we just touched," he said on the podium. "So that hurt both of our races. From a team point of view, of course that's disappointing, that's just the way it is."

**'This was not Prost driving into Senna at Suzuka '89, or Senna ploughing into Prost'**

"As the stewards judged it a racing incident, that's the way one can describe it," he said a few hours later. "In such an incident, it's natural for there to be varying opinions. That's completely normal and I understand the British people will more often than not tend to be on the side of Lewis and the Germans will be on my side more often than not – that's the nature of the thing."

With Hamilton dropping a minute recovering to the pits and – thanks to floor damage caused by flailing rubber hobbling his Mercedes – unable to

score, Rosberg's second place meant an 18-point gain in the drivers' championship. From that perspective, the outcome was positive for him, especially as there are limits to what the "consequences" promised by team management, which shared Hamilton's view of the collision, can be.

But this was not Alain Prost driving into Ayrton Senna at Suzuka in 1989, and it certainly wasn't Senna ploughing into Prost at the same venue a year later, so the vilification Rosberg was subject to in some quarters was disproportionate.

Instead, this was a world championship contender weighing up the potential pluses and minuses of not avoiding a clash that he felt was triggered by Hamilton failing to give him room. He knew he had an 11-point lead heading into the race, so could afford to make his point, and the 18-point swing in his favour was a bonus.

World championship fights are always high-stakes games of poker, weighing up risk versus reward, and Rosberg will certainly be happy to take the criticism given the net result.

It's hard to say which was more inevitable. That Hamilton and Rosberg would eventually drive into each other this season, or that it would be Daniel Ricciardo who was there to pick up the pieces and take another classy victory. Like his previous victories in Canada and Hungary, it was dependent on Mercedes hitting trouble, but there is no shame in that, given the pace advantage of the Silver Arrows.

A mistake at the exit of Blanchimont on his final Q3 lap left Ricciardo fifth on the grid. He held position at the start, so had some work to do to establish himself as the best placed to profit from the Mercedes collision. On lap four he passed Alonso's Ferrari into Les



COATES/LAT



LEE/GETTY

**Rosberg: "It's natural for there to be varying opinions"**



**Hamilton squeezes by Lotterer's Caterham to get back to the pits**

S BLOXHAM/LAT

Combes. Next time around Vettel ran wide at Pouhon. With the Red Bull running very low downforce, to ensure it had the necessary straightline speed in sectors one and three, the twisty middle sector was always going to be a thrill-ride and Vettel did very well to catch the car, but his loss of momentum was enough to allow his Australian teammate to scythe past into second place.

Rosberg was unable to pull away thanks to his damaged front wing and was instructed to hang on as long as he could, going deep enough into the race





Rosberg begins the attack on Hamilton that would prevent a Merc victory



Ricciardo's third 2014 win takes him well clear of Alonso in the table



Ricciardo drove superbly once again to make the most of his opportunity

to be sure of being able to complete a two-stopper (although he would later switch to three for strategic reasons). With Ricciardo parked within DRS range, Rosberg made his first stop for medium rubber and a new nose on lap eight. The nose change meant the stop took 10 seconds, relegating him to fourth once the first round of stops had shaken out. But Ricciardo's advantage over Rosberg was only six seconds at this point.

"Seb looked like he just dropped a wheel on the Astroturf exit of Turn 10 [Pouhon] and obviously, with the rain

overnight and this morning, it was still a bit slippery, so I was able to get him," said Ricciardo of his climb to the front. "Nico came in for a front-wing change and we were able to get into the lead, and then the pace was pretty good. It was just up to me to stay consistent and stay focused."

Ricciardo knew that Rosberg's Mercedes had a performance advantage and was still on target to win. But during Rosberg's second stint, a combination of Vettel (who he initially couldn't pass) and Valtteri Bottas (who used the DRS to breeze

past him into Les Combes on lap 17 to take fourth) meant he wasn't making progress. The pendulum thus swung in Ricciardo's favour.

Rather than wasting more time, Rosberg pitted again for mediums on lap 19 in the hope of provoking a reaction from Ricciardo. Rosberg's three-stop strategy was a low-risk way to attack, because he was always expected to salvage at least second place. When he made his final stop on lap 34 (with 10 to go), he re-emerged fourth, just behind Bottas. He wasted no time in dispatching him through Blanchimont and set about reeling in the revitalised Kimi Raikkonen, who had jumped from sixth to second thanks to an early first stop. The Ferrari driver didn't have the rubber to defend and fell victim to a DRS pass on the run to Les Combes on lap 36.

At the end of that lap, Rosberg was 19.7s behind Ricciardo and told he was on target to catch him right at the end of the race. But he couldn't quite keep with the curve, an oversteer moment at the rapid right-hander after Stavelot, renamed in honour of Belgian journalist/racer Paul Frere in 2008, revealing how hard he was pushing.

Ricciardo crossed the line with just over three seconds in hand. Once again, he had demonstrated that he

has the steel under pressure to go with his prodigious speed.

As Ricciardo, now a three-time grand prix winner, beamed on the podium, it was an uncomfortable time for Rosberg, even with the comfort of a 29-point championship lead.

The great scraps for the world championship are often contentious. While Rosberg was guilty of questionable reasoning and should have backed out of his move, he had attempted a legitimate, but optimistic attack and profited from it far more than he could ever have hoped. This is not the crime some make it out to be.

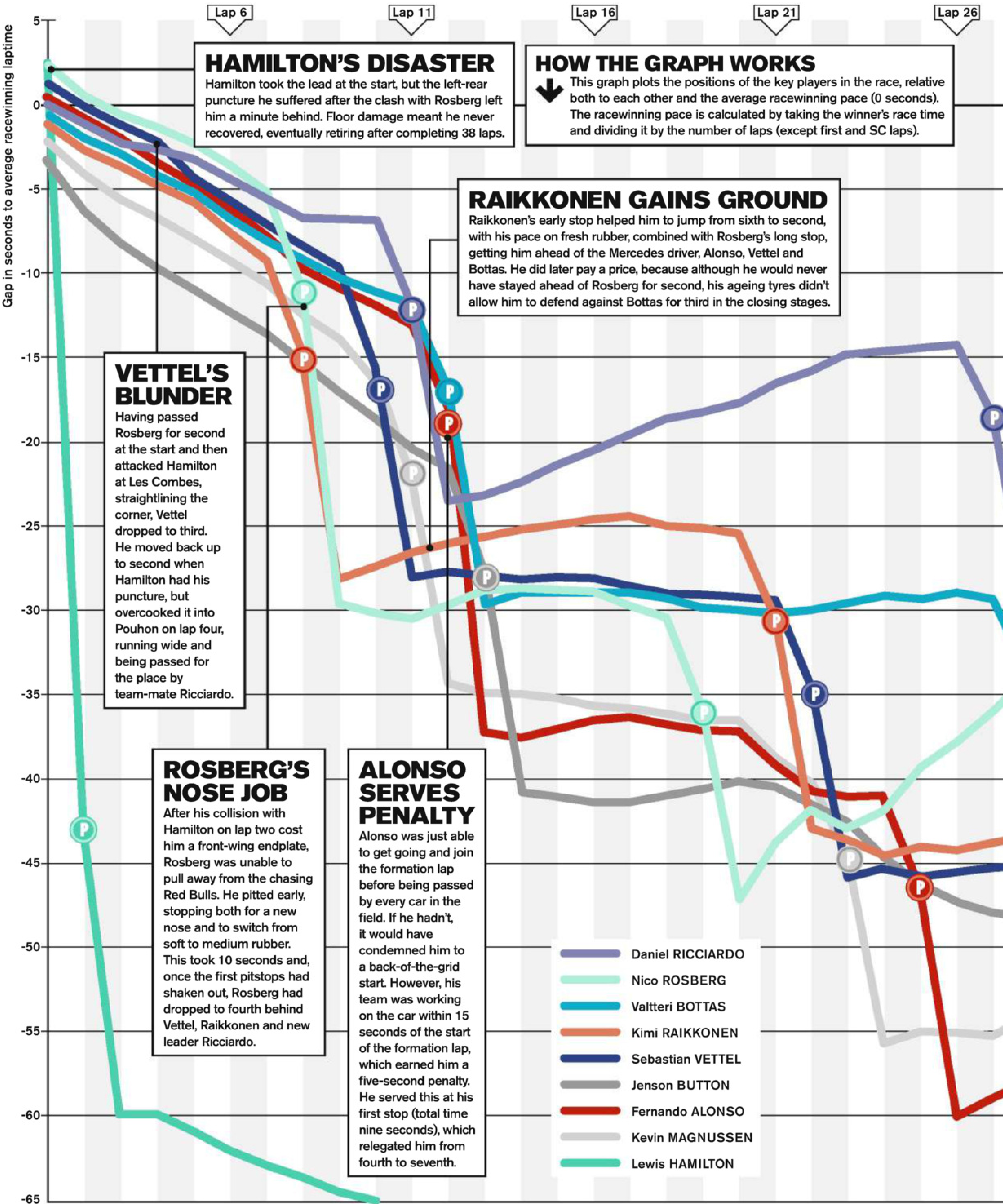
As for Hamilton, his unhappiness with what had happened was completely understandable. He certainly did nothing wrong and knows that even four consecutive victories would not necessarily allow him to regain the championship lead.

Only time will tell how lap two of the Belgian Grand Prix will really affect the world championship. But Hamilton's response when asked whether he could trust Nico if they head into the first chicane at Monza wheel to wheel underlined that this could be a turning point in relations inside Mercedes.

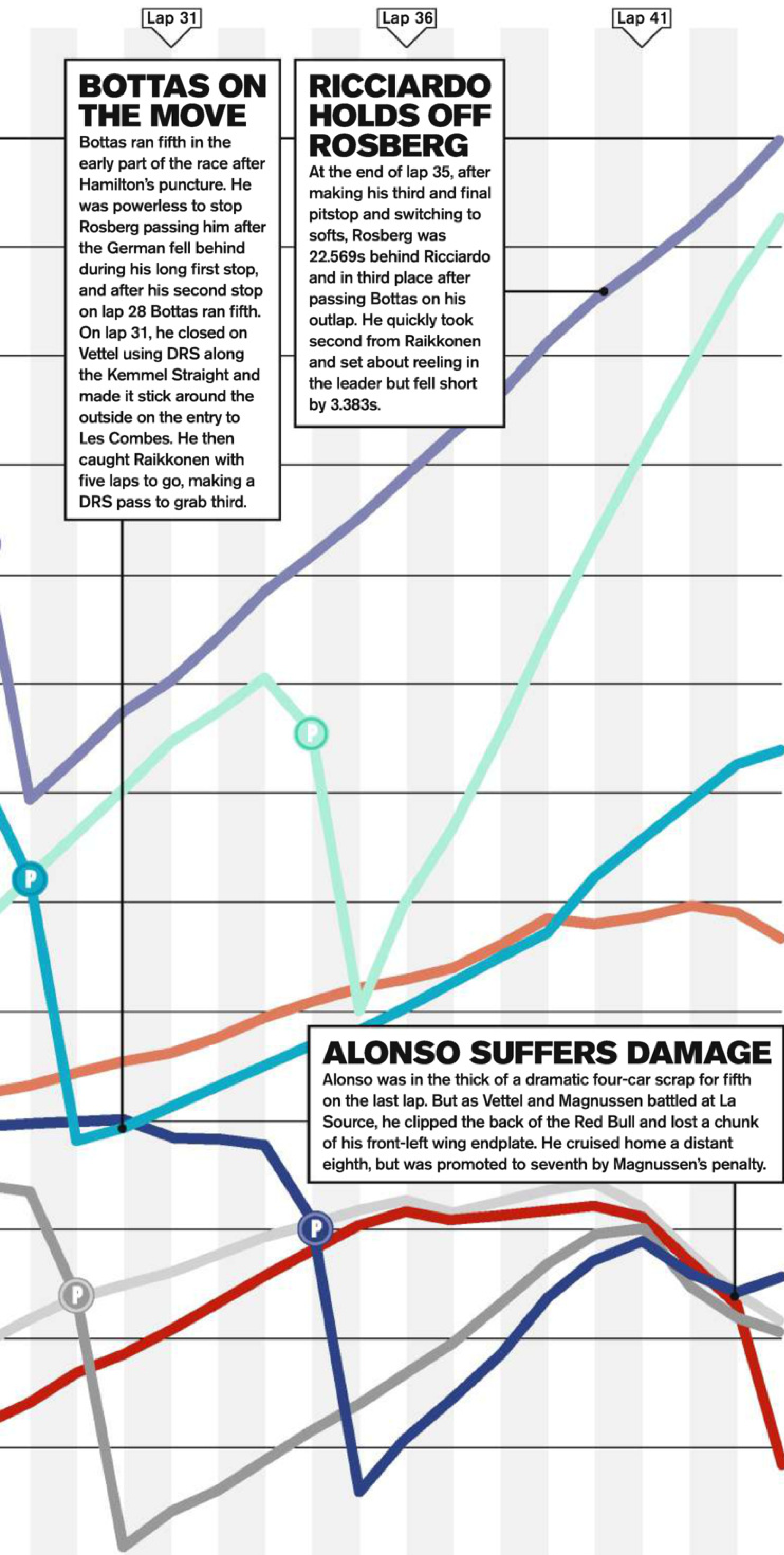
"I'll have to make sure we are not wheel to wheel." ❧



# HOW THE RACE WAS WON







TRACKSIDE VIEW

**EDD STRAW**  
**GRAND PRIX EDITOR**

edd.straw@haymarket.com

@eddstrawF1



At 20mph, a Formula 1 car might as well be standing still. However, depending on whose elevation figures you believe (officially, the climb from the entry of Eau Rouge to the top of Raidillon is 24 metres), that is approximately the *vertical* speed of a grand prix car travelling over what is surely the most iconic piece of asphalt in the world. That the cars are moving forward at 180mph at the time sounds more dramatic, but the elevation is what makes Eau Rouge legendary.

Prior to practice, talk was of whether this new generation of racecars had heralded a return to the days when only the bravest could attempt it flat. Standing at the exit of the old pitlane to watch on Friday morning, it became clear that, while the cars move around more than they used to, it wasn't quite the challenge that had been hoped for.

"The car's moving around a bit more, but it was still easy flat on the new tyres," explained Felipe Massa, who has been around long enough to remember the days when Eau Rouge was a different test. "I expected it to be maybe more difficult, but it was OK. In the race, you need to take care, but on new tyres it's fine. Maybe if this was the first race it would not be fine, but not now."

**'Eau Rouge wasn't quite the challenge to 2014 F1 cars that had been hoped for'**

Watching F1 cars through Eau Rouge up close is still a breathtaking demonstration of their capabilities. There is nowhere else to see cars climbing so fast, and the beating the track surface takes as cars thump the ground both at the apex and at the start of the hill, as well as the sparks and blue smoke as the floor is ground away, is a glorious reminder of the spectacle of modern grand prix machinery.





# STORIES OF THE RACE

Rounding up the action from the Belgian GP

**EDD STRAW**  
GRAND PRIX EDITOR



## Vettel stars in spectacular Spa battle

### A DRAMATIC FOUR-CAR SCRAP INVOLVING

Sebastian Vettel, Fernando Alonso and McLaren pairing Kevin Magnussen and Jenson Button lit up the final two laps of the Belgian Grand Prix.

With three laps remaining, Vettel ran eighth. Having made a third stop, unlike the trio ahead, the Red Bull had a significant pace advantage thanks to its fresh soft rubber. Ahead, Magnussen held fifth from Alonso, with Button in seventh, and Vettel closed up as they lapped the Marussia of Max Chilton and Marcus Ericsson's Caterham.

Alonso attempted to pass Magnussen for fifth on the Kemmel Straight as they lapped Ericsson, only for the Dane to squeeze him onto the grass. Alonso, ever the racer, kept his foot in but could not make the move stick, with Button charging down the outside of both into Les Combes and taking sixth from Alonso around the outside of Malmedy.

By now, Vettel had latched onto this spectacular battle, with Alonso working his way back past Button through

Rivage. Vettel capitalised on this to dispatch Button for seventh into the Fagnes right/left.

On the penultimate lap, Alonso attempted frantically to pass Magnussen, ending up hung out to dry and on the runoff at the exit of Rivage. This allowed Vettel to pick him off to move up to sixth. At the end of the lap, he forced Magnussen to defend at the Bus Stop and got a good exit, allowing him to get a run down the outside into La Source. Magnussen defended, with Alonso sticking his nose up the inside of Vettel and losing a big chunk of his front wing. With the Ferrari limping round to take eighth on the road, the battle was now down to three.

Vettel made the move stick on the run down the hill towards Eau Rouge to secure fifth, with Magnussen keeping Button at bay to the chequered flag.

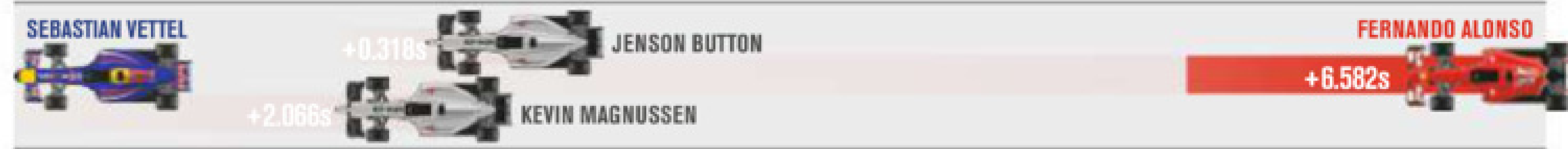
It was a stunning way to finish the grand prix, although Magnussen was later given a 20-second penalty for shoving Alonso onto the grass, relegating him to 12th.



Magnussen and Vettel were part of great late scrap

### FIGHT FOR FIFTH AT THE LINE

This reflects the positions at the chequered flag, with Magnussen later given a 20-second penalty and dropping to 12th overall.



Magnussen's move on Alonso earned him a penalty

## Magnussen penalty for late-race swerve

### KEVIN MAGNUSSEN LOST HIS SIXTH PLACE

finish after being hit with a 20-second penalty for forcing Fernando Alonso onto the grass that relegated him to 12th.

The Dane had a strong race and was in the thick of the dramatic battle for positions fifth through eighth in the final laps. But when Alonso attacked on the Kemmel Straight as both attempted to lap Marcus Ericsson's Caterham with two laps remaining, he moved to his right too late and forced the Ferrari onto the grass.

Magnussen said after the race that he felt it was fair but Alonso, who shook his fist at Magnussen after being forced wide at Rivage, thought he had moved too much.

"It was a group of cars," said Alonso. "He was lapping a Caterham and we were all in the slipstream of the Caterham. Then, when Magnussen moved to pass it, I had extra speed and I tried to overtake. He closed a little, maybe too much, and I had half the car on the grass."

## Alonso suffers battery problem on grid

FERNANDO ALONSO WAS HIT WITH A FIVE-second penalty, served at his first pitstop, for Ferrari personnel working on the car within 15 seconds of the formation lap getting underway.

His F14 T was still up on jacks as the other cars left the grid as an additional battery was used to get the car going. Fortunately, he was able to get away before all 21 other cars had passed him, meaning he was allowed to make his way through the field and retake his fourth place on the grid.

"We had problems with the electricity in the car," said Alonso. "I think we had to replace some

kind of battery at the last minute because we could not fire the car up. The car was just stopped with everything off, no power. We put the extra battery in, the portable one on the grid, but I think the battery inside the car was empty."

When Alonso stopped on lap 12, he was in his pitbox for a total of nine seconds. New rules for this year mean penalties are served at regular pitstops, during which time the car may not be worked on.

Alonso eventually finished seventh after suffering front-wing damage in a clash with Vettel on the last lap (see separate story, above).



Alonso's Ferrari was late away thanks to an electrical issue





## Raikkonen posts his best result of 2014

**KIMI RAIKKONEN CLAIMED THE BEST FINISH** of his Ferrari comeback with fourth place at Spa after a strong run from eighth on the grid.

The Finn admitted to making some errors during wet qualifying that left him a second off team-mate Fernando Alonso, but after making an early pitstop he climbed as high as second. Nico Rosberg, who was delayed by his long first stop for a nose change, and Valtteri Bottas, who had to make his way up from fifth to third, both passed him in the closing stages, aided by being on newer tyres.

"Consistency, results in driving and points, are what makes the driver's performance [contribute to] the overall goal of the team," said Ferrari team boss Marco Mattiacci. "I believe Kimi is a great driver and I think he deserves to be there."

Raikkonen has now scored 20 of his 39 points so far in the past two races.

### Q&A

#### KIMI RAIKKONEN

**"WE HAD A BETTER FEELING IN THE CAR"**



**How satisfying is it finally to have a completely clean race?**

The race was clean, no issues like in the past when we always had something happen. It was probably the first of the year. Still, it's a bit disappointing not to fight further up, but we knew that this race and the next race would be difficult for us.

**Did you have any real chance of fighting with Valtteri Bottas for the podium?**

Not much fight, really. In a straight line they are much faster. One lap, he almost got me, but I could keep him behind, then on the next lap there was no chance. We are a bit down on power. I think we ran the proper downforce to be able to do the maximum [average] speed. In qualifying it isn't too bad, but in the race we suffered more against the cars that can charge.

**Could this race be a turning point for you?**

No, I don't think so. We had good races before; at the last race the feeling was better. But we put ourselves in a bad position in the last qualifying and the last race. It wasn't ideal, the qualifying, but at least we were up there. And we had no problems in the race. We didn't have damage in the car or any other issues, so we could just do our own race. The speed wasn't too bad, but it's still not good enough.

**Do you feel more comfortable with the car than before?**

At the last few races we had a better feeling. There are things that we have to improve, but the feeling has been there for a while, it's just been compromised by the mistakes or things happening to us.



Kvyat took his fifth points finish of 2014

## Kvyat holds off a charging Hulkenberg

**DANIIL KVIAT HELD A CHARGING NICO** Hulkenberg at bay to claim the fifth points finish of his rookie season.

The 20-year-old qualified 11th, ahead of Toro Rosso team-mate Jean-Eric Vergne, just missing out on Q3. He became embroiled in a race-long battle for 10th with Force India driver Nico Hulkenberg. The German opted to run medium tyres in the middle stages of his two-stop race, meaning he was able to put on the faster softs and chase down Kvyat in the closing laps.

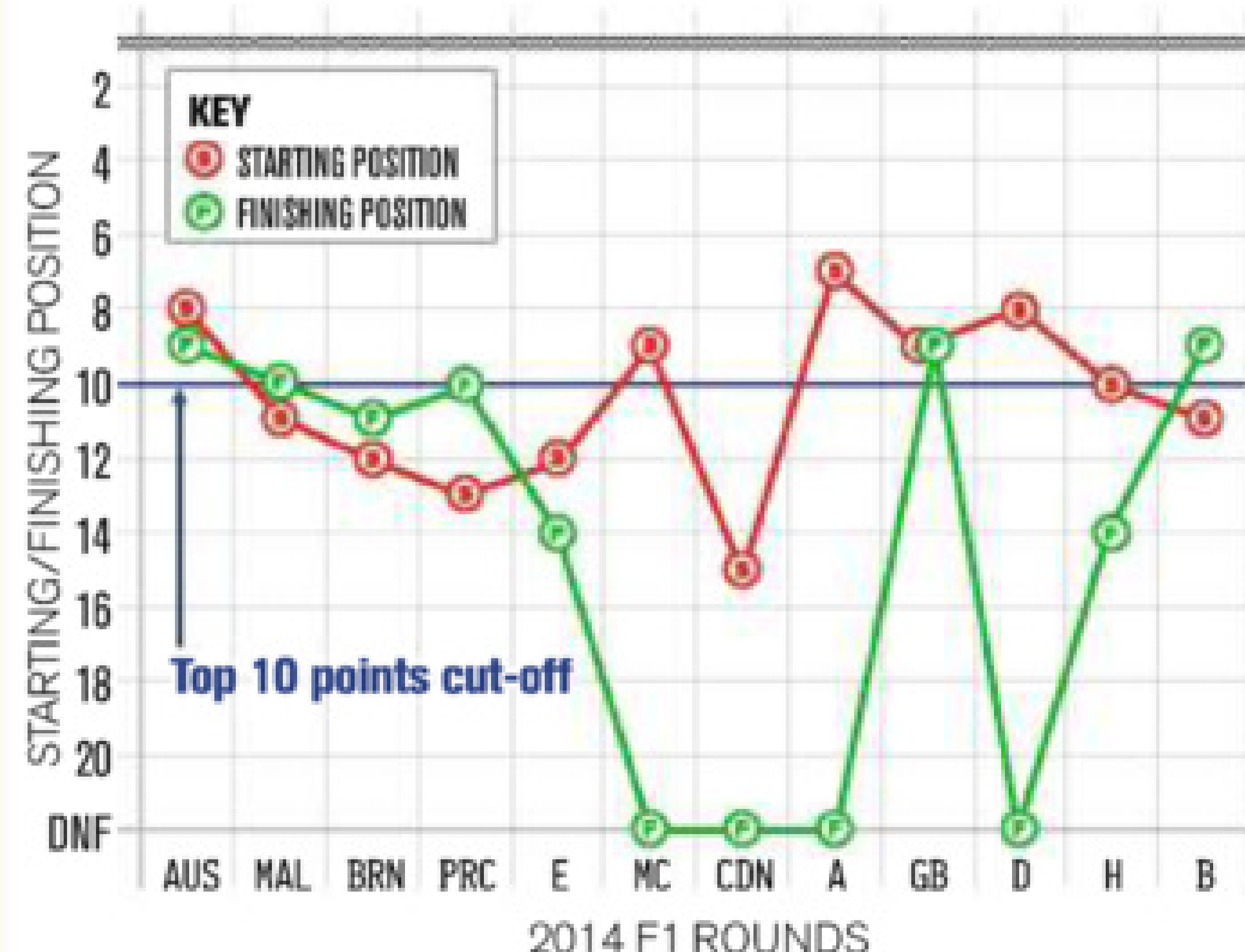
Hulkenberg closed from 15 seconds behind to finish just half a second in arrears, although he did ultimately score a point as Kevin Magnussen's post-race penalty promoted the duo to ninth and 10th.

"I was defending my position against Hulkenberg, who was on new options," said Kvyat. "That was quite thrilling as I'd also had to look after my tyres and at the same time fight to keep the place."

In the build-up to the race, Kvyat was confirmed as an Toro Rosso driver for 2015.

### KVIAT'S SEASON

Kvyat has impressed during his rookie campaign and has often challenged for points. This graph shows his start and finishing positions so far.





# STORIES OF THE RACE

## Bottas recovers to take fourth podium

**VALTTERI BOTTAS CLAIMED HIS FOURTH** Formula 1 podium in five starts with a strong drive in his Williams from sixth on the grid to third.

The Finn ran fifth early on, but was able to pass Sebastian Vettel and Kimi Raikkonen in his final stint to climb to third place, taking the position with five laps to go.

"Our race pace was a bit compromised after the poor start," he said. "I was quite a long time stuck behind some other cars and couldn't really go at the pace we had. But I had some good overtakes. We had good pitstops and good strategy by the team and that allowed us to come up a few places and again to the podium."

With team-mate Felipe Massa dropping out of points contention due to getting a chunk of Hamilton's shredded tyre stuck in his floor, the weekend could have been even better for Williams at a track that suited the FW36.

I'm definitely not disappointed with getting podiums. We're racing against teams of huge calibre and beating them. Valtteri was in front of both Ferraris today, I think it's amazing to be on the podium



Williams performance chief – and Ferrari Old Boy – Rob Smedley



Contact ruined Bianchi's race

S BLOXHAM/LAT

## Puncture costs Bianchi dear

**MARUSSIA DRIVER JULES BIANCHI** qualified a superb 16th in wet conditions at Spa, but his race was ruined by a clash with Romain Grosjean at the first corner.

Bianchi was on the outside of the hairpin, with Grosjean inside him and Nico Hulkenberg's Force India on the inside line. Bianchi's right-rear wheel made contact with Grosjean's front wing, giving him a puncture and Grosjean damage.

"I didn't do anything wrong because I was on the outside trying to go straight and I was hit on the rear-right," said Bianchi. "It could have been avoided."

Unsurprisingly, Grosjean felt Bianchi was responsible. "Hulkenberg pushed me a little bit wide and Bianchi went wide and came back and hit my front wing," he said.

The clash was deemed a racing incident.

## Hamilton: Retirement not about giving up

**LEWIS HAMILTON INSISTS HE WASN'T SIMPLY** giving up when he urged the team to retire his car following his clash with Nico Rosberg.

Hamilton rejoined a minute behind his teammate after suffering a left-rear puncture on lap two. By the time he retired from 16th to save his engine after 38 laps, he was 98 seconds off the lead and half a minute from the top 10.

He realised in the first half of the race that there was damage to the floor, caused by the flailing tyre, leading him to suggest stopping over the radio several times, but the team opted to leave

him out in case he could salvage points with the assistance of a safety car or unreliability for others.

"I wasn't giving up, but Romain Grosjean, for example, was [usually] much slower than us but I couldn't catch him," Hamilton told the BBC after the race. "And when I did, I struggled to stay behind him because the car was so unbalanced."

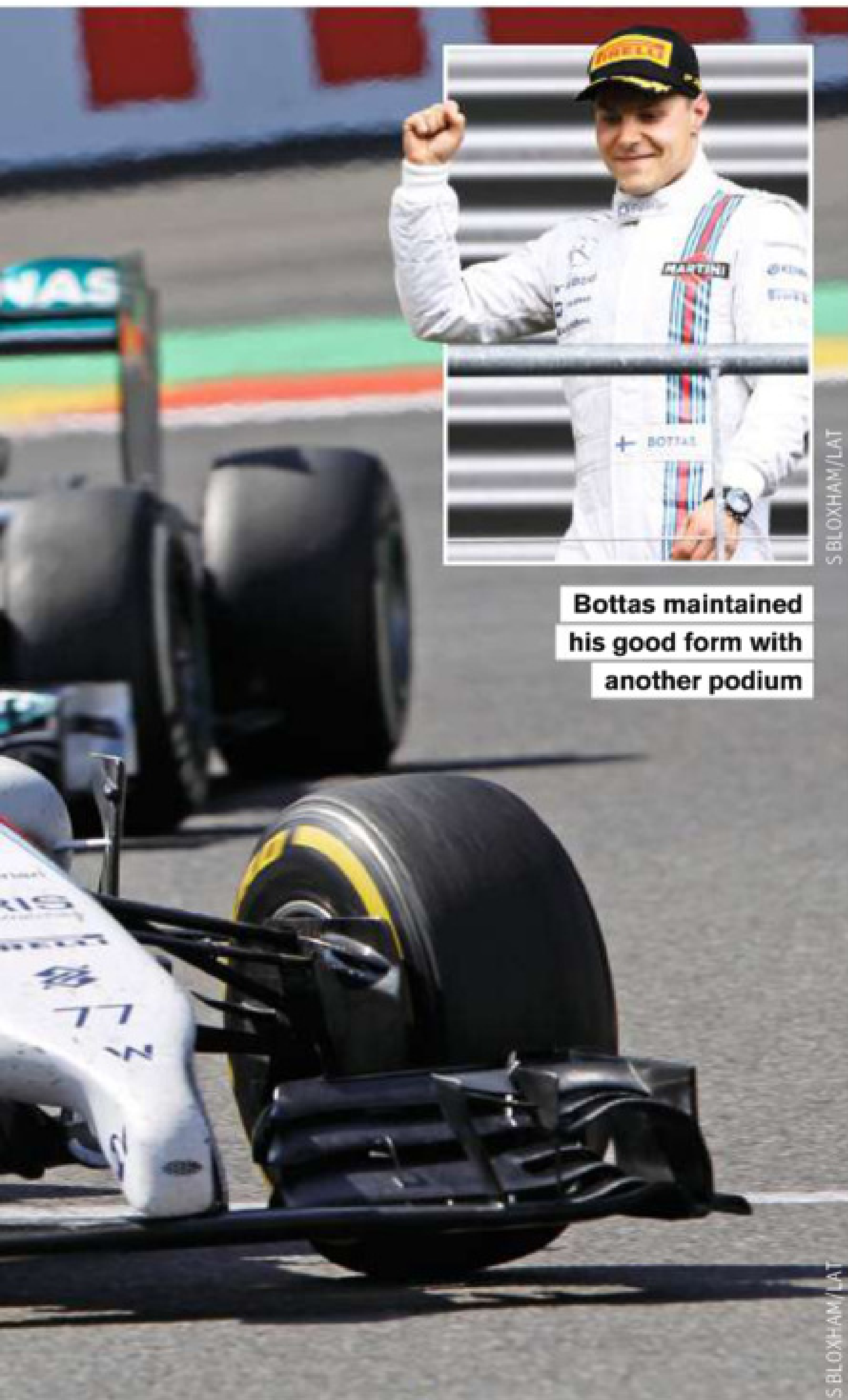
"In the last race I lost an engine because it was on fire, so I'm one engine down on Nico's allocation, which means I'm going to be a little bit tighter on laps in practice and for the next races. So I'm thinking to myself, 'Let's save this engine.'"



Hamilton wanted to save the engine after early clash

DUNBAR/LAT





**Bottas maintained his good form with another podium**

S. BLOXHAM/LAT

S. BLOXHAM/LAT



**"Look, I'm an F1 driver." Lotterer takes a 'selfie'**

STALE/LAT

## Lotterer's Formula 1 debut short-lived

THREE-TIME LE MANS WINNER ANDRE LOTTERER'S unexpected F1 debut lasted only minutes, with the German suffering a loss of power at Blanchimont on the second lap.

The 32-year-old had never driven the Caterham before the start of Friday practice after taking Kamui Kobayashi's seat on a one-off basis the Wednesday before the GP. He adapted to the car quickly and outqualified team-mate Marcus Ericsson by a second in wet conditions.

The team suspected the loss of power might have been caused by Lotterer running over a kerb at Blanchimont, but even so his performances caught the eye.

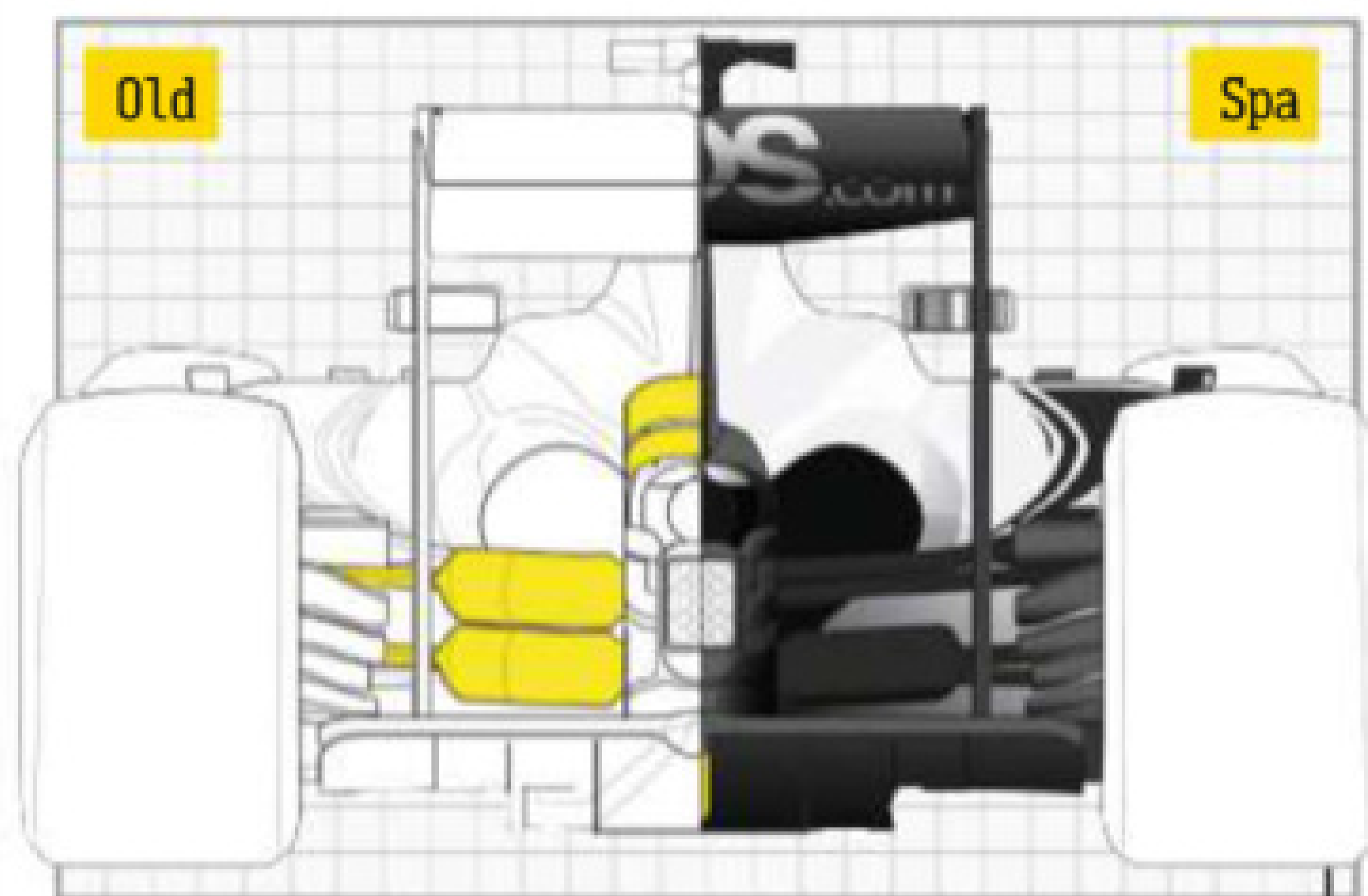
"Of course, I was disappointed," said Lotterer. "It was just two laps, but there was nothing I could do."

**P35 LOTTERER: INSIDE LINE**

## DRAWING BOARD



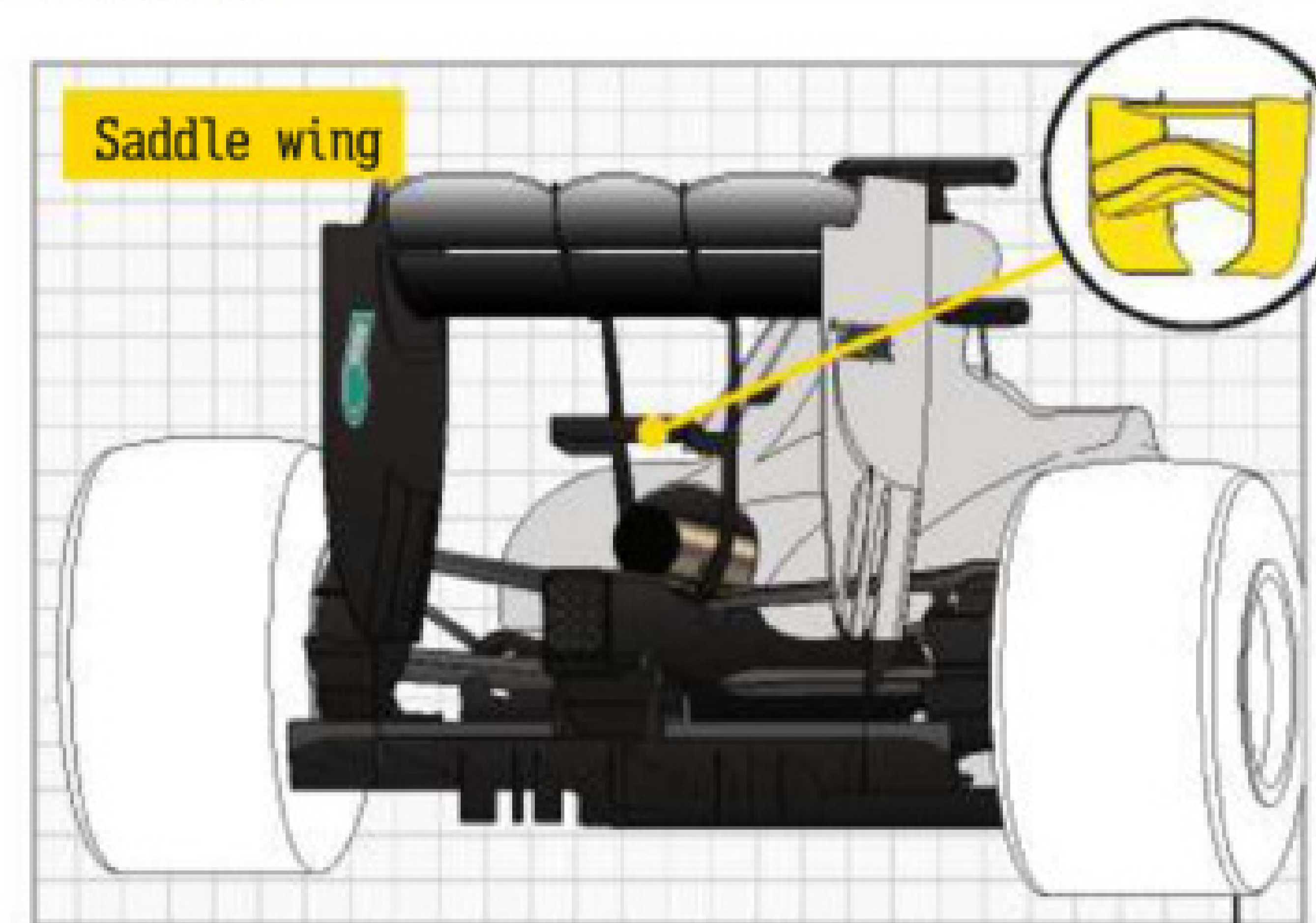
Gary Anderson, technical consultant



### McLaren rear-end vortex control

➔ McLaren continues to run a 'saw-tooth' slot gap, although the rear wing was in low-downforce trim for Spa. Whenever you shut the rear wing by deactivating the DRS, you want to get the airflow to reattach as quickly as possible so you have maximum downforce. The teeth generate vortices when open that help to increase the speed of the air through it. These same vortices help the airflow to reattach when you close it before disappearing completely when it's shut.

McLaren ran with the single deck of suspension blockers at Spa. This helps the airflow to reattach in the diffuser after it stalls as a result of getting too close to the ground. This reduces the drag and, even if the influence on the floor is slightly reduced, it works well enough for Spa. The blockers may still come and go depending on the track.

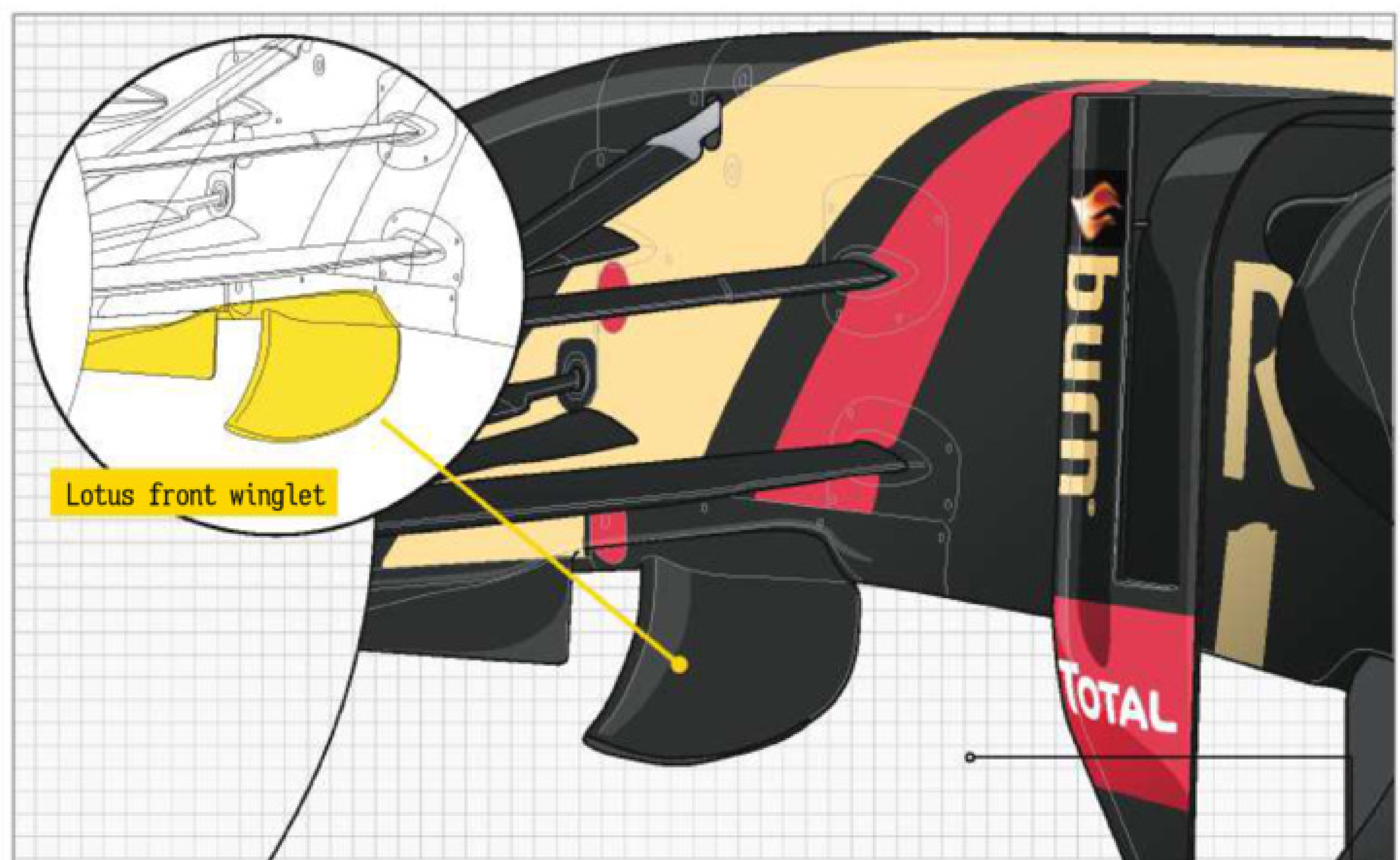


### Mercedes wing reduces drag

➔ Mercedes introduced a very contoured rear wing flap. The main areas of drag on the rear wing are the outboard edges where the flap joins the endplate. The vortex goes on behind the car and you have to drag it round. At this intersection, you have three different air speeds – the positive pressure on top of the wing, the negative pressure underneath and the freestream pressure passing by. The cutouts on the endplate help to reduce that effect.

The middle two dips in the rear-wing flap are where the slot-gap separators meet it. When you do that, you are attaching a vertical element to an aerodynamic surface, which also creates vortices and drag. This design mitigates the problem.

Mercedes also has a saddle wing hung off the centre pillars of the rear wing to gain downforce, with the exhaust-gas speed helping to accelerate air over it.



### Lotus winglet helps manage airflow

➔ This winglet behind the front-wheel centreline at the bottom of the chassis is to help manage the airflow passing between the rear wheels and heading towards the sidepods. Different teams do different things with this area underneath the chassis, some having vertical turning vanes, some horizontal.

Once the air is compressed between the wheels, you want to expand it again to fill the area behind the front wheels to give you better airflow around the sidepods. If you can improve the speed of the airflow, there is more potential for downforce.

While you can't redirect the air at will, you can coax it to go in the direction you want.

Illustrations by Craig Scarborough



# TEAM BY TEAM

## RED BULL



RED BULL-RENAULT RB10



**SEBASTIAN VETTEL**

Start 3rd Finish 5th  
Strategy 3 stops  
(soft/soft/medium/soft)

**DANIEL RICCIARDO**

Start 5th Finish 1st  
Strategy 2 stops  
(soft/soft/medium)

The team endured a setback on Friday morning when an ignition problem caused some damage to the V6 and the MGU-K in Vettel's car. Because it was a new engine, it was taken out for later use and replaced with the one used in Hungary. That wiped out Friday afternoon for Vettel.

With the Renault engine down on power compared to the Mercedes, both Red Bulls ran with low downforce even by Spa standards to gain speed in the first and last sectors. This made the car more of a handful in the middle sector, but it worked well.

Ricciardo capitalised on the Mercedes collision to win, while Vettel, who had been ahead of his team-mate before making a mistake, had a solid run to fifth.

## MERCEDES



MERCEDES F1 W05



**NICO ROSBERG**

Start 1st Finish 2nd  
Strategy 3 stops  
(soft/medium/medium/soft)

**LEWIS HAMILTON**

Start 2nd Finish DNF  
Strategy retired  
(soft/medium/soft/medium)

Spa has long been seen as a circuit where the Silver Arrows might be given a hard time by one of Merc's customer teams, but in dry conditions, and even more so in the wet, it proved dominant. Friday suggested the raw pace advantage was in the vicinity of three quarters of a second, but by working the tyres well to build temperature, partly thanks to being able to get away with a little more downforce than some others, the advantage stretched to two seconds.

The lap-two collision between Hamilton and Rosberg ruined the Briton's race, with his team-mate only able to recover to second. Another weekend where a one-two went begging.

## FERRARI



FERRARI F14 T



**KIMI RAIKKONEN**

Start 8th Finish 4th  
Strategy 2 stops  
(soft/soft/medium)

**FERNANDO ALONSO**

Start 4th Finish 7th  
Strategy 2 stops  
(soft/soft/medium)

After experiments with dramatically different high and low-downforce packages in practice, Ferrari opted to send both cars into qualifying in the former trim in the hope that the rain stayed on.

Alonso managed a strong fourth, while Raikkonen, who had suffered brake problems and then a misfire on Friday, made a few errors on his way to eighth.

Alonso's crew struggled to start his car on the grid, and their late departure earned him a five-second penalty. This seemed to put him in a very aggressive mood in the race that didn't always pay off. Raikkonen, though, drove superbly to take fourth, primarily thanks to his pace when he switched to new softs for the second stint relatively early.

## SAUBER



SAUBER-FERRARI C33



**ESTEBAN GUTIERREZ**

Start 20th Finish 15th  
Strategy 2 stops  
(soft/soft/medium)

**ADRIAN SUTIL**

Start 14th Finish 14th  
Strategy 3 stops  
(medium/soft/soft/soft)

The Swiss team continues to focus on improving its mechanical platform, although progress on Friday was hindered by a power shortfall on Gutierrez's car (driven by Giedo van der Garde) in the morning, then an MGU-K problem in the afternoon. An engine shutdown during qualifying put Gutierrez firmly on the back foot before he'd even got a run in on the intermediate rubber in Q1.

Sutil qualified solidly, although the team resisted the temptation to increase downforce for the wet conditions, and did what he could in the race. Gutierrez finished behind him, but neither were anywhere near the points. This wasn't a great surprise. An upgrade is planned for Singapore, a track that should better suit the package.

## TORO ROSSO



TORO ROSSO-RENAULT STR9



**JEAN-ERIC VERGNE**

Start 12th Finish 11th  
Strategy 2 stops  
(soft/medium/soft)

**DANIIL KVYAT**

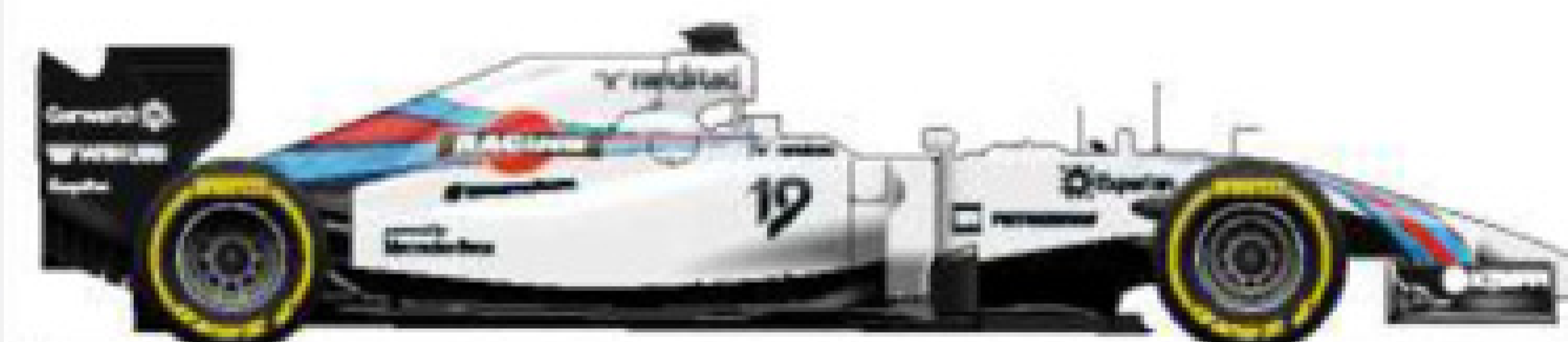
Start 11th Finish 9th  
Strategy 2 stops  
(soft/soft/medium)

The Toro Rosso looked strong in dry conditions at the start of the weekend, although Vergne was slightly hobbled by some engine problems that cost him power. Kvyat, meanwhile, looked superb from the start of practice and his commitment was impressive.

A top 10 was expected in qualifying, but the car was more of a handful in the wet and neither driver made Q3, with Kvyat the faster of the two and pleased to outpace Vergne in conditions in which the Frenchman often excels.

While Kvyat drove well to take a solid 10th, which became ninth once Magnussen was penalised, Vergne lost places with a lack of power off the start and was never able to regain the ground.

## WILLIAMS



WILLIAMS-MERCEDES FW36



**FELIPE MASSA**

Start 9th Finish 13th  
Strategy 3 stops  
(soft/medium/soft/soft)

**VALTTERI BOTTAS**

Start 6th Finish 3rd  
Strategy 2 stops  
(soft/soft/medium)

Spa was reckoned to be the big chance for Williams, especially with both Mercedes delayed in the race, but a so-so qualifying performance in the wet ultimately proved costly. Bottas climbed from sixth on the grid to take third, but was not in a position to challenge Ricciardo for victory.

Massa suffered a glazed front brake in qualifying, then in the race he picked up bits from Hamilton's disintegrating left-rear tyre. It took two pitstops to clear the debris, which cost him downforce and lap time, meaning he faded deep into the midfield.

While it was a disappointing weekend for Williams, the fact that Bottas took a strong third place is indicative of the level the team is now operating at.



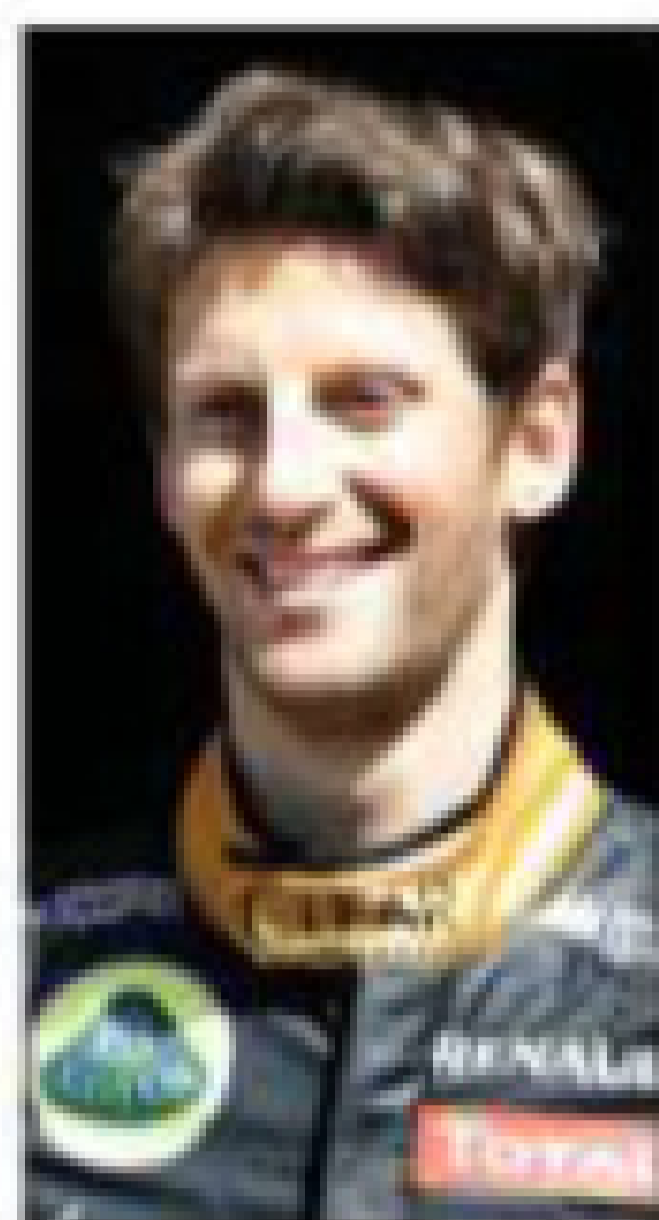
For the reasons behind the driver weekend ratings, visit [AUTOSPORT.COM](http://AUTOSPORT.COM)

## LOTUS



LOTUS-RENAULT E22

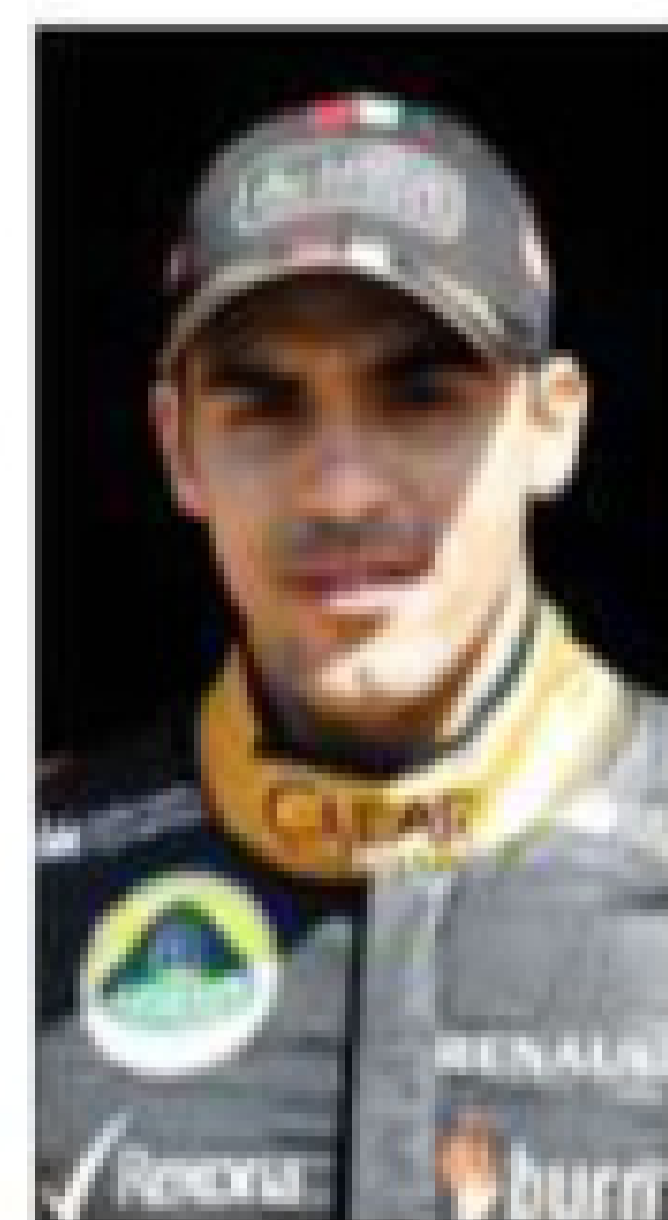
**8**  
7/10



### ROMAIN GROSJEAN

Start 15th Finish DNF  
Strategy retired  
(soft/medium/soft/soft)

**13**  
3/10



### PASTOR MALDONADO

Start 17th Finish DNF  
Strategy retired  
(soft)

It was the same old story for Lotus, which proved nothing more than lower-midfield fodder throughout the Spa weekend, even when helped by a wet qualifying. Maldonado made life more difficult with an unnecessary shunt on Friday afternoon on the run to Pouhon.

In qualifying, Maldonado fell in Q1, partly thanks to a spin on his penultimate lap. Grosjean made it through, but got no further. Neither car made the finish, with Maldonado falling victim to an exhaust problem early on and Grosjean losing his front wing in a first-corner clash with Bianchi.

Although Grosjean was able to continue, car damage led to a loss of downforce, and he eventually retired as a precautionary measure.

## McLAREN



McLAREN-MERCEDES MP4-29

**20**  
8/10



### KEVIN MAGNUSSEN

Start 7th Finish 12th  
Strategy 2 stops  
(soft/soft/medium)

**22**  
7/10



### JENSON BUTTON

Start 10th Finish 6th  
Strategy 2 stops  
(soft/soft/medium)

McLaren opted to take a low-downforce approach to the weekend – even by Spa standards. While that made the car tricky to drive in the faster corners and in wet qualifying, it also meant the MP4-29 had prodigious straightline speed, which allowed both Magnussen and Button to mix it in the fight for fifth place. In the end, they couldn't keep the charging Vettel, on new rubber, behind them, but sixth and seventh on the road was a decent return for a car that was not a match for those that finished ahead.

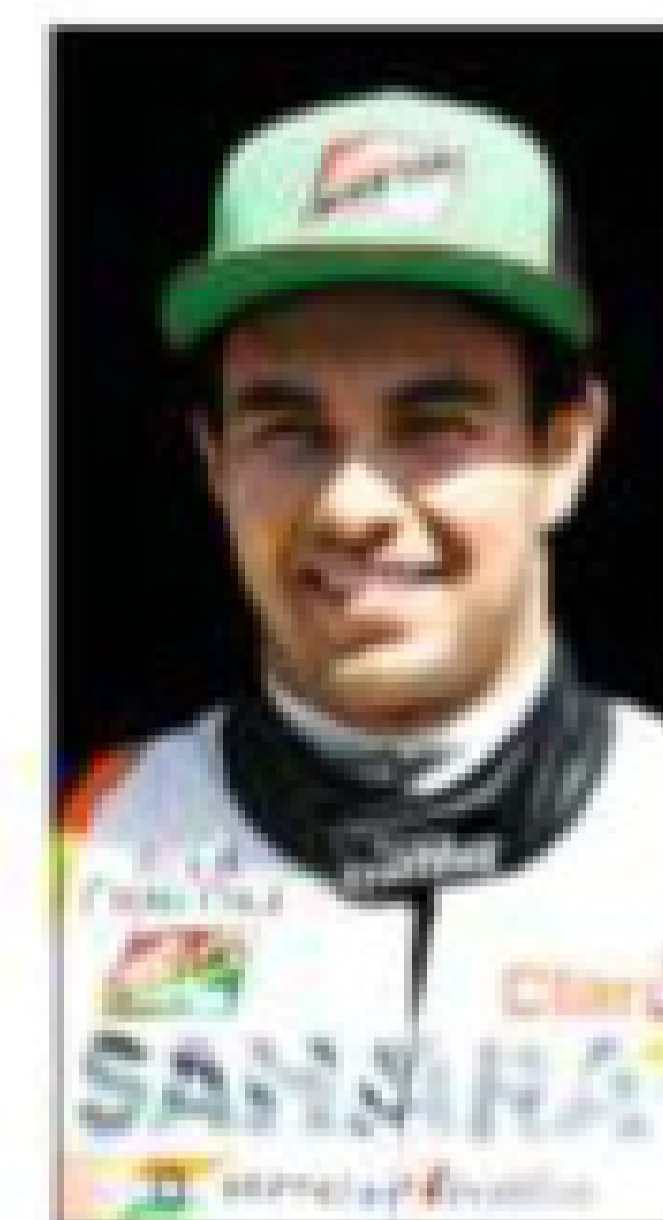
The Dane's post-race penalty for forcing Alonso onto the grass on the run to Les Combes dropped him out of the points and promoted Button to sixth.

## FORCE INDIA



FORCE INDIA-MERCEDES VJM07

**11**  
6/10



### SERGIO PEREZ

Start 13th Finish 8th  
Strategy 2 stops  
(soft/soft/medium)

**27**  
5/10



### NICO HULKENBERG

Start 18th Finish 10th  
Strategy 2 stops  
(soft/medium/soft)

Spa promised much for Force India and, while it at least delivered something, hopes of challenging for a podium proved wide of the mark. Qualifying meant the deck was already stacked against the team, with Hulkenberg falling in Q1 after a misjudged call not to change to a fresh set of intermediates, and Perez proving unable to threaten the top 10.

From 13th and 18th, the team was always up against it, even with strong straightline speed that made it possible to overtake. Perez, however, had a sensible run to eighth place, while Hulkenberg struggled in traffic from his lowly grid position, but profited from Magnussen's penalty to nab a point.

## MARUSSIA



MARUSSIA-FERRARI MR03

**4**  
5/10



### MAX CHILTON

Start 19th Finish 16th  
Strategy 2 stops  
(soft/medium/soft)

**17**  
7/10



### JULES BIANCHI

Start 16th Finish 18th  
Strategy 2 stops  
(soft/soft/medium)

The debacle over whether Max Chilton or Alexander Rossi would be driving for Marussia cast an embarrassing shadow over the weekend, with the American only discovering his race debut was off after getting out of the car in FP1.

Fortunately, things were a little more together in terms of the cars themselves, with modified rear suspension for the post-FRIC era improving the mechanical platform, and Bianchi doing a great job in qualifying to reach Q2.

Unfortunately, the Frenchman's race unravelled when he picked up a puncture in a clash with Grosjean at the first corner, while Chilton had a good run to pass Ericsson's Caterham late on.

## CATERHAM



CATERHAM-RENAULT CT05

**9**  
6/10



### MARCUS ERICSSON

Start 22nd Finish 17th  
Strategy 2 stops  
(soft/medium/soft)

**45**  
9/10



### ANDRE LOTTERER

Start 21st Finish DNF  
Strategy retired  
(soft)

As promised by the new owners, a raft of upgrades was introduced. While the modified nose attracted the most attention, this was a minor cosmetic tweak down to a change in the vanity panel. More significant were the new floor and sidepod modifications. Ericsson also had a new chassis, which is welcome for a driver who has previously been held back by an overweight car. His Hungary shunt meant the new car was a rush job and there wasn't time to fit the updated floor spec.

Lotterer qualified superbly, but his race was over after just under two laps, with a loss of power that was possibly a consequence of clattering a kerb, while Ericsson just lost out to Chilton.



## STANDOUT PERFORMANCE

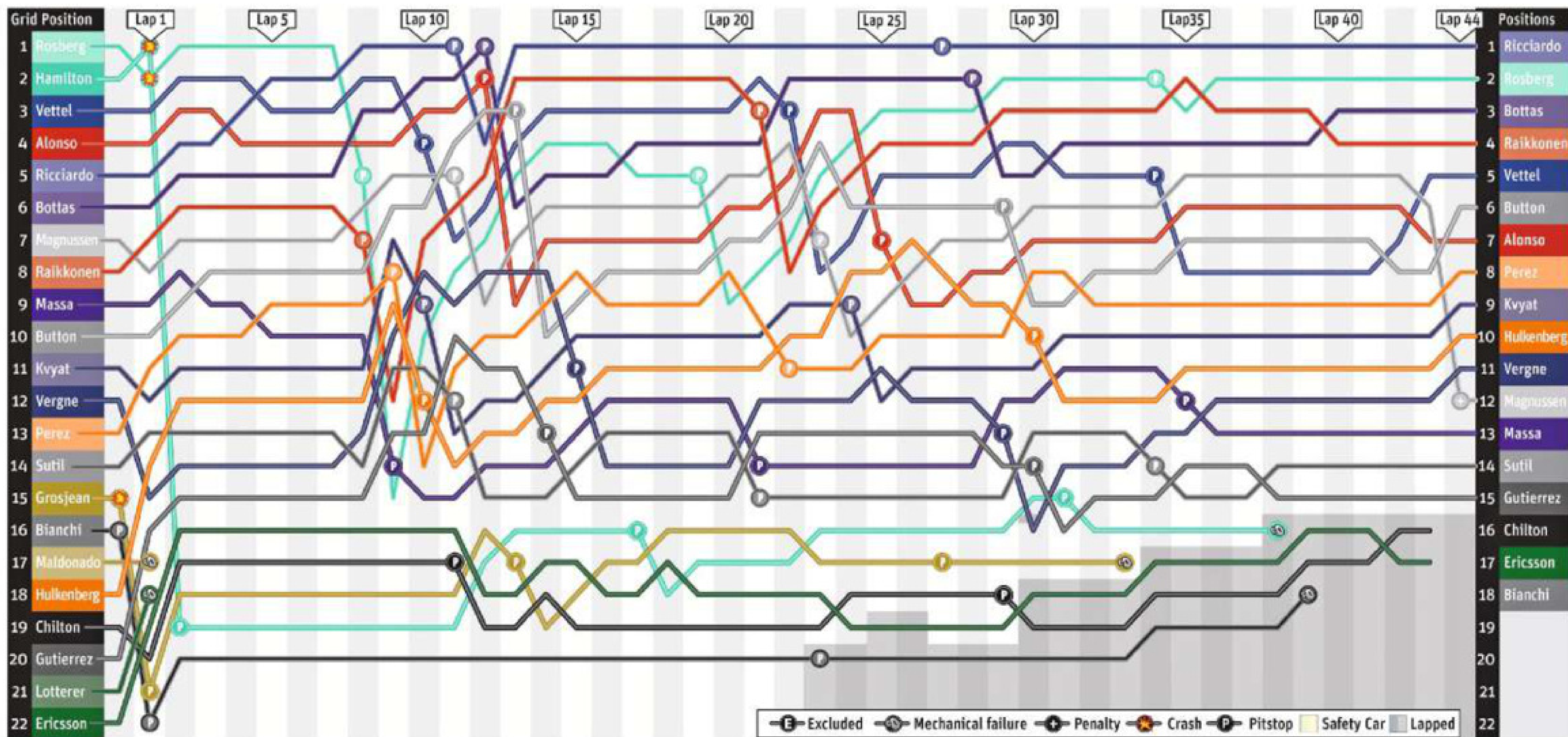
### Kimi Raikkonen

Qualifying was, by his own admission, not Raikkonen's finest hour, but in the race he drove superbly. Bearing in mind his struggles this season, to drive effortlessly from eighth on the grid to finish fourth was just what he needed to get his second half of the season off on the right foot. While he did climb as high as second, strategy distorted that and he was always going to drop behind Rosberg and Bottas. The question is, can he sustain this level of performance?

"It was probably the first [clean] race of the year. That helps. We could do our own race, and the result was a bit better"



# RESULTS



### PRACTICE 1: Friday

POS	DRIVER	TIME
1	ROSBERG	1m51.577s
2	HAMILTON	1m51.674s
3	ALONSO	1m51.805s
4	BUTTON	1m52.404s
5	RAIKKONEN	1m52.818s
6	PEREZ	1m52.903s
7	MAGNUSSEN	1m52.922s
8	HULKENBERG	1m52.937s
9	RICCIARDO	1m52.972s
10	BOTTAS	1m53.172s
11	VETTEL	1m53.369s
12	KVYAT	1m53.594s
13	GROSJEAN	1m53.597s
14	SUTIL	1m53.703s
15	MASSA	1m53.968s
16	VERGNE	1m54.189s
17	VAN DER GARDE	1m54.335s
18	MALDONADO	1m55.336s
19	BIANCHI	1m55.782s
20	ROSSI	1m57.232s
21	LOTTERER	1m57.886s
22	ERICSSON	1m57.977s

### PRACTICE 2: Friday

POS	DRIVER	TIME
1	HAMILTON	1m49.189s
2	ROSBERG	1m49.793s
3	ALONSO	1m49.930s
4	MASSA	1m50.327s
5	BUTTON	1m50.659s
6	BOTTAS	1m50.677s
7	KVYAT	1m50.725s
8	RICCIARDO	1m50.977s
9	MAGNUSSEN	1m51.074s
10	HULKENBERG	1m51.077s
11	VERGNE	1m51.383s
12	SUTIL	1m51.450s
13	PEREZ	1m51.573s
14	GROSJEAN	1m52.196s
15	RAIKKONEN	1m52.234s
16	BIANCHI	1m52.776s
17	GUTIERREZ	1m53.955s
18	CHILTON	1m54.040s
19	ERICSSON	1m54.050s
20	LOTTERER	1m54.093s
21	MALDONADO	no time
22	VETTEL	no time

### PRACTICE 3: Saturday

POS	DRIVER	TIME
1	BOTTAS	1m49.465s
2	RICCIARDO	1m49.733s
3	ROSBERG	1m49.739s
4	RAIKKONEN	1m49.817s
5	HAMILTON	1m49.817s
6	ALONSO	1m49.890s
7	KVYAT	1m49.893s
8	BUTTON	1m50.203s
9	MASSA	1m50.423s
10	VERGNE	1m50.535s
11	PEREZ	1m50.592s
12	MAGNUSSEN	1m50.748s
13	VETTEL	1m50.814s
14	HULKENBERG	1m50.866s
15	SUTIL	1m50.962s
16	GROSJEAN	1m51.509s
17	MALDONADO	1m51.610s
18	GUTIERREZ	1m51.898s
19	BIANCHI	1m52.457s
20	CHILTON	1m52.984s
21	ERICSSON	1m54.294s
22	LOTTERER	1m55.008s

### FRIDAY TESTERS

1	VAN DER GARDE	1m54.335s
2	ROSSI	1m57.232s



Weather: 15C, cloudy

Weather: 17C, cloudy

Weather: 12C, damp

### QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	ROSBERG	2m07.130s (1)	2m06.723s (2)	2m05.591s
2	HAMILTON	2m07.280s (2)	2m06.609s (1)	2m05.819s
3	VETTEL	2m10.105s (8)	2m08.868s (7)	2m07.717s
4	ALONSO	2m10.197s (9)	2m08.450s (3)	2m07.786s
5	RICCIARDO	2m10.089s (7)	2m08.989s (9)	2m07.911s
6	BOTTAS	2m09.250s (4)	2m08.451s (4)	2m08.049s
7	MAGNUSSEN	2m11.081s (16)	2m08.901s (8)	2m08.679s
8	RAIKKONEN	2m09.885s (6)	2m08.646s (5)	2m08.780s
9	MASSA	2m08.403s (3)	2m08.833s (6)	2m09.178s
10	BUTTON	2m10.529s (11)	2m09.272s (10)	2m09.776s
11	KVYAT	2m10.445s (10)	2m09.377s	-
12	VERGNE	2m09.811s (5)	2m09.805s	-
13	PEREZ	2m10.666s (12)	2m10.084s	-
14	SUTIL	2m11.051s (15)	2m10.238s	-
15	GROSJEAN	2m10.898s (13)	2m11.087s	-
16	BIANCHI	2m11.051s (14)	2m12.470s	-
17	MALDONADO	2m11.261s	-	-
18	HULKENBERG	2m11.267s	-	-
19	CHILTON	2m12.566s	-	-
20	GUTIERREZ	2m13.414s	-	-
21	LOTTERER	2m13.469s	-	-
22	ERICSSON	2m14.438s	-	-

### QUALIFYING STATISTICS

	HEAD TO HEAD
VETTEL	5 7 RICCIARDO
ROSBERG	8 4 HAMILTON
RAIKKONEN	2 10 ALONSO
GROSJEAN	11 1 MALDONADO
MAGNUSSEN	6 6 BUTTON
PEREZ	3 9 HULKENBERG
GUTIERREZ	6 6 SUTIL
VERGNE	6 6 KVYAT
MASSA	4 8 BOTTAS
CHILTON	3 9 BIANCHI
ERICSSON	2 10 KO'ASHI/LOTTERER

### POLE POSITION TROPHY

ROSBERG	BRN MC CON GB D H B 7
HAMILTON	AUS MAL PRC E 4
MASSA	A 1



### SUPERLICENCE PENALTY POINTS

Drivers	1	2	3	4	5	6	7	8	9	10	11	12
BIANCHI	X	X	X	X								
BOTTAS	X	X										
ERICSSON	X	X										
MAGNUSSEN	X	X										
MALDONADO	X	X	X	X								
PEREZ	X	X										
SUTIL	X	X										
VERGNE	X											

Anyone who gets to 12 points will be suspended for one race



## RACE: 44 LAPS - 191.491 MILES

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PITSTOPS	TIME IN PITS	GRID
1	DANIEL RICCIARDO	RED BULL-RENAULT	44	1h24m36.556s	1m52.974s	2	45.588s	5
2	NICO ROSBERG	MERCEDES	44	+3.383s	1m50.511s	3	1m16.325s	1
3	VALTTERI BOTTAS	WILLIAMS-MERCEDES	44	+28.032s	1m52.716s	2	45.945s	6
4	KIMI RAIKKONEN	FERRARI	44	+36.815s	1m54.090s	2	45.677s	8
5	SEBASTIAN VETTEL	RED BULL-RENAULT	44	+52.196s	1m52.953s	3	1m08.721s	3
6	JENSON BUTTON	McLAREN-MERCEDES	44	+54.580s	1m53.483s	2	45.388s	10
7	FERNANDO ALONSO	FERRARI	44	+1m01.162s	1m53.879s	2	51.894s	4
8	SERGIO PEREZ	FORCE INDIA-MERCEDES	44	+1m04.293s	1m54.532s	2	47.081s	13
9	DANIIL KVYAT	TORO ROSSO-RENAULT	44	+1m05.347s	1m54.159s	2	48.518s	11
10	NICO HULKENBERG	FORCE INDIA-MERCEDES	44	+1m05.697s	1m53.612s	2	47.664s	18
11	JEAN-ERIC VERGNE	TORO ROSSO-RENAULT	44	+1m11.920s	1m53.276s	2	46.773s	12
12	KEVIN MAGNUSSEN	McLAREN-MERCEDES	44	+1m14.262s	1m54.203s	2	45.529s	7
13	FELIPE MASSA	WILLIAMS-MERCEDES	44	+1m15.975s	1m52.512s	3	1m11.252s	9
14	ADRIAN SUTIL	SAUBER-FERRARI	44	+1m22.447s	1m52.413s	3	1m11.266s	14
15	ESTEBAN GUTIERREZ	SAUBER-FERRARI	44	+1m30.825s	1m54.000s	2	46.157s	20
16	MAX CHILTON	MARUSSIA-FERRARI	43	-1 lap	1m55.247s	2	48.607s	19
17	MARCUS ERICSSON	CATERHAM-RENAULT	43	-1 lap	1m55.900s	2	48.296s	22
18	JULES BIANCHI	MARUSSIA-FERRARI	39	gearbox	1m56.347s	2	49.280s	16
R	LEWIS HAMILTON	MERCEDES	38	accident damage	1m53.707s	3	1m13.403s	2
R	ROMAIN GROSJEAN	LOTUS-RENAULT	33	accident damage	1m55.649s	3	1m16.663s	15
R	PASTOR MALDONADO	LOTUS-RENAULT	1	exhaust	-	-	-	17
R	ANDRE LOTTERER	CATERHAM-RENAULT	1	power unit	-	-	-	21

Weather: 16C, cloudy. Winner's average speed: 135.740mph. Fastest lap: Rosberg 1m50.511s (141.772mph) on lap 36. Lap leaders: 1 Hamilton, 2-7 Rosberg, 8-11 Ricciardo, 12 Bottas, 13-44 Ricciardo. Magnussen given 20s post race penalty, dropping him from 5th to 12th.

## TYRE CHOICE

STINT 1	STINT 2	STINT 3	STINT 4
<b>Soft</b>	<b>Soft</b>	Medium	
<b>Soft</b>	Medium	Medium	<b>Soft</b>
<b>Soft</b>	<b>Soft</b>	Medium	
<b>Soft</b>	<b>Soft</b>	Medium	
<b>Soft</b>	<b>Soft</b>	Medium	<b>Soft</b>
<b>Soft</b>	<b>Soft</b>	Medium	
<b>Soft</b>	<b>Soft</b>	Medium	
<b>Soft</b>	<b>Soft</b>	Medium	
<b>Soft</b>	<b>Soft</b>	Medium	
<b>Soft</b>	<b>Soft</b>	Medium	
<b>Soft</b>	Medium	<b>Soft</b>	
<b>Soft</b>	Medium	<b>Soft</b>	
<b>Soft</b>	Medium	<b>Soft</b>	
<b>Soft</b>	Medium	<b>Soft</b>	
<b>Soft</b>	Medium	<b>Soft</b>	
<b>Soft</b>	Medium	<b>Soft</b>	Medium
<b>Soft</b>	Medium	<b>Soft</b>	<b>Soft</b>
<b>Soft</b>			
<b>Soft</b>			

Option tyre in bold; new set in red; used set in black.

## DRIVERS' STANDINGS

POS	DRIVER	PTS	AUS	MAL	BRN	PRC	E	MC	CDN	A	GB	D	H	B	I	SGP	J	RUS	USA	BR	UAE	
1	ROSBERG	220	1 <sup>st</sup>	2 <sup>nd</sup>	2 <sup>nd</sup>	2 <sup>nd</sup>	2 <sup>nd</sup>	1 <sup>st</sup>	2 <sup>nd</sup>	1 <sup>st</sup>	ret	1 <sup>st</sup>	4 <sup>th</sup>	2 <sup>nd</sup>								
2	HAMILTON	191	ret	1 <sup>st</sup>	1 <sup>st</sup>	1 <sup>st</sup>	1 <sup>st</sup>	2 <sup>nd</sup>	ret	2 <sup>nd</sup>	1 <sup>st</sup>	3 <sup>rd</sup>	3 <sup>rd</sup>	ret								
3	RICCIARDO	156	ex	ret	4 <sup>th</sup>	4 <sup>th</sup>	3 <sup>rd</sup>	3 <sup>rd</sup>	1 <sup>st</sup>	8 <sup>th</sup>	3 <sup>rd</sup>	6 <sup>th</sup>	1 <sup>st</sup>	1 <sup>st</sup>								
4	ALONSO	121	4 <sup>th</sup>	4 <sup>th</sup>	9 <sup>th</sup>	3 <sup>rd</sup>	6 <sup>th</sup>	4 <sup>th</sup>	6 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	5 <sup>th</sup>	2 <sup>nd</sup>	7 <sup>th</sup>								
5	BOTTAS	110	5 <sup>th</sup>	8 <sup>th</sup>	8 <sup>th</sup>	7 <sup>th</sup>	5 <sup>th</sup>	ret	7 <sup>th</sup>	3 <sup>rd</sup>	2 <sup>nd</sup>	2 <sup>nd</sup>	8 <sup>th</sup>	3 <sup>rd</sup>								
6	VETTEL	98	ret	3 <sup>rd</sup>	6 <sup>th</sup>	5 <sup>th</sup>	4 <sup>th</sup>	ret	3 <sup>rd</sup>	ret	5 <sup>th</sup>	4 <sup>th</sup>	7 <sup>th</sup>	5 <sup>th</sup>								
7	HULKENBERG	70	6 <sup>th</sup>	5 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	10 <sup>th</sup>	5 <sup>th</sup>	5 <sup>th</sup>	9 <sup>th</sup>	8 <sup>th</sup>	7 <sup>th</sup>	ret	10 <sup>th</sup>								
8	BUTTON	68	3 <sup>rd</sup>	6 <sup>th</sup>	17 <sup>th</sup>	11 <sup>th</sup>	11 <sup>th</sup>	6 <sup>th</sup>	4 <sup>th</sup>	11 <sup>th</sup>	4 <sup>th</sup>	8 <sup>th</sup>	10 <sup>th</sup>	6 <sup>th</sup>								
9	MASSA	40	ret	7 <sup>th</sup>	7 <sup>th</sup>	15 <sup>th</sup>	13 <sup>th</sup>	7 <sup>th</sup>	12 <sup>th</sup>	4 <sup>th</sup>	ret	ret	5 <sup>th</sup>	13 <sup>th</sup>								
10	RAIKKONEN	39	7 <sup>th</sup>	12 <sup>th</sup>	10 <sup>th</sup>	8 <sup>th</sup>	7 <sup>th</sup>	12 <sup>th</sup>	10 <sup>th</sup>	10 <sup>th</sup>	ret	11 <sup>th</sup>	6 <sup>th</sup>	4 <sup>th</sup>								
11	MAGNUSSEN	37	2 <sup>nd</sup>	9 <sup>th</sup>	ret	13 <sup>th</sup>	12 <sup>th</sup>	10 <sup>th</sup>	9 <sup>th</sup>	7 <sup>th</sup>	7 <sup>th</sup>	9 <sup>th</sup>	12 <sup>th</sup>	12 <sup>th</sup>								
12	PEREZ	33	10 <sup>th</sup>	dns	3 <sup>rd</sup>	9 <sup>th</sup>	9 <sup>th</sup>	ret	11 <sup>th</sup>	6 <sup>th</sup>	11 <sup>th</sup>	10 <sup>th</sup>	ret	8 <sup>th</sup>								
13	VERGNE	11	8 <sup>th</sup>	ret	ret	12 <sup>th</sup>	ret	ret	8 <sup>th</sup>	ret	10 <sup>th</sup>	13 <sup>th</sup>	9 <sup>th</sup>	11 <sup>th</sup>								
14	GROSJEAN	8	ret	11 <sup>th</sup>	12 <sup>th</sup>	ret	8 <sup>th</sup>	8 <sup>th</sup>	ret	14 <sup>th</sup>	12 <sup>th</sup>	ret	ret	ret								
15	KVYAT	8	9 <sup>th</sup>	10 <sup>th</sup>	11 <sup>th</sup>	10 <sup>th</sup>	14 <sup>th</sup>	ret	ret	ret	9 <sup>th</sup>	ret	14 <sup>th</sup>	9 <sup>th</sup>								
16	BIANCHI	2	nc	ret	16 <sup>th</sup>	17 <sup>th</sup>	18 <sup>th</sup>	9 <sup>th</sup>	ret	15 <sup>th</sup>	14 <sup>th</sup>	15 <sup>th</sup>	15 <sup>th</sup>	18 <sup>th</sup>								
17	SUTIL	0	11 <sup>th</sup>	ret	ret	ret	17 <sup>th</sup>	ret	13 <sup>th</sup>	13 <sup>th</sup>	13 <sup>th</sup>	ret	11 <sup>th</sup>	14 <sup>th</sup>								
18	ERICSSON	0	ret	14 <sup>th</sup>	ret	20 <sup>th</sup>	20 <sup>th</sup>	11 <sup>th</sup>	ret	18 <sup>th</sup>	ret	18 <sup>th</sup>	ret	17 <sup>th</sup>								
19	MALDONADO	0	ret	ret	14 <sup>th</sup>	14 <sup>th</sup>	15 <sup>th</sup>	dns	ret	12 <sup>th</sup>	17 <sup>th</sup>	12 <sup>th</sup>	13 <sup>th</sup>	ret								
20	GUTIERREZ	0	12 <sup>th</sup>	ret	ret	16 <sup>th</sup>	16 <sup>th</sup>	ret	14 <sup>th</sup>	19 <sup>th</sup>	ret	14 <sup>th</sup>	ret	15 <sup>th</sup>								
21	CHILTON	0	13 <sup>th</sup>	15 <sup>th</sup>	13 <sup>th</sup>	19 <sup>th</sup>	19 <sup>th</sup>	14 <sup>th</sup>	ret	17 <sup>th</sup>	16 <sup>th</sup>	17 <sup>th</sup>	16 <sup>th</sup>	16 <sup>th</sup>								
22	KOBAYASHI	0	ret	13 <sup>th</sup>	15 <sup>th</sup>	18 <sup>th</sup>	ret	13 <sup>th</sup>	ret	16 <sup>th</sup>	15 <sup>th</sup>	16 <sup>th</sup>	ret	-								
23	LOTTERER	0	-	-	-	-	-	-	-	-	-	-	-	ret								



Another chance to flash that winning grin



Spa's a crowd-puller and pleaser



John Hurt was Merc guest



No grandstand seat? No problem

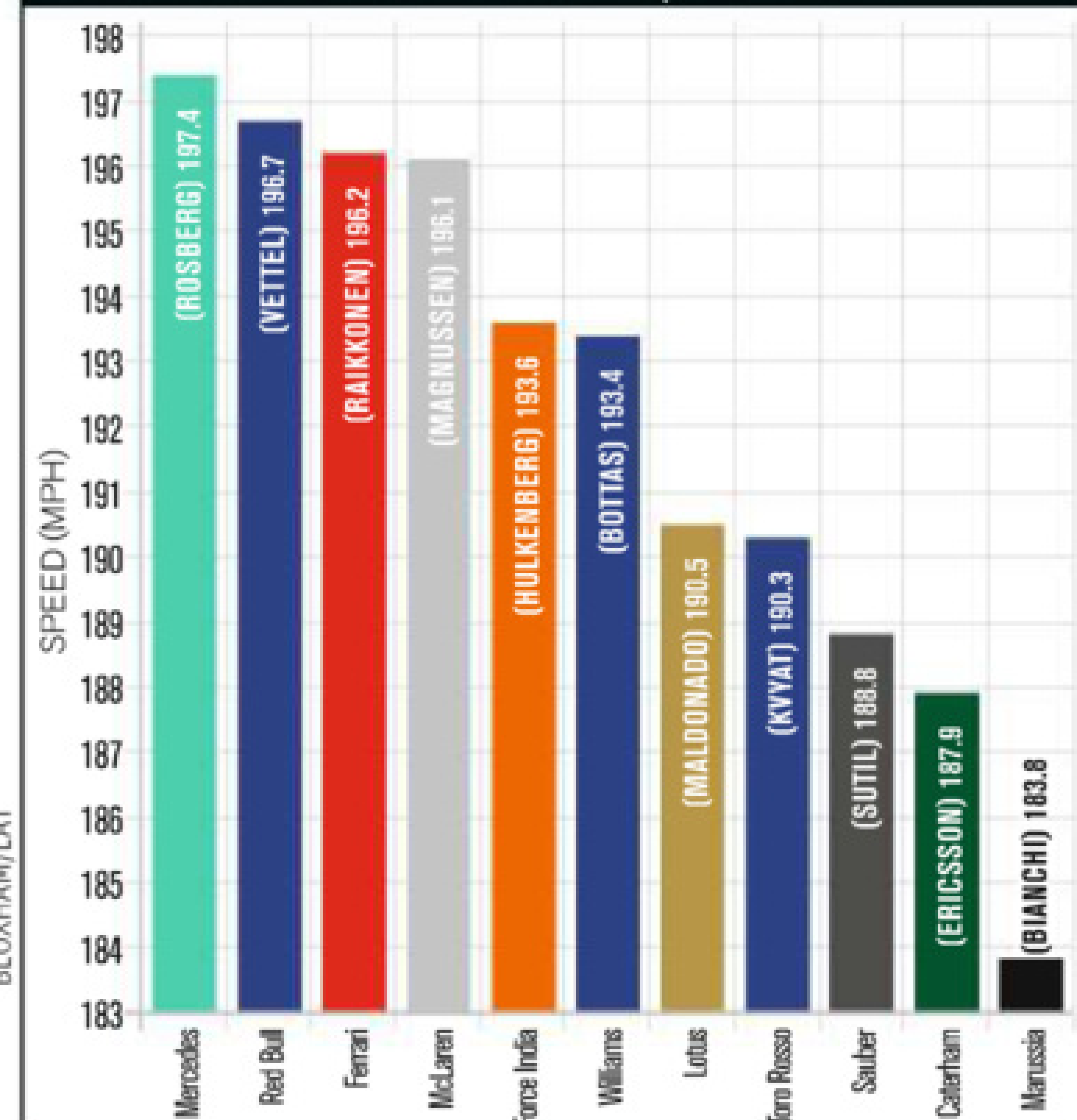
## CONSTRUCTORS' STANDINGS

POS	DRIVER	PTS	AUS	MAL	BRN	PRC	E	MC	CDN	A	GB	D	H	B	I	SGP	J	RUS	USA	BR	UAE	
1	MERCEDES	411	25	43	43	43	43	43	18	43	25	40	27	18								
2	RED BULL	254	0	15	20	22	27	15	40	4	25	20	31	35								
3	FERRARI	160	18	12	3	19	14	12	9	11	8	10	26	18								
4	WILLIAMS	150	10	10	10	6	10	6	6	27	18	18	14	15								
5	McLAREN	105	33	10	0	0	0	9	14	6	18	6	1	8								
6	FORCE INDIA	103	9	10	25	10	3	10	10	10	4	7	0	5								
7	TORO ROSSO	19	6	1	0	1	0	0	4	0	3	0	2	2								
8	LOTUS	8	0	0	0	0	4	4	0	0	0	0	0	0								
9	MARUSSIA	2	0	0	0	0	0	2	0	0	0	0	0	0								
10	SAUBER	0	0	0	0	0	0	0	0	0	0	0	0	0								
11	CATERHAM	0	0	0	0	0	0	0	0	0	0	0	0	0								



No grandstand seat? No problem

## SPEED TRAP FOR EACH CONSTRUCTOR (QUALIFYING)



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# Andre Lotterer

## The Inside Line

The former Jaguar F1 test driver relished his opportunity to finally line up on a GP grid – he just wishes it had lasted a little longer...

**C**aterham F1 Team gave me an amazing opportunity to race in the Belgian Grand Prix. It was a difficult decision to accept because you can't just jump into Formula 1 like this and beat these guys, because they are all already up to speed. However, for a one-off race, and knowing I have an established career both with Audi and in Japan, I thought: 'Let's do it!'

It was a great challenge and definitely not easy, but I had a great time. And I was able to tick the box and say I did a grand prix in my career as a racing driver, which not many have the opportunity to do.

The whole weekend was tremendous. I made some pretty good progress during practice on Friday, but it was hard to say how much more improvement there was to come in dry conditions because of the rain on Saturday. In qualifying, I managed to put in a good lap at the end of Q1 in my first experience in proper wet conditions to qualify 21st.

Of course, it would have been fantastic to finish the race and that would have made a perfect weekend, but I've learned in my career that motorsport is sometimes like this, and you can't do anything about it. But it was really a shame that I had to stop on the second lap of my first grand prix.

During the whole weekend, there were no nerves, except for first thing on race morning when I realised I was finally going to start an F1 race. Once I was on the grid, however, everything was normal again. The



The Caterham CT05 feels very different from an Audi LMP1 car. The key is to find the grip and the limit of the tyres, which is not easy. You'd like to have more grip, but you have to restrain yourself because of the regulations. The power is more than anything I've tried before, so that was something to adjust to. In a way, it's more difficult when the limit of the car is really high and you can get a lot of grip from the downforce because when you have that it's about having the courage to

**“I had no nerves, except on race morning when I realised I was finally going to start an F1 race”**

feeling of finally being there was great, and one that I will always remember.

At the start of the GP, I think I did everything right and managed to gain a couple of places up the inside into the first corner, so it was all looking good. Then, on the second lap, it all went wrong when I lost power and had to stop on the run to the chicane. There's nothing you can do as a driver when this happens, and although I tried everything to figure out how to restart the car, it wasn't possible. It was a shame, but if I'd retired because I'd made a big mistake and put it in the wall, that would have been much more disappointing.

The progression through practice and qualifying before that was good, so even though the race did not go to plan I accumulated a lot of experience that will help me, and a lot of self-confidence, too. I always knew that my career didn't depend on this race, so I could approach it with total coolness, and I have to say that the team really helped me throughout the weekend.

push. In F1, it is more about adapting and technique.

Grand prix cars have certainly changed since the last time I drove one in 2002. This was at a time when F1 was starting to gain a lot of downforce, so in the Jaguar the braking was much more aggressive, the cornering speed very high and the car felt more planted.

The first I heard about the possibility that this race at Spa could happen was maybe three weeks beforehand, but there were lots of details that had to be taken care of. Once that was all done, I was pleased to finally get the opportunity to race in F1. It would have been even better to have finished the race, so I could say I had done a full grand prix, but that's life.

Had I reached the chequered flag, I would have said that I was happy with the one-off. However, although I know my career is elsewhere, if I have the opportunity to do a GP again, I'd take it. This was a great and unexpected experience for me, but I wouldn't mind having another shot at making the finish. ☼



# Mercedes war escalates

After the first on-track clash between Lewis Hamilton and Nico Rosberg, Mercedes has a battle



COATES/LAT

36

**M**ercedes faces a near impossible task in trying to control the battle between Lewis Hamilton and Nico Rosberg, following their collision at the Belgian Grand Prix.

Hamilton and Rosberg came to blows on lap two at Spa as they disputed the lead – costing Mercedes a one-two finish and leaving the way open for Red Bull’s Daniel Ricciardo to win.

With Hamilton ahead, Rosberg tried to go around the outside at Les Combes, but his front wing clipped his team-mate’s left-rear tyre. His own wing was damaged, while Hamilton suffered a puncture that put him out of contention.

Mercedes bosses labelled the incident “unacceptable” and tensions further escalated after the race when Hamilton claimed that Rosberg told him he had deliberately not avoided the collision to “prove a point”.

Although the team has talked of



BLOXHAM/LAT

Contact ruined Hamilton's race

consequences for Rosberg, and wants discussions with both drivers before it decides how to move on, there is little that can be done to avoid more trouble if Mercedes wants to keep the title fight open.

When asked what Mercedes could do to control matters, McLaren racing director Eric Boullier told AUTOSPORT: “You can’t. It is unfortunate it happened on lap two

but it is a racing incident.

“If you watch the last races it has happened many times. So it is unfortunate. I understand why they may be upset because they missed a one-two result, but this is racing.”

## AN ESCALATING WAR

While there has been tension between Hamilton and Rosberg all season, the Belgian GP incident was the first time they actually came together on track.

Previous troubles – such as disputes over engine mapping in Bahrain and Spain, Rosberg’s run down the escape road in Monaco GP qualifying, or the team orders row in Hungary – did not boil over into an on-track collision.

Talk of deliberate intent from Rosberg to not back out of the Belgium incident came after it emerged the German was still furious with Hamilton for ignoring team orders at the Hungarian GP.

Hamilton revealed that during a meeting at Spa on the Thursday before the race to clear the air after the Hungaroring events, Rosberg was seething that the team had not come down hard afterwards.

“Nico expressed how angry he was,” said Hamilton. “I was thinking ‘It’s been three weeks and you’ve been lingering!’ He literally sat there and said how angry he was at Toto [Wolff] and Paddy [Lowe]. But I thought we should be good after that, and then this.”

It is possible the fallout from Hungary, as well as the fact Rosberg was upset in Bahrain when Hamilton chopped across him on the exit of a corner, fuelled a decision by Rosberg to show he is not a pushover in wheel-to-wheel combat.

Rosberg remained adamant, however, the clash was nothing more than a racing incident, and denied criticisms from Mercedes chiefs meant they blamed him entirely.

## SIX FAMOUS TEAM-MATE COLLISIONS



BRANDS HATCH 1976

Clay Regazzoni/Niki Lauda (Ferrari)



SUZUKA 1989

Ayrton Senna/Alain Prost (McLaren)



AUSTRIA 1999

Mika Hakkinen/David Coulthard (McLaren)

COOPER/GETTY



# after Belgian GP clash

on its hands to keep control of its stars. **JONATHAN NOBLE** looks at what happens next



Will Mercedes let Rosberg and Hamilton race like this in future?

“‘Unacceptable’ doesn’t put the blame on either of us. It means from a team point of view it is not acceptable and I fully agree with that – we must avoid such incidents”

Nico Rosberg



COATES/LAT

“‘Unacceptable’ doesn’t put the blame on either of us,” said the German. “It means from a team point of view it is not acceptable and I fully agree with that – at all times we must avoid such incidents.”

## THE SPECTRE OF TEAM ORDERS

Mercedes said it would hold fire on working out how it moves on from Belgium until after it has spoken to

both drivers this week. But there appear to be only three clear options the team can take over the remainder of the campaign.

It could decide the policy of allowing both its drivers to race is not working anymore and call off the championship hunt: making its leading driver in the standings, Rosberg, the clear number one.

It could impose a strict code of

conduct when it comes to wheel-to-wheel battles: calling off fights at specific points of the race, or outright banning any overtaking moves in places where there is risk.

The other thing it could do is trust its drivers not to collide again. This could come with a fresh clarification about the consequences of repeat clashes in the future.

Each option has its drawbacks.

Making Rosberg number one would infuriate fans, as well as Hamilton, whose future beyond his current contract would certainly be thrown in to doubt.

Having an overtaking ban, such as settling race order after the first corner, would only serve to create fresh flashpoints that may trigger more trouble.

And leaving Rosberg/Hamilton to get on with it again would not guarantee there would be no more crashes, particularly as the title race reaches its climax.

For Mercedes motorsport boss Wolff, the build-up to the Italian GP will be critical to the final phase of the title fight, as he seeks to solve problems the team hoped would never come. “We have had a lot of controversy about the drivers, and about the team, but we’re at the point we hoped we would never reach,” he says.

There is no easy way back now. ❧



INDY 2006

Juan Pablo Montoya/Kimi Raikkonen (McLaren)



TURKEY 2010

Sebastian Vettel/Mark Webber (Red Bull)



CANADA 2011

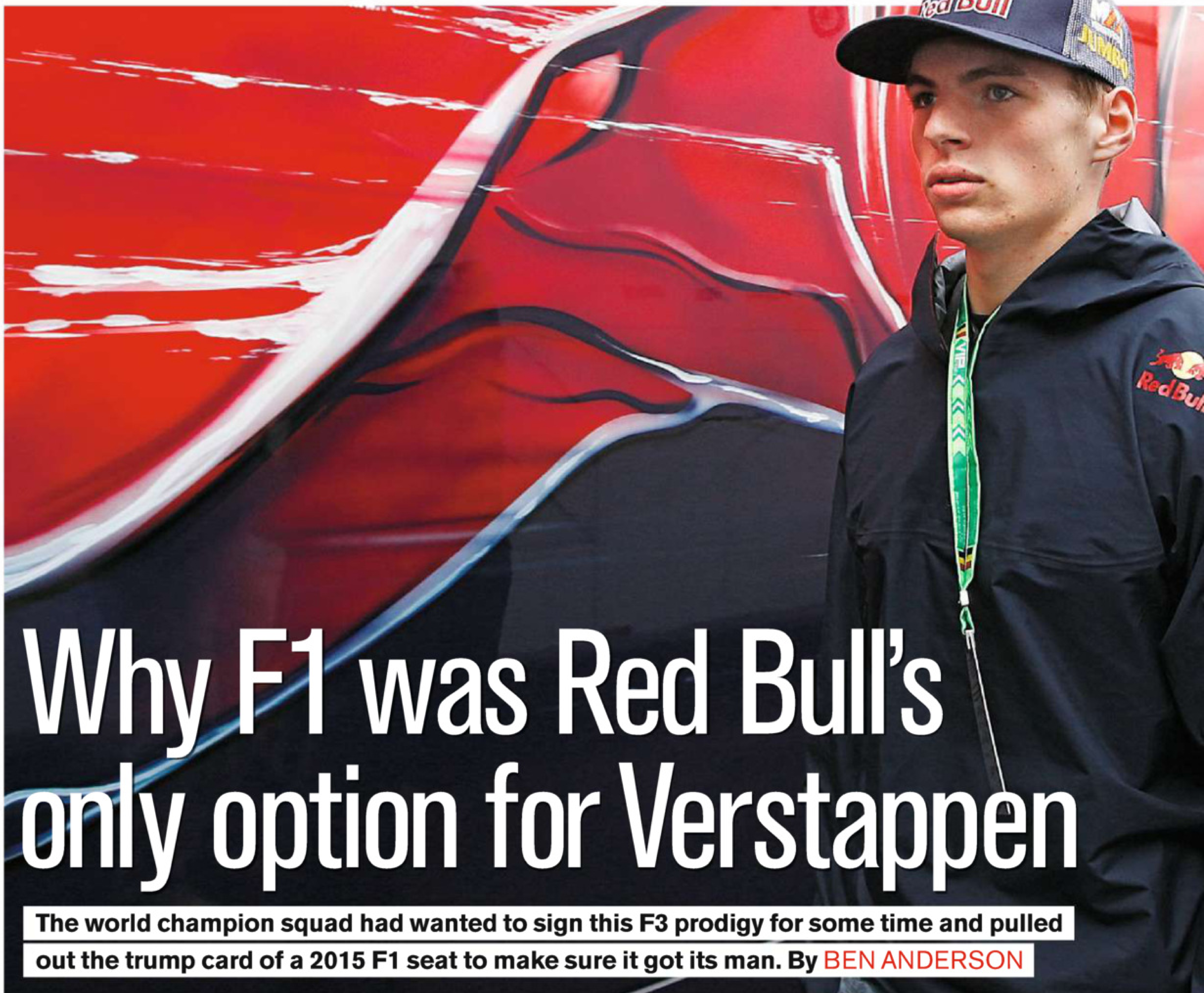
Jenson Button/Lewis Hamilton (McLaren)

ETHERINGTON/LAT

LAT

FERRARO/LAT





# Why F1 was Red Bull's only option for Verstappen

The world champion squad had wanted to sign this F3 prodigy for some time and pulled out the trump card of a 2015 F1 seat to make sure it got its man. By **BEN ANDERSON**

**W**hen the Formula 1 field lines up for the 2015 Australian Grand Prix Max Verstappen will by far and away become the youngest driver to start a Formula 1 race.

Verstappen's almost-immediate promotion to F1, having signed up to Red Bull's junior driver programme while still in the process of completing his maiden season in

single-seater racing, is unprecedented in the modern era.

Unsurprisingly, Verstappen's deal to replace Jean-Eric Vergne at Toro Rosso, which was announced ahead of last weekend's Belgian Grand Prix, sparked much discussion in the Spa paddock as to how a 16-year-old Dutch racer – who has yet to finish school and is not yet old enough to drive on the road in his home country

– can possibly be ready to compete at motorsport's highest level.

## ONCE-IN-A-GENERATION TALENT

The pace of reigning European and World KZ karting champion Verstappen's ascent to the pinnacle of single-seater racing has roots in his rapid progression as a rookie in European F3 this year. Driving for the effective but unfancied Van

Amersfoort team, Verstappen Jr has belied his lack of experience to win eight times and currently lies second in the standings.

According to rival team boss Trevor Carlin, Verstappen's performances mark him out as a driver the likes of which motorsport has not seen since Fernando Alonso and Kimi Raikkonen. "He's been bred to be an F1 driver," says Carlin. "He may be 16, but he's a once-in-a-generation talent."

Red Bull Junior Team boss Helmut Marko had been courting Verstappen for some time, but hadn't persuaded Verstappen's ex-F1 driver father Jos to commit his son to Red Bull.

As Verstappen Jr's performances in F3 began to make increasingly large waves, so rivals became interested in snapping him up. Verstappen had discussions with F1 world championship leader Mercedes, which offered to make him part of its unofficial junior programme, place him in GP2 for 2015 with some Friday



Red Bull had wanted Verstappen on its driver programme for a while





COATES/LAT

Verstappen will be 17 when he makes his F1 debut for Toro Rosso



FERRARO/LAT

Vergne has had a good 2014, with four points finishes

## WHAT NEXT FOR VERGNE?

Max Verstappen's promotion to F1 with Toro Rosso leaves incumbent Jean-Eric Vergne facing an uncertain future.

The Frenchman has bounced back impressively after losing out to Daniel Ricciardo in the battle to join Sebastian Vettel at Red Bull this year, but his role at Toro Rosso this season was to provide a benchmark against which to measure rookie Daniil Kvyat's

progress, and it was always likely he would be forced to leave at the end of the year.

"I will always be thankful to Red Bull and Toro Rosso – they gave me the chance to make my way up to Formula 1," says the 24-year-old. "I have earned my place in F1, and I will bounce back and show myself. In the end, Toro Rosso is a team for young drivers, and I am too old."



TEE/LAT

"They will do everything they can to prepare Max and then it's up to him. But for sure with his talent he will be alright. He has so much faith in his own ability, but he knows he needs to work hard too"

Jos Verstappen



Stunning F3 form has convinced Red Bull

XPB/LAT

we saw there is something special. I can't remember anyone in the last 20 years who jumped directly from karting into Formula 3 and was competitive immediately."

### CAN VERSTAPPEN CUT IT IN F1?

In spite of Verstappen's youth and inexperience Red Bull is convinced he can cut it at the top level. "For a 16-year-old boy he is a very mature person," says Marko. "At the end of the year he will have done more than 40 competitive races [in the Florida Winter Series and European F3].

"Compare that to Raikkonen, who came with 22 races in Formula Renault [plus Formula Ford Festival and Zetec Eurocup experience] – by far not as competitive.

"We have enough time to prepare him for F1, so we expect him to jump in the car and be competitive."

Daniil Kvyat's consistently impressive performances for Toro Rosso this season, after being

promoted to F1 as a 19-year-old GP3 ace, also gives Marko confidence Red Bull has made the right decision on Verstappen.

"We believe in him," Marko asserts. "And I don't think we will be wrong. Kvyat [was] the same story. Everybody said we were crazy. We are used to it. We are crazy! But in a positive way. We are brave. Maybe we are wrong, but it was the chance to get an extraordinary, outstanding talent, which doesn't come every day."

### WHAT ABOUT RED BULL'S JUNIOR SCHEME?

The decision to sign Verstappen to the Red Bull Junior Team and immediately promote him to F1 has raised questions about the futures of the scheme's existing drivers, and how the scheme itself works.

How does a kid who has yet to acquire a full season of car racing experience (however impressive he's been) deserve promotion to

F1 above fellow juniors Alex Lynn (GP3) and Carlos Sainz Jr (Formula Renault 3.5), who are both racing at a theoretically higher level than Verstappen, and leading their respective championships?

According to Marko, these details are irrelevant. For Red Bull, it's pure performance that matters, and he reckons Verstappen is simply outperforming every other up-and-comer out there.

"We always said performance is the only criteria we had," Marko told AUTOSPORT. "If you have the necessary talent and perform outstandingly then you are our man.

"We don't have a system that if you're three years with us the fourth year you will go to Formula 1. If someone comes who is better – bang!

"We are not the post office, in that after 20 years [of service] you get 40 days of holiday. It's performance related. Not everyone can go into Formula 1." ❧

practice running at one of its F1 engine customer teams, and then place him into a race seat at either Force India or Williams in 2016.

Keen to ensure they got their man, Red Bull offered Verstappen the one thing Mercedes couldn't: a race seat in F1 for 2015. In short, Red Bull feels Verstappen is simply too good to miss.

"In the beginning we were talking about a normal junior programme," Marko told AUTOSPORT. "But when we saw how competitive he was coming directly from karting into F3,



# The day Bernie took control of F1... by accident

The 1974 Belgian GP was hanging in the balance. Bernie Ecclestone stepped in to save it, and learned a lesson that would help him take control of the sport. **ADAM COOPER** explains

**A**mid the discussions about Formula 1's future, last weekend's Belgian Grand Prix provided a reminder that there is no substitute for a traditional venue. The fact that the race has survived on the calendar – despite the financial uncertainties that led to its cancellation in 2003 and '06 – is an indication that Bernie Ecclestone is well aware of that. He's always had a soft spot for Spa.

In fact this year marked the 40th anniversary of a Belgian GP that played a significant role in how the sport has unfolded on Ecclestone's watch. It took place not at Spa but at Nivelles, a blandly anonymous venue near Brussels that hosted just two F1 races in its short history. It was the second, held on May 12 1974, that arguably first really opened Bernie's eyes to the commercial possibilities of the sport.

Nivelles came into the equation because of the ongoing safety debate over the original Spa. The Grand Prix Drivers' Association had long been concerned by the circuit, especially in the rain, which led to the race being cancelled in 1969.

It was reinstated in '70 after improvements were made, but the drivers were still not happy. At a meeting of the CSI (forerunner of the FIA) in Geneva in March '71 the race was kicked off that year's calendar.

It was clear there would be no reprieve unless major changes were made, and there was a quick response from the government, which backed plans to create a six-mile permanent road circuit, featuring two and a half miles of new road. But it was acknowledged that the project would take several years to complete.

There was no alternative venue for 1971, as Zolder – in business since '63 but not yet equipped to deal with a large crowd – was deemed unsuitable. For a while there was even talk of running the '72 Belgian GP at Oulton Park. But a more logical new venue was already under construction.

Nivelles-Baulers was located between the towns of those names, 40 minutes south of Brussels. It had been in the works for several years – the council had agreed to plans in principal in January 1969 – although progress was later slowed when the man who dreamed it up, Yvan Dauriac, was killed in a road accident.

In a portent of what was to come,

AUTOSPORT reported in April 1971 that "the real-estate company owning the site now seem to think that they would be better advised to build a housing estate on it". But work did proceed, under the management of construction entrepreneur Robert Benoit, who had signed a 63-year lease with the local authorities.

Featuring a long pit straight, a series of fast curves and a trademark tight hairpin, the 2.3-mile track had been built with safety as a priority – which meant that it was surrounded by the then-unfamiliar sight of acres of run-off, backed by layers of catch fencing. It should have been longer and a little more challenging, but a planned extra loop was never built after the price of the neighbouring land was hiked up.

The venue hosted its first meeting on September 5 1971, with a round of the European Formula Ford championship the highlight. The facilities were far from complete, but the track earned a grand prix date for June 1972.

By way of a build-up in April that year it hosted its second meeting, a round of the European Formula 5000 Championship. The pit buildings were still not finished, and there were also major dramas with ticketing, paddock access and the organisation in general. In addition

**"My father said, 'I'll put the money in but I want to be the main sponsor'"**

**BERNARD DE DRYVER  
(SON OF B&O BOSS FREDDY)**

AUTOSPORT's Robert Fearnall reported that "not all the locals are happy with the circuit as when we visited a local pub a petition was being handed round, complaining about the noise". Another portent of things to come...

A few lessons were learned, as the subsequent grand prix weekend ran without major dramas, although the lack of any atmosphere was all too apparent. The biggest problem was simple: it wasn't Spa.

By 1973 Zolder had been upgraded sufficiently to enable it to hold that year's Belgian GP as part of a politically expedient deal for the Flemish venue to alternate with its Wallonian counterpart. The race was notable for the way the







Brabham boss Ecclestone found himself promoting a GP, which opened doors...

poorly resurfaced track broke up, precipitating a string of accidents. As a result a return to Nivelles for '74 didn't look like such a bad idea.

But by now things were in a mess. The organisation had been declared bankrupt by the commercial court, apparently after loans were called in early. Some local interests did not want to see the venture succeed, and had alternative uses in mind for the land, while the noise lobby was also exerting pressure. In February, the Royal Automobile Club de Belgique announced that the race was unlikely to happen.

Meanwhile in his role as head of the constructors' organisation – then known as F1CA – Brabham owner Ecclestone was strengthening his power base as he battled over money with race organisers on behalf of the teams. He was keen to see the Belgian GP go ahead.

Marlboro and Texaco were already backers of the event, but more cash was required, and in March Bernie travelled to Brussels to meet the oil firm's sponsorship boss, John Goossens. Also there were the man from Marlboro parent company Philip Morris, and RACB chief Hubert de Harlez.

The two established sponsors both agreed to pump more money in, but there was still a shortfall. Anticipating that, Goossens had invited Freddy de Dryver, boss of Bang & Olufsen ▶



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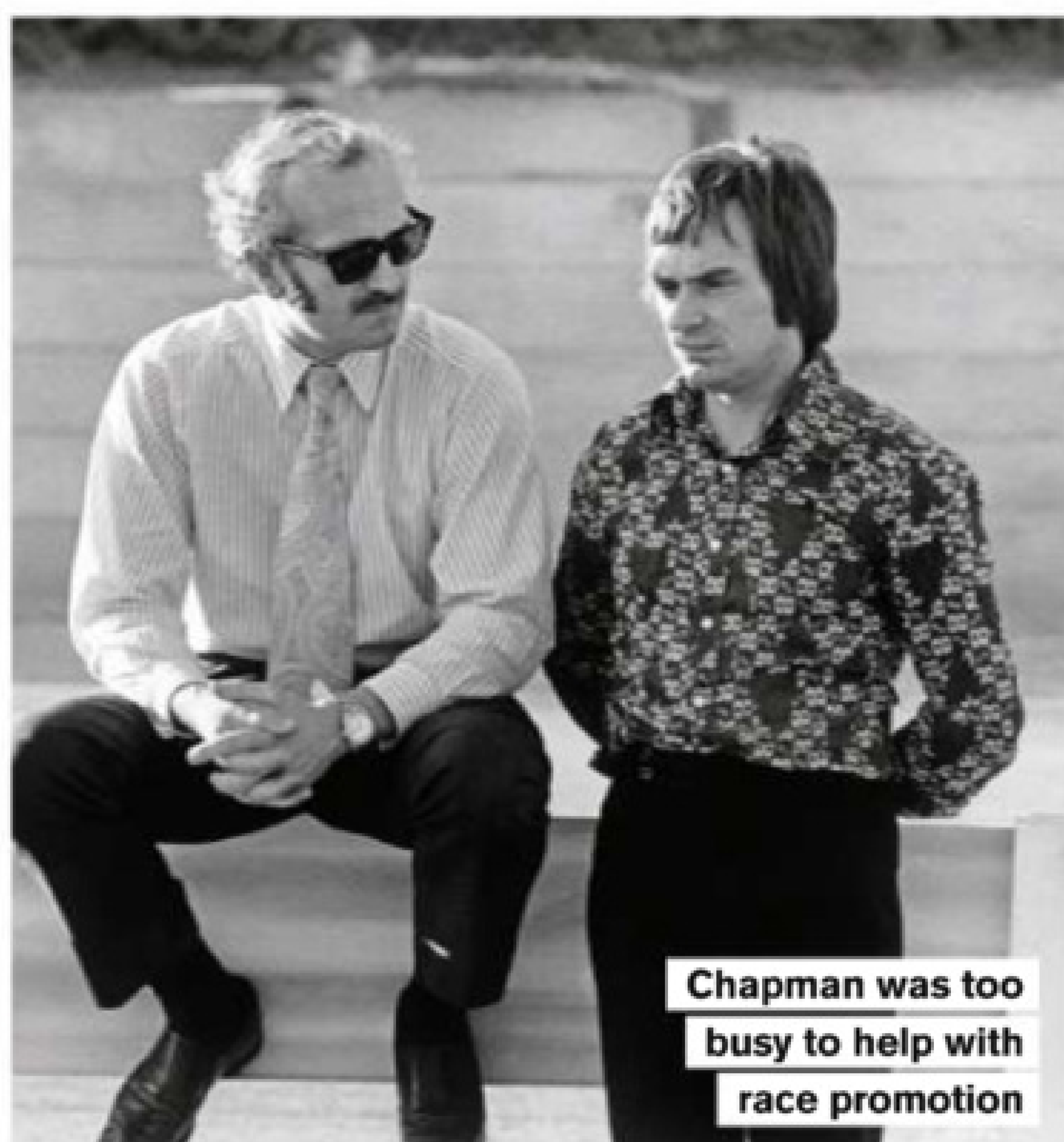
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Chapman was too busy to help with race promotion



Marlboro, Texaco and B&O banners were prevalent in '74

► Benelux, who had recently signed an F1/F2 sponsorship deal with Team Surtees.

“My father said, ‘OK I’ll put the money on the table,’” explains Freddy’s son Bernard. “‘But I need it to be the Bang & Olufsen Belgian GP. I want to be the main sponsor.’ There was a small battle between Texaco, Marlboro and the RACB, and my father said, ‘I won’t pay if you don’t agree with my position.’ He nearly left the meeting and Bernie said, ‘Freddy, sit down.’ So they agreed the deal. And the grand prix was on.”

The combined budget of the three race backers was now sufficient to pay for the hire of the circuit and the required personnel. AUTOSPORT columnist Paddy McNally later explained that Bernie “still had the constructors to pay, but he had the gate money plus the proceeds of any advertising and programme sales. It seems Bernie offered his fellow constructors a very acceptable deal – they split the profit and shared the risk.”

The likes of Colin Chapman, Ken Tyrrell and Teddy Mayer were busy operating their teams, and were not interested in running races, as McNally noted: “It seems that some entrants, unlike their drivers, are men of straw, and not prepared to gamble. So Bernie guaranteed the start and prize money personally.”

Thus, more or less by default, Ecclestone found himself the promoter of the 1974 Belgian GP. “It was the last thing they wanted, so I had to do it personally,” he recalls. “Colin and most of them had the attitude: ‘We want to race, we don’t want to be involved in selling tickets to the public or anything like that.’ When I took things over I offered to do everything for the teams, and run everything, and also more or less support them and make sure they got paid properly. And I was going to take 30 per cent of the risk, but they didn’t want to do it.”

“We got stuck with adopting the position of promoter, collecting what money we could and paying out the teams. We had to find the money to pay for the circuit and everything else, whatever money was floating around. At the time there wasn’t much choice. I didn’t think – if I thought, I wouldn’t have done it.”

To help boost public interest Bernie entered a third works Brabham for local hero Teddy Pilette, having secured extra funding from Hitachi.

The weekend was not without its problems. The timekeepers lost the plot in qualifying, generating a grid that put Ferrari’s Clay Regazzoni on pole with a lap that even his team admitted was wildly optimistic, while again there were huge issues with credentials and paddock/pitlane access, despite F1CA having recently tried to take control by introducing its own pass system.

**“If we hadn’t got any money in I was still committed to paying the teams”** BERNIE ECCLESTONE

An incredible 31 cars – an F1 record to this day – started the race, while the extensive Texaco, Marlboro and Bang & Olufsen signage around the track told its own story. The important thing for Ecclestone was that 70,000 people bought tickets and programmes: “The teams got paid what they should have got paid. I was committed to do that whatever happened – if we hadn’t got any money in I was committed to pay them.”

He also made a tidy profit. In McNally’s words, Bernie had “scooped the jackpot”. McNally also

wondered why the RACB had not promoted the race itself, noting, “some people would argue that faint-hearted organisers are playing right into the F1 constructors’ hands. The constructors have already taken over certain areas of GP organisation, and there are scandalous stories (absolutely unfounded of course) suggesting that they wish to run the whole operation.”

It was an accurate prediction from McNally, who would later join forces with Ecclestone, looking after circuit signage, programmes and hospitality via the Allsport concern.

One man who missed out was Freddy de Dryver, as his son recalls: “After the race Bernie went to my father and said, ‘Freddy I’ll show you what I want to do with F1CA, I need a guy like you with me.’ My father said, ‘Sorry Bernie, I’ve got plenty of work, I can’t accept.’ A few years later he thought, ‘Maybe I should have accepted that offer!’”

The journey would take a few years, but wearing the promoter’s hat at Nivelles in 1974 was a valuable lesson for Ecclestone. “We didn’t know how it worked,” he smiles. “We had to learn.”

## NIVELLES: NOW A CRUMBLING RELIC

After the 1974 Belgian Grand Prix, Formula 1 returned to Zolder, and Nivelles didn’t attract any more international events. Indeed, it was rarely used even for domestic races. In ’78 the lease came up for auction – and intriguingly one of those who showed interest was Bernie Ecclestone.

The final nail in the coffin came in 1979, when the revised and safer Spa was finally opened, and with that went any momentum to save Nivelles. The circuit held its last car race on November 17 1979, and on February 5 1980 the RACB announced that it was no longer homologated, although bikes would race on until ’81. The adjacent karting circuit also survived for a while, and in 1980 it hosted the World championship, in which Ayrton Senna da Silva



Some of the Nivelles layout is still visible

finished second. The Brazilian made a lasting impression on an 11-year-old spectator by the name of Michael Schumacher.

The deteriorating venue soon became mired in legal complexities, and the site wasn’t even secured. For many years trespassers would zoom around in road cars. Finally, in the early 2000s, it began to morph into a business park.

The outline of the first half of the lap is still visible in the layout of the access roads, and in June this year they played host to a one-off 40th anniversary ‘GP Revival’ event, featuring demo runs by a variety of historic cars – including the F1 Trojan that raced in 1974. The last half of the track still survives, hidden behind fences, but it is gradually being reclaimed by nature.

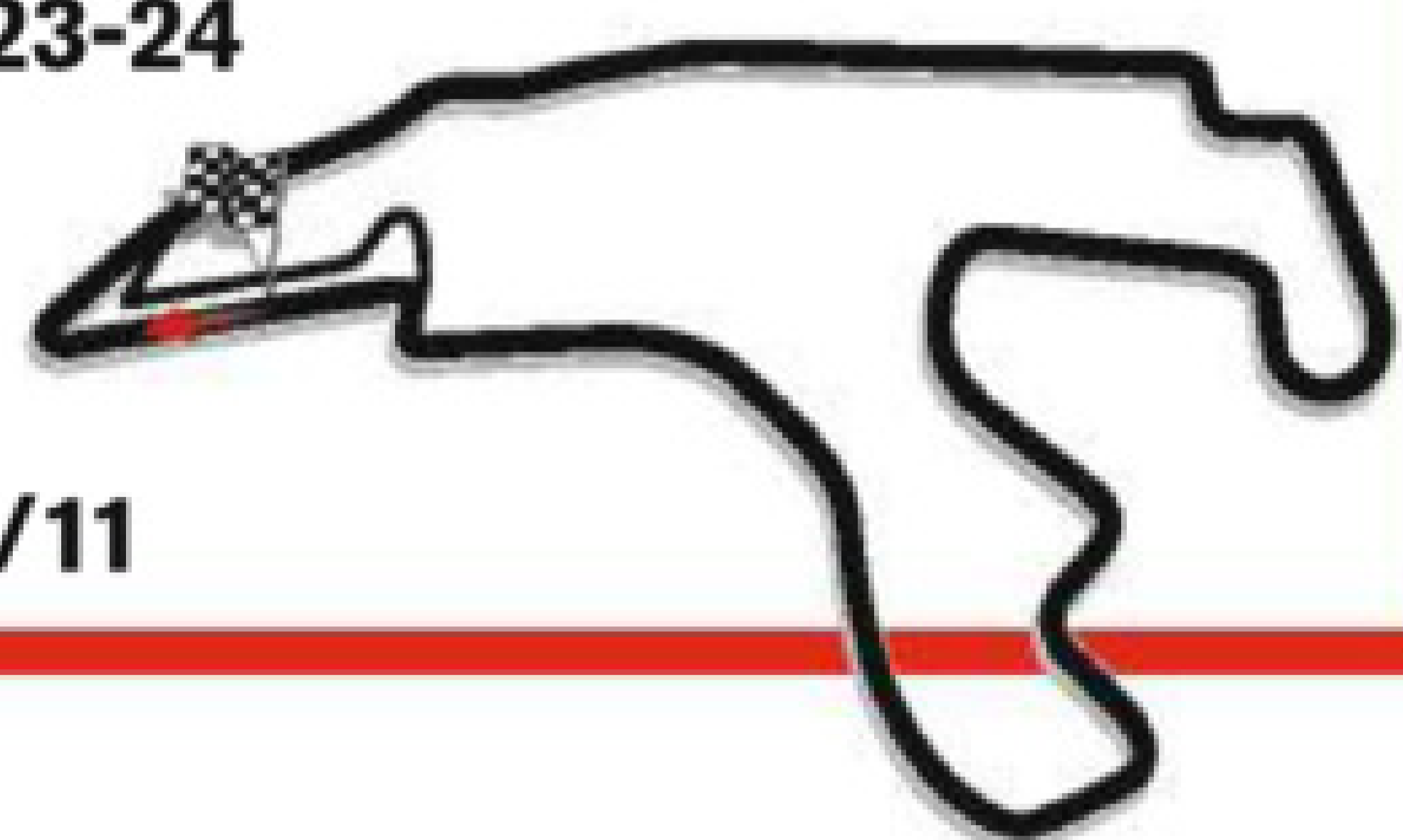


# GP2

## Spa (B)

August 23-24

Round 8/11



### RESULTS

RACE 1: 25 LAPS, 108.725 MILES

1	RAFFAELE MARCIELLO (I)	1h19m29.116s
	Racing Engineering; Grid: 4th-1m57.237s	
2	STOFFEL VANDOORNE (B)	+2.088s
	ART Grand Prix; Grid: 1st-1m56.839s	
3	JOHNNY CECOTTO JR (YV)	+35.375s
	Trident; Grid: 5th-1m57.244s	
4	FELIPE NASR (BR)	+39.831s
	Carlin; Grid: 11th-1m57.448s	
5	MITCH EVANS (NZ)	+50.526s
	Russian Time; Grid: 3rd-1m57.057s	
6	JOLYON PALMER (GB)	+1m00.123s
	DAMS; Grid: 2nd-1m56.857s	
7	ARTEM MARKELOV (RUS)	+1m01.166s
	Russian Time; Grid: 26th*-1m58.470s	
8	DANIEL ABT (D)	+1m01.776s
	Hilmer Motorsport; Grid: 18th-1m57.875s	
9	ANDRE NEGRAO (BR)	+1m02.872s
	Caterham Racing; Grid: 24th-1m58.002s	
10	DANIEL DE JONG (NL)	+1m05.435s
	MP Motorsport; Grid: 13th-1m57.706s	

Winner's average speed: 82.071mph. Fastest lap: Marciello, 2m16.422s, 114.845mph.  
\* - required to start from pitlane.

RACE 2: 18 LAPS, 78.260 MILES

1	NASR	36m14.575s
	Grid: 5th	
2	CECOTTO	+5.157s
	Grid: 6th	
3	PALMER	+7.157s
	Grid: 3rd	
4	EVANS	+7.598s
	Grid: 4th	
5	ABT	+10.019s
	Grid: 1st	
6	VANDOORNE	+10.648s
	Grid: 7th	
7	STEFANO COLETTI (MC)	+14.038s
	Racing Engineering; Grid: 24th	
8	NEGRAO	+20.391s
	Grid: 9th	
9	TOM DILLMANN (F)	+21.675s
	Caterham Racing; Grid: 12th	
10	JULIAN LEAL (CO)	+22.846s
	Carlin; Grid: 13th	

Winner's average speed: 129.560mph. Fastest lap: Adrian Quaife-Hobbs, Rapax, 1m58.432s, 132.291mph. All drivers in Dallara-Mecachrome GP2/11.

### DRIVERS' CHAMPIONSHIP

1	PALMER	210	6	COLETTI	98
2	NASR	178	7	PIC	70
3	VANDOORNE	135	8	LEAL	66
4	CECOTTO	127	9	MARCIELLO	57
5	EVANS	110	10	RICHELMI	41

### TEAMS

1	DAMS	251	4	RACING ENGINEERING	155
2	CARLIN	244	5	TRIDENT	149
3	ART GRAND PRIX	161	6	RUSSIAN TIME	116

### POINTS SYSTEM EXPLAINED

Race 1: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers. Race 2: 15-12-10-8-6-4-2-1 to top eight. Pole for race one: 4. Fastest lap of top 10 finishers in each race: 2.



Nasr passed Palmer in both races

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# Nasr closes the gap as Marciello wins

Two intriguing races at Spa produced a first-time winner in Raffaele Marciello, while Felipe Nasr cut Jolyon Palmer's points lead. By CHARLES BRADLEY

FELIPE NASR CLOSED IN ON SERIES DOMINATOR Jolyon Palmer at Spa, his fourth victory of the season on Sunday narrowing the gap to 32 points – the closest it's been since Nasr's feature race win at the Red Bull Ring. It was Saturday's feature race, however, that will live longer in the memory, as Raffaele Marciello prevailed in a deluge-halted event after overcoming longtime leader Stoffel Vandoorne in a thrilling climax.

In Hungary, Marciello's Ferrari paymasters rather harshly (and publicly) voiced their discontent with mistakes that he'd made, which included speeding in the pitlane, but perhaps that hardline approach has paid off. "Before Spa we had some bad moments," Marciello admitted, but then didn't put a foot wrong on Saturday, taking a beautifully judged victory that was based on blinding pace and good strategy from his Racing Engineering team in conditions that started damp and then got very wet.

By leaving his pitstop late, and changing all four tyres for fresh wets, he was able to unleash some seriously quick times at the end of the race that were over a second quicker than all but one of his rivals. ART GP's Vandoorne also changed all four tyres, but his car's balance seemed less suited to the

drying conditions, despite leaning the car's set-up that way because, he said, "We thought the track would dry. Maybe they had more of a rain set-up."

Marciello had been 4s behind when Vandoorne pitted. "When he stopped, I had two laps to push," he said. "The car was really easy and fast. After that, I had fresher tyres and we had a great fight."

And what a move to take victory it was; having straightlined Les Combes on the previous lap in a failed round-the-outside attempt, Marciello bided his time until the Rivage hairpin to outbrake Vandoorne with two and a half laps remaining.

Johnny Cecotto Jr finished third for Trident, but was 35s in arrears – this after briefly leading the race following the restart (due to a rainstorm) on lap five. He'd just passed poleman Vandoorne at La Source, but then straightlined Les Combes and set the fastest sector time in the process.

Despite the fact that his position as leader meant he had a clear run at it to set that time, Cecotto was ordered to hand the advantage back to Vandoorne, even though he was already ahead of him before he went off. "I was the victim of a situation where I did nothing wrong," said Cecotto. "I did a great overtaking move into the first corner, and I couldn't do anything more. Even Stoffel did not understand what was happening when I gave him the place back."

Behind the main players in this one, Palmer was "disappointed" to just miss out on pole on Friday in his DAMS car. His mood soured further when he made a terrible start from the front row, wheelspinning down to fourth by La Source, where he squandered even more places by sliding wide. He ended the opening lap down in ninth. Palmer had also lost out at Rivage to a charging Nasr, who would go on to finish a solid fourth after electing to take only two fresh tyres in his pitstop.



Vandoorne led majority of race one from pole





Nasr made an amazing start from P5 to claim sprint race victory



Bamber (left) begins his duel with Thiim

PORSCHE SUPERCUP SPA (B), AUGUST 24 RD 7/10

## Victor Bamber takes points lead

EARL BAMBER SCORED A CONVINCING, BUT hard-fought, victory at Spa-Francorchamps to defeat reigning champion Nicki Thiim and record his second win of the season.

Bamber started from pole, but lost his lead on the opening lap on the Kemmel Straight after he only just held a huge slide through Eau Rouge. Bamber then straightlined Les Combes in an attempt to fight back, and had to cede the lead to Thiim for the next five laps. But Bamber, who had held a 0.346s advantage in a dry qualifying session, was clearly quicker in the race as well.

Bamber took the lead with a sensational move. After attempting to go round the outside at Les Combes, where they touched at the apex of the left-hander – sending Thiim into a big slide – he got the cutback through Malmedy and made it stick at the Rivage hairpin. “Our fight was tough but very fair,” admitted Thiim.

Bamber then got the hammer down and pulled away to a 10s victory over Thiim and Klaus Bachler.

More thrilling action went on behind, with a frantic duel for fourth between Sven Muller, Phillip Eng, Clemens Schmid, Ben Barker, points leader Kuba Giermaziak and Jaap van Lagen, who charged through to finish ninth from 17th after a fuel-pump failure in qualifying.

Muller had previously punted guesting French series leader Come Ledogar into the wall at Les Combes on the opening lap, with some assistance from Bachler, while Barker tapped Michael Ammermuller into a spin later in the lap.

With Giermaziak only finishing eighth, Bamber also took the points lead. “Fastest in free practice, pole position, victory and now the points leader – what a perfect weekend,” he said.

● Charles Bradley

### RESULTS

**1 Earl Bamber (Fach Auto Tech)**, 11 laps in 26m58.471s; **2 Nicki Thiim** (Lechner Racing Team), +10.210s; **3 Klaus Bachler** (Konrad Motorsport); **4 Sven Muller** (Team Project 1); **5 Philipp Eng** (Team Project 1); **6 Clemens Schmid** (Lechner); **7 Ben Barker** (Lechner); **8 Kuba Giermaziak** (Lechner); **9 Jaap van Lagen** (Momo-Megatron); **10 Connor de Phillippi** (Forch Racing). **Points 1 Bamber, 107**; 2 Giermaziak, 104; 3 Bachler, 66; 4 Barker, 66; 5 Ammermuller, 64; 6 Eng, 62.



Ferrari protege Marciello enjoys first GP2 win

LEICESTER/GP2

Carlin racer Nasr started down in 11th due to brake problems in qualifying, and was charging through the field until a cross-threaded wheelnut meant a slow pitstop, which cost him a shot at getting ahead of Cecotto.

Palmer, meanwhile, spent the rest of the race in damage-limitation mode, but couldn't hold off a recovering Mitch Evans in the late stages and would finish sixth. Evans was another potential winner who fell by the wayside when his car lapsed into get-you-home mode under the safety car because his engine's temperature got too low in the downpour that had occurred on lap two.

Evans had been running second on the opening lap, but crossed the line sixth when the red flag flew for torrential rain before returning to the grid down in 16th. Chaotic scenes then followed, as the stewards toiled to get the field back into the correct

order, but he finally restarted where he was supposed to and passed Palmer for fifth at Les Combes with six laps to go. Artem Markelov stormed up from a pitlane start to finish seventh, just beating Daniel Abt, who passed Andre Negrao late on to grab the reversed-grid pole spot.

In Sunday's sprint race, Nasr made a blinding start from fifth on the grid as the entire field took the start on slicks despite some damp patches. Poleman Abt ran wide at the first corner to allow Nasr through into the lead, with Palmer attacking Abt at Les Combes but going straight on as Abt also slid wide and lost time and places. “I knew there would be some good opportunities to make some positions into Turn 1, but I never imagined to go from fifth to first!” laughed Nasr later.

Palmer somehow clung to second, but Cecotto demoted him at Les Combes on lap two and chased off after Nasr. He brought a 2.3s gap down to 0.6s with six laps to go, but Nasr had kept his tyres in great shape and romped away to a 3.4s victory.

Palmer held third, with Evans chasing him to the flag after he passed Abt, who slowed with an engine problem at Eau Rouge on the last lap. “I was glad the race wasn't one lap longer because Mitch was coming quickly at the end,” said Palmer.

Vandoorne finished sixth, but the star of the show was Stefano Coletti, who charged up from 24th to seventh. His team-mate Marciello spun on the opening lap at Les Combes, his great weekend ending on a sour note once more.

“I arrived at Les Combes on the inside of Markelov, who closed the door on me a bit too much and I spun,” he rued. He dropped to 24th, but recovered to 14th, which meant Racing Engineering's drivers gained 27 places between them in the 18-lap event. ❧



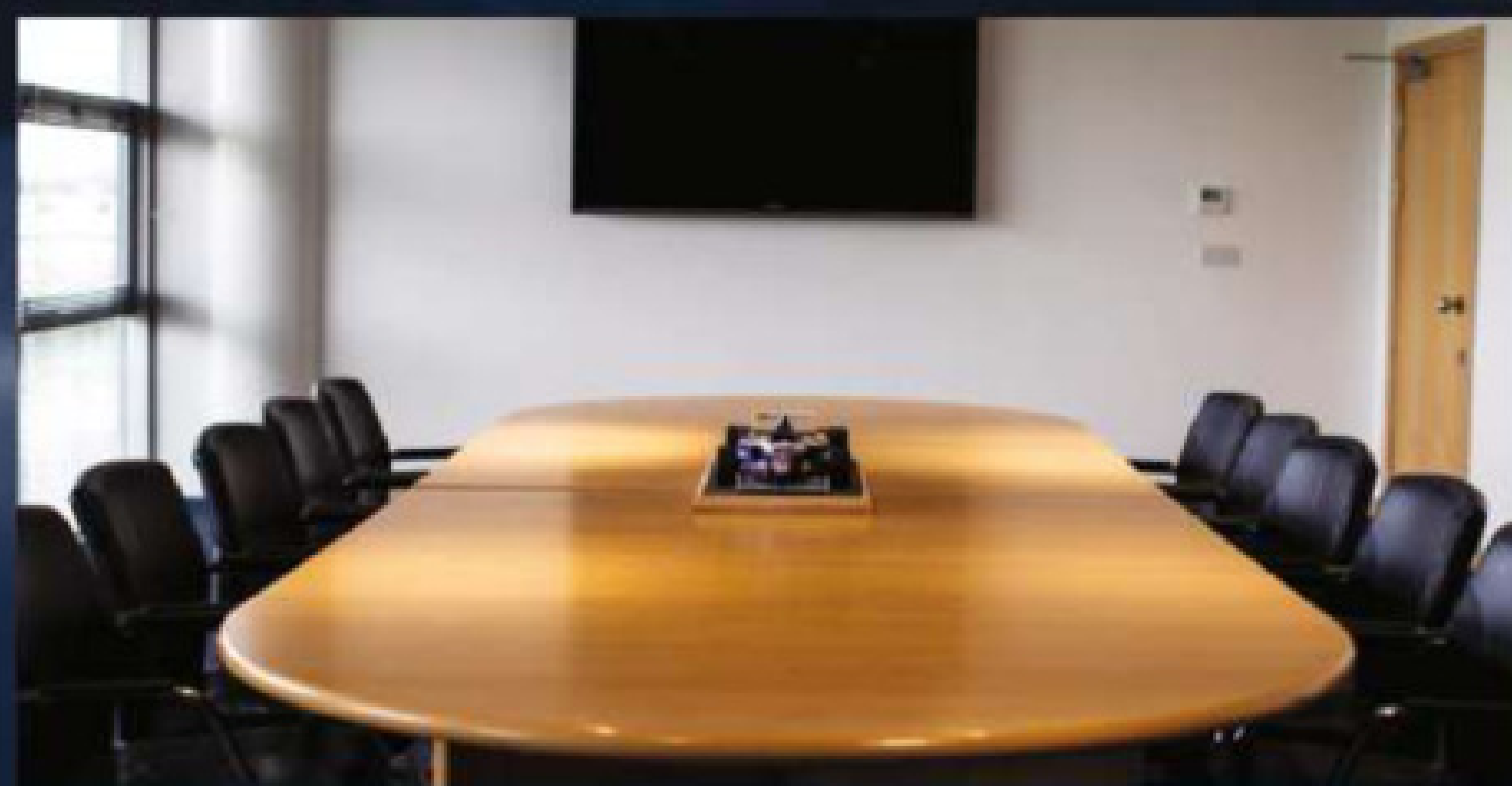
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Cool Britannia!  
Three Brits enjoy  
the champagne

GP3 SERIES SPA-FRANCORCHAMPS (B), AUGUST 23-24 RD 6/9

## British aces reign in the Ardennes

RISING BRITISH STARS DEAN STONEMAN and Alex Lynn won the GP3 Series races at Spa, which both featured fascinating battles for victory for very different reasons.

Stoneman's success for Manor on Saturday owed much to the correct choice of taking slick tyres in damp but drying conditions. Perversely, it was the drivers ahead of him on the grid who had also opted for slicks who were the key to his success.

First off, slick-equipped Marvin Kirchhofer, who qualified his ART machine in seventh, delayed the start when he piled into the barriers while weaving on the warm-up lap on the run to Eau Rouge. This allowed the track an extra few minutes to dry.

That meant it was Arden's Patric Niederhauser's turn to be top slick runner – until he attempted to brake

at the same point as the wet-shod runners at La Source, locked up and pounded into title contender Jimmy Eriksson, taking them both out. Then it was Matheo Tuscher who was in the box seat for Jenzer, as he carved his way into the lead past those ahead who had started on wets as the track dried out completely.

Having usurped shock poleman and early leader Luca Ghiotto (on wets), Tuscher just had to bring it home... but he spun through Eau Rouge and ended up stranded over the crest at Raidillon. Stoneman only just missed him as he rolled backwards across the track. The new leader subsequently managed the restart following the safety car to perfection to head an all-British 1-2-3-4.

Dino Zamparelli and Nick Yelloly completed the podium, with Jann Mardenborough in fourth. Behind Pal Varhaug and Alex Fontana, title contenders Richie Stanaway and Lynn finished seventh and eighth after both had stopped for slicks at the end of the second warm-up lap.

On Sunday morning, in much drier conditions, Lynn led from reversed-grid pole (which he would never have had if Tuscher hadn't spun out on Saturday), ahead of Stanaway and Fontana. Lynn held a solid lead until he made a big mistake at Les Combes just after half distance, which allowed Stanaway to briefly nip past him.



Lynn and Stanaway  
battle their way  
around La Source

"We were pushing each other very hard, we were pushing like madmen," said Lynn. "I was so annoyed that he got past, I was determined to get him back straight away. I really needed to."

Lynn responded almost instantly, repassing Stanaway at Rivage as the Kiwi slid wide. Stanaway later rued: "[Lynn] made the mistake, and I didn't capitalise on it. I ran too deep and he got past me again. I'm a bit disappointed about that."

Lynn's victory extended his lead over Stanaway by a single point across the weekend, with 32 now separating them. Yelloly actually made a gain on them both as he moved up to third in the points. He finished fifth right behind Mardenborough and just ahead of Emil Bernstorff, the Anglo-Dane pulling fantastically brave moves on

Stoneman at Eau Rouge and Zamparelli (on the grass!) along the Kemmel Straight.

● Charles Bradley

### RESULTS

**Race 1** 1 Dean Stoneman (Marussia Manor Racing), 12 laps in 28m58.508s; 2 Dino Zamparelli (ART Grand Prix), +1.210s; 3 Nick Yelloly (Status Grand Prix); 4 Jann Mardenborough (Arden International); 5 Pal Varhaug (Jenzer Motorsport); 6 Alex Fontana (ART); 7 Richie Stanaway (Status); 8 Alex Lynn (Carlin); 9 Emil Bernstorff (Carlin); 10 Riccardo Agostini (Hilmer Motorsport).

**Race 2** 1 Lynn, 13 laps in 28m25.130s; 2 Stanaway, +2.050s; 3 Fontana; 4 Mardenborough; 5 Yelloly; 6 Bernstorff; 7 Zamparelli; 8 Varhaug; 9 Stoneman; 10 Nelson Mason (Hilmer). **Points** 1 Lynn, 153; 2 Stanaway, 121; 3 Yelloly, 95; 4 Bernstorff, 91; 5 Jimmy Eriksson, 85; 6 Zamparelli, 81.



Stoneman leads fellow  
countrymen Yelloly  
and Zamparelli

S.BLOXHAM/GP3

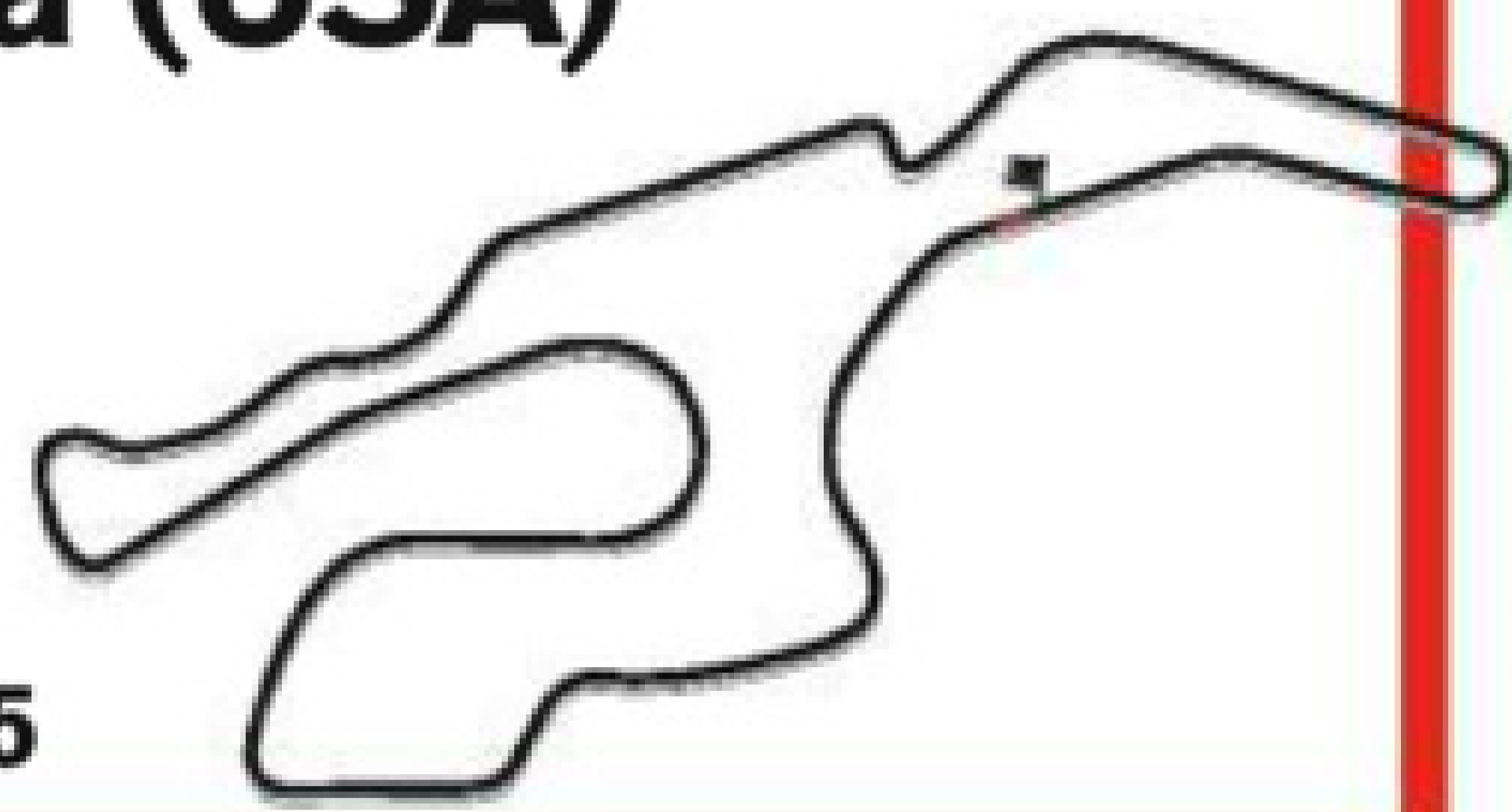


# INDYCAR

Sonoma (USA)

August 24

Round 14/15



## RESULTS

85 LAPS, 202.725 MILES

1	SCOTT DIXON (NZ)	2h09m21.8064s
Chip Ganassi Racing Dallara-Chevrolet; Grid: 3rd-1m17.9044s		
2	RYAN HUNTER-REAY (USA)	+1.1359s
Andretti Autosport Dallara-Honda; Grid: 10th-1m17.7499s		
3	SIMON PAGENAUD (F)	+6.3078s
Schmidt Peterson Hamilton Motorsports Dallara-Honda; Grid: 15th-1m18.2767s		
4	TAKUMA SATO (J)	+11.8110s
AJ Foyt Racing Dallara-Honda; Grid: 20th-1m18.4104s		
5	JUAN PABLO MONTOYA (CO)	+12.7305s
Team Penske Dallara-Chevrolet; Grid: 19th-1m18.8102s		
6	JOSEF NEWGARDEN (USA)	+13.5367s
Sarah Fisher Hartman Racing Dallara-Honda; Grid: 2nd-1m17.7318s		
7	MIKHAIL ALESHIN (RUS)	+15.8048s
Schmidt Peterson Motorsports Dallara-Honda; Grid: 12th-1m18.7700s		
8	MARCO ANDRETTI (USA)	+20.1054s
Andretti Autosport Dallara-Honda; Grid: 13th-1m18.2681s		
9	JUSTIN WILSON (GB)	+21.6233s
Dale Coyne Racing Dallara-Honda; Grid: 16th-1m18.2296s		
10	WILL POWER (AUS)	+22.1936s
Team Penske Dallara-Chevrolet; 1st-1m17.4126s		
11	SEBASTIEN BOURDAIS (F)	+22.4321s
KVSH Racing Dallara-Chevrolet; Grid: 7th-1m17.7176s		
12	JAMES HINCHCLIFFE (CDN)	+23.1572s
Andretti Autosport Dallara-Honda; Grid: 4th-1m17.9565s		
13	TONY KANAAN (BR)	+23.2277s
Chip Ganassi Racing Dallara-Chevrolet; Grid: 8th-1m17.7231s		
14	MIKE CONWAY (GB)	+26.9930s
Ed Carpenter Racing Dallara-Chevrolet; Grid: 17th-1m18.3518s		
15	JACK HAWKSWORTH (GB)	+37.0303s
Bryan Herta Autosport Dallara-Honda; Grid: 18th-1m18.2310s		
16	SEBASTIAN SAAVEDRA (CO)	+37.7440s
KV AFS Racing Dallara-Chevrolet; Grid: 22nd-1m18.5202s		
17	RYAN BRISCOE (AUS)	+37.9876s
Chip Ganassi Racing Dallara-Chevrolet; Grid: 5th-1m18.1217s		
18	HELIO CASTRONEVES (BR)	+39.6511s
Team Penske Dallara-Chevrolet; Grid: 6th-1m18.8771s		
19	CARLOS MUNOZ (CO)	+42.4797s
Andretti Autosport-HVM Dallara-Honda; Grid: 9th-1m17.7257s		
20	GRAHAM RAHAL (USA)	+43.5335s
Rahal Letterman Lanigan Racing Dallara-Honda; Grid: 14th-1m18.1249s		
21	CHARLIE KIMBALL (USA)	84 laps-out of fuel
Chip Ganassi Racing Dallara-Chevrolet; Grid: 11th-1m17.7532s		
22	CARLOS HUERTAS (CO)	28 laps-engine
Dale Coyne Racing Dallara-Honda; Grid: 21st-1m18.9603s		

Winner's average speed: 94.026mph. Fastest lap: Castroneves, 1m20.2865s, 106.942mph. All drivers in Dallara DW12.

## CHAMPIONSHIP

1	POWER	626	6	MONTOYA	519
2	CASTRONEVES	575	7	KANAAN	443
3	PAGENAUD	545	8	BOURDAIS	437
4	HUNTER-REAY	534	9	MUNOZ	435
5	DIXON	523	10	ANDRETTI	424

### POINTS SYSTEM EXPLAINED:

50-40-35-32-30-28-26-24-22-20-19-18-17-16-15-14-13-12-11-10-9-8-7-6 for the top 24, with 5 for all other starters. 2 points for leading the most laps, 1 point for leading at least one lap, 1 point for pole position.



Sato started 20th, but finished fourth

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# Dixon wins as earth moves for Penskes

The Ganassi driver is a surprise winner as Penske rivals Will Power and Helio Castroneves trip themselves up. By MARK GLENDENNING



ANY TIME YOU WAKE UP IN A DIFFERENT BED FROM the one you started the evening in, you know you're living in eventful times. That was the situation that Will Power and his Penske colleagues found themselves in on the eve of last Sunday's IndyCar race at Sonoma. Within the space of little more than 12 hours, the championship leader endured an earthquake, a hotel evacuation and a late-night relocation to get some sleep in the team motorhome. He then commandingly led half of the race, before falling to last, but recovered into the top 10.

It was little wonder that while Ganassi's Scott Dixon – who had barely looked a threat all weekend – was celebrating on the top of the podium, Power was wandering around looking a little dazed. It was a weird day.

For the first 40-odd laps, however, it looked like the earthquake was going to be the main talking point of the day. That, and the extent to which Helio Castroneves' title hopes had apparently nosedived. Power started the race from pole and did his standard Power-at-Sonoma thing of vanishing into the distance, but Castroneves' plans for the afternoon needed to be re-evaluated after just two corners, when he was caught up in a multi-car fracas that ended with the Brazilian trundling back to the pits for repairs, first to the front of the car and then again for work on the rear. The race had barely reached one-quarter distance, and he'd already stopped three times.

Castroneves was later involved in a second, less-severe multi-car dust-up, this time at the hairpin, and eventually finished back in 18th. Under normal circumstances this should have represented



Castroneves (3) was in the thick of all the hectic action

a critical blow to his title hopes with just one race left, but that's before you factor in Power's capacity to find landmines at precisely the wrong moments.

It's difficult to understate the extent of Power's dominance over the opening phase. He'd kicked his lead to the pursuing Josef Newgarden out to more than 11s at one point, and the only reason his advantage wasn't even larger was that a couple of early cautions kept closing the field back up.

The trouble struck shortly after a restart. Power had just pitted, and after two stints on scuffed reds he'd switched to a new set of harder black tyres for the first time in the race. Differing strategies meant he was in traffic, packed in behind several cars that were out of sequence. He tucked himself deep to the inside for the hairpin, and just as he was accelerating





Dixon's Sonoma victory kept his slim title hopes alive



This spin looked to have ruined Power's day, but he recovered

out of the corner the rear of his car snapped out so suddenly it looked like he'd been hit.

By the time he was facing in the right direction again he was pretty much last. Worse, he'd just killed a brand-new set of tyres that he now had to run a full stint on. Not surprisingly, he made little progress over the next 25 or so laps. Just how much that one mistake had hurt him became apparent when he was finally able to get rid of that set of trashed Firestones, and immediately reverted to his early race pace. With one lap to go he'd climbed back to 12th, and Tim Cindric, who calls Power's strategy from the pitwall, had instructed his charge not to risk any more passes to conserve fuel.

Power did his best to obey, but when he found himself close behind a cluster of slower cars on

the final lap, he forgot Cindric's advice and threw his car to the inside of Justin Wilson at the final corner, with Sebastien Bourdais joining the fray to make it a three-wide battle. A three-wide battle — through a hairpin.

Miraculously, they all made it through, although Bourdais ran out of room at the exit of the corner and hit the outside wall. Power, meanwhile, passed Wilson and crossed the finish line in ninth position, although that was subsequently changed to 10th after the race because in the midst of the duelling he'd failed to notice a local waved yellow flag at the final corner.

It's not usual convention to get this deep into a report without mentioning what was going on with the guy who actually won the race, but IndyCar's



Conway looked a good bet for a win, but ran out of fuel

2014 visit to Sonoma will never be associated with convention. Some combination of seismic activity, the California sun, a scrambled grid and perhaps the circuit's close proximity to too many good wineries had prompted the teams to get especially frisky with strategies. At one point, AUTOSPORT counted nine different plans in play. Some varied by only a lap or two, but if there was one message from Sunday, it was that a single lap can be a long, long way if you're on the wrong fuel load.

So Dixon and the cars around him (including those of Ryan Hunter-Reay and Simon Pagenaud, who eventually joined the Kiwi on the podium) looked like they might be in OK shape depending on how the race panned out, but the same could have been said of any number of other drivers.

Two men emerged from the weekend as unwitting examples of this. Let's start with Mike Conway. The Brit, making his final appearance of the season with Ed Carpenter Racing, was anonymous early in the race, but he moved into the lead with the help of his fuel strategy, and then made the position his own by repeating Power's earlier trick of being way faster than anyone else.

Conway's charge was hamstrung a little when the fuel numbers started to work against him, and he was powerless to resist as rivals, led by Dixon — who had just one extra lap's worth of fuel on board — reeled him in. A podium still seemed within reach until his car stuttered in the final corner and went silent, coasting to the chequered flag with a completely empty tank and stopping just after the finish line (this was the cause of the local yellow that cost Power ninth place).

The other driver left ruining what might have been was Graham Rahal. The RLL team had taken a particularly aggressive approach to its fuel strategy, and was rewarded with an extended spell in the lead — a welcome sight for this outfit, after what has been a largely disappointing season. However, to seal the deal RLL needed a yellow flag that never came. Rahal was forced to pit for a top-up with just a handful of laps remaining, and exacerbated the situation by earning a drive-through penalty for speeding in pitlane. He finished way down in 20th place.

And Dixon? He passed Conway four laps from the end with a sweet move in Turn 1. He was helped in this by having saved a set of new reds for the final stint.

"Towards the end, I looked after [the tyres] as much as possible," said Dixon. "By the time we caught Conway, I was sort of waiting to find a spot. It's a bit tough to pass at Turn 1. You can block easily, but I think I caught him by surprise."

Dixon is still mathematically in contention for the championship going into Fontana. Realistically, though, it's a two-horse race between the two Penske team-mates, both of whom have proven themselves to be equally brilliant, and equally flawed. A classic showdown awaits. ▶



IN THE PADDOCK



An all-too-rare moment of joy for Dixon and Ganassi

LEVITT/LAT

**MARK GLENDENNING**  
INDYCAR CONTRIBUTOR  
@m\_glendenning



DONE WELL, THERE'S NO MORE enthralling genre of sports writing than when the journalist gets a proper peek behind the mask. A good early motor racing example is *John Surtees: Six Days In August*, an account of one weekend in 1968 during the Honda period of the Formula 1 driver's career. More recently, I read John Feinstein's *Next Man Up* cover to

cover twice, despite not knowing anything about American football at the time.

It would have been fascinating to have been privy to the inner machinations at Ganassi this year. The team went through a substantial degree of turmoil during the off-season – from dealing with Dario Franchitti's unexpected retirement to switching to Chevrolet engines.

Suffice to say the transitions have not all been seamless. Reigning champ Scott Dixon has been frequently unconvincing despite his wins, while Tony Kanaan started slowly, but has rallied with some good form.

Only the team knows what's really gone on, but Dixon came as close as anybody

has to lifting the curtains. "We didn't start the season strong enough," he said. "Our off-season development was maybe not as strong as in some years past."

Interestingly, Dixon said a manufacturer change was part of the problem – but not the move to Chevrolet. Ganassi's sportscar arm went from BMW to Ford, and he suggested this may have deflected attention from the IndyCar programme at a critical time.

Racing is always cyclical, and it would take a brave person to bet against Ganassi rebounding sooner rather than later. But it's a vivid reminder that, in IndyCar, even a brief moment of complacency can set a team up for a frustrating season.

**CALENDAR SHAKE-UP**

Houston, Toronto and Fontana could all be missing from next year's IndyCar schedule due to a combination of scheduling problems (Toronto and Fontana) and cost (Houston). Brasilia, New Orleans and Dubai all appear set to join the 2015 calendar, while options for a back-up race in Canada are being investigated.

**DIXON EQUALS UNSER**

Scott Dixon's win at Sonoma lifted him to fifth in the IndyCar all-time winners' list, bringing him level with Bobby Unser with 35 victories. "I just wish Chip [Ganassi] would give him a stock car, sprinter or midget to race in," said Unser. "I'm sure he'd win in those, too."

**SATO'S SONOMA HIGH**

Takuma Sato's fourth place was his highest finishing position of the season to date, despite some strong early qualifying performances. The AJ Foyt driver was forced to go off-strategy after sustaining damage that required him to pit for repairs at the end of the first lap.

**CHAVES EYES INDYCAR**

Newly-crowned Indy Lights champion Gabby Chaves is targeting an IndyCar programme in 2015. "I'll definitely be doing the Indianapolis 500," said the Colombian. "If you can start the season with the [winner's] scholarship and go all the way to the 500, it's pretty likely you'll get other help along the way."

**JPM BLASTS PENALTY**

Juan Pablo Montoya was critical of IndyCar officials after feeling that he was unfairly penalised for exceeding the circuit limits in qualifying, but he cheered up after driving from 19th to fifth. "I passed a lot of people and had a blast," he said. "I knew we had a good car, and that's why I was upset that we couldn't start up front."

**PAGENAUD'S PIT PLAN**

Simon Pagenaud (below) admitted that he was surprised to sneak onto the podium after qualifying a lowly 17th. "Sonoma is such a hard track to pass on, so we made our race in the pits, really," he said. "But I never would have imagined that I'd finish in third."



NELSON/LAT

50

**Hildebrand eyes CHF deal**

**JR HILDEBRAND HAS EXPRESSED** an interest in partnering Josef Newgarden in the new CHF Racing team next year, with Ed Carpenter driving a third car at oval events.

The American has been looking for a way back into IndyCar since splitting with Panther Racing midway through 2013, and drove a second Ed Carpenter Racing car at Indy this year.

Newgarden was confirmed as part of the team's multi-car line-up last weekend. However, current ECR driver Mike Conway's future is in doubt due to his expanding sportscar commitments.

Hildebrand told AUTOSPORT a role with the team, which will be formed from



LEVITT/LAT

Hildebrand drove for ECR at Indianapolis

a merger between Sarah Fisher Hartman Racing and ECR, is his priority for 2015.

"After Indy, we've been trying to put things together to expand on the situation and chemistry that we had," he said. "I knew a little bit about how the merger was going to happen, and I was actually hoping that

Newgarden would get re-signed, because I wasn't thinking of that as affecting my chances. So we're going to keep plugging away at it. You can't be blind to other opportunities that are out there, but that would be my ideal spot – to get in with those guys somewhere."

**Chevy takes third manufacturers' title in a row**

Chevrolet has won three years running



LEVITT/LAT

**CHEVROLET FORMALLY ACCEPTED** the 2014 manufacturers' trophy at Sonoma on Saturday, although it technically secured the title a week earlier.

Chevy moved out of reach of Honda in the points after Mid-Ohio and only needed to present cars at Milwaukee to guarantee its third straight title. But with Milwaukee being a Honda-sponsored event, it opted to delay its crowning out of respect for its rival.

"It has not been easy, and it's really the result of great partners, great teams, great drivers and great technical partners," said Chevrolet director of racing Mark Kent.

"There's not a day that goes by when someone in the back of the room isn't up 24 hours a day to try to figure out what to do next to stay ahead of the competition. We look forward to next season and trying to make it four title wins in a row."





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That was close:  
Fisichella wins from  
Henzler and Edwards



UNITED SPORTSCAR VIRGINIA INTERNATIONAL RACEWAY (USA), AUGUST 24 RD 9/11

# Fisichella snatches it at the last gasp

AFTER LOSING THE LEAD ON THE first lap of the race, the Risi Competizione Ferrari team grabbed it back on the last to take the win at Virginia International Raceway.

It represented the second win in a row for Giancarlo Fisichella and Pierre Kaffer, with the Italian ex-Formula 1 driver crossing the line just 0.492 seconds clear of Wolf Henzler in the Falken Tire Porsche.

This race wasn't on the schedule for the Prototype class that usually sweeps the overall leaderboard, so the GTLM cars took centre stage.

A late safety car period to clear up the stalled Porsche of Michael Christensen set up a manic six-minute race to the finish, with John Edwards also within a second of victory in the leading Rahal Letterman Lanigan-run BMW.

Kaffer had opened the race from pole but went wide on the first lap. Debris from the quick excursion on to the wet grass forced him to the pits, and the Ferrari returned to

the race at the back of the pack.

Dominik Farnbacher took control of the race in the Dodge Viper SRT and held the lead for 29 laps before pitting to turn the car over to Marc Goossens, who led the next 21 laps as the dual-striped Viper continued to show the same strong form it has had through the middle stages of the championship.

An earlier stop for the Viper allowed the Ferrari – now with Fisichella at the wheel – back into contention. He took the lead at two-thirds distance, only giving it up when he pitted for a quick splash of fuel to reach the finish.

The Falken Porsche, which Henzler co-drove with Bryan Sellers, was yet to take a podium in 2014, and the 911 pushed further into the fuel window and into the lead. After fully committing to the fuel strategy, a final yellow allowed Henzler to skip a stop for fuel and focus on defending the lead. The German was able to ace every move that

Fisichella made on the last restart up until the final lap, when the Ferrari found a way by for victory.

Edwards, who had taken over the BMW from Dirk Muller, headed Andy Priaulx (who shared with Bill Auberlen) in a three-four for the Z4s.

Jan Magnussen lost his chance of the title when he crashed the points-leading Corvette in practice, and hit the Porsche of Richard Lietz, the Austrian sustaining a broken arm. Antonio Garcia finished seventh, co-driven by Jordan Taylor, who warmed up for his forthcoming World Endurance outing at Austin with the Corvette, putting the Spaniard into a solo series lead. The Porsche, which Nick Tandy shared with Christensen, continued its ill-starred weekend by precipitating the final caution.

More Corvette/Porsche action meant Oliver Gavin's C7.R lost four laps when, with Tommy Milner at the wheel, it collided with the works 911 of Patrick Long and Christensen, damaging the suspension.

The GTD class didn't lack for drama, as Dane Cameron was able to combine speed and fuel smarts to score a victory in his Turner Motorsport Z4 with co-driver Markus Palttala. Alessandro Balzan came home second in the Scuderia Corsa Ferrari 458 Italia he shares with Jeff Westphal. Andrew Davis and Patrick Dempsey added a Porsche to the podium celebrations with their run to third in the No. 27 Porsche GT America. The class now features a three-way tie for the lead with two races yet to run.



8Star car of Diaz and Rayhall won PC

The one-make PC class ran separately, with the action split into two races. The 8Star Motorsports team took the honours, with Sean Rayhall taking a dominant win in Saturday's race, before co-driver Luis Diaz took the spoils on Sunday. ● Matt Cleary

## RESULTS

**1 Giancarlo Fisichella/Pierre Kaffer (Ferrari 458 Italia)**, 82 laps in 2h45m33.754s; 2 Wolf Henzler/Bryan Sellers (Porsche 911 RSR), +0.492s; 3 Dirk Muller/John Edwards (BMW Z4 GTE); 4 Bill Auberlen/Andy Priaulx (BMW); 5 Jonathan Bomarito/Kuno Wittmer (Dodge Viper SRT); 6 Dominik Farnbacher/Marc Goossens (Dodge). **GTD 1** Dane Cameron/Markus Palttala (BMW Z4); 2 Alessandro Balzan/Jeff Westphal (Ferrari 458 Italia); 3 Patrick Dempsey/Andrew Davis (Porsche 911 GT America). **PC 1** Luis Diaz/Sean Rayhall; 2 Jon Bennett/Colin Braun; 3 Renger van der Zande/Mirco Schultis. **Points 1 Antonio Garcia, 270**; 2 Bomarito/Wittmer, 264; 3= Farnbacher/Goossens, Auberlen/Priaulx & Edwards/Muller, 250; 6 Jan Magnussen, 245. **GTD 1= Cameron, Townsend Bell/Bill Sweedler & Leh Keen/Cooper MacNeil, 244. PC 1 Bennett/Braun, 257**; 2 van der Zande, 220; 3 Martin Fuentes, 212.

Magnussen strikes  
Lietz as both shunt  
during practice



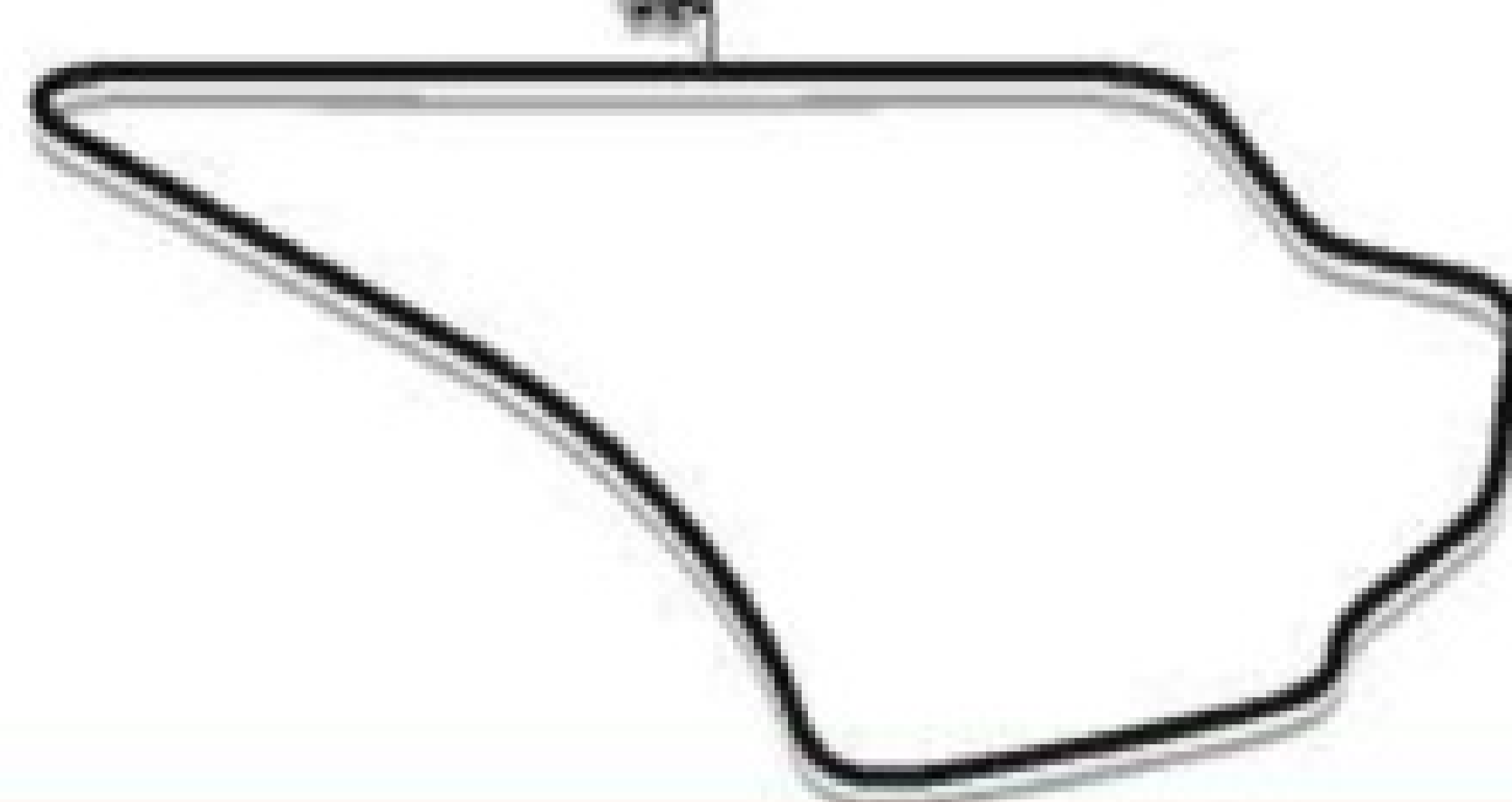


# BTCC

## Knockhill (GB)

August 24

Round 7/10



### RESULTS

RACE 1: 27 LAPS, 34.206 MILES

1	MATT NEAL (GB)	Honda (Dynamics) Honda Civic Tourer (S)	25m35.539s
2	ROB AUSTIN (GB)	Rob Austin Racing Audi A4 (S)	+0.230s
3	GORDON SHEDDEN (GB)	Honda (Dynamics) Honda Civic Tourer	+2.049s
4	MAT JACKSON (GB)	Motorbase Ford Focus ST	+2.350s
5	JASON PLATO (GB)	MG (Triple Eight) MG6	+2.960s
6	ADAM MORGAN (GB)	Ciceley Mercedes A-class (S)	+3.829s
7	TOM INGRAM (GB)	Speedworks Toyota Avensis	+7.328s
8	ARON SMITH (IRL)	BMR Volkswagen CC	+8.340s
9	DAVE NEWSHAM (GB)	AmD Tuning Ford Focus ST	+9.231s
10	NICK FOSTER (GB)	WSR BMW 125i M Sport	+9.269s
11	ALAIN MENU (CH)	BMR Volkswagen CC	+9.997s
12	ROB COLLARD (GB)	WSR BMW 125i M Sport	+10.063s
13	FABRIZIO GIOVANARDI (I)	Motorbase Ford Focus ST	+11.731s
14	JACK GOFF (GB)	BMR Volkswagen CC (S)	+11.997s
15	WARREN SCOTT (GB)	BMR Volkswagen CC	+16.643s

Winner's average speed: 80.19mph. Fastest lap: Colin Turkington (WSR BMW), 52.348s, 87.13mph. Pole: Turkington, 51.705s, 88.21mph\*. (S) = soft tyres used in this race. \*Eight-place grid penalty, so Sam Tordoff (Triple Eight MG) started from pole position.

RACE 2: 25 LAPS, 31.673 MILES

1	M JACKSON	Ford (S)	22m36.360s
2	PLATO	MG	+1.637s
3	AUSTIN	Audi	+2.362s
4	COLIN TURKINGTON (GB)	WSR BMW 125i M Sport (S)	+3.669s
5	COLLARD	BMW	+5.193s
6	MORGAN	Mercedes	+6.777s
7	INGRAM	Toyota (S)	+11.206s
8	NEWSHAM	Ford	+12.911s
9	GIOVANARDI	Ford (S)	+14.912s
10	FOSTER	BMW (S)	+14.914s
11	ANDREW JORDAN (GB)	Eurotech Honda Civic (S)	+15.343s
12	SHEDDEN	Honda	+20.461s
13	JACK CLARKE (GB)	Motorbase Ford Focus ST (S)	+27.487s
14	NEAL	Honda	+29.897s
15	MENU	VW	+29.904s

Winner's average speed: 84.06mph. Fastest lap: Turkington, 52.094s, 87.55mph. Pole: Neal.

RACE 3: 24 LAPS, 30.406 MILES

1	COLLARD	BMW (S)	21m21.475s
2	NEWSHAM	Ford (S)	+6.083s
3	TURKINGTON	BMW	+6.294s
4	FOSTER	BMW	+6.441s
5	JORDAN	Honda	+11.057s
6	SHEDDEN	Honda (S)	+11.495s
7	MORGAN	Mercedes	+14.501s
8	MENU	VW (S)	+15.157s
9	INGRAM	Toyota	+16.962s
10	PLATO	MG (S)	+20.409s
11	NEAL	Honda	+20.862s
12	GOFF	VW	+21.145s
13	TORDOFF	MG (S)	+22.267s
14	CLARKE	Ford	+23.757s
15	MARC HYNES (GB)	MG (Triple Eight) MG6	+23.856s

Winner's average speed: 85.42mph. FL: Shedden, 52.283s, 87.23mph. Pole: Foster.

### CHAMPIONSHIP

1	TURKINGTON	309	6	M JACKSON	207
2	SHEDDEN	286	7	NEAL	190
3	PLATO	270	8	TORDOFF	143
4	COLLARD	220	9	SMITH	133
5	JORDAN	217	10	MORGAN	126



Collard led a WSR 1-3-4 in finale

#### POINTS SYSTEM EXPLAINED

In each race: 20-17-15-13-11-10-9-8-7-6-5-4-3-2-1 to top 15 finishers. Additional point for being fastest in qualifying, and for leading a lap.

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# Turkington's great escape

There was a lot thrown at the points leader in Scotland but he kept his head, as did some new 2014 winners. By KEVIN TURNER

HAD HE NOT BEEN HANDED AN EIGHT-PLACE GRID penalty for a clash with Matt Neal at Snetterton, Colin Turkington would probably have won at least two races at Knockhill last weekend and extended his championship lead considerably. Having taken pole by 0.464s – as well as recording three other times good enough for top spot – the 2009 champion would, surely, have been unstoppable at a track he won twice on last year.

But Turkington's penalty and race-one start from ninth provided an opportunity for someone else to step up and take a hatful of points. And when the BMW driver was deposited in the gravel in race one, it looked as though his championship advantage would be eradicated in one afternoon.

Fortunately for Turkington, none of his main rivals managed to put together the ideal weekend. That, along with Turkington putting in one of the drives of the season in race two, meant he left

Scotland holding exactly the same 23-point lead in the table he had when he arrived.

### TURKINGTON ON THE ROPES

Given Turkington's pace advantage and edge in the points, it was obvious that his main rivals would be pretty desperate to curtail his progress in race one. Indeed, one frontrunner even suggested: "It is imperative Colin ends race one in the fence."

It put Turkington in an awkward position. "I need to be careful tomorrow," he said after qualifying. "We've got a quick car and I want to make progress through the pack, but passing around here is going to be really tricky."

"I'm not in the position I can cruise round and get points. Attack-driving but limited risk. It's my job now to make the most of it."

After a subdued start, Turkington was soon involved in a battle for sixth with Jason Plato's



The moment Turkington was shown the door

ALL PICS: EBREY/LAT





Plato escapes as Turkington sits in gravel after race-one clash



Neal took his first win of 2014



Shedden, Neal and Austin were all smiles after race one, but it wouldn't last

MG and the Motorbase Ford Focus of Mat Jackson. As the battle got more intense and Turkington climbed all over the back of Plato, it started to look as though the MG driver was deliberately trying to back the BMW into the pack.

But Plato had another explanation: "I had to go that slow to defend so heavily. I had to make sure he couldn't use the advantage of the rear-wheel-drive to get a run on me out of the hairpin."

Whatever, Turkington felt he had no choice but to make a move. "He was going really slow – we were practically stalling at the hairpin – and that kept me under attack from Mat," he said.

On lap 18, the inevitable happened. With a helpful push from Jackson on the start/finish straight, Turkington finally got by Plato into Duffus Dip. But he ran wide, forcing him to defend as they approached Scotsman. As Jackson attacked Plato, there were two simultaneous touches. The Ford rubbed the MG and Plato hit the back of Turkington as he turned in. The result was the BMW being

turned around and left in the gravel trap.

"I spent half the race behind Jason and was extremely fair with him," said Turkington. "I pass him and after one corner I'm in the gravel..."

Plato reckoned it was the result of the concertina effect caused by Colin's moment at Duffus Dip. "He went wide and I was cannoned into him by Mat," said the double champion. "There was nothing deliberate, we just all closed up."

For his part, Jackson felt Plato had initially moved to defend from the Ford: "I think Jason moved to block me but hadn't cleared Colin's rear bumper."

### MISSED OPPORTUNITIES

With Turkington in trouble, there were a number of drivers who could or should have been able to take advantage.

The first beneficiary of Turkington's penalty was Plato's team-mate Sam Tordoff, whose fine qualifying lap put him at the front of a 22-car group

covered by one second. Somewhat surprisingly, the MG driver also beat the rear-wheel-drive Audi of Rob Austin away at the start of the first encounter.

He led for most of the race before the MG6 started to smoke. He was overtaken by the soft-tyre-shod Honda of Matt Neal just before the safety car was called for Turkington's beached BMW, and then the MG lost power with a mysterious electrical issue. Although Tordoff fought hard thereafter, a 13th in race three was his best result of the afternoon.

Andrew Jordan was another who fancied his chances in race one and the reigning champion needed a big result after his disastrous Snetterton weekend. The Eurotech Honda was running ahead of Neal when a clash with Gordon Shedden's works Civic Tourer broke his suspension.

Shedden had overtaken Jordan at the hairpin, but the hatchback came on strong as the race progressed. Jordan attacked at Duffus Dip and seemed to have the move made, but contact mid-corner was enough to send Shedden into a spin. And, out of control, the estate smashed into Jordan as he negotiated Scotsman.

"We set the car up to be loose early on to look after the tyres," explained Jordan. "That meant it was nervous over the bumps at the hairpin."

"At Duffus, I felt a hit at the bottom of the left and then there was a massive whack in the rear."

Somehow, Shedden was able to carry on to take third. Given the moment also helped to set up Neal's first victory of 2014, it seemed the weekend would belong to the Dynamics Hondas. But that all changed in race two.

Neal and Austin went side-by-side into Duffus Dip at the start, with the Audi running wide and losing enough time for Shedden to slot into second.

As they arrived at Scotsman, however, Austin touched the back of Shedden and the Honda exited stage left in a manner not dissimilar to Turkington's off in race one. The clash came after contact between the pair at Clark's in the opener had sent Austin briefly onto the grass.

"It's a missed opportunity," said Shedden, who remains Turkington's closest rival in the points. "Having been off the track and come back on in a manner not compatible with safety, Rob elected to take me off. We should have won that race."

Austin saw things differently: "I can only assume Neal was trying to get me out of the way so Shedden could score better but it's backfired because as I've come back onto the track I've had some contact with Shedden and round he's gone."

"The car's been mega, but two wins have definitely slipped through my fingers here thanks to white cars."

This could have allowed Neal to double up, but he had to serve a drive-through penalty for jumping the start, so a potential Honda one-two became a 12-14. ▶



Jackson's win was a huge relief for Motorbase squad



**MOTORBASE STEPS UP**

► The way was thus left clear for Jackson to take his first victory since Silverstone in 2012, and the Motorbase team's first since Aron Smith won in the wet at the Brands Hatch finale the same year.

Jackson had eventually overcome Plato in their race-one battle to secure fourth and the Honda-Audi woes gave him the lead in race two. Running on the soft tyre, he comfortably controlled things to take his 20th BTCC victory. It was just reward for the team that has toiled long and hard with its NGTC Ford Focuses.

"It's a huge relief, it's been frustrating," said Jackson, who once again outpaced team-mate Fabrizio Giovanardi. "To have the pace to challenge means more than anything. Even if Neal stayed there I think we had the pace to fight with him. The car feels very good."

Team manager Oly Collins put the improvement down to gradually homing in on the best way to set up the idiosyncratic NGTCs. "It's experience with the car and getting the understanding," he said. "It's pretty much all suspension-related."

"Mat didn't come in until very late this year, we had a guy [Giovanardi] who hadn't driven NGTC and new engineering staff so in hindsight maybe we went the wrong way. The irony is that was one of Mat's easiest races ever."

**TURKINGTON'S BIG SAVE**

Behind Jackson, the main interest in race two was provided by Turkington. He charged from 27th to fourth on the soft rubber, setting a lap fast enough for pole. Given Shedden's woes, the race could prove to be absolutely crucial in the title fight, and set Turkington up for a third place in the finale.

"I'm very happy with that one," admitted Turkington. "I didn't think that was on – top-10 is what I was aiming for. The race was a bit of a blur. As soon as I caught someone I was straight past. I knew where I was strong. After race one it's a big save. It could be a real pivotal one for me."

While Turkington was pleased to salvage something from a weekend he legitimately could have expected two wins, his rivals were quick to point out the pace of the BMW 125i M Sports. The point was rather underlined by Rob Collard's dominant victory in race three, in which Turkington and Nick Foster made it a WSR 1-3-4.

"It just shows what advantage they have at the moment," said Shedden, while Plato also feels the championship is slipping away: "We performed better than we thought we might do here, but we can't make progress through traffic like the BMW."

There's no doubt that the overwhelming feeling in the paddock is that Turkington will be the 2014 BTCC champion. And its hard to disagree. ❧



Can anyone stop Turkington taking 2014 title?

ALL PICS: EBREV/LAT

**DRIVER BY DRIVER**



**1 ANDREW JORDAN**  
Qualifying: 4 Race: R/11/5  
Happier with car in races than in qualifying but Shedden did him no favours in R1. Out of title fight.



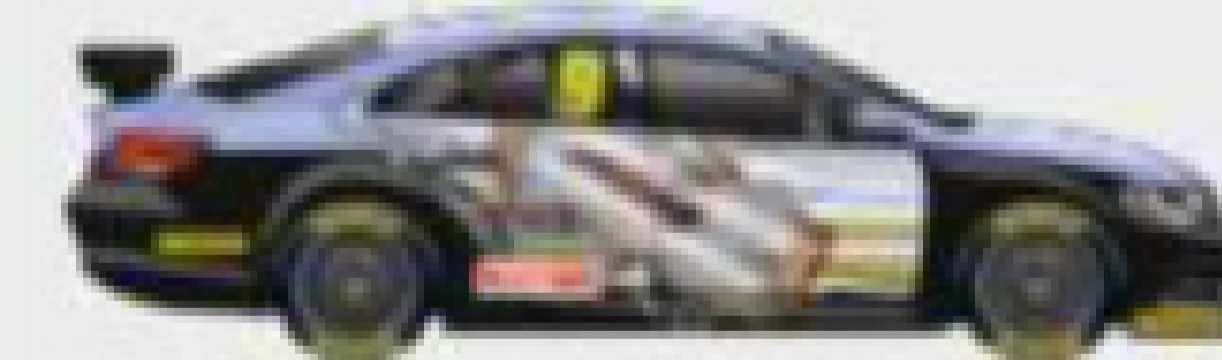
**30 MARTIN DEPPER**  
Qualifying: 23 Race: 17/R/20  
Not far off the pace and could have got into the points, but R2 off didn't help and he just missed out.



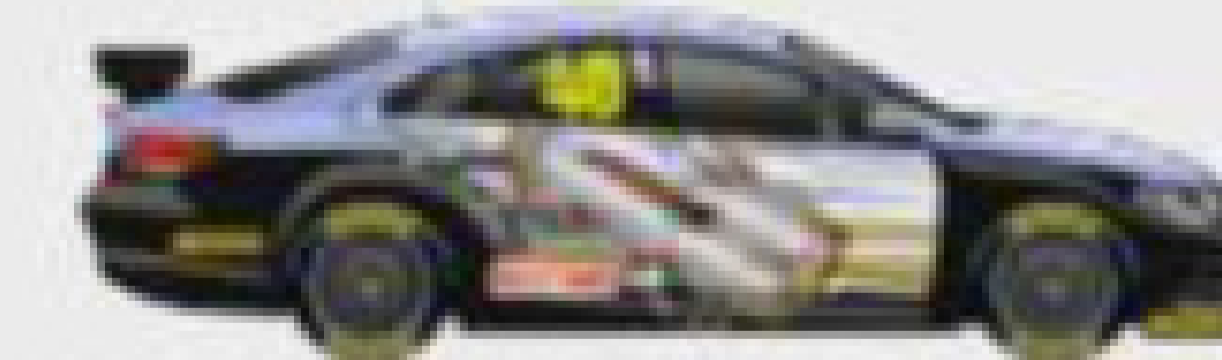
**5 COLIN TURKINGTON**  
Qualifying: 1 Race: R/4/3  
"I think we're fast everywhere here, even the chicane, which used to be a problem with the 3 Series." Proved it.



**10 ROB COLLARD**  
Qualifying: 9 Race: 12/5/1  
Strong weekend considering he had to start R1 from the back thanks to a penalty. Took his chance in R3.



**9 ALAIN MENU**  
Qualifying: 15 Race: 11/15/8  
The BMR VWs weren't really hooked up at Knockhill, but Menu again moved forward on soft tyre in R3.



**40 ARON SMITH**  
Qualifying: 17 Race: 8/R/R  
Fine progress in R1, but things went wrong after that, chiefly hitting the barriers after Foster contact in R2.



**80 TOM INGRAM**  
Qualifying: 14 Race: 7/7/9  
Engine failure in FP1 meant he missed FP2. Car wasn't ideal for qualifying, so did well to progress.



**11 SIMON BELCHER**  
Qualifying: 29 Race: 21/23/23  
Happier with improved pace, but driveshaft failure at start of qualifying made it difficult to show it.



Newsham put in a fine weekend for AmD in difficult circumstances



## IN THE PADDOCK

**KEVIN TURNER**  
FEATURES EDITOR

@KRT917



IT'S A WHILE SINCE I'VE HAD TO WRITE much about driving standards, but there was too much contact at Knockhill last weekend.

Of course, there was always going to be drama with 31 tin-tops battling around the undulations of the spectacular 1.3-mile Scottish circuit, and the races were certainly entertaining. But having two of the cleaner frontrunners – Andrew Jordan and Colin Turkington – forced into retirement in race one cannot be considered a good thing. And there were many other drivers who lost good results thanks to some dubious moves by others.

Given the advantage the WSR BMWs currently enjoy, and the form Turkington is in, it was very useful for the championship that a) he had to start from row five instead of pole, thus being in the firing line and not disappearing down the road; and b) he didn't get any points in the opener. The BTCC has a good record of the title fight going to the final meeting in recent years and that's less likely this season if Turkington gets a clean run.

There was, therefore, something of a touch of natural justice that the championship lead was the same leaving Knockhill as it was when we arrived.

## Jordan: my title defence is over

**REIGNING BRITISH TOURING CAR** champion Andrew Jordan believes he can no longer win the 2014 title.

The Eurotech Honda suffered a terrible round at Snetterton, scoring one point, and retired in the first Knockhill race after a clash with Gordon Shedden's Honda Civic Tourer. Although he came through to fifth in the finale, Jordan is now fifth in the standings, 92 points behind leader Colin Turkington.

"The championship's gone," he said. "As long as it's mathematically possible we won't give up, but I think it's too far."

"Sometimes it goes your way. Last year we had things happen and got

away with them, this year we haven't. "It's now just about winning races and getting podiums."

Jason Plato is third in the championship, 39 points behind Turkington, and the MG driver also feels the pace of the WSR BMW means it won't be possible to gain enough ground.

"When I'm in the car I'll give it 110 per cent, but I've been around long enough to know," said Plato.

"We didn't have a bad weekend; our car's too long and the weight distribution isn't right for Knockhill. But Colin can cruise around from here because he won't have a bad weekend."



## Revised hairpin for Knockhill

**THE BTCC RAN ON A REVISED**

version of the Knockhill circuit, with a modified final hairpin.

The inside kerb at Taylor's Hairpin was moved back, widening the circuit and shortening its overall length.

Although some suggested the changes were an attempt to improve overtaking, BTCC boss Alan Gow said: "It gives a wide entry into it from the reversed direction [for anticlockwise races]. It's nothing to do with touring cars."

Opinions on the change differed. Jason Plato, who had contact there with Rob Austin, said: "It can present a bigger opportunity to overtake, both in and out."

But BMR VW driver Aron Smith said: "Even though you can go on the outside there's no traction so it's difficult to get a run."

The change was thought to have made the circuit slightly faster, with Colin Turkington's pole being almost 0.8s faster than Austin's 2013 mark.



**4 MATT NEAL**

**Qualifying: 6 Race: 1/14/11**  
Well-taken win in R1 on the soft rubber, but drive-through penalty and clash with Gio hurt thereafter.



**52 GORDON SHEDDEN**

**Qualifying: 5 Race: 3/12/6**  
Spectacular and aggressive, perhaps a little too much so at times. Followed Jordan through field in R3.



**99 JASON PLATO**

**Qualifying: 7 Race: 5/2/10**  
Admitted to not getting the best out of qualifying. Solid results, though clashed with Austin in R3.



**88 SAM TORDOFF**

**Qualifying: 2 Race: 24/18/13**  
Deserved more from his weekend after controlling much of R1 from pole. Electrical issue hampered him.



**888 MARC HYNES**

**Qualifying: 13 Race: 16/22/15**  
Had to start R3 from the back after third on-track misdemeanor. Strangely, that was the race he scored a point.



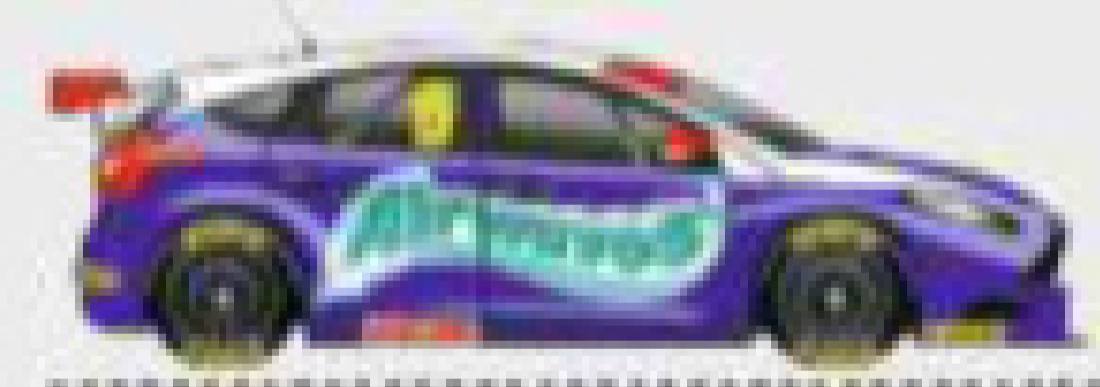
**33 ADAM MORGAN**

**Qualifying: 18 Race: 6/6/7**  
Disappointed in qualifying, but dodged the chaos and came through superbly to run near the front in the races.



**18 NICK FOSTER**

**Qualifying: 10 Race: 10/10/4**  
Good pace, particularly chasing Turkington in R3, but got himself into more scrapes than usual.



**6 MAT JACKSON**

**Qualifying: 8 Race: 4/1/17**  
Right on form once again. Innocent victim of R3 Plato-Austin clash that holed his intercooler.



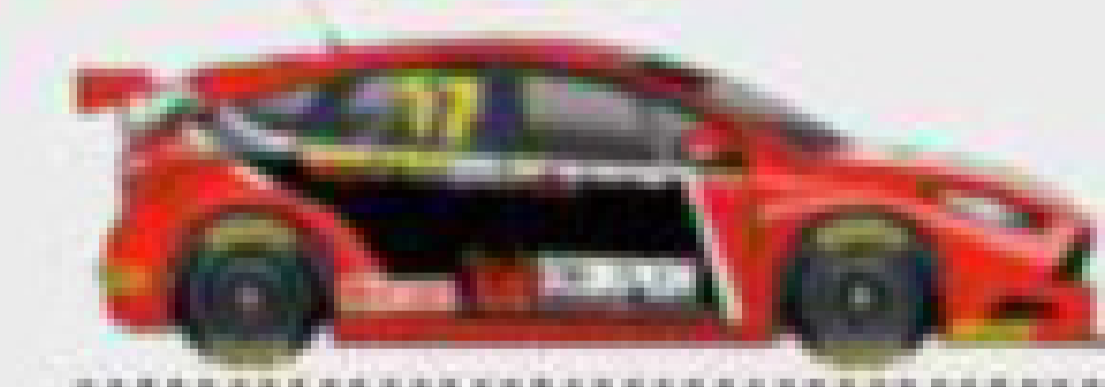
**7 FABRIZIO GIOVANARDI**

**Qualifying: 19 Race: 13/9/R**  
Missing the weighbridge in qualify hurt him as could have been in top 10. A few scrapes but decent speed.



**44 JACK CLARKE**

**Qualifying: 24 Race: 18/13/14**  
Probably his most impressive weekend yet, battling for points. Could have been even better but for Hynes R2 hit.



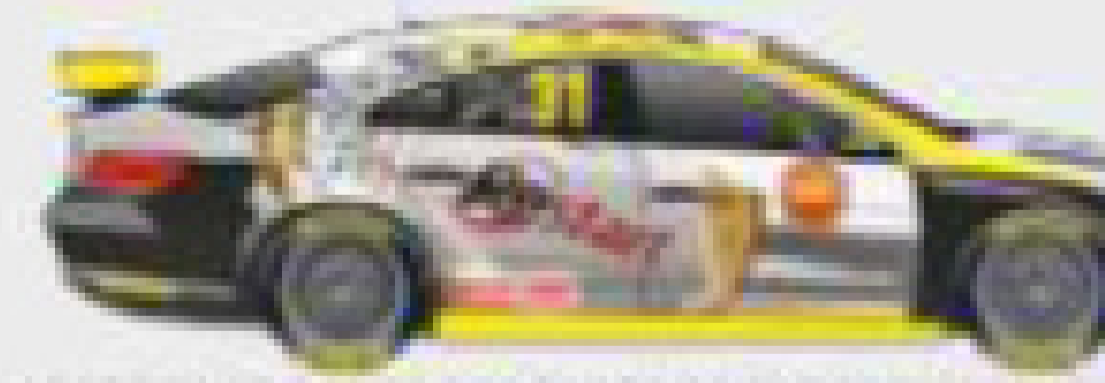
**17 DAVE NEWSHAM**

**Qualifying: 16 Race: 9/8/2**  
His mother passed away last week so his R3 podium was a popular result. "I really needed that," he said.



**43 LEA WOOD**

**Qualifying: 26 Race: 23/R/24**  
Generally pleased with progress as team learns the NGTC Avensis, but involved in more drama than normal.



**31 JACK GOFF**

**Qualifying: 20 Race: 14/17/12**  
Couldn't get quite as high as team-mates Menu and Smith on first visit to Knockhill. FP1 brake line issue.



**39 WARREN SCOTT**

**Qualifying: 22 Race: 15/R/NS**  
Spat out of pack at start of R2 and hit Goff. Scott's car was too badly damaged to make R3 start.



**101 ROB AUSTIN**

**Qualifying: 3 Race: 2/3/R**  
Battled up at the front all day, though was involved in incidents in all three races, chiefly with Shedden and Plato.



**54 HUNTER ABBOTT**

**Qualifying: 12 Race: 25/16/16**  
Improved pace in qualifying, but myriad moments in R1 made the races a hard slog.



**20 JAMES COLE**

**Qualifying: 25 Race: R/24/22**  
Beset by engine-related issues all weekend, even after the unit was changed on Sunday morning.



**21 GLYNN GEDDIE**

**Qualifying: 11 Race: 20/20/19**  
Really should have scored some points, but Foster contact in R1 denied him a likely top 10.



**28 CHRIS STOCKTON**

**Qualifying: 31 Race: 22/R/25**  
Switch to TOCA engine allowed car to do more laps, though off in qualifying meant he started from the back.



**16 AIDEN MOFFAT**

**Qualifying: 21 Race: 19/19/21**  
Couldn't make it into the points on his home ground, a year after making his BTCC debut.



**48 OLLIE JACKSON**

**Qualifying: 30 Race: R/NS/NS**  
Gearbox issue helped make this another weekend of woe in Jackson's difficult 2014 season.



**12 DAN WELCH**

**Qualifying: 28 Race: R/R/NS**  
Got involved in Holland-Stockton clash in R1, which put him out, then had engine problems.



**67 ROBB HOLLAND**

**Qualifying: 27 Race: R/21/18**  
Hit by Stockton at Scotsman in R1, but managed to edge forwards in the next two encounters.

**P60**  
ALL THE ACTION FROM THE BTCC SUPPORTS



Kruger (2) and Sutton had a fierce scrap in the second race



BRITISH FORMULA FORD KNOCKHILL (GB), AUGUST 23-24 RD 7/10

# Kruger doubles up as Sutton shunts

JAYDE KRUGER PUT ON HIS SUNDAY BEST AT Knockhill, claiming a convincing double.

The South African was an uninspired fourth in Saturday's wet encounter as Ashley Sutton raced to his third victory in a row, while championship leader Harrison Scott claimed second.

Kruger, who ran third for the majority of the race before falling behind Scott's Falcon team-mate Ricky Collard, occupied the second row alongside stable-mate Max Marshall for race two and was quickly into the lead as Marshall turned his attentions to keeping Sutton behind.

Sutton sized up his opponent for a couple of laps before pulling off a great move round the outside of the hairpin, and then set about cutting the three-second lead Kruger had built to nothing.

Sutton caught the title chaser with a third of the race remaining, but two bold attempts at replicating his Marshall move were expertly rebuffed – "I think I used every trick," said Kruger – and the positions looked settled heading onto the final lap.

For Sutton, though, late drama struck. A rear brake hose split as he headed to the hairpin for the final time, resulting in the shocked 20-year-old plunging front-first across the gravel and into the tyres after scrubbing off barely any speed.

That promoted Marshall to second and Scott to a fortuitous third – a position he held again in the finale. Championship leader Scott now heads Kruger by 13 points after his chief pursuer completed his Sunday double in race three.

As Kruger romped clear at the front in race three, leading home Marshall by 8.2s, Scott was a lonely third as another frustrating weekend ended with podiums and points, but no victory.

"I didn't have the pace in the car," admitted Scott, who has won three races to Kruger's seven and Sutton's four this season. "We haven't found that big step. I want to be winning races, but at the moment it's hard. We've got to do something."

Remarkably, Sutton made the finale, starting in 10th place in MBM's second car because Michael

O'Brien wasn't present at Knockhill. He fought through the pain of heavy bruising from his accident to clinch fifth after another spirited drive.

"Once we got into a rhythm, I was just picking them off – I did what I could," he said after beating Collard in a thrilling scrap. But he lost out to Argentinian Juan Rosso, who nicked fourth while Sutton and Collard duked it out.

● Scott Mitchell

**RESULTS**

**Race 1 (23 laps) 1 Ashley Sutton (Mygale M12-SJ) 20m18.091s (86.12mph);** 2 Harrison Scott (M12) +6.387s; 3 Ricky Collard (M12); 4 Jayde Kruger (M12); 5 Max Marshall (M12); 6 Juan Rosso (M13). **Fastest lap** Sutton 51.969s (87.76mph). **Race 2 (25 laps) 1 Kruger 20m38.286s (92.08mph);** 2 Marshall +6.664s; 3 Scott; 4 Collard; 5 Rosso; 6 James Abbott (M13). **FL** Sutton 48.595s (93.85mph). **Race 3 (25 laps) 1 Kruger 20m40.063s (91.95mph);** 2 Marshall +8.293s; 3 Scott; 4 Rosso; 5 Sutton; 6 Collard. **FL** Kruger 49.130s (92.83mph). **Points 1 Scott, 486;** 2 Kruger, 473; 3 Marshall, 412; 4 Rosso, 399; 5 Abbott, 377; 6 Sutton, 359.

RENAULT CLIO CUP UK KNOCKHILL (GB), AUGUST 23-24 RD 7/9

# Bushell back in the hunt with win

MIKE BUSHELL'S SECOND RENAULT CLIO CUP UK victory put him back on to the coat-tails of Josh Cook in the title fight with two rounds remaining.

While KX Academy driver Cook struggled to a pair of eighths – not helped by being bumped out of higher positions both times – Bushell bagged a brace of podiums to move into second in the table, 15 points from the top on dropped scores.

Starting from pole each time, Bushell fared much better off the line than he did at Snetterton earlier in the month. He led Jordan Stilp on the opening tour. Stilp was fortunate to even take the start after stopping by the pitlane prior to the green-flag lap, but made the most of his reprieve by leaping forward from fourth.

After a brief safety car period, which was required to deal with Mark Howard's stricken

car after he spun avoiding a collision between Paul Knapp and the returning Finlay Crocker, Ant Whorton-Eales got back ahead of Stilp at the SEAT Curves and hounded Bushell to the flag.

Stilp, who fought off Ash Hand to complete the podium, made another great start in race two and beat Bushell into Duffus Dip for the first time before establishing a strong early advantage.

Whorton-Eales moved ahead of Hand on the opening tour and then got ahead of Bushell, as Paul Rivett spun at the hairpin and caused brief chaos behind, delaying Cook (among others).

Whorton-Eales's early charge faltered in the space of a lap, when he dropped behind Hand and then launched his car up on two wheels and fell to fifth behind Bushell.

● Scott Mitchell



Bushell just beat Whorton-Eales

**RESULTS**

**Race 1 (22 laps) 1 Mike Bushell 22m12.913s (75.28mph);** 2 Ant Whorton-Eales +0.771s; 3 Jordan Stilp; 4 Ash Hand; 5 Alex Morgan; 6 Paul Rivett. **FL** Hand 57.338s (79.54mph). **Race 2 (20 laps) 1 Stilp 19m17.472s (78.81mph);** 2 Hand +0.269s; 3 Bushell; 4 Whorton-Eales; 5 Lee Pattison; 6 Devon Modell. **FL** Hand 57.288s (79.61mph). **Points 1 Cook, 329;** 2 Bushell, 310; 3 James Colburn, 299; 4 Stilp, 289; 5 Whorton-Eales, 285; 6 Morgan, 246.



GINETTA GT4 SUPERCUP KNOCKHILL (GB), AUGUST 23-24 RD 7/10

# Record winner Breezes to landmark

CARL BREEZE ENJOYED A MOMENTOUS WEEKEND IN Scotland, during which he racked up his 100th Ginetta GT4 Supercup start and also became the leading race winner in the series' history.

Halting points leader Charlie Robertson's run of five consecutive poles was pivotal for Breeze. The 2012 champion was provisionally seventh before a last-lap banzai effort secured his place at the head of the grid, with barely a tenth covering the top seven and less than 0.2s separating first and eighth.

With pole in the bag, Breeze led Robertson – who started second – from start to finish in the opener, although last-lap contact soured what had been an intriguing race.

Rain fell at mid-distance with the field on slicks, pitching Tom Oliphant into the barriers at Duffus Dip and bringing out the safety car. By the time that incident was finally cleared the rain had stopped, but the track was very damp and, much to the displeasure of several drivers, including the leading duo, there was time for one final lap.

Robertson attacked into Duffus, then forced Breeze to defend into Scotsman, before nosing up the inside on the run up to the chicane. Breeze moved over and they touched, putting Robertson across the grass. He retained an unhappy second, but afterwards the stewards took no action.

Race two was far more sedate, with Breeze edging away from Robertson and recording a comfortable win, taking his Supercup tally to 21, one past Tom Sharp, and 37 in total in a Ginetta.

Will Burns continued his fine weekend with a second third-place finish in a row. He had just about seen off David Pittard in the opening race to



Breeze celebrated milestone Supercup start and race win

complete the podium and in race two benefited when his rival dropped from third to fifth.

Breeze battled from sixth in the reverse-grid finale to complete a UA one-two behind Luke Davenport, who defended resolutely to earn the second victory of his rookie season.

Breeze had taken advantage of a spin by Pittard on the exit of the final corner that briefly delayed Robertson and Burns, and inherited second thanks to a five-second penalty for Andrew Watson for exceeding track limits.

● Scott Mitchell

## RESULTS

**Race 1 (16 laps)** 1 Carl Breeze 20m37.102s (58.99mph); 2 Charlie Robertson +1.340s; 3 Will Burns; 4 David Pittard; 5 Jamie Orton; 6 Andrew Watson. **FL** Breeze 52.889s (86.23mph).

**Race 2 (24 laps)** 1 Breeze 20m57.611s (87.04mph); 2 Robertson +1.900s; 3 Burns; 4 Watson; 5 Pittard; 6 Luke Davenport. **FL** Breeze 51.925s (87.84mph).

**Race 3 (24 laps)** 1 Davenport 21m22.841s (85.33mph); 2 Breeze +1.466s; 3 Robertson; 4 Burns; 5 Orton; 6 Pittard. **FL** Pittard 52.290s (87.22mph).

**Points** 1 Robertson, 526; 2 Breeze, 497; 3 Pittard, 425; 4 Watson, 425; 5 Oliphant, 392; 6 Davenport, 359.



Meadows was back on winning form

PORSCHÉ CARRERA CUP GB KNOCKHILL (GB), AUGUST 23-24 RD 7/10

## Meadows rolls to victory in the hills

RECENT FORM MAN JOSH WEBSTER'S CONCERNS about the potential pace of championship rival Michael Meadows around Knockhill proved justified as his Redline Racing team-mate stormed to a pair of comfortable victories.

Meadows pulled six seconds clear by mid-distance in race one with the order as it was on the grid. Webster's chance came on lap eight when he successfully overtook Victor Jimenez at the hairpin. Traffic helped Webster halve the deficit to Meadows as Jimenez fell away, but the lead did not change.

Pepe Massot hounded Jordan Witt in the fight for fourth and put in the pass of the race as the duo ran through three corners side by side before the Spaniard made it by at Scotsman.

Webster started the sequel second and closed up on Meadows over the final laps, but again the leader remained in control. Massot went one better to complete the podium and equal his best result since joining the grid mid-season.

● Jonathan Crawford

## RESULTS

**Race 1 (31 laps)** 1 Michael Meadows 26m17.020s (89.65mph); 2 Josh Webster +1.243s; 3 Victor Jimenez; 4 Pepe Massot; 5 Jordan Witt; 6 Paul Rees. **FL** Meadows 49.979s (91.26mph). **Race 2 (32 laps)** 1 Meadows 27m14.109s (89.31mph); 2 Webster +0.601s; 3 Massot; 4 Witt; 5 Rob Smith; 6 Jimenez. **FL** Meadows 50.275s (90.72mph).

**Points** 1 Webster, 246; 2 Meadows, 238; 3 Jimenez, 171; 4 Rees, 170; 5 Peter Kyle-Henney, 93; 6 Steven Liquourish, 91.

GINETTA JUNIOR KNOCKHILL (GB), AUGUST 23-24 RD 7/10

## HHC duo share the spoils again

### LANDO NORRIS WON THE OPENING RACE

after seeing off the challenge of runaway championship leader Jack Mitchell, who returned to form after an 'off' weekend at Snetterton.

Mitchell's race was helped by an early safety car, which allowed him to make up the time lost while overtaking Senna Proctor, who started second after an excellent lap in the wet qualifying session.

Second in the standings, James Kellett only finished seventh, and this helped HHC team-mate Norris claw back vital points.

After taking pole position for race two, Kellett was passed by Norris at Duffus Dip on the second lap, but was in no mood to finish behind and retook the lead at the hairpin on lap five.

With Norris's focus being distracted by the looming Jamie Chadwick and Proctor, Kellett was able to pull a slight advantage to take the win and strike back in the battle for runner-up honours behind Mitchell.

● Jonathan Crawford

## RESULTS

**Race 1 (13 laps)** 1 Lando Norris 15m15.687s (64.75mph); 2 Jack Mitchell +1.174s; 3 Senna Proctor; 4 Alex Sedgwick; 5 Ryan Hadfield; 6 Jamie Caroline. **FL** Norris 1m03.319s (72.03mph). **Race 2 (12 laps)** 1 James Kellett 12m36.297 (72.37mph); 2 Norris +0.816s; 3 Jamie Chadwick; 4 Hadfield; 5 Mitchell; 6 Dan Zelos. **FL** Kellett 1m02.151s (73.38mph). **Points** 1 Mitchell, 388; 2 Kellett, 312; 3 Norris, 303; 4 Hadfield, 270; 5 Zelos, 247; 6 Ben Pearson, 224.

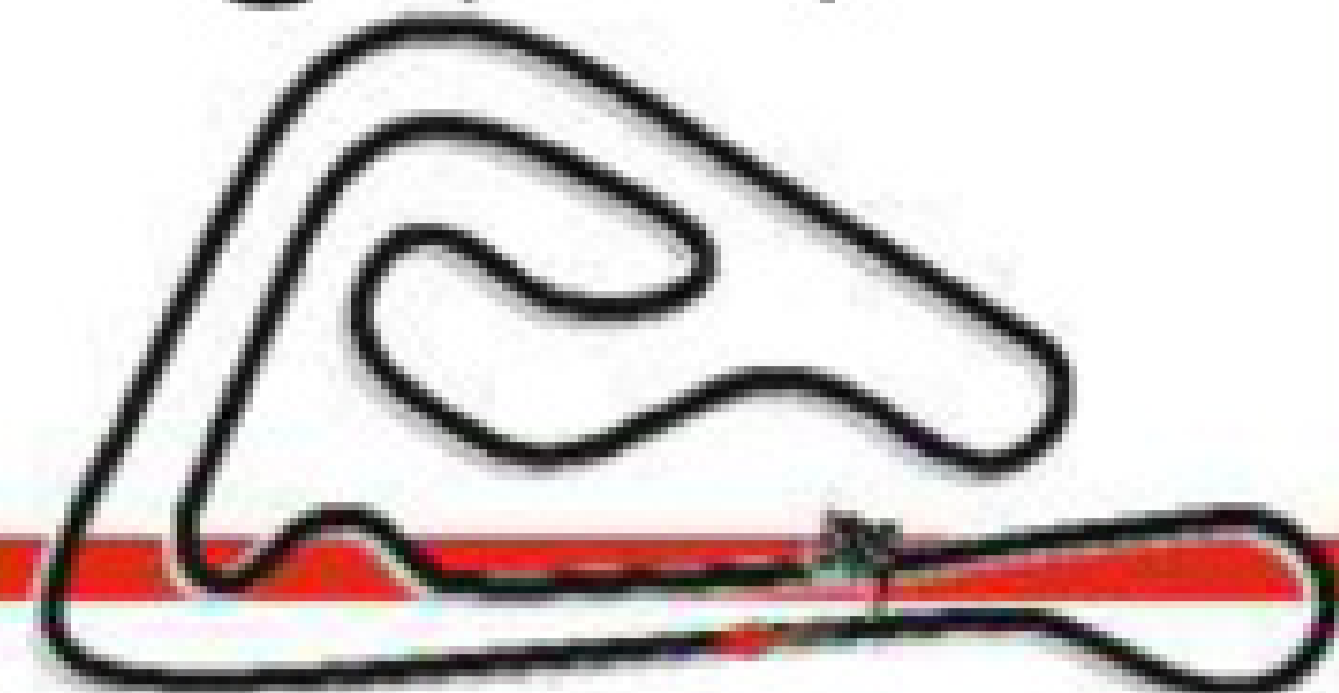


# Blancpain Sprint

## Slovakia Ring (SK)

August 23-24

Round 4/7



### RESULTS

29 LAPS, 106.713 MILES

<b>1</b>	<b>THOMAS JAGER (A)/DOMINIK BAUMANN (A)</b>	
	Team Schubert BMW Z4 GT3 (Grid: 19th)	<b>1h00m03.713s</b>
<b>2</b>	<b>CACA BUENO (BR)/SERGIO JIMENEZ (BR)</b>	
	Team Brasil (AH Competicoes) BMW Z4 GT3 (Grid: 7th)	<b>+1.557s</b>
<b>3</b>	<b>ENZO IDE (B)/RENE RAST (D)</b>	
	WRT Audi R8 LMS ultra (Grid: 9th)	<b>+14.215s</b>
<b>4</b>	<b>NICO VERDONCK (B)/MAXIMILIAN GOTZ (D)</b>	
	HTP Motorsport Mercedes SLS AMG GT3 (Grid: 3rd)	<b>+16.529s</b>
<b>5</b>	<b>LUCAS WOLF (D)/LUCA STOLZ (D)</b>	
	HTP Motorsport Mercedes SLS AMG GT3 (Grid: 17th)	<b>+30.169s</b>
<b>6</b>	<b>SERGEI AFANASIEV (RUS)/STEF DUSSELDORP (NL)</b>	
	HTP Motorsport Mercedes SLS AMG GT3 (Grid: 20th)	<b>+32.770s</b>
<b>7</b>	<b>MARC BASSENG (D)/ALESSANDRO LATIF (GB)</b>	
	Phoenix Racing Audi R8 LMS ultra (Grid: 8th)	<b>+34.364s</b>
<b>8</b>	<b>CHRIS VAN DER DRIFT (NZ)/STEN PENTUS (EST)</b>	
	Bhaitech McLaren MP4-12C GT3 (Grid: 13th)	<b>+35.219s</b>
<b>9</b>	<b>VINCENT ABRIL (F)/MATEUSZ LISOWSKI (PL)</b>	
	WRT Audi R8 LMS ultra (Grid: 6th)	<b>+1m05.874s</b>
<b>10</b>	<b>MIGUEL TORIL (E)/ARMAAN EBRAHIM (IND)</b>	
	Fortec Motorsport Mercedes SLS AMG GT3 (Grid: 11th)	<b>+1m11.132s</b>
<b>11</b>	<b>CESAR RAMOS (BR)/LAURENS VANTHOOR (B)</b>	
	WRT Audi R8 LMS ultra (Grid: 1st)	<b>+1m43.270s</b>
<b>12</b>	<b>SASCHA HALEK (A)/STEFAN LANDMANN (A)</b>	
	Grasser Racing Team Lamborghini Gallardo FLII (Grid: 16th)	<b>-1 lap</b>
<b>13</b>	<b>STEFANO COLOMBO (I)/DAVID FUMANELLI (I)</b>	
	ROAL Motorsport BMW Z4 GT3 (Grid: 5th)	<b>-2 laps</b>
<b>R</b>	<b>FABIO ONIDI (I)/GIORGIO PANTANO (I)</b>	
	Bhaitech McLaren MP4-12C GT3 (Grid: 18th)	18 laps-DNF
<b>R</b>	<b>RENE MUNNICH (D)</b>	
	Munnich Motorsport Mercedes SLS AMG GT3 (Grid: 14th)	17 laps-DNF

Winners' average speed: 106.603mph. Fastest lap: Baumann, 2m00.132s, 110.271mph.

### QUALIFYING RACE

27 LAPS, 99.353 MILES

<b>1</b>	<b>VANTHOOR/RAMOS</b>	
	Audi (Q1-1m58.187s)	<b>2h07m45.766s</b>
<b>2</b>	<b>JEROEN BLEEKEMOLEN (NL)/HARI PROCZYK (A)</b>	
	Grasser Racing Team Lamborghini Gallardo FLII (Q2-1m58.329s)	<b>+3.634s</b>
<b>3</b>	<b>GOTZ/VERDONCK</b>	
	Mercedes (Q5-1m58.933s)	<b>+4.357s</b>
<b>4</b>	<b>MALDENO BRITO (BR)/MATHEUS STUMPF (BR)</b>	
	Team Brasil (AH Competicoes) BMW Z4 GT3 (Q17-2m00.478s)	<b>+6.809s</b>
<b>5</b>	<b>FUMANELLI/COLOMBO</b>	
	BMW (Q6-1m59.076s)	<b>+7.563s</b>
<b>6</b>	<b>LISOWSKI/ABRIL</b>	
	Audi (Q12-2m00.181s)	<b>+8.629s</b>
<b>7</b>	<b>JIMENEZ/BUENO</b>	
	BMW (Q22-2m00.829s)	<b>+10.217s</b>
<b>8</b>	<b>LATIF/BASSENG</b>	
	Audi (Q14-2m00.307s)	<b>+10.317s</b>
<b>9</b>	<b>RAST/IDE</b>	
	Audi (Q4-1m58.924s)	<b>+16.762s</b>
<b>10</b>	<b>ALEX ZANARDI (I)</b>	
	ROAL Motorsport BMW Z4 GT3 (Q9-1m59.936s)	<b>+27.754s</b>

Winners' average speed: 46.658mph. Fastest lap: Vanthoor, 2m11.058s, 101.078mph.

### CHAMPIONSHIP

<b>1</b>	<b>GOTZ</b>	<b>85</b>	<b>6</b>	<b>BAUMANN/JAGER</b>	<b>45</b>
<b>2</b>	<b>BUHK</b>	<b>69</b>	<b>7</b>	<b>VANTHOOR/RAMOS</b>	<b>36</b>
<b>3</b>	<b>BLEEKEMOLEN/PROCZYK</b>	<b>67</b>	<b>8</b>	<b>ABRIL/LISOWSKI</b>	<b>28</b>
<b>4</b>	<b>JIMENEZ/BUENO</b>	<b>51</b>	<b>9</b>	<b>GUILVERT/ORTELLI</b>	<b>21</b>
<b>5</b>	<b>RAST/IDE</b>	<b>51</b>	<b>=</b>	<b>AFANASIEV/DUSSELDORP</b>	<b>21</b>



Baumann (left) and Jager (centre) celebrate

**POINTS SYSTEM EXPLAINED**  
25-18-15-12-10-8-6-4-2-1 to top 10 finishers in each class.



Baumann takes the flag after passing Jimenez (behind)

ALL PICS: DECANCO/ISRO

# Schubert's bitter-to-sweet symphony

THOMAS JAGER RECKONED HIS CHANCES OF A decent result at the Slovakia Ring had gone out of the window on Saturday afternoon. Team-mate Dominik Baumann had spun in torrential rain during the qualifying race and had been unable to restart their Schubert BMW Z4. Less than 24 hours later, the Austrian duo was celebrating a victory that was as dramatic as it was unlikely.

Jager was a disappointed man after the opening race on Saturday. The car showed good pace in the wet conditions, just as it had done on Schubert's Blancpain Sprint Series debut at Zandvoort in July, and Baumann had moved from a lowly 16th on the grid to sixth by the time he spun just before the race was stopped for a second time.

"I think even a podium was possible, but it's going to be very difficult from the back," said Jager. And on the chances of emulating Bhaitech McLaren driver Giorgio Pantano's amazing start from 20th to fourth in the qualifying race? "That's in a McLaren: they have more power than us."

Jager was doing himself a disservice. The combination of the 20-metre-wide Slovakia Ring start-finish straight and a first-corner incident triggered by slow-starting poleman Cesar Ramos allowed him to vault to fifth. He briefly dropped to sixth but got back up to fifth before a quick turnaround by the Schubert squad sent Baumann out in third.

Even at this stage, the chances of a victory for the Schubert duo looked remote. Baumann was 11 seconds behind the leading HTP Mercedes driven

by Maximilian Gotz and 10s down on the second-placed Brazilian BMW with Sergio Jimenez at the wheel.

Gotz had a slow puncture and quickly fell behind Jimenez, who promptly started to edge away from the ailing Merc. Surely Antonio Hermann's Brazilian squad was finally going to notch up a first victory in Europe after a season and a half of trying...

That was the obvious conclusion to reach. Yet Baumann's pace was relentless. The 21-year-old was ahead of the Merc five laps after Jimenez, and was less than 3s down on the leader at this stage, with seven laps to go. The two Bimmers were together inside three laps, and Jimenez was only able to hold off Baumann for a couple more before his pursuer pulled off an audacious around-the-outside manoeuvre on the penultimate lap.

The Schubert team couldn't quite believe their pace, given that they had been unable to put a quick lap in during qualifying after Jager damaged the splitter courtesy of an off in Q1.

"The car was brilliant in the race; there was nearly no drop off in the tyres, which meant we must have got the pressures just right," said Baumann. "To close a 10s gap was amazing, but I still had to overtake, which is never easy, especially when it's the same type of car that you're driving. I tried everything and went for the outside at Turn 6. It was a bit risky, but it worked out."

There was disappointment in the Brazilian camp, although Jimenez and Bueno admitted that second was pretty good given that an engine change after qualifying meant their car had to start the first race from the pitlane.

They got up to an impressive seventh in a race that was twice red-flagged: the first time after Tomas Enge rolled his Reiter Lamborghini end over end on the opening lap; the second when already heavy rain intensified at half distance.

WRT Audi duo Laurens Vanthoor and Ramos finally notched up a first victory since the Nogaro opener in race one, only for the Brazilian to get away slowly and then tag Matheus Stumpf's BMW into the first corner of the final.



Audi of Vanthoor and Rast won qualify race

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CONTRIBUTOR

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YOU'D HAVE THOUGHT THAT A national sporting authority would want to encourage one of its up-and-coming talents, wouldn't you? Yet the actions of Germany's DMSB have as good as robbed Maximilian Buhk of any chance of winning the Blancpain Sprint Series this season.

Buhk's HTP Motorsport squad didn't dispute that its man had done something wrong when he'd failed to do as he was told by the marshals after pulling over at the end of the ADAC GT Masters event,

coincidentally also at the Slovakia Ring, earlier this month. HTP's view was firstly that, in the words of team boss Norbert Bruckner, "the punishment did not fit the crime", and secondly that the governing body had failed to resolve the matter in the intervening two weeks between the races in Slovakia.

The DMSB suspended Buhk's licence pending a full hearing into the incident. That's fair enough, but to fail to organise the tribunal before he had to take part in a major international series two weeks later seems to me at best unreasonable, and at worst criminal.

I understand that tribunals take time to convene, especially at holiday time in the summer, but exactly what does the DMSB think its role is? Surely it believes it should

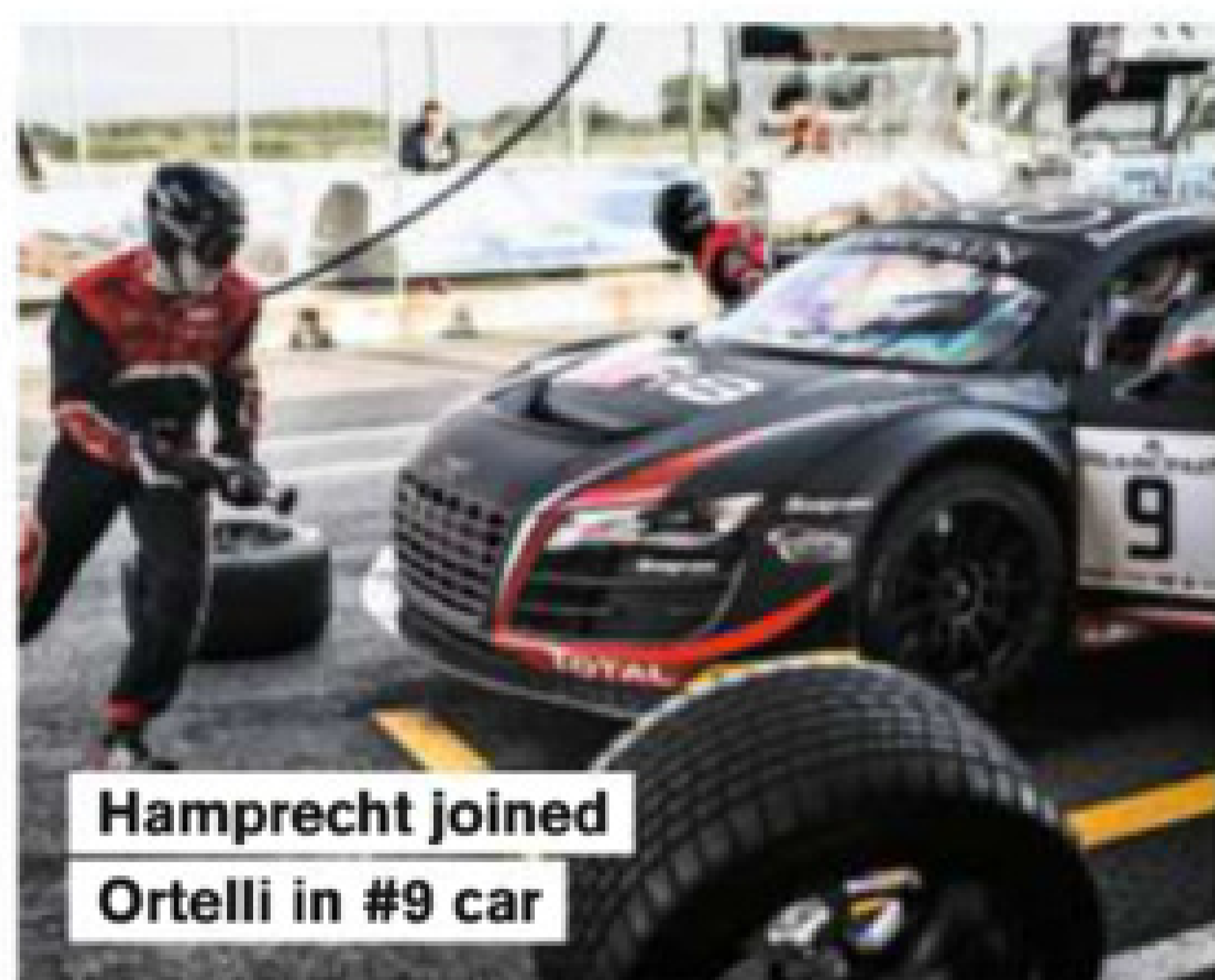


HTP's Merc raced on, but without Buhk

foster young talent rather than putting obstacles in its way.

Of course, Buhk may be relieved of his licence when he does go in front of the

beak. If he gets a fair trial, then he can have no complaints, but to leave him and his team in limbo when there's a championship to be won just isn't correct.



Hamprecht joined Ortelli in #9 car

## WRT keeps 'Russian' car

**THE WRT AUDI SQUAD'S BSS** attack will remain at four cars, despite the end of its deal with Russian oil company G-Drive and Roman Rusinov ahead of the Slovakia Ring weekend.

Team boss Vincent Vosse explained that the arrangement for Rusinov to share with Stephane Ortelli had been terminated by "mutual agreement" after non-scores at the Brands Hatch and Zandvoort rounds.

WRT brought in Fabian Hamprecht, who races for Abt in ADAC GT Masters, to share with Ortelli in Slovakia, and the 19-year-old German will continue in the seat at the Algarve circuit in September. Another driver whose identity has yet to be revealed will fill the seat for the final two races.

## Brazil round close, but no date

**THE PROPOSED BRAZILIAN** round of the BSS at Goiania looks increasingly likely to take place in 2015, despite disagreement over when it should take place.

BMW Team Brasil boss Antonio Hermann, who would promote the event, wants it to be the season opener in March, but the consensus at a teams' meeting over the Slovakia Ring weekend was that it should take place at the end of the season.

Hermann has suggested

sea-freighting the cars to Brazil and flying them home, but this would involve the grid leaving Europe in mid-February. The teams have suggested that they are unlikely to have deals for the season fully in place by this time and would need their machinery for pre-season testing.

Hermann said: "March is better because we know that the weather will be good. If we have it in November, we can't guarantee that."



Brazilians look set to race at home, but when?



## MONTERMINI SHUNT

The Villorba Corse Ferrari non-started the main race after the car sustained front-end chassis damage when Andrea Montermini aquaplaned off at Turn 1 in the heavy rain in the qualifying event. "One lap I was doing 200km/h and the next I was doing 85, and I still went off," said the Italian, who shared the car (above) with Filip Salaquarda.

## CHICANE REMOVED

The BSS ran on a revised Slovakia Ring layout to that used for previous FIA GT Series and FIA GT1 World Championship events in 2012-13. The temporary chicane between Turns 2 and 3 has been removed after the following crest, a raised section of track to allow access to the centre of the circuit, was eased.

## PHOENIX WINS CLASS

The Pro-Am Cup was won both times by the Phoenix Audi of Marc Basseng and Alessandro Latif, who were eighth and seventh in the two races.

## HTP'S SILVER WOLF

Silver Cup honours were taken by the ROAL BMW of Stefano Colombo and David Fumanelli, who finished fifth in the qualifying race, and Luca Stolz and Lucas Wolf (below), whose HTP Merc took the same position in the main event.



## BIG NUMBER

# 14

Places made up by Thomas Jager on the opening lap of the main event.

## Buhk suspended from Slovakia

**SERIES LEADER MAXIMILIAN** Buhk was prevented from racing at the Slovakia Ring after his licence was suspended following an incident in the ADAC GT Masters event at the same track two weeks earlier.

The HTP Motorsport Mercedes



Buhk had to vacate his seat

driver's licence was taken away pending a full hearing by the German motorsporting authority, the DMSB. He was accused of not acting on the instructions of the marshals after stopping his car with a puncture late in the second race.

HTP was still hoping that Buhk could take up his place alongside Maximilian Gotz in the #84 Merc as late as Thursday evening. Only at 7.30pm did it make the call to Nico Verdonck, who races for the team in the Blancpain Endurance Series, to come in as a late stand-in.



# Rally Germany



World Rally Championship  
Trier (D), August 21-24

Round 9/13

## RESULTS

18 STAGES, 202.59 MILES

<b>1</b>	<b>THIERRY NEUVILLE (B)/NICOLAS GILSOUL (B)</b>	Hyundai Motorsport Hyundai i20 WRC #7	<b>3h07m20.2s</b>
<b>2</b>	<b>DANI SORDO (E)/MARC MARTI (E)</b>	Hyundai Motorsport Hyundai i20 WRC #8	<b>+40.7s</b>
<b>3</b>	<b>ANDREAS MIKKELSEN (N)/OLA FLOENE (N)</b>	VW Motorsport Volkswagen Polo R WRC #9	<b>+58.0s</b>
<b>4</b>	<b>ELFYN EVANS (GB)/DANIEL BARRITT (GB)</b>	M-Sport WRT Ford Fiesta RS WRC #6	<b>+1m03.6s</b>
<b>5</b>	<b>MIKKO HIRVONEN (FIN)/JARMO LEHTINEN (FIN)</b>	M-Sport WRT Ford Fiesta RS WRC #5	<b>+1m10.5s</b>
<b>6</b>	<b>MADS OSTBERG (N)/JONAS ANDERSSON (S)</b>	Citroen Total Abu Dhabi Citroen DS3 WRC #4	<b>+1m22.7s</b>
<b>7</b>	<b>MARTIN PROKOP (CZ)/MICHAEL ERNST (CZ)</b>	Jipocar Czech National Team M-Sport Ford Fiesta RS WRC #21	<b>+4m52.8s</b>
<b>8</b>	<b>DENNIS KUIPERS (NL)/ROBIN BUYSMANS (B)</b>	M-Sport WRT Ford Fiesta RS WRC #11	<b>+9m18.1s</b>
<b>9</b>	<b>PONTUS TIDEMAND (S)/EMIL AXELSSON (S)</b>	Pontus Tidemand Ford Fiesta RS #35	<b>+11m35.4s</b>
<b>10</b>	<b>OTT TANAK (EST)/RAIGO MOLDER (EST)</b>	Drive DMACK Ford Fiesta RS #32	<b>+11m37.2s</b>

## OTHERS

<b>R</b>	<b>SEBASTIEN OGIER (F)/JULIEN INGRASSIA (F)</b>	VW Motorsport Volkswagen Polo R WRC #1	<b>SS8-accident</b>
<b>R</b>	<b>JARI-MATTI LATVALA (FIN)/MIKKA ANTILA (FIN)</b>	VW Motorsport Volkswagen Polo R WRC #2	<b>SS15-accident</b>
<b>R</b>	<b>KRIS MEEKE (GB)/PAUL NAGLE (IRL)</b>	Citroen Total Abu Dhabi Citroen DS3 WRC #3	<b>SS16-accident</b>
<b>R</b>	<b>ROBERT KUBICA (PL)/MACIEK SZCZEPANIAK (PL)</b>	RK M-Sport WRT Ford Fiesta RS WRC #10	<b>Before SS15-gearbox</b>
<b>R</b>	<b>BRYAN BOUFFIER (F)/XAVIER PANSERI (F)</b>	Hyundai Motorsport Hyundai i20 WRC #20	<b>SS14-accident</b>

## DRIVERS' CHAMPIONSHIP

<b>1</b>	<b>OGIER</b>	<b>187</b>	<b>6</b>	<b>HIRVONEN</b>	<b>73</b>
<b>2</b>	<b>LATVALA</b>	<b>143</b>	<b>7</b>	<b>EVANS</b>	<b>57</b>
<b>3</b>	<b>MIKKELSEN</b>	<b>110</b>	<b>8</b>	<b>MEEKE</b>	<b>54</b>
<b>4</b>	<b>OSTBERG</b>	<b>74</b>	<b>9</b>	<b>PROKOP</b>	<b>37</b>
<b>5</b>	<b>NEUVILLE</b>	<b>73</b>	<b>10</b>	<b>SOLBERG</b>	<b>26</b>

## MANUFACTURERS' CHAMPIONSHIP

<b>1</b>	<b>VW MOTORSPORT</b>	<b>305</b>	<b>4</b>	<b>M-SPORT</b>	<b>128</b>
<b>2</b>	<b>CITROEN TOTAL</b>	<b>138</b>	<b>5</b>	<b>VW MOTORSPORT 2</b>	<b>109</b>
<b>3</b>	<b>HYUNDAI WRT</b>	<b>131</b>	<b>6</b>	<b>JIPOCAR CZECH NATIONAL</b>	<b>40</b>

## STAGE TIMES

<b>SS1 SAUERTAL 1</b> (8.78 miles) Fastest: Ogier 7m18.9s Leader: Ogier	<b>SS10 PANZERPLATTE LANG 1</b> (26.41 miles) Fastest: Latvala 24m40.2s Leader: Latvala
<b>SS2 WAXWEILER 1</b> (10.19 miles) Fastest: Ogier 9m39.9s Leader: Ogier	<b>SS11 STEIN &amp; WEIN 2</b> (10.89 miles) Fastest: Latvala 9m59.1s Leader: Latvala
<b>SS3 MOSELLAND 1</b> (13.06 miles) Fastest: Latvala 12m48.1s Leader: Ogier	<b>SS12 PETERBERG 2</b> (6.88 miles) Fastest: Kubica 5m15.8s Leader: Latvala
<b>SS4 SAUERTAL 2</b> (8.78 miles) Fastest: Ogier 7m17.0s Leader: Ogier	<b>SS13 ARENA PANZERPLATTE 2</b> (1.88 miles) Fastest: Latvala 2m04.7s Leader: Latvala
<b>SS5 WAXWEILER 2</b> (10.19 miles) Fastest: Latvala 9m41.2s Leader: Ogier	<b>SS14 PANZERPLATTE LANG 2</b> (26.41 miles) Fastest: Latvala 24m47.8s Leader: Latvala
<b>SS6 MOSELLAND 2</b> (13.06 miles) Fastest: Latvala 12m45.8s Leader: Latvala	<b>SS15 DHRONTAL 1</b> (11.20 miles) Fastest: Meeke 11m46.4s Leader: Meeke
<b>SS7 STEIN &amp; WEIN 1</b> (10.89 miles) Fastest: Kubica 10m21.8s Leader: Ogier	<b>SS16 GRAFSCHAFT 1</b> (11.97 miles) Fastest: Neuville 12m00.3s Leader: Neuville
<b>SS8 PETERBERG 1</b> (6.88 miles) Stage cancelled - barrier damage from Ogier accident	<b>SS17 DHRONTAL 2</b> (11.20 miles) Fastest: Hirvonen 11m36.4s Leader: Neuville
<b>SS9 ARENA PANZERPLATTE 1</b> (1.88 miles) Fastest: Latvala 2m01.9s Leader: Latvala	<b>SS18 GRAFSCHAFT 2</b> (11.97 miles) Fastest: Evans 11m45.7s Leader: Neuville

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ALL PICS: MCKLEIN



# Neuville turns nightmare start into dream finish

Belgian wins his and Hyundai's first WRC event despite shakedown shunt, as both Latvala and Meeke crash out late on. By DAVID EVANS

THE GRAPES ON THIERRY NEUVILLE'S HYUNDAI I20 WRC at the finish of Rally Germany were quite different from those covering the car four days earlier. Thursday's garland of fruit was the result of rolling the car six times into a vineyard, while Sunday's was the end product: champagne. In one of the most astonishing victories in the sport's history, the Korean manufacturer and Neuville both won their first ever World Rally Championship round. Trier, where the start and finish ceremonies were held, was a crazy place. Especially when the Belgian's family and friends poured over the border to celebrate with the hero of the hour. And his trip from zero to hero couldn't have been made up.

### LEG ONE (64.07 miles)

Sunny/overcast - ambient temperature range on stages 8-23 Celsius  
Eleven days as a married man had changed nothing. His first stage with a wife, and Sebastien Ogier was

fastest - but only just after a handful of early morning mistakes. Riding the crest of the wave he'd found in Jyväskylä at the top of the month, Jari-Matti Latvala was only four-tenths of a second down on his team-mate when he broke the timing beam at the end of Sauertal.

And he had a story to tell. Catching his breath, Latvala said: "There was a bank on the inside of a corner, and I should have had a 'don't cut' in the notes. I didn't. We cut and went up on two wheels. The problem was that we had '100, flat-right 200' in the notes afterwards and we lost momentum. That cost us 1.5 seconds."

And the lead. Just to make sure, Ogier pushed a little bit harder, and pulled out 1.7s on SS2. After the recce, this was the stage where the crews had feared the roads would be least clean, and Ogier was quite happy to dish the dirt. The number one Polo driver



**Rally route**  
Based again in Trier on the banks of the Mosel river. Last year's experimental ceremonial start in Cologne was ditched - as were Thursday night stages - in favour of a tried-and-tested route through the vineyards, Saarland country roads and the Baumholder military testing ground.

Fall guy: Latvala crashed out





Neuville kept his cool to take an unexpected win

cut and chopped his way into every corner, hauling as much mud and dust out as possible.

"That was a little bit of payback for running first in the tough conditions," smiled the leader at the end of the stage. From then on, the comments about the stage grew worse and worse. Then last year's winner Dani Sordo arrived. And exploded.

The Spaniard was just five seconds down after SS1, but running 14th on the road, he scabbled through Waxweiler 19.6s off the front.

"I cannot start in these f\*\*\*ing conditions," fumed the Hyundai driver. "We are fighting to do something good, but there's so much mud on the road. It's a joke."

Sordo's mood hadn't lightened much by the time he returned to service one stage later, but fourth place was an improvement on his previous sixth. He was also only 4.6s behind Kris Meeke in third. Citroen driver Meeke's morning was blighted by an opening stage spin and the subsequent second-stage frustration that was a common theme from car one backwards.

The top two were split by just 1.8s at lunch.

Not one to make the same mistake(s) again, Ogier was inch-perfect second time down the Sauertal roads just west of Trier. That effort allied to a more measured Latvala attack – this time with all four wheels on the ground – tripled the lead.

With Ogier's clean road negated by the passing of the 85-strong field, Latvala was able to nick a tenth back in the loop's dusty middle stage.

The day's sixth and final test started 37 minutes late as the organisers marshalled typically huge crowds into position. As a consequence, Ogier had cooler than expected brakes and boots beneath him. At the start he launched the Polo along the banks of the Mosel. A couple of miles, in and he was two-tenths up. Then nothing. No second split. The leader was off. And out.

The team pinged a message at the second Polo. Latvala said: "Miikka [Anttila, co-driver] told me: 'Seb has stopped.' Honestly, I lost the rhythm." Anttila felt that and, between notes, slipped in a: "Keep it cool."

It worked. They finished the stage as leaders. Ogier fronted up immediately. "I braked too late," he said. "I went straight at a right-hander."

The Polo went over a two-metre-high wall and dropped down onto a road below the stage, where there was no way back. The Frenchman was out for the day.

"We wanted to present Volkswagen with a win at its home rally, but it will be very hard for us to fight our way back to the points," said Ogier.

The 10-minute restart penalty left the world champion chasing 34th-placed Opel Adam R2 driver Fabian Kreim first thing on Saturday morning. On the brighter side, it did mean Ogier would enjoy the best of the conditions, running first on the road again. Oddly enough, there weren't too many willing to point him in the direction of that cloud's silver lining.

Latvala's lead had mushroomed to 37s. "I was here last year," said the Finn thoughtfully, "and leading. Then I crashed."

Drawing on his mental coaching, Latvala grinned. "Don't worry. I have the right cards, the good cards. Now I just have to use them on Sunday afternoon."

Meeke admitted Ogier's departure had caused his own wobble as third became second. "I just forgot about everything and got through the stage," he said. "We dropped a bit of time. I have to be clever now – that's not easy for me!"

An exceptional time from Sordo moved him past Andreas Mikkelsen – who endured a morning of understeer aboard his Polo – and into third. Could the former Citroen driver get past the man driving the car he used to win last year?



Sordo made it a one-two for Hyundai

"Can I beat Kris?" enquired Sordo, "... if we have the same car! I don't know. I knew he would be quick here, he's always quick here. You know he talks about not having enough experience – blah, blah, blah! He's quick."

Runner-up here last year Neuville considered himself lucky just to make the start, his Hyundai mechanics putting in an all-nighter to get the i20 fixed after the Belgian rolled it six times at shakedown. He gave them something to smile about with an end-of-day-one fifth place, despite a final-stage fire scare.

M-Sport men Mikko Hirvonen and Elfyn Evans and Citroen's Mads Ostberg were sixth, seventh and eighth, but so close were the times that the Norwegian DS3 WRC was only 26s off second. Evans, in particular, came in for some wholesome and wide-ranging praise for what was reckoned to be his strongest day of the season.

#### POSITIONS AFTER DAY ONE

1 Latvala/Anttila	59m36.8s
2 Meeke/Nagle	+37.0s
3 Sordo/Marti	+42.6s
4 Mikkelsen/Floene	+45.6s
5 Neuville/Gilsoul	+53.1s
5 Hirvonen/Lehtinen	+55.0s

#### LEG TWO (92.15 miles)

##### Rain/sunshine – ambient temperature range on stages 11-19 Celsius

Ogier might have been out of the running for overall honours on the event, but it didn't stop him from having a major impact on Saturday morning – or on the barrier on the outside of a top-gear left-hander. He and Ingrassia were fortunate to emerge from the huge impact without injury. This time, though, their rally was run.

The organisers cancelled the stage because of the damage to the barrier, redirecting the crews straight to Baumholder, where two Panzerplatte stages lay in wait. The first was a two-mile loosener for the 26-miler to come. Latvala won both.

The Finn was now 45s ahead and, adding another 11s through the afternoon, he went to bed close to a minute clear. Would he sleep well?

"I think so," he smiled. "Today I found a good rhythm – and that was actually quite hard to do when you are not on the limit. Tomorrow, I know what I have to do."

Behind him, the titanic struggle for second involving much of the top 10 evolved into a two-car race between Meeke and Neuville. The pair traded tenths all day and were, along with Latvala, the class of the field through the agonisingly long and twisty Panzerplatte stage.

Neuville and Sordo were the only two to take hard tyres – the rest sure there would be enough moisture around to keep softs cool. As soon as the cars emerged from the 90-odd junctions on an ▶



Hyundai crew celebrate their first WRC victory



► ever-changing surface, it was clear softs might not have been the best bet, with tales of increasingly wayward progress, courtesy of well-worn boots.

Meeke held it together, looked after his tyres and ended the stage just 4.5s down on Neuville, who was 100 per cent sure his hard choice had been right – until the softly-shod Latvala went quicker still.

Ahead of the event, Meeke had been slightly concerned about Panzerplatte, never having found a rhythm in there before. He certainly did that on Saturday. Second time through, and fired up by a puncture close to the end of Peterberg, which allowed Neuville to close the gap to an all-time low of four-tenths, Meeke was second only to Latvala. He would start a 46-mile final day with 4.3s in hand over Neuville.

“I’m just going to drive my own rally,” he said.

Meeke’s efforts on the twisty sections came as a blow to Neuville and his Hyundai, which had been slightly better suited to the more technical stages.

“When it’s faster, we’re not able to compete so much,” said Neuville, who added that third might not be a bad place to finish after such a dramatic start to the rally.

Sordo’s chance went south when he dropped 15s with a spin in the afternoon’s second stage. Instead of five seconds, he was 25 off his team-mate in fourth. Mikkelsen lost his fourth place to the improving Neuville in SS10 and ended the day 10s down on Sordo and 16 up on Hirvonen. Hirvonen, Evans and Ostberg remained in a fight of their own, separated by just 6.1s in the scrap for sixth.

#### POSITIONS AFTER DAY TWO

1 Latvala/Anttila	2h19m00.7s
2 Meeke/Nagle	+56.6s
3 Neuville/Gilsoul	+1m00.9s
4 Sordo/Marti	+1m26.8s
5 Mikkelsen/Floene	+1m37.0s
6 Hirvonen/Lehtinen	+1m53.2s

#### LEG THREE (46.35 miles)

**Misty/sunny – ambient temperature range on stages 5-17 Celsius**

The service park was a strange place on Sunday morning. A heavy mist hung around the place,



Mikkelsen was the only VW driver to stay on the road

shrouding it in an unnerving eeriness. Out of the dark and gloom strode Latvala.

“Morning!” he said, as he walked to retrieve his Polo from parc ferme. A grin was beamed back as best wishes were offered for the day ahead.

An hour or so later, he was on his knees, head in hands, rally over, championship chance in tatters.

“I made this mistake on the recce,” he explained. “I came to the long, long left corner, and I had written ‘hold’ in my notes, which meant use the left foot on the brake. I took this out of the note and that – as well as the very tricky conditions – was why we crashed.”

Out of Latvala’s darkness came an opportunity for Meeke. And it was of the gilt-edged, golden variety. He’d pushed on through Dhronal and doubled his advantage over Neuville. He now had an eight-second lead.

With a deep breath and a big focus, Meeke dived into Graftschaf. Destiny could wait. He had three massively tricky stages to get through, and a Belgian ready to throw everything at those eight seconds separating them.

In. And out.

A mile after the flag dropped, the Citroen stopped against a wall. Shocking. Unbelievable. Mental. So mental, in fact, that few even noticed Kubica’s departure with a gearbox fault first thing.

Meeke was out. The rally had its third leader in as many stages. Like Latvala, Meeke’s mistake came in the recce.

“We had six right tightens to five for the first corner of the stage,” said Meeke. “It should have been tightens to four. I hit the front wheel and immediately noticed a vibration. As soon as I braked, the car snatched sideways and the left-rear hit the wall. That was it.”

Messages were flying everywhere. The most important was the graphic one from Hyundai headquarters to the now-leading i20.

That one read: “Slow down.” Neuville wasn’t so sure, however.

“I tried to keep the pace up,” he said, “it’s so easy to make a mistake or drop 15 seconds or something if you back off. It’s been a good morning.”

The Belgian grinned, then remembered he was talking to the British press. “A good morning for me, that is...”

Sordo completed a dream one-two finish for Hyundai, with Mikkelsen offering some scant consolation to VW with a podium in third. The Norwegian had spun in the morning, giving Evans a brief glimpse of the bottom step, but the Welshman ended the event fourth, a brilliant powerstage win enough to keep him ahead of team-mate Hirvonen.

The two happiest team-mates, however, were up front, as Neuville and Sordo turned a nightmare start into a dream finish.

## IN THE SERVICE PARK

DAVID EVANS  
RALLIES EDITOR

@daviddevansrally



HOW LONG WAS IT? HALF AN HOUR, AN HOUR at the most? Whatever. During that time, the dream – and my autosport.com column – was coming true. Britain’s 12-year world championship win drought was about to come to an end.

Er...

Bugger.

Kris Meeke’s Sunday morning shunt stopped me in my tracks. I’d only just come to terms with the fact that the unthinkable had happened and Jari-Matti Latvala had dropped it with a minute in hand when the even more unbearable happened.

We should take nothing for granted. Meeke was only eight seconds up on asphalt ace and local – Belgian – boy Thierry Neuville, but my money was on KM. He’d had the measure of the Hyundai throughout Saturday.

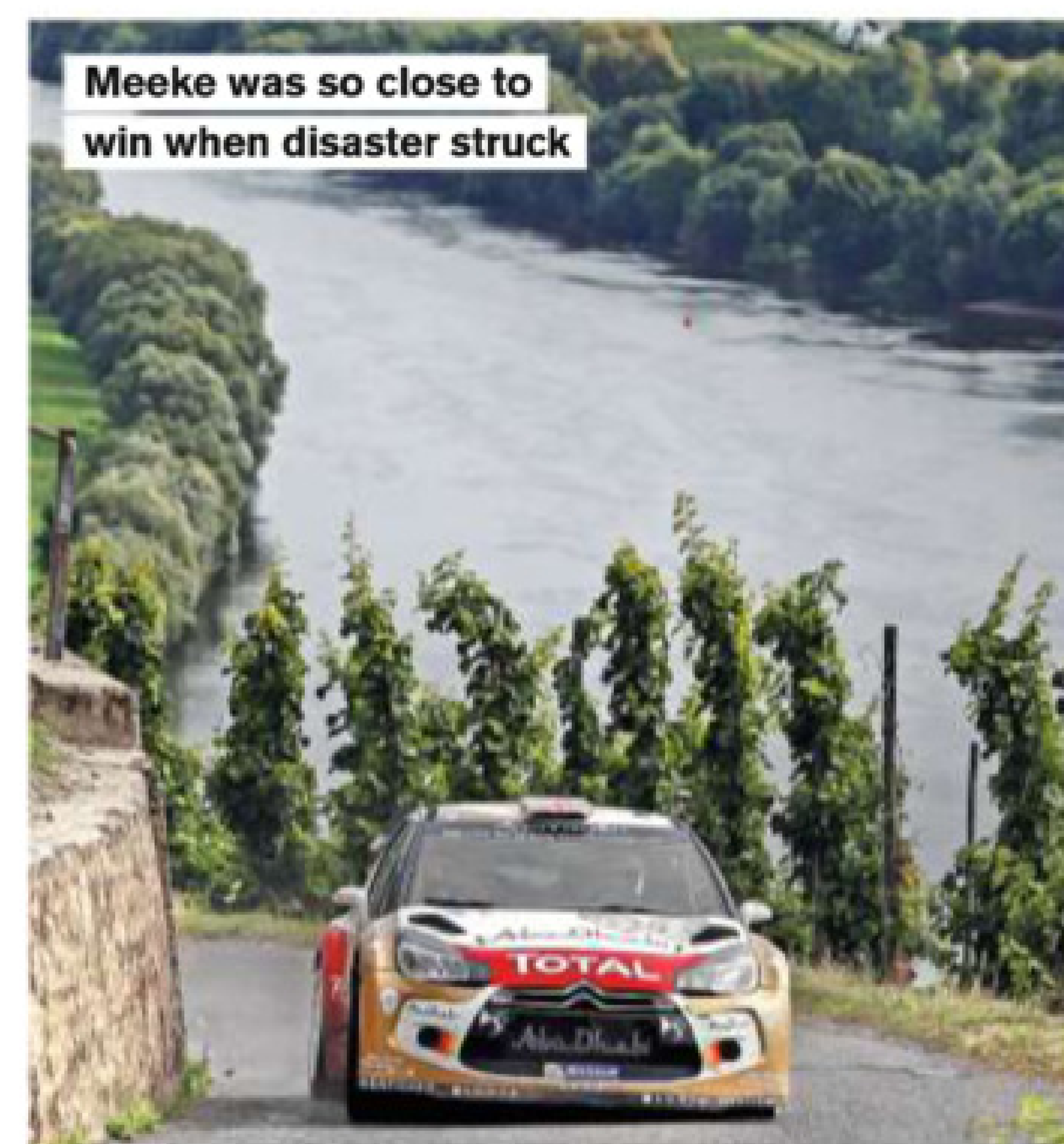
The win was there to be won. Then it wasn’t.

Citroen’s service area was like a morgue. The feeling of utter desolation was absolutely real and a genuine reflection on the way the Versailles outfit has welcomed and warmed to Meeke and his co-driver Paul Nagle.

However, that still didn’t get away from a massive yang that followed a momentary ying; big up became bigger down. What do you say to the men who have just seen their dream turn to a nightmare?

I needn’t have worried. This was different from Finland last year and a world away from Australia. Meeke has matured hugely in the past 12 months; he fronted up, shouldered responsibility and had moved on.

He’s a man with a seat to sort.



Meeke was so close to win when disaster struck

“I hope it rains – it’ll be even better in the wet!”



Porsche 911 RGT driver Richard Tuthill’s enthusiastic, brave and borderline bonkers take on the German weather.





Nandan (inset) says win is just the start for team

## Hyundai boss: there's more to do, despite win

**DESPITE AN EXCEPTIONAL RALLY** Germany one-two, Hyundai team principal Michel Nandan says the i20 WRC still needs work to bring it fully up to speed.

The Frenchman refused to get ahead of himself, despite the squad breaking its WRC duck in spectacular and dramatic style in Trier. Thierry Neuville won the event, but only after his mechanics had worked through the night to fix his i20 after the Belgian rolled it six times during shakedown.

Nandan said: "This result doesn't change

us. Our feet are going to stay on the ground. We know we have a lot of work to do still.

"We continue with our programme and continue to make progress. But I'm also so proud of the team, both here and at the factory in Alzenau. It's a tribute to their hard work. It's incredible. It's a little bit unexpected. We thought second place was more realistic, but this is impressive, and to have Dani [Sordo] giving us a one-two is even better."

Damage from the shakedown crash was largely cosmetic, but pretty much every

panel had to be changed and the engine removed and refitted on the eve of the start.

"It's unbelievable," said Neuville. "When the accident was happening I thought we might not be able to make the start, but once I looked at the car I thought it would be OK and I thought we could make the podium. But the win, my first win and the team's first win is incredible. It's fantastic to do it on the team's home round and in a place where I was born just 80km [50 miles] away over the border. The support's been good here!"

## Meeke still in Citroen's sights

**DESPITE CRASHING OUT OF THE** lead of Rally Germany last week, Kris Meeke remains on course for a Citroen seat in 2015, says team principal Yves Matton.

Meeke inherited the lead of the rally when Jari-Matti Latvala crashed out, but went off the road himself in the next stage because of a mistake made on the recce.

Prior to the shunt, Meeke had been consistently third fastest behind Latvala and Sebastien Ogier.

Matton said: "After three years without competing on asphalt, he came here and did a good job in difficult conditions. I will not take it into consideration that he went off three stages before the end [when making the decision on who will drive for Citroen next year]."



Crash won't affect Meeke's chances



Mikkelsen's third place was little consolation for VW

## Home glory eludes VW again

**VOLKSWAGEN'S HOPES OF** celebrating its second consecutive manufacturers' title were scuppered when a Polo R WRC once again failed to win the make's home round.

Like last year, both Sebastien Ogier and Jari-Matti Latvala crashed out of the Hannover-based team's home event. Fortunately for VW, Andreas Mikkelsen finished third, at least ensuring a podium for the WRC's dominant force.

The team arrived in Trier on the back of 12 straight wins, and despite a tough weekend, Mads Ostberg's inability to finish fifth or higher means this year's drivers' title can only go to a VW man.

Ogier crashed twice in the rally, while Latvala went off the road while holding a minute's lead on the final morning, so missing out on the opportunity to slash the Frenchman's lead from 44 to 16 points with four rallies left to go.

## 'BEST EVER' FOR EVANS

M-Sport team principal Malcolm Wilson praised Elfyn Evans for his "best-ever drive". Evans equalled his best WRC finish and won his first powerstage in Germany.

## TOYOTA'S GT86 CS-R3

Toyota Motorsport launched its GT86 CS-R3 in Trier last week, with Isolde Holdreid using it as a zero car on all but two of the stages. A spokesman said: "We're very happy with the way the car ran after very little testing." TMG aims to sell between 25 and 50 of the cars when they go on sale in March next year.

## CAVE CLOSES ON TITLE

Tom Cave's first Drive DMACK Fiesta Trophy win has taken the five-round one-make series down to the wire in Catalunya. Cave needs to win and score eight fastest times to edge Estonian Sander Parn for the title.

## LEFEBVRE TOP JUNIOR

Stephane Lefebvre took his third win from four Junior WRC starts this season. He finished his first asphalt event in a Citroen DS3 R3 just 9.4s ahead of Christian Riedemann, who had dropped 20s in penalties when a gearbox change took longer than anticipated. Lefebvre can now clinch the Junior WRC title at the next round in France.

## INJURY STOPS BREEN

The back injury Craig Breen sustained at Rally Finland returned to haunt him in Germany when the stewards told him he couldn't start on medical grounds, despite him having all the necessary paperwork and a medical clearance from his own consultant. He is confident a similar decision won't thwart his return to the ERC for this week's Barum Rally.

## TUTHILL DEBUTS 911

Richard Tuthill thrilled rally fans in Germany last week when he gave his Porsche 911 RGT its WRC debut. The Briton won the RGT category, despite stopping to change a puncture on day one.

## TIDEMAND WINS WRC 2

Ford Fiesta R5 driver Pontus Tidemand (below) took his maiden WRC 2 success in Germany, passing Ott Tanak in the final stage to take the category victory from the Estonian by just 1.8s.







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NASCAR SPRINT CUP BRISTOL (USA), AUGUST 23 RD 24/36

## Logano logs the win from Keselowski



Logano leads  
Keselowski in pits

JOEY LOGANO AND BRAD KESELOWSKI rose above the baring and antagonism of a typical Bristol Motor Speedway Sprint Cup race to give Penske a one-two that shows Hendrick won't have the Chase all its own way.

Logano fought to the front after the final restart, then kept Keselowski at bay as they carved a path through the heavy traffic, with previous leader Matt Kenseth staying in touch in third, 0.6s down at the line.

Bristol therefore made little difference to the Chase scenario, which looked unlikely when the winless Jamie McMurray and Kasey Kahne both had long stints up front. Pitting under the final caution when many stayed out cost McMurray, who

finished eighth, while Kahne's night went awry with a loose wheel.

Angst came courtesy of two Joe Gibbs Racing drivers. A furious Denny Hamlin threw his HANS device at Kevin Harvick's car after the polesitter had spun him while leading, triggering a violent collision with Dale Earnhardt Jr as he rebounded off the wall.

Kyle Busch got caught in a multi-car shunt and later wanted to retire with what he felt was suspension damage, while the team thought he had tyre problems. A radio row with crew chief Dave Rogers ended with Busch, who turned out to be right, abandoning the car and leaving. Rogers blamed 'miscommunication'.

● Connell Sanders Jr

### RESULTS

**1 Joey Logano (Ford Fusion)**, 500 laps in 2h52m00s; **2 Brad Keselowski (Ford)**, +0.390s; **3 Matt Kenseth (Toyota Camry)**; **4 Jimmie Johnson (Chevrolet SS)**; **5 Kurt Busch (Chevy)**; **6 Ricky Stenhouse Jr (Ford)**; **7 Carl Edwards (Ford)**; **8 Jamie McMurray (Chevy)**; **9 Paul Menard (Chevy)**; **10 Greg Biffle (Ford)**. **Chase grid 1 Jeff Gordon, 3 wins/845 points**; **2 Dale Earnhardt Jr, 3/818**; **3 Keselowski, 3/776**; **4 Logano, 3/761**; **5 Johnson, 3/726**; **6 Kevin Harvick, 2/721**; **7 Edwards, 2/716**; **8 Kyle Busch, 1/629**; **9 Denny Hamlin, 1/594**; **10 AJ Allmendinger, 1/586**; **11 Kurt Busch, 1/582**; **12 Aric Almirola, 1/559**; **13 Kenseth, 0/751**; **14 Ryan Newman, 0/710**; **15 Clint Bowyer, 0/699**; **16 Biffle, 0/694**.

V8 SUPERCAR EASTERN CREEK (AUS), AUGUST 23-24 RD 9/14

## Volvo sails on at the Creek

TWO UTTERLY DIFFERENT DAYS brought two different winners.

On a wet Saturday, Shane van Gisbergen put the field to the sword, storming away to win both 100km sprints. But it was fine the following day and Scott McLaughlin dominated, giving Volvo its second championship race win.

It was a great reward for his Garry Rogers Motorsport team; the previous day, a blown engine put McLaughlin out of the first race and he only made it out of the pitlane, with a fresh motor, with a minute to spare for the second. But he soon lost a wheel, and the team's mood was not helped when team-mate Robert Dahlgren crashed his S60 heavily enough to put him out for the weekend.

Garth Tander, Craig Lowndes and Jamie Whincup made it a Holden 1-4 in the first race, while Ford's Chaz Mostert surfed through the murk to challenge van Gisbergen in the second.



McLaughlin notched his latest success

The Nissan Altimas showed continuing improvement with four top-six results, while Holden pilot Nick Percat had his best weekend yet. On Sunday he closed onto the tail of McLaughlin, only to run out of laps to challenge the leader.

On the other hand, it was a terrible weekend for Mark Winterbottom. The ex-points leader struggled in qualifying in his Ford, and his races were marred by lack of speed, tyre problems and a pitlane penalty for triggering a multi-Ford accident. He now trails consistent series leader Whincup by more than 100 points.

● Phil Branagan

### RESULTS

**Race 1 1 Shane van Gisbergen (Holden Commodore)**, 25 laps in 47m54.8944s; **2 Garth Tander (Holden)**, +9.1565s; **3 Craig Lowndes (Holden)**; **4 Jamie Whincup (Holden)**; **5 Michael Caruso (Nissan Altima)**; **6 Rick Kelly (Nissan)**. **Race 2 1 van Gisbergen**, 24 laps in 47m02.9787s; **2 Chaz Mostert (Ford Falcon)**, +0.7167s; **3 Whincup**; **4 Jason Bright (Holden)**; **5 Will Davison (Mercedes E63 AMG)**; **6 James Moffat (Nissan)**. **Race 3 1 Scott McLaughlin (Volvo S60)**, 50 laps in 1h24m14.1668s; **2 Nick Percat (Holden)**, +0.3632s; **3 Fabian Coulthard (Holden)**; **4 Moffat**; **5 Whincup**; **6 Bright**. **Points 1 Whincup, 2025**; **2 Mark Winterbottom, 1890**; **3 Lowndes, 1812**; **4 van Gisbergen, 1778**; **5 Coulthard, 1712**; **6 James Courtney, 1688**.



ISHIHARA/LAT

### JAPANESE FORMULA 3

Last year's runner-up Takamoto Katsuta (above) at last took his first win of 2014 at Motegi, making a good start from second on the grid to lead in his TOM'S Dallara-Toyota. He beat the B-Max Dallara-Toyota of Mitsunori Takaboshi, who won the second race from Nobuharu Matsushita. Honda protege Matsushita takes a narrow series lead. Briton Sam MacLeod took a seventh on his debut.

### PRO MAZDA

Spencer Pigot bounced back to secure the title at Sonoma after rival Scott Hargrove suffered a gearbox failure just a handful of laps before the end of the finale. Mexican Jose Gutierrez earned his first career win. Hargrove had moved into an overnight series lead after a shunt with his title rival left Pigot on the sidelines and Hargrove third in a race won by Kyle Kaiser.

### US F2000

Florian Latorre triumphed in a three-way battle for the title at Sonoma. Rival RC Enerson won the opening race and also led on Sunday until Frenchman Latorre was able to force him into a mistake and seize the lead, the win, and the crown.

### WORLD CHALLENGE GT

Mike Skeen (Audi) and Anthony Lazzaro (Ferrari) shared the spoils at Sonoma, with Scot Ryan Dalziel second in both races in his Porsche. Guy Smith turned out in a Bentley, taking a best result of ninth as Butch Leitzinger took a third.

### SCANDINAVIAN TOURING

Points leader Fredrik Ekblom and title contender Richard Goransson got their cars damaged in a start crash in the first, reversed-grid, race at twisty Knutstorp and could not start the second. Also eliminated was Fredrik Larsson. Philip Forsman's BMW won from team-mate Erik Jonsson. Reigning champ Thed Bjork won race two in his Volvo from the slightly unbalanced, patched-up BMW of Larsson. With full points from qualifying, Bjork takes the series lead.

### NASCAR NATIONWIDE

Ryan Blaney got the jump on a grumpy Kyle Busch – who reckoned the 20-year-old was too fast at the final restart – to take the honours at Bristol. Points leader Chase Elliott was third.

### GLOBAL RALLYCROSS

Hyundai didn't just win Rally Germany: it triumphed at Daytona courtesy of Rhys Millen, who coasted across the line to beat Ken Block despite a last-lap engine failure. Eighth place keeps Nelson Piquet Jr in the series lead.





Harvey leads Chaves  
and the rest of  
the small field

INDY LIGHTS SONOMA (USA), AUGUST 23-24 RD 10/10

## Harvey misses out despite double

**A PAIR OF WINS AT SONOMA FOR** Jack Harvey weren't quite enough to get the Brit over the line in the championship fight, with Gabby Chaves securing the 2014 crown on a results countback.

Harvey dominated both of the weekend's races to finish level on points – and wins – with Chaves, but lost to the Colombian on a countback of second places.

Having beaten Chaves by just over six seconds in the Saturday race, Harvey went into Sunday needing a win with Chaves finishing no higher than third. He upheld his part of the bargain, disappearing from the rest of the field at the

green flag (after two abandoned starts) and not seeing any of his rivals again until parc ferme.

Harvey's problem was that, once again, Chaves was the next driver behind him. Harvey's Schmidt Peterson team-mate Luiz Razia had started from third and might have had the pace for interference, but the Brazilian made an early mistake that dropped him back behind Juan Piedrahita. Chaves had his compatriot covered for pace and, while he wasn't sure he could have chased Harvey down for the win, his championship plans didn't require him to anyway. "I knew where I needed to finish, and when

I saw that Piedrahita was in third... I felt I had stronger pace than he did, and there was no need to push to keep up with Jack," said Chaves.

Piedrahita was passed by Zach Veach and Razia with 12 laps to go, before being spun by Juan Pablo Garcia next time around.

Chaves's Belardi team's masterstroke actually came earlier in the weekend when, having realised that Harvey's qualifying pace couldn't be matched, the squad opted to save a set of tyres for the race and go for fastest lap on Saturday. That bonus point proved to be a title winner.

"I've never lost a championship

due to the number of second places, so it's been a weird day," admitted 2012 British Formula 3 champion Harvey. "It's probably the worst I've felt after a win. But Gabby has been the guy to beat all year."

● Mark Glendenning

### RESULTS

**Race 1** 1 Jack Harvey, 25 laps in 37m30.7385s; 2 Gabby Chaves, +6.5130s; 3 Luiz Razia; 4 Juan Pablo Garcia; 5 Juan Piedrahita; 6 Matthew Brabham. **Race 2** 1 Harvey, 38 laps in 58m14.2930s; 2 Chaves, +18.7018s; 3 Zach Veach; 4 Razia; 5 Brabham; 6 Ryan Phinny. **Points** 1 Chaves, 547; 2 Harvey, 547; 3 Veach, 520; 4 Brabham, 424; 5 Razia, 403; 6 Garcia, 372.

SUPERFORMULA MOTEGI (J),  
AUGUST 24 RD 4/7

## De Oliveira unbeatable

**JOAO PAULO DE OLIVEIRA** WAS the master of whatever conditions were thrown at the Motegi track, the Brazilian winning from pole in his Impul car, run by Japanese legend Kazuyoshi Hoshino.

De Oliveira led the race from Hiroaki Ishiura, who was up from fourth on the grid, and rookie Tomoki Nojiri, the F3 graduate having started on the front row.

At the pitstops, Andrea Caldarelli rose to third in the TOM'S machine normally raced by Andre Lotterer, who was absent competing in the Belgian GP.

With 17 laps remaining light rain began – not a drama, as everyone coped easily on slicks. But six laps later the track was flooded by a deluge. Luckily for de Oliveira, he was near the pit entry when the heavens opened, and was able to fit



De Oliveira was  
king of all weather

wet-weather tyres and continue on his way to a victory – from Ishiura's Cerumo-Inging car – that moves him past Kazuki Nakajima and into the championship lead.

● Jiro Takahashi

### RESULTS

1 Joao Paulo de Oliveira (Dallara-Toyota), 52 laps in 1h36m23.266s; 2 Hiroaki Ishiura (D-T), +1.240s; 3 Andrea Caldarelli (D-T); 4 Loic Duval (D-T); 5 Hideki Mutoh (D-Honda); 6 Kodai Tsukakoshi (D-H); 7 Kazuki Nakajima (D-T); 8 James Rossiter (D-T); 9 Tomoki Nojiri (D-H); 10 Ryo Hirakawa (D-T). **Points** 1 de Oliveira, 23; 2 K Nakajima, 22; 3 Duval, 20.5; 4 Ishiura, 19; 5 Andre Lotterer, 16.5; 6 Hirakawa, 13.5.

VLN NURBURGRING (D), AUGUST 23 RD 7/10

## Mercedes' three in a Rowe

**MERCEDES SQUAD ROWE RACING** scored its third successive win in the VLN's annual highlight, the Opel 6-Hour ADAC Ruhr Pokal.

Rowe's SLS, driven by Jan Seyffarth and Thomas Jager (not the same Jager who won the Blancpain Sprint round in Slovakia – they're not even related, or from the same country), took the lead just after half distance.

They finished three minutes in front of the Haribo Porsche driven by Norbert Siedler, Uwe Alzen and Mike Stursberg, as just six of the 16 GT3 machines finished the race.

Heavy rain in the middle of the

race caught out many leading runners on slicks. These included the Frikadelli Porsche of Patrick Huisman, Sabine Schmitz and Klaus Abbelen that dominated the first half of the race, the Falken Porsche of Peter Dumbreck and Alexandre Imperatori (with the Swiss at the wheel) and the Aston Martin of Stefan Mucke and Pedro Lamy.

The fan-favourite Opel Manta of Olaf Beckmann (co-driven by ex-Opel sports boss Volker Strycek), contested its 100th VLN race and chalked up its 39th class win.

● Rene de Boer



Winning Merc at  
the Karussell

### RESULTS

1 Thomas Jager/Jan Seyffarth (Mercedes SLS AMG GT3), 37 laps in 6h08m03.684s; 2 Norbert Siedler/Uwe Alzen/Mike Stursberg (Porsche 911 GT3-R); 3 Georg Weiss/Oliver Kainz/Michael Jacobs/Jochen Krumbach (Porsche 911 GT3-RSR); 4 Harald Hennes/Thomas Gerling/Thomas Kappeler/Peter Scharmach (Porsche 911 GT3 Cup); 5 Christopher Mies/Adam Osieka/Steve Jans (911 Cup); 6 Niclas Kentenich/Henry Walkenhorst/Peter Posavac/Anders Buchardt (BMW Z4 GT3).



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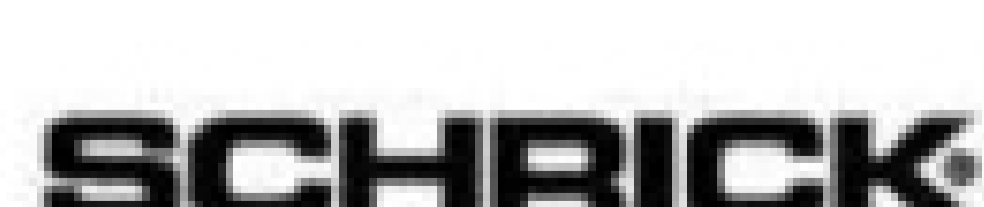
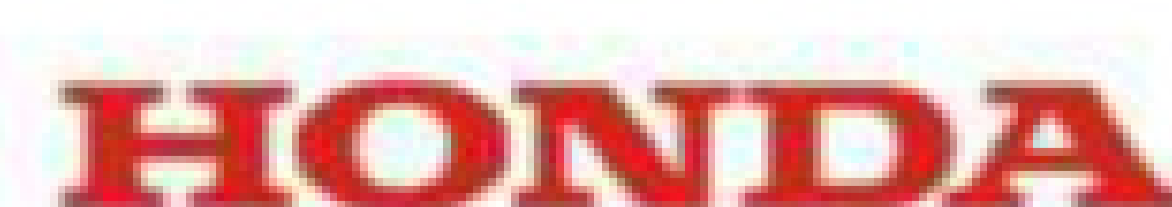
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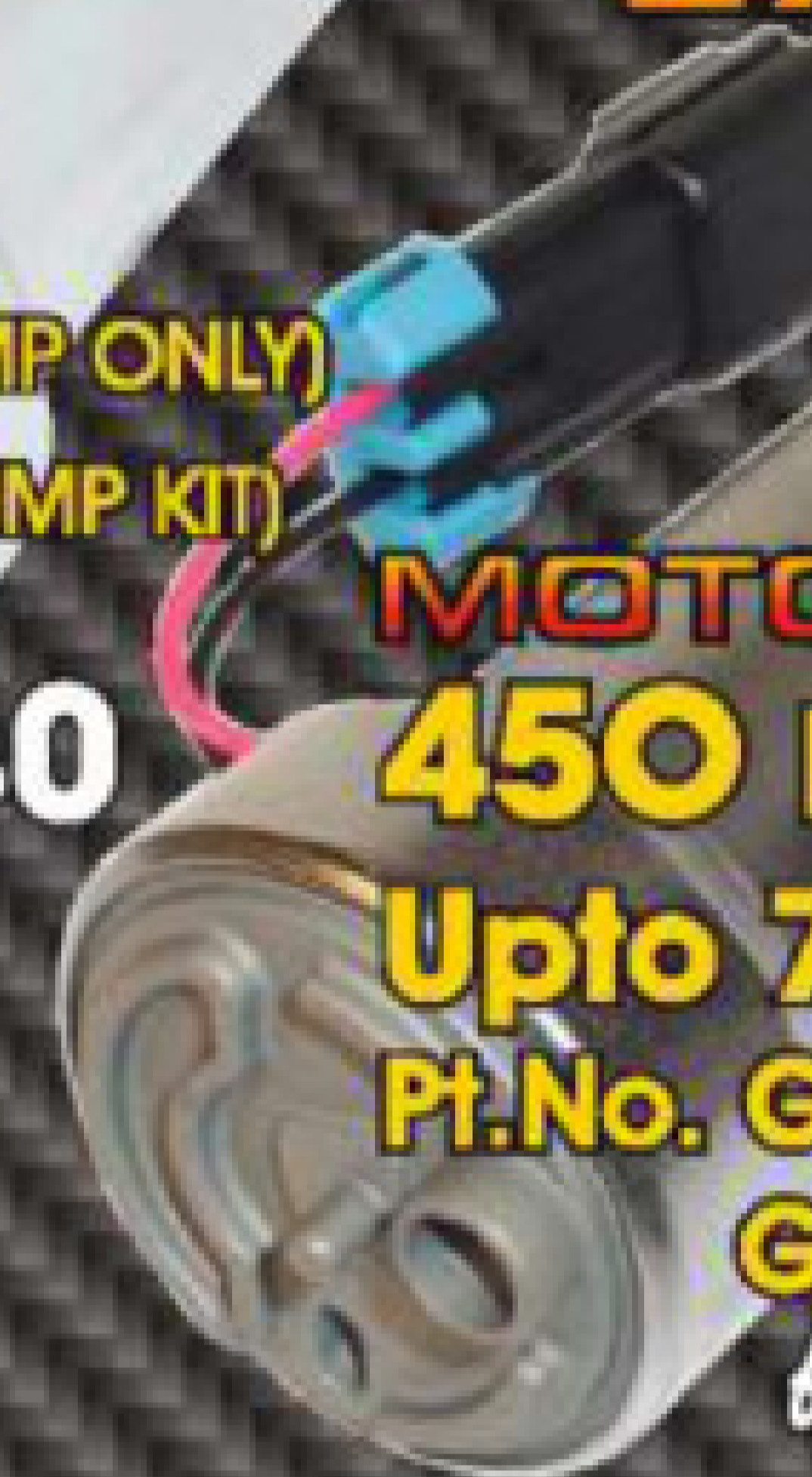
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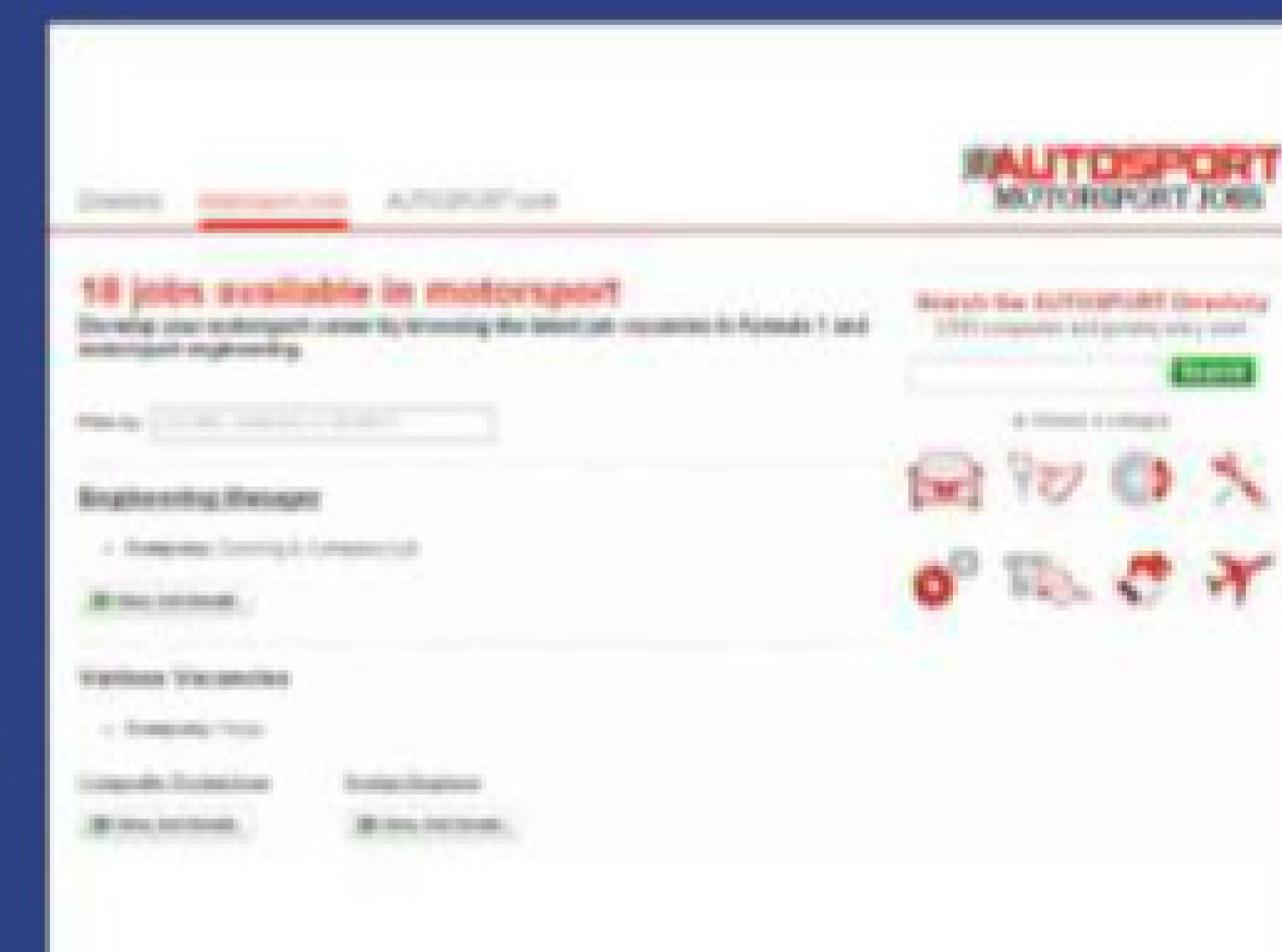
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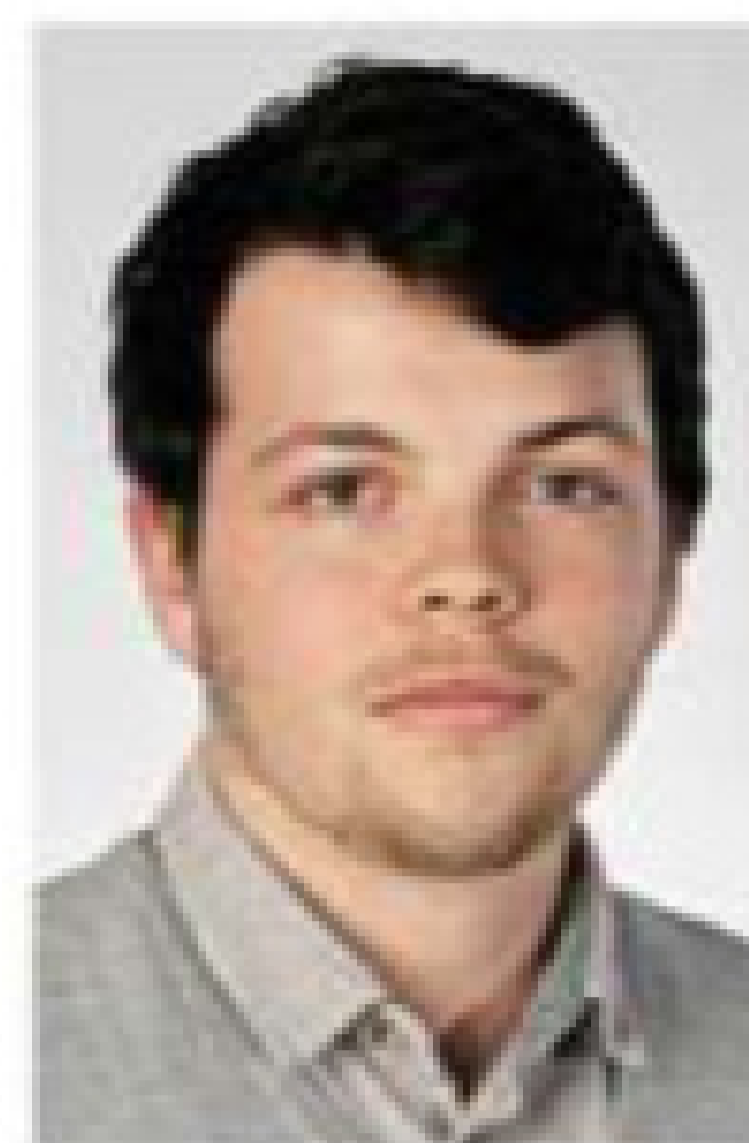
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**IT WAS NOT SURPRISING TO** hear from Tom Sharp that he had found it difficult to find another drive for Brands Hatch after calling it quits with his Ginetta programme.

That's not a slight on his name – Sharp's record in the Ginetta GT Supercup was astonishing across the 2011 and 2012 seasons – but more a reflection of how tough it is for talented drivers to get a break.

It's good news for the series as much as it is for Sharp that he's landing a deal (albeit a one-off) in the MP Motorsport Aston Martin.

It will be difficult, the 23-year-old acknowledges, to win, but these are the kind of races where young drivers can put themselves in the shop window. The package is proven and, while Sharp and Colin White are not familiar with it, they both have good records on Brands' Grand Prix circuit.

Speaking of young drivers, Ryan Ratcliffe's position on Triple Eight's driver-development programme might have been scoffed at by cynics earlier in the year (young-driver schemes you pay to be on generally face derision from such people), but he's been well looked after and has already been given a race opportunity – although the less said about his crashes the better!

As British GT4 champion it will be important for the Welshman to give a good account of himself, but as Lee Mowle says, a low-pressure situation like Brands or Donington Park, with nothing to play for in terms of a championship, is exactly the opportunity to do that.

Ratcliffe's fellow Welshman Jann Mardenborough and Ferrari ace Matt Griffin will bolster an already-strong grid at Brands – for which overseas entries had to be turned away. The rise continues, it seems.

## Sharp lands Aston Martin drive

Ex-Ginetta ace gets MP-AMR seat for British GT round at Brands Hatch

**TOM SHARP WILL JOIN THE** Aston Martin Racing-supported MP Motorsport squad for this weekend's British GT race at Brands Hatch in its V12 Vantage.

The 23-year-old walked away from the Ginetta G55 GT3 he shared with Colin White after the last round at Spa-Francorchamps, but was keen to stay in the championship's main class for the two-hour race in Kent.

Sharp, who won 20 races in two seasons driving Ginetta's G55 in the GT Supercup, will be joined by White in replacing MP regulars Richard Abra and Mark Poole at Brands.

The 2012 GT Supercup runner-up said he needed to switch cars after a disastrous first season and a half in British GT (see AUTOSPORT July 31) and was confident the Aston opportunity was a chance to shine.

"There's no testing, although I have driven the car before in a pre-season

test, and I think this is my best chance yet," he said. "I'm not too worried about the car really. Brands is by far my favourite track, and I'm confident the car is going to be on the money.

"It's time to do things properly and end the year on a high. Everyone keeps telling me it's been character-building, but I've got to draw a line somewhere. I need to get some confidence back.

"It's not going to be easy, but Colin could be my secret weapon, he was blinding last year. It would unrealistic to expect a win, but a top-five finish would be brilliant."

### TRIPLE EIGHT SHAKE-UP

Luke Hines has been dropped by Triple Eight for the final two rounds, with 2013 GT4 champion Ryan Ratcliffe set to make his British GT3 debut in his place.

Hines' co-driver Derek Johnston will now partner Joe Osborne in the #888 BMW Z4, with Ratcliffe replacing

Osborne alongside Lee Mowle. Ratcliffe drove in the Blancpain Endurance Series for the team and is part of Triple Eight's driver-development programme.

"It made sense to give him an opportunity to show what he can do," said team director Mowle. "I think it is set up nicely to give him a platform to display his talents."

Former Trackspeed team manager Keith Cheetham has also joined Triple Eight as team director after four successful seasons with David Ashburn's outfit. He will engineer the #8 Z4 for the team's new drivers Warren Hughes and Jody Firth, with whom he worked at Trackspeed until the last round at Spa this season, and will report to team boss Ian Harrison.

### MARDENBOROUGH JOINS HOY

Nissan rising star and GP3 race winner Jann Mardenborough will return to the series alongside Sir Chris Hoy in the RJN-run NISMO-GTR.

The Welshman won the British GT round at Brands during his first year of car racing in 2012 and is stepping in for regular Pro Alex Buncombe.

Another series race winner, Matt Griffin, will make a one-off return for AF Corse alongside Pasin Lathouras, while a last-minute GTC entry for FF Corse Ferrari pairing Nigel Greensall and Wayne Marrs is being considered.



Sharp took the last of 20 G55 wins at Brands in 2012



Ratcliffe has GT3 race chance





Scott Moran will now share Gould with Alex Summers

**British Hillclimb**

# Ex-hillclimb champion Moran to retire

FORMER BRITISH HILLCLIMB champion Roger Moran will retire from full-time competition in the discipline at the end of the season.

Moran has competed in the series since 1991, winning 48 British run-offs – the last of which came at Harewood last year – and claiming the British title in 1997.

The older Moran, whose son Scott is the most successful driver in British Hillclimb history, is ninth

in the current points table. Despite his announcement, he refused to rule out occasional future outings and classic rallying events.

Moran's place in the Gould-NME GR61X he shares with his multiple title-winning son will be taken by 23-year-old Alex Summers.

"I had resolved to retire at the end of last season, but decided to give it one more shot," said Moran. "It is now so competitive and the

top five is hard to crack at my age. I no longer want to go scratching for a handful of points and I have no intention of becoming an also-ran, so I know my decision is right."

Summers, who lies fourth in the 2014 standings, claimed his first win in 2011, and will step up to the two-litre Gould from a 1.3s DJ Firehawk-Suzuki.

"When my engine failed at Gurston Down in May I decided to

move out of the category," said Summers, who will get his first run in his new car at Prescott's American Extravaganza meeting in October.

"With my Masters gained and a new career at Aston Martin in September, I would not be able to commit so much to the car, so sharing is the way ahead.

"Roger told me a seat would be available, and we came to a deal. I can't wait to get into the car."

**MR2 Championship**

# Palmer eyes tin-top move after defending MR2 crown

MATTHEW PALMER HAS targeted a move into a leading national tin-top championship after securing a second consecutive Toyota MR2 Championship title.

The 23-year-old clinched the crown at Silverstone last weekend, twice beating Jim Davies to take his win tally to 10 from the season's 14 races so far. He is now looking at a move into the Volkswagen Racing Cup or Ginetta GT5 Challenge.

"It feels fantastic to have won the championship for a second time, especially with the number of victories I have had," said Palmer, who is run by his grandfather Jack and AW Tracksport. "I think it is time to try something new next year.

"My seasons in the MR2 series have been great, and it is a really good championship to start car racing, but I think I have achieved all I can.

"I am interested in both the VW Cup and the Ginetta Challenge because they are good stepping stones to the level I want to reach."



**Pro Mazda**

# Eurocup racer Aitken makes US single-seater debut

FORMULA RENAULT EUROCUP podium finisher Jack Aitken made his American single-seater debut last weekend in the Pro Mazda finale at Sonoma, California.

The 2013 McLaren AUTOSPORT BRDC Award finalist earned a best finish of fourth, having joined the Pelfrey squad with whom fellow Briton and IndyCar rookie Jack Hawksworth won the title in 2012.

Aitken, runner-up in last year's FR NEC, claimed his first Eurocup podium



in the last round at the Nurburgring before finishing sixth in the second race.

"Formula Renault has an eight-week break, and I wanted to keep myself fresh for when the season kicks off again," he said. "I know plenty of guys over here who say a lot of good things about America, so I thought I'd give it a look.

"My ultimate goal is Formula 1 – I'm going after that until somebody slaps me in the face. I want to be a professional driver, and if the opportunity comes up over here, I'd be happy to take it."

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Formula Renault

# Hughes in ART switch and will join Strakka in Eurocup

BRDC FORMULA 4 CHAMPION

Jake Hughes will switch to the ART Junior team for the remainder of the Formula Renault NEC season, before joining Strakka Racing for its FR Eurocup debut.

Hughes started his first campaign in Europe with the Mark Burdett Motorsport squad, but has managed only one podium and lies ninth in the points.

The ART team has won races with Levin Amweg, Aurelien Panis and Callan O'Keeffe this season, and

Hughes hopes that the switch will spark a change in his fortunes.

"I'm not faulting anyone and I want to thank Mark Burdett for all they've done," said the BMW Junior, who will link up with his new team for the first time at Most this weekend. "But everyone would admit it hasn't worked as well as we'd hoped.

"For my conscience, I think I need to find out where I'm lacking, if anywhere. I'm joining a team that has won races this year, and I hope I can find out where improvements need to be made.

"You get frustrated not being at the front, but I hope this brings us the results the decision is being made for."

Hughes, who contested his second VLN race in a BMW M235i last Saturday, will be Strakka's first entry since it announced its new Renault programme when he joins them for the final two Eurocup rounds at Paul Ricard and Jerez.



Hughes is leaving Burdett's team

British Formula Ford

# Sutton unhurt after crash

BRITISH FORMULA FORD RACE

winner Ashley Sutton avoided serious injury after a massive crash in the second race at Knockhill last weekend, and was able to return to the grid for the finale.

Sutton won the opening race on Saturday and was chasing Jayde Kruger for the lead of Sunday morning's encounter when he suffered a rear-brake failure approaching the final corner on the last lap.

The MBM driver skated across the gravel and flew front first into the tyrewall. He was cleared by the circuit's medical staff to drive the team's second car in the finale, in which he rose from 10th to fifth.

"It was a split brake hose, and the pedal went long, so I accidentally hit the throttle as well," said the four-time race winner, who suffered heavy bruising. "I was feeling it all the way through race three."



Sutton continued despite huge race-two shunt

Porsche Carrera Cup GB

# Porsche rookies want more

PORSCHE CARRERA CUP GB

debutants Carol Brown and William Plant are both keen on returning to the championship after making guest appearances at Knockhill last weekend.

Brown is a regular at the Scottish track, having won the national Legends title and competed in Formula Ford 1600 and the Compact Cup, while GT Cup regular Plant had his first experience of the circuit.

They were both run by expanding squad In2Racing, with Plant claiming two eighth places on Sunday in the series' guest car, while Brown was ninth and 10th.

"I'm looking at options for next year, and I want to keep on progressing," said Plant, who is run by In2Racing in the GT Cup and partners historics and GT ace Oliver Bryant.



Plant drove guest car in Scotland

# HUMBLE PYE

## The voice of club racing



Packed Silverstone 750MC entry was the club's latest coup

# Club bonanzas show the national scene can thrive

Two tremendously exciting and well-attended meetings over the bank holiday weekend showed even the most casual observer that some traditional areas of British club racing are in very rude health. It's not the same across the board, but the long-established 750 Motor Club and Historic Sports Car Club are enjoying golden eras.

At Silverstone, the 750MC's 75th Anniversary Summer Festival attracted a sensational entry, competition manager Giles Groombridge reporting 410 competitors signing on for the two-day, 23-race programme on the demanding International circuit. Following deserved criticism last year, Wing paddock and circuit access logistics were greatly improved, even if access remains bewildering for some and road-car parking at a premium when the adjacent school circuit is in operation.

Many of the classes featured packed grids, indeed 39 cars started the combined Sports Specials and Sports Racing & GT double-header, which made for a fraught opening and some very interesting lappery. Watching Eddie Ives (Elite Pulse) outbrake Nick Holden (Ariel Atom) at the end of Vale, only for both to be zapped immediately by Clive Hudson (Eclipse) in the opener remains a personal highlight.

The high-revving motorcycle-engined RGB class, introduced by then-competition manager Robin Knight at the turn of the century, continues to expand, with an encouraging trend of growth in the sometimes overshadowed front-engined class this season. It was certainly a red-letter event for Austen Greenway, whose intriguing chain-driven MNR GM3 not only shattered the lap record on only its

third outing but led home the GM2s of David Watson and Stephen Malyon and Andrew Nelson's standard MNR Vortex for a 1-2-3-4 finish.

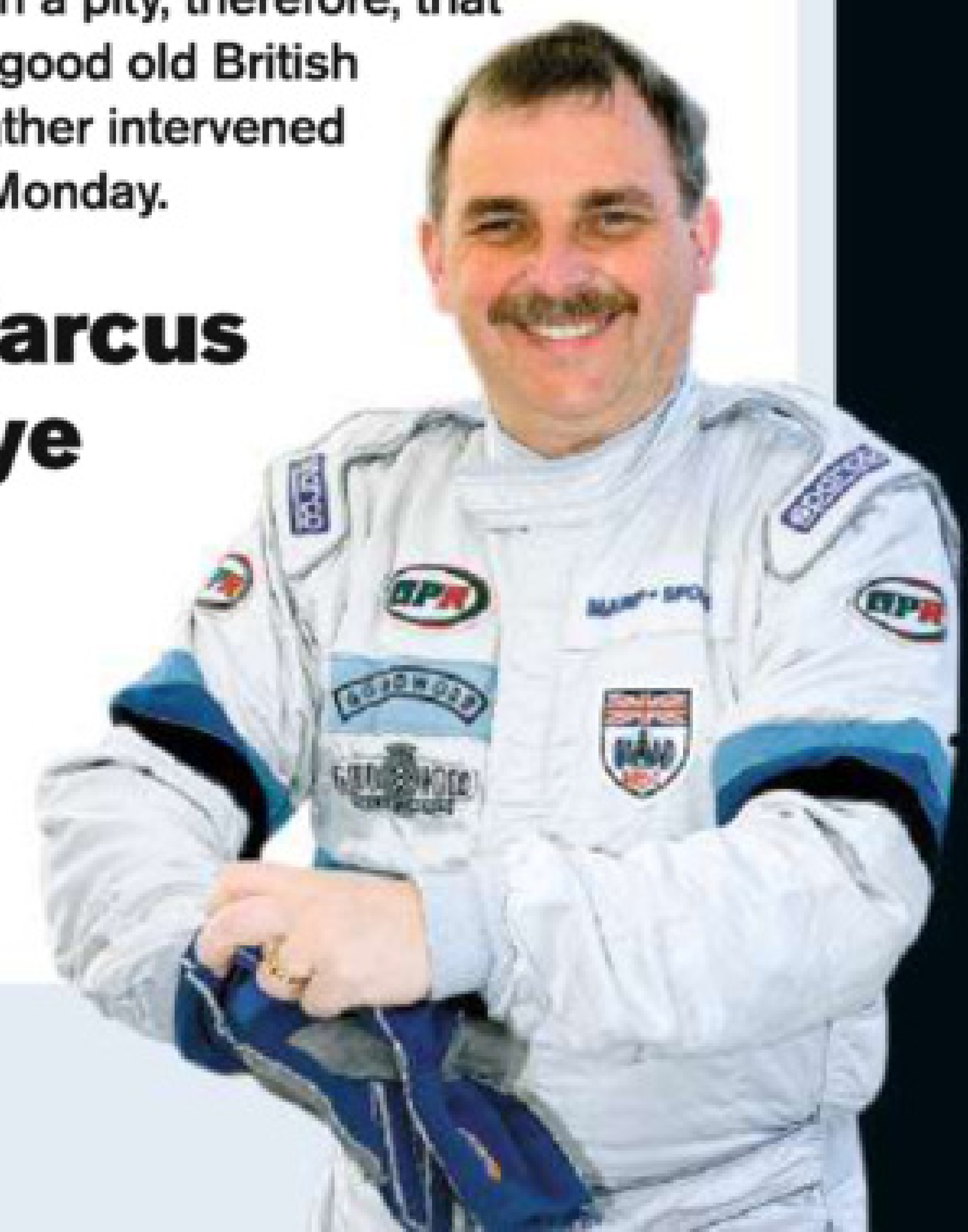
At Oulton Park some of the grids were very strong, including the feature Derek Bell Trophy class named after the club's patron, who won the '77 Gold Cup in Paul Michaels' Hexagon of Highgate-entered F1 Penske. Others struggled,

"The 750MC and HSCC are both enjoying a golden era of club racing"

though, most notably the Martini Trophy 2-litre sportscar initiative, which needs a rethink for 2015.

Apart from the variety of cars, what struck me most was the huge turnout of marshals – who adore their historic motorsport – and spectators. The car parks, including the traditional classic car escarpment outside the Fogarty Moss centre, were packed on a glorious Saturday. Such a pity, therefore, that the good old British weather intervened on Monday.

## Marcus Pye





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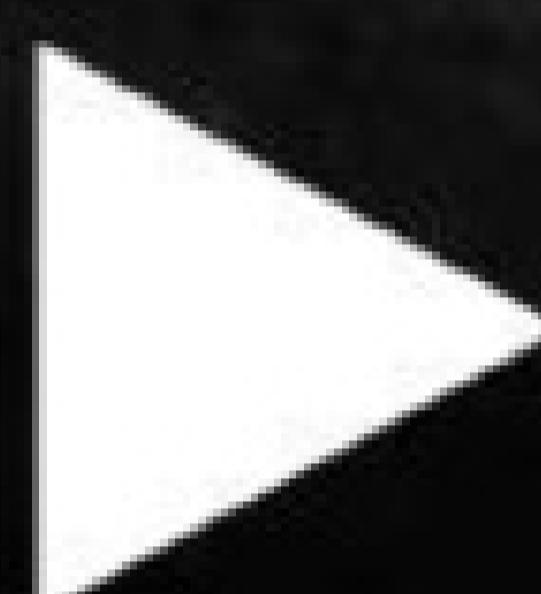


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Huff will join pre-war grid for Goodwood Trophy

Goodwood Revival

# Huff in pre-war race at Revival

**FORMER WORLD TOURING CAR** champion Rob Huff will become the first contemporary professional driver to compete in the Goodwood Trophy race for pre-war grand prix cars at this year's Revival.

The 2012 WTCC title winner will drive a 1936 Parnell-MG owned by Richard Last in the Trophy race on Saturday, September 13, in addition to his already

confirmed outings in the St Mary's Trophy and RAC Tourist Trophy.

Huff, who is driving an Austin A95 and the first CUT 7-registered Jaguar E-type respectively in the other two races, will be joined in the TT encounter by another former WTCC champion, Andy Priaulx. The BMW ace will drive Oliver Bryant's Cobra.

Meanwhile, three-time Formula 1 world

champion Sir Jackie Stewart could be reunited with the Cooper T72 Formula 3 car he drove in 1964 at the September 12-14 event.

The Scot is being celebrated at the Revival with a parade of cars from his career, and Stewart could drive the T72, in which he made his single-seater test debut at the Goodwood circuit 50 years ago and subsequently his race debut.



## In brief

### Focus duo wins Mewla

Damian Cole and Elliott Edmondson have taken the lead in the MSA Asphalt Championship after winning the Epynt-based Mewla Rally in their Ford Focus WRC (above). The Subaru Impreza of Steve Simpson/Patrick Walsh and John Indri's Darrian GTR completed the podium.

### Brian Spicer

Experienced British club racer Brian Spicer died last month, aged 83. The surgical instrument maker competed at club level for many years, racing a Manx-tailed Cooper sportscar, an Envoy Formula Junior and a Jaguar E-type, before moving into short circuit and oval racing.

### Armed Forces Challenge

Darren Berris won the second Armed Forces Challenge race of the year at Donington Park last weekend. The Westfield V8 driver led the majority of the race, run for serving and retired military personnel.

### Brands case due in court

A man accused of driving his girlfriend's Volkswagen Polo on to the Brands Hatch circuit during a Fun Cup race has been charged with causing a public nuisance. Jack Cottle, 21, was arrested in June and is due to appear before magistrates on September 22.

### Drivers rapped over clash

Ginetta GT4 Supercup drivers Fergus Walkinshaw and Reece Somerfield were excluded and had three points put on their competition licenses after hitting each other twice after the chequered flag at Knockhill, having previously collided during the third race.

### Tanner win reinstated

Scottish Mini racer Joe Tanner's race-one victory at Knockhill two weeks ago was reinstated after being one of seven drivers excluded for a safety device issue on the handbrake. The results remain provisional pending the appeal.



Barry crashed at Hill Top

WALKER

Historics

## Barry hurt in Oulton shunt

### HISTORIC FORMULA 5000 RACER

Tim Barry was taken to hospital with fractures to his left knee and wrist after his 3.4-litre Ford GAA V6-engined March 76A crashed heavily in Monday's second HSCC Derek Bell Trophy race at Oulton Park.

Barry lost control in very wet conditions that affected the first

and third days of the annual Gold Cup historic festival, and his March speared left over the crest at Hill Top and hit the barrier.

He climbed out unaided, but his damaged leg gave way. Marshals and medics were quickly on the scene.

The race was restarted and the programme completed.

Historics

## Van der Garde's historic debut

### SAUBER FORMULA 1 TEST

driver Giedo van der Garde will make his historic racing debut next weekend at Zandvoort's Masters Historic meeting.

He has already tested the DHG-run AC Cobra owned and shared by fellow Dutchman Hans Hugenholtz.

Van der Garde, who will race at the Goodwood Revival next month in the RAC Tourist Trophy, is contesting the 90-minute Gentlemen Drivers Pre-66 GT race.

"Coming from Formula 1 to the Cobra will be a real change because I will step over from a car with lots of grip to a car with almost no grip at all," said the 2008 Formula Renault 3.5 champion.

"The first tests went very well, so I am really looking forward to the event, not only to racing there but also to meet the Dutch fans again. It has been a long time since I last raced at home."



Swedish ace will make GT4 step

EBREY/LAT

Ginetta GT4 Supercup

## GT5 ace Strandberg set for Supercup debut

### GINETTA GT5 CHALLENGE ACE

Dennis Strandberg will make his GT4 Supercup debut at Rockingham.

The Academy Motorsport driver is poised to replace Sean Huyton, who has made only sporadic appearances so far this season.

Strandberg is second in the GT5 Challenge points and claimed a hat-trick at the last round at Spa-Francorchamps.

G20 class racer David Pattison will also join the British Touring Car Championship support series, but not until Silverstone.

"I'm really looking forward to it," said Pattison, who will remain with Tolman Motorsport in the GT4 category as he finalises his plans for 2015.

"It will be a great experience with live TV, 10s of thousands of spectators and BTCC teams looking on."





OULTON PARK GOLD CUP AUGUST 24-25 HSCC

# Evans and Lyons strike gold

**RICHARD EVANS AND MICHAEL LYONS** were the big winners as Formula 5000 savagery and F2 subtlety went head to head on Monday in two sensational Derek Bell Trophy races, which headlined the Historic Sports Car Club's annual Oulton Park Gold Cup event.

Sixty years after Stirling Moss's Maserati 250F victory in the circuit's inaugural non-championship Formula 1 race, which morphed through the F5000 era into ShellSport Group 8 and Aurora British F1/F2 features, Evans (March-BDG 742) and Lyons (Eagle-Chevrolet FA74) wowed onlookers with their car control and commitment as they fought within inches of each other in the most testing conditions.

Evans's gamble on slicks paid off as Lyons fried his wets first time out. Then Lyons plucked up his courage to get ahead to stay in the far wetter second stanza, restarted after Tim Barry (March-Ford GA 76A) had a big shunt at Hilltop. He escaped with fractures to his left wrist and knee.



Murphy leads Simms, Grant and Mallock in Historic FF1600

Remarkably, Ian Ashley, who won the '74 Gold Cup in a Lola T330, blasted from the back of race one to finish third in the sprayball finale in an older T300. Afterwards, he was quite animated at having seen Jeremy Smith's six-wheeled F1 March 2-4-0 'freight train' spinning across his bows at Old Hall Corner.

GT racer Michael Mallock wrote a new front-engined chapter in Historic Formula Ford's annals on Monday when he engineered a

wonderful victory in the U2 Mk9 in which his uncle Richard turned convention on its head by winning 10 races in 1969.

From the start, Mallock tagged onto local hero John Murphy and 2012 HSCC champion Callum Grant (Merlyns) and Benn Simms – back in his faithful Alexis following the Jomo's suspension failure at Croft – to form a breakaway quartet.

When Simms spun exiting Cascades and Grant rotated over the

grass at Hislops, Mallock turned up the heat and seized his opportunity brilliantly when Murphy closed on a train of squabbling competitors down Lakeside on the final lap.

"Through Island it was like a car park – they were everywhere," said Murphy. "I was held up and he suddenly appeared in front of me."

Mallock was ecstatic, enthusing: "We hadn't bought new tyres in a couple of years, so I was slithering around. The track was very oily, but I managed to stay with them and out of trouble. My only realistic chance was in traffic, and finally it fell in my lap."

Grant salvaged third from Simms, who overshot Hislops and slomed through the run-off road a lap after Grant's moment. With closest rival Maxim Bartell eighth, Simms secured his third HSCC FF title.

Sunday's Guards Sports Racing event also built to a thrilling climax. When Max Bartell's ex-Keith St John Elva-BMW Mk7S broke while splitting the Chevrons – denying



Lyons and Evans (77) shared the wins in the Derek Bell Trophy



ALL PICS: WALKER



Simms blew away Historic F3 field

**HISTORIC F3 OULTON PARK, AUGUST 24-25 HSCC**

## Simms wins on Elfin debut

AS AT CROFT THREE WEEKS AGO, where clutch failure blunted the debut of Stuart Rolt's Elfin 600 in 1000cc Ford MAE-powered trim, Benn Simms qualified the late Garrie Cooper's design on pole.

This time, though, he ran away with the race. Flinging the Australian-crafted machine through Oulton's twisty sections, exploiting Rolt's high-pitched-engine tuning wizardry to the full, the former Historic FF1600 and 2-litre Classic F3 champion screamed home almost 50 seconds clear of the peloton.

If that magnitude of victory was almost unheard of in the class's 1964-70 heyday, when rising stars slipstreamed to the sharp end of massive F3 fields around Europe every weekend, blipping the radar of Formula 1's

talent scouts, the chasing group was absolutely typical of the era.

Initial race leader Francois Derossi (Chevron), Ian Bankhurst (Alexis) and Peter Thompson (Brabham) all held second in a great scrap that also embroiled Simon Armer (March).

Only when Thompson blew silver, falling to sixth behind Keith Messer's Vesey two laps from home, did Bankhurst grab the place for good. Derossi, Armer and Messer were within 2.1s of the ex-Terry Ogilvie-Hardie Project X car. "That's why we come racing," he said.

● Marcus Pye

**RESULTS (10 LAPS) 1 Benn Simms (Elfin 600) 18m50.280s (85.74mph); 2 Ian Bankhurst (Alexis HF802) +47.447s; 3 Francois Derossi (Chevron B17); 4 Simon Armer (March 703); 5 Keith Messer (Vesey VF3); 6 Peter Thompson (Brabham BT21). Fastest lap Simms 1m51.080s (87.26mph).**

Boltonian partner Callum Grant the chance to outrun his home town's finest cars – Oulton fans were reminded of Digby Martland, Phil Silverston and John Lepp's Chevron successes in the 1960s.

Relayed in Nick Thompson's ex-Chris Skeaping B6 early in the pit window, Shaun McClurg was pegged back by the B8s of the unrelated Peter Thompson (the ex-Trevor Twaites 1970 RAC Sportscar title winner started by owner Charles Allison) and Mark Colman (now in father Hugh's ex-David Good example).

McClurg's nerve held as Colman, who had bravely ousted Peter Thompson with five laps to run, towed up towards him. The gap was a second, and still looked controllable when McClurg was delayed lapping Barry Sheppard's Nomad at Knickerbrook on the penultimate tour.

Nose to tail out of Cascades last time round, Colman dug deeper still and gleefully exploited "a tiny gap on the inside into the hairpin". Powering onward, Colman kept it tidy, his heart racing as the trio flashed over the line 0.9s apart for a superb family triumph.

The 26-car Guards GT field put on a tremendous show too, Matt Nicoll-Jones remaining steadfastly in command despite Alistair Dyson – in a sister M&C Wilkinson stable Jaguar E-type – breathing down his neck.

In his efforts to usurp the former Ginetta champion, Dyson "fell off" and skated through the gravel on the last lap. He kept second, though, with Mike Whitaker's TVR Griffith in his



Colman/Thompson Guards SR dice was a highlight

slipstream. So often a Guards race victor, Whitaker had led the chase of MN-J initially, but throttled back to clinch a hard-won championship, the first V8 driver to do so.

David Tomlin's Lotus Elan and the Marcos-Volvo of Peter Thompson/Charlie Allison topped the four-cylinder brigade, while Tom Smith headed locals Martin Richardson and Andrew Bentley in the quickest MGBs.

A panoply of dramas decided the inaugural HSCC Super Touring

Championship in favour of James Dodd, after an emotional rollercoaster for him and fellow Honda Accord racer Stewart Whyte, 14 points adrift entering the final double-header.

With no new Dunlop tyres available (due to the manufacturing plant's relocation) competitors agreed to run scrubbed used rubber on Sunday's leg, which Dodd started from the back, having gone off at Lodge on the first lap of qualifying. While James struggled home fourth – aided by dad Graeme (Nissan ▶



Oldershaw led, but Sinclair (behind) won Martini bout





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Cleland bested Smith's Audi

► Primera) repelling Mark Jones (Renault Laguna) – with a delaminated front-left tyre, Whyte dominated, cutting his deficit to seven points.

When Dodd's left-rear wheel came loose on the first of Monday's warm-up laps, and its tyre shredded against the arch, Whyte looked hot favourite. If he won again with fastest lap, James needed to finish second. Dodd thus started despondently from the pits, but couldn't believe it when he saw Whyte in the gravel at the hairpin, having outbraked himself!

John Cleland (Vauxhall Vectra) and Paul Smith (Audi A4) thus reprised their Sunday duel, this time for first not second. The rain did not come soon enough for Smith's four-wheel drive, thus Cleland's season ended as it started at Thruxton in April.

"My two lads have put the car together, and it's won more trophies than it did in 1997," beamed the double BTCC champ.

There were too few Martini Trophy takers, but the full-blooded Lola battle between poleman Tony Sinclair – in Grant Read's ex-Chris Craft '73 European 2-litre Sportscar championship-winning T292 – and

Robert Oldershaw's T212 replica showed how great the 'two-seater F2' cars are. Sinclair was leading by inches on Sunday when his car jumped out of third gear and slewed sideways at Hislops, freeing Oldershaw, who was halted by gearbox problems on Monday. That left Sinclair to scream away from Sam Carrington-Yates, excelling in the wet with father David's Chevron B16.

Charting Monday's Historic Touring Car races could fill a book. Suffice to record that Lotus Cortina ace Tim Davies somehow beat the Minis of Pete Morgan and Roger Godfrey home in the soggy opener. The weather turned more inclement later, when oil from Ian Brown's VW Beetle made Knickerbrook to the summit of Clay Hill a skating rink.

If Mike Gardiner (Cortina) felt miffed that Morgan grabbed the lead by straightlining the Hislops escape road and tearing past with a slingshot out of Knickerbrook, he was powerless to prevent Tim Harber's Mini – up from eighth – demoting him. Harber couldn't quite catch Morgan, but Gardner earned rear-wheel-driver gold.

Mark Woodhouse (Elva 100) spun back to fourth in Sunday's front-engined Formula Junior race, but recovered to win when veteran Derek Walker (Terrier) clattered the hairpin barrier while leading under increasing pressure. In the rear-engined split, Jon Milicevic "missed Sam [Wilson] and Dave [Methley]" as he netted his 70th FJ race victory with Stuart Rolt's Cooper T59. John Fyda led the chase, while Andrew Garside was delighted with his first podium after a sluggish start left him much to do.

Frenchman Francois Derossi (Chevron B17) ran away with Monday's Classic Racing Cars stanza – the Rodney Bloor Trophy was his reward. Period F3 racer Robs Lamplough (Brabham BT28) qualified top in the rain, but Andy Jarvis (Palliser twin-cam) suppressed him to third.

Although invitee David Tomlin (Lotus Elan) was first past the chequer, Justin Murphy (Ginetta G4) claimed HRS honours for the second successive year, heading Kevin Kivlochan's Croft battle-scarred Morgan. Oliver Ford edged Jim Dean in a very tight 70s Roadsports round, but Julian Barter forfeited third when his borrowed Elan was found to be underweight.

Mark Charteris maintained his 100 per cent winning record to retain the Classic Clubmans crown, although Spencer McCarthy monstered him all the way. Barry Webb erased Clive Wood's initial advantage to win the FF1600-engined division. Welcome guest Michelle Hayward was fourth

over the line in her more modern Rover-engined Mallock.

Ben Tusting won his second Historic FF2000 race of the year after fast-starting Andy Park spun at Old Hall and collected Colin Wright. Benn Simms chased Tusting home, but Tom Smith in third lost his shadow when Tom White spun at Druids.

Brian Arculus dominated the FISCAR race after recent Lotus Elite nemesis Robin Ellis stalled at the start. Like Arculus, pursuer Paul de Havilland (Jaguar XK150) made his stop after three laps, leaving Martin Melling's 1952 Goodwood Nine Hours-winning Aston Martin DB3 ahead until Nick Matthews (Austin-Healey 100/4) ran long, spooking Arculus briefly.

De Havilland stopped at Hislops last time round, overheating, promoting Matthews to second and Ellis to the podium, ahead of Melling. Most entertaining, meanwhile, was Richard Gane's Jowett Jupiter, which barely slowed for the corners!

● Marcus Pye



Godfrey's Mini leads  
Gardiner's Cortina in  
packed tin-tops race

#### DEREK BELL TROPHY (11 LAPS)

**1 Richard Evans (March-BDG 742) 19m55.124s (89.19mph);** 2 Michael Lyons (Eagle-Chevrolet FA74) +9.553s; 3 Mark Dwyer (March-BDG 782); 4 Ian Ashley (Lola-Chevrolet T300); 5 Jeremy Smith (March-DFV 2-4-0); 6 Andy Huxtable (Chevron-BDA B34). **Class winners** Lyons; Ashley; Huxtable. **Fastest lap** Evans 1m44.823s (92.45mph).

#### RACE 2 (8 LAPS) 1 Lyons

**15m20.620s (84.21mph);** 2 Evans +0.939s; 3 Ashley; 4 Greg Thornton (Chevron-Chevrolet B24); 5 Myles Castaldini (Brabham-BDA BT38); 6 Huxtable. **CW** Evans; Ashley; Castaldini. **FL** Evans

1m53.175s (85.63mph).

#### HISTORIC FF1600 (10 LAPS)

**1 Michael Mallock (Mallock Mk9FF) 21m23.591s (75.50mph);** 2 John Murphy (Merlyn Mk20A) +1.259s; 3 Callum Grant (Merlyn Mk20A); 4 Benn Simms (Alexis Mk14); 5 Rob Wainwright (Elden Mk8); 6 James Buckton (Elden Mk8). **CW** Danny Stanzl (Elden Mk8). **FL** Simms 2m05.826s (77.00mph).

#### GUARDS TROPHY, SPORTS

#### RACING (20 LAPS) 1 Hugh &

**Mark Colman (Chevron-BMW B8) 40m12.777s (80.33mph);** 2 Nick Thompson/Shawn McClurg (Chevron-BMW B6) +0.404s; 3 Charles Allison/Peter Thompson (Chevron-

BMW B8); 4 Brian Casey (Lenham-t/c P69); 5 Arnie Black (Crossle-t/c 75); 6 Barry & Guy Sheppard (Nomad-Ford Mk1A). **CW** Casey; Black. **FL** M Colman 1m54.338s (84.75mph).

#### GUARDS TROPHY, GT (19 LAPS)

**1 Matt Nicoll-Jones (Jaguar E-type) 38m32.432s (79.59mph);** 2 Alistair Dyson (E-type) +11.802s; 3 Mike Whitaker (TVR Griffith); 4 Robert Bremner (AC Cobra); 5 Bob Brooks (Griffith); 6 John Spiers (Griffith). **CW** Whitaker; David Tomlin (Lotus Elan); Tom Smith (MGB). **FL** Dyson 1m56.404s (83.25mph).

#### SUPER TOURING (BOTH 11 LAPS)

**1 Stewart Whyte (Honda Accord) 19m35.482s (90.68mph);** 2 John Cleland (Vauxhall Vectra) +25.311s; 3 Paul Smith (Audi A4); 4 James Dodd (Accord); 5 Graeme Dodd (Nissan Primera); 6 Mark Jones (Renault Laguna). **CW** Kingsley Ingram (Mazda 323F). **FL** Whyte 1m45.481s (91.87mph). **RACE 2**

#### MARTINI TROPHY (9 LAPS)

**1 Robert Oldershaw (Lola-FVC T212/c) 15m29.256s (93.83mph);** 2 Tony Sinclair (Lola-BDG T292) +3.304s; 3 Jonathan Loader (Chevron B19); 4 George Douglas (Martin-BDG BM9); 5 David

Carrington-Yates (Chevron-FVC B16); 6 Bob Brooks (Lola-BDG T212). **CW** Sinclair; Derek Martlew (Tiga SC79). **FL** Oldershaw 1m41.466s (95.51mph).

#### RACE 2 (11 LAPS) 1 Sinclair

**21m48.940s (81.44mph);** 2 Sam Carrington-Yates (Chevron-FVC B16) +13.310s; 3 Loader; 4 Brooks; 5 John Taylor (Chevron B19); 6 Graeme Cooksley (Tiga SC81). **CW** Loader; Cooksley. **FL** Sinclair 1m55.845s (83.65mph).

#### CLASSIC RACING CARS (9 LAPS)

**1 Francois Derossi (Chevron B17) 20m04.229s (72.42mph);** 2 Andy Jarvis (Palliser WDB2) +32.018s; 3 Robs Lamplough (Brabham BT28); 4 Steve Seaman (Brabham BT21); 5 Leif Bosson (BT28); 6 Jim Blockley (BT21B). **CW** Jarvis; Sam Binfield (Titan Mk6). **FL** Derossi 2m10.695s (74.15mph).

#### HRSR HISTORIC TOURING CARS

**(BOTH 9 LAPS) 1 Tim Davies (Ford Lotus Cortina) 21m36.441s (67.17mph);** 2 Pete Morgan (Austin Cooper S) +0.389s; 3 Roger Godfrey (Cooper S); 4 Mike Gardiner (Cortina); 5 John Avill (Cortina); 6 Bob Bullen (Ford Anglia 105E). **CW** Morgan; Gardiner; Avill; Simon Benoy (Hillman Imp). **FL** Davies 2m19.785s (69.32mph).

**RACE 2 1 Morgan 22m16.602s (65.25mph);** 2 Tim Harber (Cooper S) +1.411s; 3 Gardiner; 4 Richard

Dutton (Cortina); 5 Neil Brown (Ford Mustang); 6 David Tomlin (Cortina). **CW** Gardiner; Dutton; Davies; Benoy. **FL** Morgan 2m20.133s (69.15mph).

#### HISTORIC ROAD SPORTS (10 LAPS)

**1 Justin Murphy (Ginetta G4) 20m48.039s (77.58mph);** 2 Kevin Kivlochan (Morgan +8) +29.560s; 3 Jonathan Stringer (Lotus 7 S2); 4 Jim Grant (Lotus Elan) 5 John Shaw (Porsche 911); 6 Mike Eagles (De Tomaso Mangusta). **INV** David Tomlin (Elan). **CW** Kivlochan; Shaw; Eagles; Ian Burford (MG Lenham Le Mans). **FL** Murphy 2m01.320s (79.88mph).

#### 70S ROAD SPORTS (10 LAPS)

**1 Oliver Ford (Lotus Europa) 20m22.735s (79.25mph);** 2 James Dean (Europa) +3.287s; 3 Peter Shaw (TVR Tuscan); 4 Charles Barter (Datsun 240Z); 5 Howard Benthall (Elan); 6 Mark Leverett (Porsche 911SC). **CW** Shaw; Brian Jarvis (Porsche 924). **FL** Ford 2m00.032s (80.73mph).

#### FJHRA HISTORIC FORMULA JUNIOR, FRONT-ENGINED (10 LAPS)

**1 Mark Woodhouse (Elva 100) 21m13.833s (76.07mph);** 2 Richard Ellingworth (Gemini Mk2) +3.183s; 3 Phoebe Rolt (Elva 200); 4 Bill Grimshaw (Moorland Mk1); 5 Neil Hodges (Gemini Mk2); 6 John Arnold (Elva 100). **CW** Mike Fowler (Gemini Mk2); Martin Sheppard (Stanguellini). **FL** Woodhouse 2m02.864s (78.87mph).



Milicevic won again in Formula Junior



## Chandler win run comes up Short

THE MX5 CUP IS NOT CURRENTLY A championship, but it's surely just a matter of time until it becomes one after two thrilling races at Silverstone.

Prior to last weekend, Brian Chandler had won seven races in a row, but he certainly didn't have it all his own way on the International circuit.

Chandler made a good start to the opener and led away from James Blake-Baldwin – who was making his debut in the series – and Ben Short. But Chandler's lead lasted just the solitary lap before Short and later Blake-Baldwin headed the field.

The leading trio was inseparable for the rest of the race, but Chandler eventually extended his winning sequence with Short taking second and Blake-Baldwin third. The three were just 0.27s apart at the flag.

It wasn't just the lead battle that was frenetic, it was even closer behind. Scott Leach and James Rogers continually switched positions, but in the end it was Leach who claimed the place by just two hundredths of a second, while Gary Hufford and Jason Greatrex weren't far behind them either.



ALL PICS: STEVE JONES

Chandler (76) held on for race-one victory, but was finally beaten later on

Race two was a repeat as Chandler, Blake-Baldwin and Short continued their tremendous dice. This time Blake-Baldwin had the advantage for much of the race, but it was Short who was ahead when it mattered to take the chequered flag first. The trio was covered by just 0.5s, with Chandler beaten for the first time this season.

It was a similarly tight fight again for fourth place between Rogers, Leach and Greatrex. After much squabbling, it was Rogers who made the decisive move on the final lap to secure the position, with Greatrex and Leach following him home just half a second further back.

● Stephen Lickorish

**RESULTS (BOTH 11 LAPS) 1 Brian Chandler 15m34.20s (78.42mph);** 2 Ben Short +0.10s; 3 James Blake-Baldwin; 4 Scott Leach; 5 James Rogers; 6 Gary Hufford. **Fastest lap** Blake-Baldwin 1m23.48s (79.78mph).

**RACE 2 1 Short 15m39.52s (77.98mph);** 2 Chandler +0.37s; 3 Blake-Baldwin; 4 Rogers; 5 Jason Greatrex; 6 Leach. **FL** Short 1m23.76s (79.51mph).



Brooks won in a borrowed car

## Brooks plagues Locost rivals

CHAMPIONSHIP LEADER MATHEW Brooks claimed both wins in two typically eventful Locost thrashes.

Brooks made a poor start from pole in the first contest and dropped to fifth. But a collision between Danny Andrew and Richard Jenkins mid-race provided him with a chance to take the lead. In the end, he won by a second from Stuart Sellars and early leader Lee Bankhurst.

Race two was even closer, with Brooks, Andrew, Sellars and Bankhurst all having spells at the front. Contact with Sian Stafford Atkinson put paid to Sellars's

challenge, and on the final lap Brooks regained the lead at Club for a dramatic win. Andrew and Bankhurst were second and third, with Jenkins in fourth, only 1.2s behind the winner.

● Stephen Lickorish

**RESULTS (BOTH 11 LAPS) 1 Mathew Brooks 15m40.94s (77.86mph);** 2 Stuart Sellars +1.14s; 3 Lee Bankhurst; 4 Sian Stafford Atkinson; 5 Shaun Brame; 6 Jack Coveney. **FL** Brooks 1m23.64s (79.63mph).

**RACE 2 1 Brooks 15m40.33s (77.91mph);** 2 Danny Andrew +0.13s; 3 Bankhurst; 4 Richard Jenkins; 5 Richard Bradley; 6 Sellars. **FL** Bradley 1m23.50s (79.76mph).

## Thrashes go to the wire

THERE WAS SOME VERY CLOSE racing in Sport Specials with the dramatic battles going right to the line. The victories went to Edward Ives and Clive Hudson.

Nick Holden's Atom grabbed the lead in the opener, but by Club both Ives and Hudson had repossessed him. The frontrunners spread out after Andrew Sterling speared off exiting Stowe and Paul Boyd withdrew, leaving Ives's Elite and Hudson's Eclipse to duel for the lead. Ives then made the decisive move on lap nine with Hudson struggling in traffic.

Race two was similarly frantic with Hudson, Ives and a happier Boyd inseparable throughout. It

was Hudson who prevailed from Boyd after Ives overcooked it on the final lap and spun.

● Stephen Lickorish

**RESULTS (BOTH 12 LAPS) 1 Edward Ives (Elite Pulse) 15m18.97s (86.97mph);** 2 Clive Hudson (Eclipse SM1) +0.54s; 3 Cheng Lim (RAM SC); 4 Nick Holden (Ariel Atom Cup); 5 Dave Caldecourt (Caterham 7); 6 Nigel Brown (Sylva Phaser). **Class winners** Hudson; Lim; Adrian Cooper (Procomp LA Gold); Peter Samuels (MGB GT V8); Robert Frost (DAX Tojeiro). **FL** Hudson 1m14.18s (89.78mph).

**RACE 2 1 Hudson 15m07.05s (88.11mph);** 2 Paul Boyd (Eclipse SM1) +0.58s; 3 Ives; 4 Holden; 5 Lim; 6 Paul Collingwood (Sylva J15). **CW** Ives; Lim; Cooper; Samuels; Frost. **FL** Ives 1m14.24s (89.71mph).



Hudson edged second battle





Voyce wrapped up title with a double

COMPACT CUP SILVERSTONE, AUGUST 23-24 750MC

## Voyce screams to Compact crown

**A DOUBLE VICTORY HANDED STUART** Voyce the Compact Cup title at Silverstone, but his wins were far from straightforward.

Voyce's day began well as he claimed pole by half a second from main rival and reigning champion Stephen Roberts in qualifying, but he made a dreadful start to race one that dropped him to seventh. "Sitting on the grid, the adrenaline was pumping too much," he confessed.

This gifted Roberts a significant advantage from Mike Tovey as Voyce set about recovering his lost ground.

By lap four he had climbed to second and soon caught Roberts, who did everything he could to keep Voyce behind him. He staved off the assault until the final lap when Voyce took the lead into Abbey. "That was one of my best-ever races," said Voyce later.

Voyce made a much better start to race two and led away from Roberts, but at Club Pawel Blachut and Mark Cornell made contact, and caused a red flag. Voyce made another good getaway on the restart and led for the remainder, despite Roberts coming incredibly close to snatching the lead.

Voyce's seventh victory of the season was enough for him to clinch the championship. Behind Roberts came Tovey, who took his second podium of the weekend.

● Stephen Lickorish

**RESULTS (11 LAPS) 1 Stuart Voyce 15m28.33s (78.92mph);** 2 Stephen Roberts +1.35s; 3 Mike Tovey; 4 Owen Hunter; 5 Alex Dew; 6 James Nutbrown. **FL** Voyce 1m22.75s (80.48mph).

**RACE 2 (8 LAPS) 1 Voyce 11m13.97s (79.05mph);** 2 Roberts +0.60s; 3 Tovey; 4 Hunter; 5 Nutbrown; 6 Dew. **FL** David Drinkwater 1m23.15s (80.10mph).

FORMULA VEE SILVERSTONE, AUGUST 23-24 750MC

## Farmer brace sows seeds for the title

**MARTIN FARMER EXTENDED HIS** championship lead at Silverstone with two comfortable victories in his GAC after a pair of eventful races.

Farmer was in a class of his own because his main title rival Paul Smith was away at a stag do, enabling him to claim pole by a second.

Farmer streaked into the lead at the start and never looked back as the rest of the field fought hard behind him. Graham Gant made a good start in his WEV to take second from Craig Pollard's GAC, but he only held the position briefly before suffering a rare mechanical problem.

Further back, Paul Taylor (GAC), Jack Wilkinson (Sheane) and Peter Belsey (Spyder) were having a ding-dong battle for third, but it sadly ended in tears. Wilkinson's car rolled over after contact with Belsey and this brought out the red flags.

Farmer came under pressure from Pollard at the start of race two, but by



Farmer (2) led a GAC one-two in the opener

mid-distance he had settled into an unassailable lead and took his seventh win of 2014.

The race for second was wide open, with Pollard, Gant, Belsey and Ian Jordan all in with a chance of taking the place on the final lap. Belsey prevailed, with Pollard making it two podiums from the weekend in third.

● Stephen Lickorish

**RESULTS (7 LAPS) 1 Martin Farmer (GAC) 9m05.04s (85.54mph);** 2 Craig Pollard (GAC) +3.29s; 3 Paul Taylor (GAC); 4 Ian Jordan (Sheane Jordan); 5 Peter Studer (Sheane EWS); 6 Steve Ough (AHS Dominator). **CW** Studer. **FL** Peter Belsey (Spyder Mk2) 1m16.69s (86.84mph).

**RACE 2 (12 LAPS) 1 Farmer 15m20.48s (86.82mph);** 2 Belsey +5.47s; 3 Pollard; 4 Jordan; 5 Graham Gant (WEV); 6 Tim Probert (Storm). **CW** Studer. **FL** Jordan 1m15.62s (88.07mph).



## Silverstone in brief

### Civic Cup

Two storming drives from Rich Hockley (above) gave him the wins in both Silverstone races. He made a poor start in race one and worked his way up from eighth to the lead on the final lap. He had to fight through the order again in race two, with the top six enjoying close racing in both thrashes.

### 750 Formula

There was no stopping Billy Albone's Batten in the 750 Formula Championship at Silverstone as he stormed to his eighth win of the season. David Bartholomew's PRS claimed second, while Albone's main championship rival Bill Cowley recovered to third in his Cowley after starting well down the order because of a seized gearbox in qualifying.

### Bikesports

Jon-Paul Ivey took a comfortable double win as championship leader Tim Gray had to sit out both races with engine troubles. Ivey's Radical PR6 twice beat the similar machine of Phillip Cooper, while Gary Paterson (SR3) claimed third in race one – his best finish of the season so far. The SR3 of Adrian Reynard completed the podium in race two, despite a poor getaway.

### Stock Hatch/Classic

Tom Bell claimed the race-one victory after front-row starter Carl Swift made a poor getaway. Swift made amends in the second race as he just kept reigning champion Bell behind him. The opening race was red-flagged and then restarted after two laps when Martyn Fowdrey rolled after colliding with Jon Hobbs. Classic honours went to Andrew Thorpe and Lee Scott.

### RGB

Matthew Higginson took a brace of wins in his Spire, but was made to work hard for them. He had a long battle with Scott Mittell in race one and only made it through at the final corner. Race two was red-flagged after a five-car pile-up at Abbey. Higginson (1, below) led the majority of the restarted race, winning from Alastair Boulton's similar machine.







Bradshaw battles it out with Morris

ALL PICS: DEREK BINSTED

**PORSCHE CLUB DONINGTON PARK, AUGUST 24-25 BARC**

# Bradshaw fights back to take a double

**TOM BRADSHAW BECAME THE FIRST** four-time winner of the season in the Porsche Club GB Challenge at Donington Park, and then added a fifth in impressive fashion.

Bradshaw qualified his 996 on pole and was truly in a class of his own in the opener, driving into the distance.

The squabble for second behind him was fought out by Peter Morris's 996 and a pair of older 964C2s driven by Adrian Slater and Mark Sumpter. This was decided in Morris's favour at three-quarters distance when he finally passed Sumpter after five laps

of trying. Slater was fourth, ahead of Richard Ellis (993C) and Mark McAleer's 996. Sixth was quite an achievement for McAleer, considering how far back he fell on lap one.

Bradshaw had a similar problem to McAleer in race two, except his was more of his own making, the Bolton driver making a poor start. Morris, on fresh tyres, led the early running ahead of Sumpter and Slater, as Bradshaw recovered to sixth by the end of the first lap.

Bradshaw passed Ellis for fifth, just before an impromptu safety car

halted racing. When it came in, a four-way fight for the lead was unleashed. McAleer showed a lot of fight after his disappointing first race, and fired his way up to second across the startline.

McAleer's position was shortlived, though, because that man Bradshaw was soon past and onto the tail of Morris. Bradshaw got through, and for the final six laps we finally got a battle between the two 996s, with Morris keeping Bradshaw honest. He couldn't quite keep close enough, however, and Bradshaw took the win.

Morris, who has 11 out of 11 podium finishes this season, was second, followed by Sumpter and McAleer.

● Jack Benyon

**RESULTS (20 LAPS) 1 Tom Bradshaw (996) 25m19.667s (93.76mph);** 2 Peter Morris (996) +20.112s; 3 Mark Sumpter (964 C2); 4 Adrian Slater (964 C2); 5 Richard Ellis (993C); 6 Mark McAleer (996). **Class winner** Mark Koeberle (968 CS). **Fastest lap** Bradshaw 1m14.744s (95.32mph). **RACE 2 (18 LAPS) 1 Bradshaw 25m28.808s (83.88mph);** 2 Morris +0.814s; 3 Sumpter; 4 McAleer; 5 Ellis; 6 Slater. **CW** Stuart Ings (Boxster). **FL** Bradshaw 1m15.453s (94.42mph).

**PICKUPS DONINGTON PARK, AUGUST 24-25 BARC**

## Even Stevens in Pickups

**THE PICKUP RACES SUFFERED FROM** Britain's infamous Bank Holiday weather, and were the two wettest races of the day.

Pete Stevens and David O'Regan dominated the double meeting, with O'Regan leading right up until two laps to go in the first race when Stevens pounced at Roberts.

Championship leader Michael Smith was on the bottom step of

the podium, some way behind the front two, after the field had been reduced by the tricky conditions in a race of attrition.

O'Regan dominated in the second race. He pulled out a gap early, which he managed perfectly to lead home Smith, who was in turn was comfortably ahead of Stevens in third.

● Jack Benyon

**RESULTS (14 LAPS) 1 Pete Stevens 23m04.645s (72.03mph);** 2 David O'Regan +0.315s; 3 Michael Smith; 4 Charlie Weaver; 5 Anthony Hawkins; 6 Gavin Murray. **FL** Stevens 1m36.105s (74.13mph). **RACE 2 (15 LAPS) 1 O'Regan 24m03.461s (74.03mph);** 2 Smith +4.692s; 3 Stevens; 4 Murray; 5 Mark Willis; 6 Freddie Lee. **FL** Stevens 1m34.156s (75.66mph).



Stevens won Pickups opener

**MINI SE7ENS DONINGTON PARK, AUGUST 24-25 BARC**

## Davis and Thomas take narrow wins

**GRAEME DAVIS AND DARREN THOMAS** both had days to remember in the Mini Se7en Challenge, each driver taking a pole and a win.

Davis stole victory from under Thomas's nose in the first instalment, outdrugging him to the finish line after a good run exiting the final corner. The winning margin for Davis was just 0.024 seconds, with Jabez Dyer rounding out the podium spots for a career-best Se7ens finish.

In the second race, Davis fell back on lap three, and could only recover to fourth by the finish having been as low as 11th. Thomas had to fend off Leon Wightman and Ashley Davies on the last lap for the win.



Davis and Thomas battled hard for wins

Wightman shot out of the final corner on the last lap to steal second from Davies, after being behind him for the majority of the race. Further back Kieren McDonald repeated his race-one result with another fifth-place finish, ahead of Steve Baker.

● Jack Benyon

**RESULTS (BOTH 10 LAPS) 1 Graeme Davis 15m18.615s (77.55mph);** 2 Darren Thomas +0.024s; 3 Jabez Dyer; 4 Leon Wightman; 5 Kieren McDonald; 6 Andrew Deviny. **FL** Thomas 1m30.474s (78.74mph). **RACE 2 1 Thomas 15m20.442s (77.40mph);** 2 Wightman +0.326s; 3 Davies; 4 Davis; 5 McDonald; 6 Steve Baker. **FL** Deviny 1m29.322s (79.76mph).



**KUMHO BMW DONINGTON PARK, AUGUST 24-25 BARC**

## Ex-champion Wells clear of the rest

COLIN WELLS WAS A MAN ON A mission in damp conditions at Donington Park, the 2012 champion taking a pair of Kumho BMW wins.

Wells led from the start in race one, with little in the way of a challenge from behind, as Tom Hibbert took second ahead of championship leader Tom Wrigley late on.

Wells had a more difficult time in the second instalment, Wrigley keeping him honest for the majority of the race before dropping back towards the end.

It was the other Hibbert, Mike, who was Wrigley's closest rival in this race, as Tom's race ended in the Old Hairpin gravel on lap seven.



Wells dominated Class A on Monday

The Class B, C, D and I races were run on Monday's bill, with the undoubted hero being Dave Heasman. The Hertford driver took a third and second overall, and led Class C in both races. In the first, Robert Salisbury built up an early advantage and gapped the field, giving him a comfortable margin over Ian Crisp.

Crisp started to close from halfway and eroded the lead to almost nothing by the end, but couldn't overturn Salisbury. Heasman, in third, had no wipers for the beginning or the end of the race, but still managed the fastest lap and a third position against many quicker cars.

In the second race, it was Crisp's turn to take an early lead, which he wouldn't relinquish, despite a mid-race safety car bunching up the order. Heasman came home second ahead of a slow-starting Salisbury.

● Jack Benyon

**RESULTS (BOTH 12 LAPS)** 1 Colin Wells (M3 CSL) 21m29.125s (71.84mph); 2 Thomas Hibbert (E36 M3) +10.959s; 3 Tom Wrigley

(E36); 4 Mike Hibbert (E36); 5 Karl Skitt (1 Series); 6 Kal Ezzat (E36). **FL** M Hibbert 1m36.858s (73.55mph).

**RACE 2 1 Wells 21m08.293s (73.02mph);** 2 Wrigley +10.576s; 3 M Hibbert; 4 Ezzat; 5 Skitt; 6 Jim Cannon (1 Series). **FL** Wells 1m35.727s (74.42mph).

**CLASSES B, C, D AND I (12 LAPS)**

**1 Robert Salisbury (E36) 21m03.142s (67.88mph);** 2 Ian Crisp (E36) +0.735s; 3 Dave Heasman (328i Saloon); 4 Darren Morgan-Owen (E36 M3); 5 Stephen Pearson (E36); 6 Alan Thompson (E36). **CW** Heasman; Pearson. **FL** Heasman 1m41.230s (70.38mph).

**RACE 2 (10 LAPS) 1 Crisp 20m03.708s (59.18mph);** 2 Heasman +2.871s; 3 Thompson; 4 Salisbury; 5 Dominic Surdi (E36); 6 Stuart Laws (E36). **CW** Heasman; Greg Marking (318is). **FL** Crisp 1m41.677s (70.07mph).



Crisp took a win too

**LEGENDS DONINGTON PARK, AUGUST 24-25 BARC**

## Brace on the brink of title retention after hat-trick

DEAN BRACE TOOK A HUGE STEP towards retaining his Legends title with three wins out of six at Donington Park.

On Sunday, Brace took victory in the opener after a race-long battle with John Paterson, the two swapping places on numerous occasions.

Ben Power, who would prove a major protagonist throughout the weekend, was third.

Race two was effectively decided on lap seven, when Power spun, gifting Brace the lead. He in turn

locked up at Redgate and fell to fourth, while Paterson took the lead late on, heading home James Holman and the recovering Brace.

The final, as ever worked out by taking the drivers with the most points from the first two races and putting them at the back, went the way of Power. He benefited from a melee at Roberts corner, where numerous cars were involved, including Brace, bringing out the safety car. Power took the lead at McLeans on the last lap, and scarpended away ahead of Paterson

and erstwhile leader Jack Parker.

On Monday, rain played a big part in the action as the cars really struggled for grip. The first race of the day went Brace's way from pole, and he led for the majority to win ahead of Parker. Race two was also Brace's to lose, but a missed gear on the final lap cost him another win, gifting the race to Power for his second triumph of the weekend. Brace, furious for the rest of the day because of his mistake, beat his father Nick to second.

The final race of the day was a

masterclass in wet driving by Brace Jr, as he carved his way through the order from the back of the grid. The only man in the same league as him in the torrential rain was his father, 2.6s further back.

● Jack Benyon

**RESULTS (8 LAPS) 1 Dean Brace 11m12.715s (84.72mph);** 2 John Paterson +0.372s; 3 Ben Power; 4 James Holman; 5 Jack Parker; 6 Henry King. **FL** D Brace 1m22.679s (86.17mph).

**RACE 2 (8 LAPS) 1 Paterson 11m19.701s (83.85mph);** 2 Holman +0.192s; 3 D Brace; 4 Nick Brace; 5 Robert King; 6 Guy Fastres. **FL** Paterson 1m22.825s (86.02mph).

**RACE 3 (12 LAPS) 1 Power 19m50.468s (71.81mph);** 2 Paterson +0.095s; 3 Parker; 4 H King; 5 David Ward; 6 Jean-Michel Poncelet. **FL** Paterson 1m23.037s (85.80mph).

**RACE 4 (8 LAPS) 1 D Brace 14m04.583s (67.48mph);** 2 Parker +1.166s; 3 N Brace; 4 H King; 5 Paterson; 6 Daniel McKay. **FL** Parker 1m42.971s (69.19mph).

**RACE 5 (8 LAPS) 1 Power 14m06.439s (67.33mph);** 2 D Brace +0.739s; 3 N Brace; 4 Parker; 5 Paterson; 6 McKay. **FL** N Brace 1m43.689s (68.71mph).

**RACE 6 (10 LAPS) 1 D Brace 17m18.237s (68.62mph);** 2 N Brace +2.655s; 3 Lawrence Davey; 4 McKay; 5 Paterson; 6 Holman. **FL** N Brace 1m42.407s (69.57mph).



Brace leads the way at soggy Donington





Rose clinched Saloons title

CASTLE COMBE, AUGUST 25 **CCRC**

## Rose blossoms at rain-drenched Combe

**DAVE ROSE CLINCHED THE SALOONS** crown with a round to spare during a sodden August Bank Holiday raceday at Castle Combe.

In treacherous conditions at the fast Wiltshire track, Rose took Class D honours after coming out on top of a tight battle with Adrian Slade, putting the Volkswagen Lupo driver beyond the reach of his rivals.

Tony Hutchings (Audi TT) did all that he could to keep the title alive by taking the Class A win and setting fastest lap, but was beaten to overall victory by Class B runner Mark Wyatt (Vauxhall Astra). Polesitter Charles Hyde-Andrews-Bird had been on course for the win before dropping out just after one-third distance due to his Renault Megane suffering a turbo problem.

Carl Loader (Citroen Saxo) was third overall to take a comfortable win in Class C, inheriting the place

after Russell Akers's Astra packed up with only a few laps remaining.

Nathan Ward was unstoppable in the Formula Ford 1600 race, getting the jump from pole and streaking into the distance amid thick spray to win. Roger Orgee held second throughout to extend his points lead over reigning champion Adam Higgins heading into the final round of the championship, but was unable to keep pace with his Kevin Mills Racing team-mate Ward.

A spin for Ashley Crossey at Tower just beyond half distance prevented a sweep of the podium for Mills's team, allowing Class B victor and series returnee Felix Fisher to complete the top three, just ahead of Higgins.

Gary Prebble wrapped up the Sports and GT title with one round still to go with a dominant victory, lapping the entire field after early leader and fellow Mitsubishi Evo

pilot Barry Squibb peeled into the pits with a mechanical problem.

In the Sports Racing event, Darcy Smith surged ahead of polesitter Andy Crockett on the second lap to pull away to win by six seconds in a race that didn't get going until the third attempt following two aborted starts.

Elliot Stafford ran away with the first Super Mighty Minis race from pole, escaping from the chasing pack by a rate of almost two seconds per lap to secure a straightforward win.

The reversed-grid second race was a far closer affair – Stafford steadily climbed the order from seventh, securing the double by just a thousandth of a second after making a last-gasp move at Camp on long-time leader Jamie White on the final lap.

A similar move gave the opening Mighty Mini encounter victory to Paul Inch. On the receiving end this time was Samuel Hathaway, who was forced to settle for second ahead of father Martyn. Starting seventh in the reversed-grid second race, Inch seemed on course to take a second win before plummeting down the order as the track began to dry. With both Hathaways spinning out of podium contention, it was left to Paul Rhodes to win by just over a second from Ian Slark.

Wayne Marrs repelled an early assault by Graham Reeder to win the Ferrari Open race, while Gary Culver took Ferrari Classic honours after dispatching Peter Fisk at Tower.

● Jamie Klein

### RESULTS

**SALOONS (15 LAPS)** 1 Mark Wyatt (Vauxhall Astra) 22m40.773s (73.41mph); 2 Tony Hutchings (Audi TT) +14.850s; 3 Carl Loader (Citroen Saxo); 4 Kieren Simmons (Ford Fiesta); 5 Bill Brockbank (SEAT Ibiza Cupra); 6 Ayrton Anderson (Fiesta). **Class winners** Hutchings; Loader; Dave Rose (VW Lupo). **Fastest lap** Charles Hyde-Andrews-Bird (Renault Megane) 1m27.175s (76.39mph).

**FORMULA FORD 1600 (15 LAPS)** 1 Nathan Ward (Spectrum 011c) 22m46.539s (73.10mph); 2 Roger Orgee (Van Diemen RFOO) +14.646s; 3 Felix Fisher (Swift SC93K); 4 Adam Higgins (Van Diemen JL12); 5 Richard Higgins (JL12); 6 Ed Moore (Van Diemen JLO13K). **CW** Fisher; David Cobbold (Van Diemen RF89); Kevin Howell (PRS RH01). **FL** Ward 1m29.046s (74.79mph).

**SPORTS AND GT (15 LAPS)** 1 Gary Prebble (Mitsubishi Lancer Evo) 21m22.996s (77.86mph); 2 Nick Holden (Ariel Atom) -1 lap; 3 Martin Perry (Fiat Coupe); 4 Dylan Popovic (Marlin Avatar); 5 Craig Moore (Rage R200 RT); 6 Mark Higginson (R200). **CW** Holden; Popovic; Moore; Peter Fisk (Caterham Roadsport). **FL** Prebble 1m23.445s (79.81mph).

**SPORTS RACING (15 LAPS)** 1 Darcy Smith (Radical SR4) 20m51.911s (79.79mph); 2 Andy Crockett (Radical Pro Sport) +6.170s; 3 Chris Vinall (Radical SR3 RS); 4 Norman Lackford (Radical PR6); 5 Steve Bracegirdle (Nemesis RWE 98 GT); 6 Robert Gillman (Radical Clubsport). **CW** Gillman. **FL** Smith 1m22.221s (81.00mph).

**SUPER MIGHTY MINIS (BOTH 12 LAPS)** 1 Elliot Stafford 19m58.083s (66.70mph); 2 Daniel Budd +16.814s; 3 Steve Macted; 4 Jamie White; 5 James Lyford; 6 Scott Kendall. **FL** Stafford 1m38.646s (67.51mph).

**RACE 2 1** Stafford 21m33.099s (61.80mph); 2 White +0.001s; 3 Budd; 4 Neil Slark; 5 Scott Kendall; 6 Macted. **FL** Stafford 1m37.587s (68.24mph).

**MIGHTY MINIS (12 LAPS)** 1 Paul Inch 21m40.482s (61.45mph); 2 Samuel Hathaway +0.233s; 3 Martyn Hathaway; 4 Adrian Tuckley; 5 Paul Rhodes; 6 Charlie Budd. **FL** M Hathaway 1m46.137s (62.74mph).

**RACE 2 (11 LAPS)** 1 Rhodes 20m07.769s (60.65mph); 2 Ian Slark +1.155s; 3 Damien Harrington; 4 Tuckley; 5 Gregory Jenkins; 6 Christopher Kit Stevens. **FL** Slark 1m47.581s (61.90mph).

**FERRARI OPEN (19 LAPS)** 1 Wayne Marrs (458 Challenge) 25m10.205s (83.79mph); 2 Graham Reeder (430 GT3) +10.621s; 3 Nigel Jenkins (355 Challenge); 4 Darren Laverty (355); 5 Vance Kearney (355); 6 Paul Ugo (360 Challenge). **CW** Jenkins; Ugo. **FL** Marrs 1m17.853s (85.54mph).

**FERRARI CLASSIC (12 LAPS)** 1 Gary Culver (328 GTB) 20m03.593s (66.40mph); 2 Peter Fisk (328) +1.134s; 3 Nigel Jenkins (328); 4 Darren Wilson (328); 5 Ray Ferguson (Mondial T); 6 Tim Walker (328). **CW** Fisk; Christopher Goddard (308); Carl Bugar (Mondial QV). **FL** Culver 1m37.667s (68.19mph).



Ward dominated the FF1600 race



Moran is on course to take fifth title



BRITISH HILLCLIMB CHAMPIONSHIP GURSTON DOWN, AUGUST 24-25

# Moran makes it look easy with record-breaking run

WITH HIS BEST SKILLS ON DISPLAY, four-time champion Scott Moran headed towards his fifth title with two run-off victories at Gurston. He also lowered the hill record held for seven seasons by Martin Groves.

Trevor Willis held on to his second place in the title race with a good weekend's work, sharing second with Will Hall in the first shoot-out, then being moved out to fourth in the final run-off by Hall and Jos Goodyear, who are this season's best developers.

After his record-breaking run in the penultimate climb of the weekend, Moran said: "You don't want to run after Jos because you would see his time on the displays. As he outqualified me, I just went out to do what I had to. The record was a pleasant bonus that I had been after since the day Martin set it."

Goodyear suffered a little earlier in the day, being outqualified by Moran

in the first shoot-out, then experiencing a massive tailslide out of the final left-hander.

Goodyear still scored four more points than Alex Summers, the man who holds fourth in the standings. There is a gap of just 14 points between them, and Summers has three points to drop later, while Goodyear has none, so the chase is still on with the fragility of their supercharged bike engines a possible factor. To qualify that statement, Summers has had 10 engines in four seasons and Goodyear is on his second this year.

It's still possible for Hall to catch Willis to snatch second place, but his challenge is made more difficult because the lowest scores will begin to be discarded from the next run-off. After Gurston, Hall has a maximum of 24 to lose and Willis will drop 22.

● Eddie Walder

**ROUND 27**

**1 Scott Moran (3.5 Gould-NME GR61X) 25.81s;** 2= Trevor Willis (3.2 OMS-RPE 28) & Will Hall (3.5 Force-Nissan WH) 25.93s; 4 Jos Goodyear (1.3s GWR-Suzuki Raptor) 26.02s; 5 Alex Summers (1.3s DJ-Suzuki Firehawk) 26.23s; 6 John Bradburn (3.5 Gould-Cosworth B19) 26.59s; 7 Wallace Menzies (4.0 Ralt-BDA RT3) 26.60s; 8 Tom New (4.0 Gould-Judd GR55) 26.69s; 9 Alastair Crawford (2.8 Gould-NME GR55) 26.92s; 10 Roger Moran (3.5 Gould-NME GR61X) 27.38s; 11 David Uren (1.3t Force-Suzuki PC) 27.44s; 12 Paul Haines (1.3s Gould-Suzuki GR59) DNF.

**ROUND 28**

**1 S Moran 25.37s outright record & BTD;** 2 Goodyear 25.83s; 3 Hall 26.09s; 4 Willis 26.18s; 5 Summers 26.19s; 6 Crawford 26.66s; 7 New 26.95s; 8 Menzies 27.04s; 9 Bradburn 27.13s; 10 Uren 27.45s; 11 R Moran 27.52s;

12 Steve Owen (1.6 OMS-Suzuki 28) 28.43s. **CW** Pete Hammock (1.6 OMS-Suzuki CFO4) 33.54s; Steve Harris (1.8 Vauxhall Corsa) 39.11s; Tony Bunker (3.8t Nissan GT-R) 34.49s; Allan Warburton (2.5 Caterham-Duratec) 31.84s; Neil Turner (1.4 Mini Cooper S 16v) 36.35s; Keith Murray (1.4t Audi 80 Quattro) 33.04s; Stephen Moore (2.3t Mitsubishi Evo 6) 33.68s; Andy Fraser (3.6 Porsche 911 GT3) 34.19s; Neal Masters (2.0 Westfield Sei) 34.00s; Mike Rudge (2.3 Westfield Sei) 30.99s; Amanda George (2.0 Chevron-Cosworth B19) 34.89s; Jonathan Gates (1.3s Force-Suzuki LM) 29.40s; Nic Mann (1.7t Mannic Beattie) 27.99s; Rob Capper (1.0 Force-Suzuki HC) 30.67s; Brian Moody (1.6 Ralt-BDA RT3) 33.61s; Ed Hollier (1.6 Empire Suzuki) 28.29s; Goodyear 25.91s **record;** S Moran 25.76s. **POINTS 1 S Moran 233;** 2 Willis 214; 3 Hall 200; 4 Summers 157; 5 Goodyear 140; 6 Menzies 106; 7 New 102; 8 Bradburn 96; 9 R Moran 85; 10 Spedding 60.

Goodyear closed in on fourth in the points



LYDDEN HILL BRITISH RALLYCROSS, AUGUST 25 LHC

# Four titles in a row for RX ace Godfrey

**CHAMPIONSHIP LEADER JULIAN** Godfrey's run of wins was ended as the British Rallycross field arrived at Lydden Hill's Bank Holiday Monday meeting, but he still took his fourth consecutive title.

Ollie O'Donovan qualified his Ford Focus on pole for the final, with Godfrey's Fiesta alongside and series returnee Andy Grant (Focus) completing the front row. But the poleman didn't move at the start and the race was stopped, with the Irish driver claiming to be unable to see the lights.

With the race restarted,



O'Donovan halted Godfrey's run of wins

O'Donovan seized the lead into Chessons Drift for the first time ahead of Godfrey and Steve Hill's Mitsubishi Evo. Dutch Volvo driver Will Teurlings was the only other driver not to take his joker on the first lap.

O'Donovan led, while Godfrey took his joker on the third lap, returning to

the main track behind Hill. Behind the leaders, Grant, Steve Harris and Steve Mundy came together in the first corner, sending all three into retirement.

O'Donovan and Hill took their joker on the final tour, while Godfrey squeezed between the trio of broken cars on the last lap

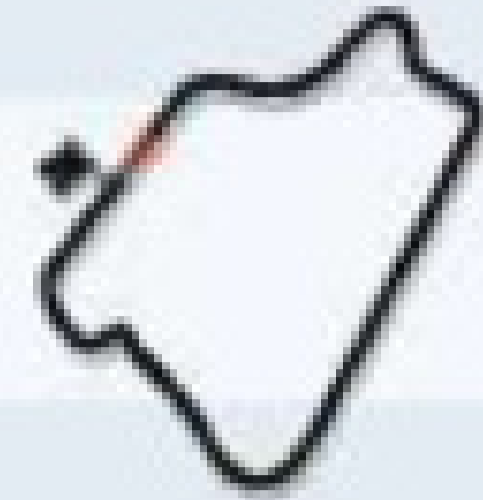
and emerged between O'Donovan and Hill to claim his fourth title. ● Hal Ridge

**SUPERCAR A-FINAL (4 LAPS) 1 Ollie O'Donovan (Ford Focus);** 2 Julian Godfrey (Ford Fiesta); 3 Steve Hill (Mitsubishi Evo); 4 Will Teurlings (Volvo S40); 5 Mark Flaherty (Citroen DS3); 6 Andy Grant (Ford Focus).



# NATIONAL RESULTS ROUND-UP

**SILVERSTONE**  
AUGUST 23-24, 750MC



**BIKESPORTS (18 LAPS) 1 Jon-Paul Ivey (Radical PR6) 20m01.67s (99.76mph);** 2 Phillip Cooper (Radical PR6) +16.08s; 3 Gary Paterson (Radical SR3); 4 Will Brown (Radical PR6); 5 Richard Wise (Spire GT-3); 6 Tim Porter (Radical SR3). **Class winners** Paterson; Wise. **Fastest lap** Ivey 1m05.67s (101.42mph).

**RACE 2 (15 LAPS) 1 Ivey 16m46.24s (99.28mph);** 2 Cooper +7.45s; 3 Adrian Reynard (Radical SR3); 4 Brown; 5 James Breakell (Radical PR6); 6 Porter. **CW** Reynard; Wise. **FL** Ivey 1m05.86s (101.12mph).

**750 FORMULA (12 LAPS) 1 Billy Albone (Batten 3) 15m12.64s (87.57mph);** 2 David Bartholomew (PRS 1B) +16.76s; 3 Bill Cowley (Cowley MkIV); 4 Chris Gough (CGR02 EVO); 5 Mick Harris (Darvi 877); 6 Bob Simpson (SS/F). **CW** Graham Rice (GRM/750). **FL** Albone 1m14.52s (89.37mph).

**RGB (12 LAPS) 1 Matthew Higginson (Spire GT3) 14m06.88s (94.37mph);** 2 Scott Mittell (Mittell MC-52B) +0.59s; 3 Alastair Boulton (Spire GT3); 4 John Cutmore (Spire GT3); 5 Paul Rogers (Contour RGB09); 6 Tony Gaunt (Wolfe TGO2). **CW** Austen Greenway (MNR GM3). **FL** Higginson 1m09.35s (96.03mph).

**RACE 2 (11 LAPS) 1 Higginson 12m50.40s (95.09mph);** 2 Boulton +1.15s; 3 Cutmore; 4 Mittell; 5 Rogers; 6 Duncan Horlor (Spire GT3). **CW** Greenway. **FL** Higginson 1m09.00s (96.52mph).

**STOCK HATCH AND CLASSIC STOCK HATCH (7 LAPS) 1 Tom Bell (Citroen Saxo VTR) 9m38.39s (80.60mph);** 2 Carl Swift (Saxo VTR) +5.74s; 3 Lee Deegan (Saxo VTR); 4 Toby Bearne (Saxo VTR); 5 Steven Powlesland (Saxo VTR); 6 Philip Wright (Saxo VTR). **CW** Andrew Thorpe (Citroen AX GTi). **FL** Bell 1m21.60s (81.62mph).

**RACE 2 (11 LAPS) 1 Swift 15m03.67s (81.96mph);** 2 Bell +0.38s; 3 Shayne Deegan (Saxo VTR); 4 L Deegan; 5 Justin Drury (Saxo VTR); 6 Paul Jarvis (Saxo VTR). **CW** Lee Scott (Ford Fiesta XR2i). **FL** Bell 1m21.25s (81.97mph).

**ROADSPORTS (33 LAPS) 1 Alec Livesley (Jensen Healey) 45m12.22s (81.03mph);** 2 Allan Gibson (Lotus Exige) +20.85s; 3 Steve Brown (Porsche Boxster S); 4 Leon Bidgway/Andy Chapman (Toyota MR2); 5 Tim Harrison/Andrew Thompson (Morgan +4); 6 Alan Broad/James Broad (BMW M3). **CW** Brown; Eliot Dunmore (Mini Cooper S). **FL** Livesley 1m16.34s (87.24mph).

**MR2 (5 LAPS) 1 Matthew Palmer (Mk2) 6m51.75s (80.87mph);** 2 Jim Davies (Roadster) +3.69s; 3 Timothy Heron (Mk2); 4 Alex Knight (Mk2); 5 Stuart Nicholls (Roadster); 6 Shaun Traynor (Mk2). **CW** Davies. **FL** Palmer 1m21.52s (81.70mph). **RACE 2 (11 LAPS) 1 Palmer**

**15m05.85s (80.87mph);** 2 Davies +4.09s; 3 Knight; 4 Traynor; 5 Mark Barber (Mk2); 6 Kristian White (Mk2). **CW** Davies. **FL** Palmer 1m21.37s (81.85mph). **CIVIC CUP (BOTH 11 LAPS) 1 Rich Hockley 14m53.40s (82.00mph);** 2 Luke Sedzikowski +0.97s; 3 Mark Higginson; 4 Andrew Gaugler; 5 Chris Coomer; 6 Bernard Galea. **FL** Hockley 1m19.70s (83.56mph).

**RACE 2 1 Hockley 14m52.15s (82.12mph);** 2 Gaugler +2.83s; 3 Sedzikowski; 4 Galea; 5 Coomer; 6 Higginson. **FL** Hockley 1m19.28s (84.01mph).

**750 TROPHY (10 LAPS) 1 Christian Pederson (Austin 7 Supercharged) 15m22.39s (72.20mph);** 2 Martin Kemp (Racekits Merlin) +43.61s; 3 Andy Schultz (JoMo); 4 Michael Harvey (JB Special); 5 John Slatter (JGS); 6 Ian Grant (Austin 7 Pigsty Special). **CW** Grant. **FL** Pederson 1m30.77s (73.37mph).

**DONINGTON PARK**  
AUGUST 23-25, BARC



**SEVENESQUE SERIES (15 LAPS) 1 Tony Bennett (Caterham R300) 20m27.384s (87.07mph);** 2 Darren Berris (Westfield V8) +0.542s; 3 Christian Pittard (Caterham 7); 4 Trevor Clarke (Westfield Ford Zetec); 5 Peter Hargoves (Caterham SLR); 6 David Charlton (SEAT Leon). **CW** Berris; Pittard; Hargoves. **FL** Pittard 1m14.972s (95.03mph).

**RACE 2 (16 LAPS) 1 Pittard 20m06.282s (94.50mph);** 2 Bennett +0.525s; 3 David Tilley (Hart Sports Racing); 4 Hargoves; 5 Clarke; 6 Jon Lee (Rover Mini). **CW** Bennett; Tilley; Hargoves. **FL** Pittard 1m14.015s (96.25mph).

**ARMED FORCES CHALLENGE (15 LAPS) 1 Darren Berris (Westfield V8) 20m38.298s (86.30mph);** 2 Ian Fletcher (Fletcher Hornet Mk4) +24.882s; 3 Stewart Ross-Cumming (Ford Focus RS Mk2); 4 Darren Smee (Honda Integra); 5 Christopher Vosper (Westfield SEI); 6 Chris Wood (BMW E36 328i). **FL** Berris 1m20.291s (88.73mph).

**MINI MIGLIA CHALLENGE (BOTH 10 LAPS) 1 Daniel Wheeler 14m00.406s (84.77mph);** 2 Kane Astin +0.432s; 3 Rupert Deeth; 4 Tony LeMay; 5 Colin Peacock; 6 James Coulson. **FL** Deeth 1m22.250s (86.62mph).

**RACE 2 1 Wheeler 13m56.792s (85.14mph);** 2 Astin +0.381s; 3 Coulson; 4 Peacock; 5 LeMay; 6 Paul Thompson. **FL** Deeth 1m22.123s (86.75mph).

**INTERMARQUE CHAMPIONSHIP (BOTH 13 LAPS) 1 Matt Simpson (Vauxhall Tigra) 16m03.283s (96.15mph);** 2 Chris Brockhurst (Vauxhall Tigra) +19.814s; 3 Lewis Smith (Vauxhall Tigra); 4 Simon Smith (BMW Z4); 5 Ray Harris (Mercedes SLK); 6 Chris Ayling (Vauxhall Tigra). **FL** Simpson 1m13.132s (97.42mph). **RACE 2 1 Simpson 16m11.416s (95.34mph);** 2 L Smith +3.438s; 3 Malcolm Blackman (Vauxhall Tigra); 4 Brockhurst; 5 Ross Loram (Vauxhall Tigra); 6 Ayling. **FL** Simpson 1m13.582s (96.82mph).

**Paul Simmons rolls spectacularly at Donington Park**



**Dan Wheeler claimed a Mini Miglia brace at Donington Park**



**Martin Fowdrey rolls his Ford Fiesta XR2 at Silverstone**



# Lawrence Tomlinson

## The Inside Line

The Ginetta owner and former Le Mans 24 Hours class winner thinks more needs to be done to introduce new blood to the sport



**W**hen I first started racing there seemed to be a culture of 'he's coming into motor racing, how much money can we get out of him?' It's extremely short-sighted and was prevalent back then. If people have a bad experience in year one, you lose them. They also tell others of their bad experience, and you lose them too. We're trying to do the complete opposite.

I've learned about the principles of motorsport. It really is quite daunting when you first go on the track. I think the key thing for the Ginetta Racing Drivers Club, which we introduced this year, is that it's fun. It's different in a lot of ways from a typical start in racing.

Inside everybody there is the feeling that they could beat Lewis Hamilton! Our club is giving people the opportunity to get that experience of being on track, but it also enables them to go and do something else.

It's absolutely cheap as chips, and there's no easier way to get into racing. We're gearing up to do a new batch of cars. It's been a wonderful success for us, and ranges from people in their seventies to people who will go on to join the GT5 Challenge, GT4 Supercup, British GT, or take part in other forms of racing.

We're actively encouraging new people into the sport, and are fully committed to supporting drivers throughout their careers. Many who enter behind the wheel of a G40 go on to progress into a Ginetta GT4 or GT3 car. We've got some seriously quick kids in Juniors, which has 20-plus cars now. I think it goes in cycles – we have to remember in 2010 we introduced a brand-new car that really lifted the lid on the series.



GT3 machinery on the international stage, while my recent purchase of Juno allows us to broaden our current offering to encompass sports prototypes, including the Asian and European Le Mans Series.

We're no strangers to prototypes [Tomlinson drove the LMP1-class Ginetta-Zytek, pictured below] and this is an opportunity for us to go back into that area. It's similar to what we've done in other categories. What the ACO wanted to do in keeping costs down is exactly what we're doing already, so it's a perfect fit.

**“We're actively encouraging new people into motorsport. You don't get that anywhere else”**

I always wanted to provide a genuine route from entry-level racing for young people of 14 years and up – you don't get that anywhere else. I also wanted to do a much more professional junior car. The G40 was a little slow to pick up when it first replaced the G20, but it's now perceived as proper single-seater training, and the likes of Seb Morris, Tom Ingram and Charlie Robertson show the quality of people we're bringing through.

Charlie won the Ginetta Juniors in 2012, did a year in BRDC Formula 4 and now he's leading the Ginetta GT4 Supercup. He's also set to join me and Mike Simpson in the factory-run Team LNT Ginetta G55 GT3 car at Aragon for the VdeV Endurance Series next weekend.

Charlie's never raced internationally, and we wanted to give him that opportunity, so when he comes to look at his 2015 options he knows what to expect.

Many of our customers tend to stay within the 'family' throughout their careers, graduating to Ginetta GT4 or

If I didn't have a friend who was already a racing driver, I'd never have come into the sport. I think so many people have been missed because it seems completely unachievable to people who know nothing about it. To us, what seems completely obvious is totally inaccessible to others, and changing that is, in the long term, the only way to keep our sport alive. ☺



### LAWRENCE TOMLINSON

Part-time endurance racer Lawrence Tomlinson is the chairman of the LNT Group. An entrepreneur and advisor to the British government, his motorsport portfolio includes British sportscar makers Ginetta and Juno. He is also a member of the BRDC board of directors.



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# THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

## What you think of the motorsport news of the past week



## Formula 1 cars are too fragile

Toto Wolff and Niki Lauda's implication that Nico Rosberg's efforts to pass Lewis Hamilton in Belgium were 'unacceptable' is in itself unacceptable. They, and the BBC commentators I've just heard, all miss the point. I have been a fan for 40 years and I, like the rest of us, want to see racing.

That a non-aggressive and failed passing attempt with minor contact should result in two badly damaged cars just indicates

that the cars are not fit for purpose. F1 cars should be able to race wheel-to-wheel without creating dangerous shrapnel that is hazardous to all competitors.

Arnoux and Villeneuve's cars would not have made the second corner of their dice in France in 1979 in contemporary machinery. Sort out the ludicrous front wings. The rulemakers continue to let the fans down.

**David Donnelly, by email**

**If Nico Rosberg did hit Lewis Hamilton's rear wheel deliberately, I think the team should deal with that situation by making Nico Rosberg sit out the next two grands prix, and put Paul di Resta in the car.**

**Douglas Thomson**  
Edinburgh

**As it's clear to everyone that either Nico Rosberg or Lewis Hamilton will win the drivers' championship, with Mercedes taking the constructors' title, in the interests of sportsmanship and fairness what a great PR opportunity this gives Mercedes if it were to drop Nico from the next GP and give the drive to their test driver or A N Other.**

It would send out a clear message to other drivers and teams and show the motorsporting world that Mercedes wants to do it right.

**John Bichhoff**  
Bromley, Kent

**I just wanted to have my say in the booing saga. I recently returned from Charlotte NC where I watched the NASCAR. Out there most of the drivers get booed and it's all part of the game.**

However over here Nico Rosberg justifiably gets booed and the crowd is criticised. Without the crowd there would be no F1. We pay the ticket prices and we pay TV subscriptions and I think we are entitled to boo someone who screwed over another driver, just as we would applaud a driver who stood out.

**Chris Neeson**  
By email

**I truly believe what happened between Rosberg and Hamilton was a racing incident. But I seem to be one of only a handful who hold this view, with the vast majority of British media and F1 fans saying Rosberg was being reckless, stupid, even dangerous.**

I can understand Toto Wolff's anger

at the move so early in the race, but ask yourself this: if the roles were reversed, would the same be said? Of course not! Hamilton would be getting heaps of praise – he was fighting tooth and nail for the race and the championship...

**Craig Jardine**  
Bishopbriggs, Scotland

**Seventeen-year-olds jumping straight into F1 must worry teams and series on the ladder below – that's a lot of money and talent passing them by.**

Is karting plus one year of Formula 3 enough to hone racecraft? I don't think so. But then I guess F1 is not the BTCC, and a lot of F1 races are won from the front row of the grid.

One thing that may help teams is lowering the age of entry to car racing – Formula 4 seems to be a step ahead on this.

**Rob Cullum**  
Stockholm, Sweden



# In pictures

Images around the globe, from a bridge in Scotland to Belgium's iconic Spa



**RICCIARDO'S ICE BUCKET CHALLENGE**  
We already knew Daniel Ricciardo was a cool customer, but he proved it again at Spa with this fine display. And he wasn't the only one. Christian Horner, Adrian Newey and Lewis Hamilton were among other F1 figures to take on the bucket

MASON/GETTY

## In the shops

Desirable new releases

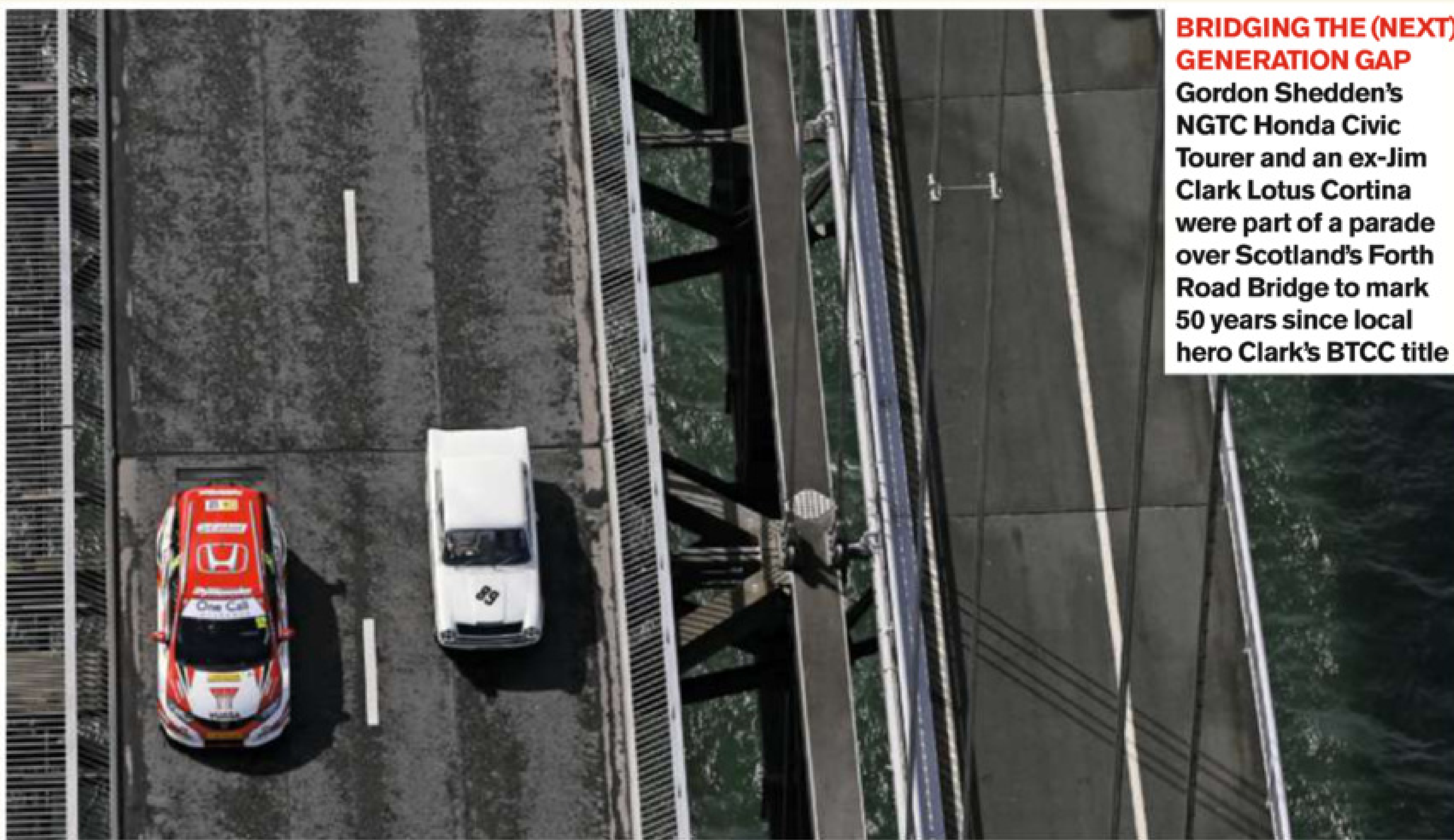
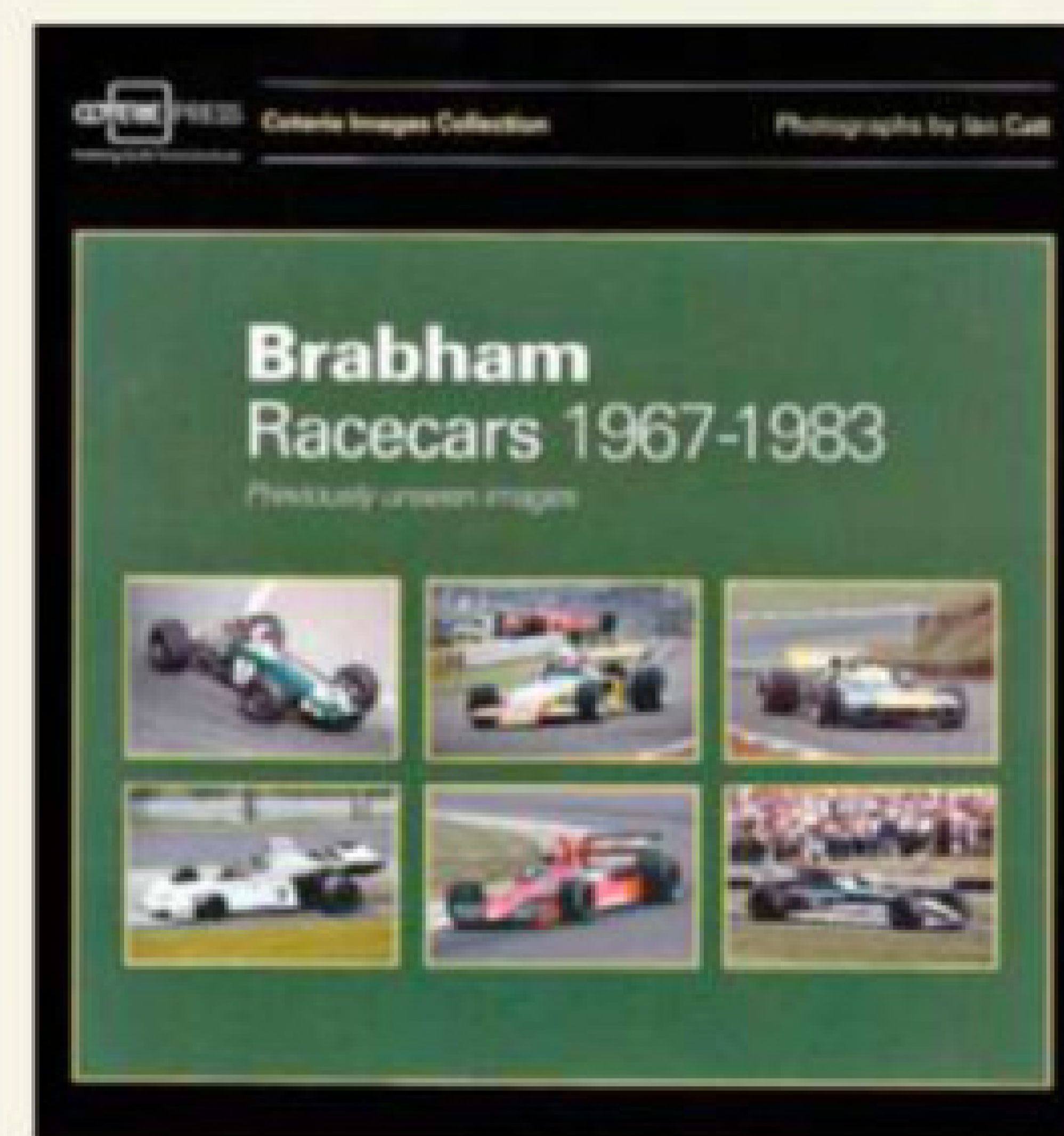
### OFFICIAL LOTUS F1 APPAREL

From £14.99 – [autosport.com/shop](http://autosport.com/shop)  
The Lotus F1 team's official range of clothing includes everything from keyrings, backpacks, mugs and drinks bottles, through to more conventional fan attire, such as the baseball cap (£34.99) and rain jacket (£154.99) pictured below. See the website for the full range.



### BRABHAM PHOTO BOOK

\$29.95 – [coteriepress.com](http://coteriepress.com)  
The second in what will be a six-book series of photo histories (joining Ferrari, Lotus, McLaren, March and Tyrrell), this is a softback collection of pics of all the key Brabhams, with extended captions. While not pretending to be definitive, it's great as an affordable, dip-into history lesson.



**BRIDGING THE (NEXT) GENERATION GAP**  
Gordon Shedden's NGTC Honda Civic Tourer and an ex-Jim Clark Lotus Cortina were part of a parade over Scotland's Forth Road Bridge to mark 50 years since local hero Clark's BTCC title

EBREY/LAT

**KNOCKHILL MILESTONES**  
As Knockhill celebrated 40 years during its BTCC event, the Clark display also included his 1966 BRM H16-engined Lotus 43, driven by Andy Middlehurst



EBREY/LAT

**WHOSE LINE IS IT ANYWAY?**  
Ryan Cullen starts to spin in GP3 at Spa as Sebastian Balthasar, Luis Sa Silva and Luca Ghiotto struggle to find the correct bit of asphalt at La Source



LEICESTER/LAT

### BROOKLANDS 4D THEATRE

£5 – [brooklandsmuseum.com](http://brooklandsmuseum.com)  
Now open in a restored hangar on the site of the world's first purpose-built paved racetrack in Weybridge is a 4D cinematic experience of life in the 1930s, including a 'race' in John Cobb's lap-record-holding Napier Railton. The best 'virtual fright of your life' for a fiver you'll find anywhere.





# WHAT'S ON

## ON TRACK IN THE UK



BRDC F4 heads to Brands...

HAWKINS



...as does the packed field of British GT

WOOD/LAT

### BRANDS HATCH

**MSVR**

**August 30-31**

[brandshatch.co.uk](http://brandshatch.co.uk)

The large British GT grid makes its annual visit to the Kent track this weekend as the season reaches its critical stage. Marco Attard will attempt to maintain his near 20-point advantage at the top of the standings in the penultimate round of the year. Also in action on the Grand Prix circuit will be British F3 and the budding stars of BRDC F4.

### ZANDVOORT

**Historic Grand Prix**

**August 30-31**

[circuit-zandvoort.nl](http://circuit-zandvoort.nl)

Over in Holland there's a packed programme of historic racing on the legendary Zandvoort track. A wide range of iconic cars will be in action across 23 races, including old F1, F2, sports and touring cars. David Brabham will also demonstrate some of his father Jack's F1 machines at a track where the Aussie achieved two GP victories.

### ANGLESEY

**BARC**

**August 30-31**

[angleseycircuit.com](http://angleseycircuit.com)

There is 24-hour action in Wales this weekend with the annual round-the-clock Citroen 2CV race at Anglesey. It's the first time that the enduro has been held in north Wales since switching from Snetterton.

### KIRKISTOWN

**500MRCI**

**August 30**

[kirkistown.com](http://kirkistown.com)

A variety of single-seater cars

will be racing over in Northern Ireland with Formula Fords, Vees and Libre all taking to the track along with the Roadsports and Fiesta tin-top categories.

### CADWELL PARK

**BARC**

**August 30-31**

[cadwellpark.co.uk](http://cadwellpark.co.uk)

The Lincolnshire venue plays host to the British Superkart Grand Prix, while the Northern and CNC Heads Sports/Saloons will provide the weekend's car action.

### DONINGTON PARK

**CSCC**

**August 30-31**

[donington-park.co.uk](http://donington-park.co.uk)

The Classic Sports Car Club's eclectic range of series visit the Midlands this weekend, with the Special Saloons likely to provide the best sights and sounds.

### OULTON PARK

**BRSCC**

**August 30**

[oultontpark.co.uk](http://oultontpark.co.uk)

FF1600s, Jedis, MX5s, Porsches, and Fiestas (of the Scottish and XR variety) will

### SNETTERTON

**BARC**

**August 30-31**

[snetterton.co.uk](http://snetterton.co.uk)

Formula Renault BARC tops the bill in Norfolk this weekend with Historic V8s, Clubmans, Ginetta Racing Drivers Club, Clios and Max5 also on the programme.



Snett hosts FR BARC

EBREY/LAT

## ON TRACK AROUND THE WORLD



Indy finale at Fontana

LEVITT/LAT

### INDYCAR SERIES

**Rd 15/15**

**Fontana, California, USA**

**August 30**

[indycar.com](http://indycar.com)

### NASCAR SPRINT CUP

**Rd 25/36**

**Atlanta, Georgia, USA**

**August 31**

[nascar.com](http://nascar.com)



NASCAR heads to Atlanta

KINRADE/LAT

### EUROPEAN RALLY CHAMPIONSHIP

**Rd 8/11**

**Czech Rally Zlin**

**Zlin, Czech Republic**

**August 29-31**

[fiaerc.com](http://fiaerc.com)

### SUPER GT

**Rd 6/8**

**Suzuka, Japan**

**August 31**

[supergt.net](http://supergt.net)

### ASIAN LE MANS SERIES

**Rd 2/5**

**Fuji, Japan**

**August 31**

[asianlemansseries.com](http://asianlemansseries.com)

### ADAC GT MASTERS

**Rd 6/8**

**Nurburgring, Germany**

**August 30-31**

[adac-gt-masters.de](http://adac-gt-masters.de)



Suzuka enduro for Super GT

ISHIHARA/LAT

### GERMAN FORMULA 3

**Rd 5/8**

**Nurburgring, Germany**

**August 30-31**

[formel3.de](http://formel3.de)

### V8 STOCK CAR

**Rd 7/12**

**Curitiba, Brazil**

**August 31**

[stockcar.com.br](http://stockcar.com.br)



Your guide to the best events taking place in the UK and around the world – plus TV and online

**ON TELEVISION**

**THURSDAY AUGUST 28**

**1000-1100 ESPN**  
 United SportsCar: Virginia highlights  
**1340-1445 Motors TV**  
 British F3: Thruxton highlights  
**1445-1650 Motors TV**  
 United SportsCar: Virginia highlights  
**1500-1600 Premier Sports**  
 NASCAR Classics: Charlotte 500 2003  
**2100-2200 BT Sport 2**  
 Blancpain Sprint: Slovakia Ring highlights  
**2100-2145 Sky Sports F1**  
 Classic Race: Brazil 1986  
**2200-2300 Sky Sports F1**  
 Tales from the Vaults: Team-mates  
**2300-0000 Sky Sports F1**  
 Legends of F1: Sir Frank Williams

**FRIDAY AUGUST 29**

**0400-0500, 1330-1430 ESPN**  
 IndyCar Series: Sonoma highlights  
**0830-1200 BT Sport 2 LIVE**  
 MotoGP: Silverstone free practice one  
**1200-1600 BT Sport 2 LIVE**  
 MotoGP: Silverstone free practice two  
**1600-1800 BT Sport 2**  
 V8 Supercars: Sydney highlights  
**2000-2100 Sky Sports F1**  
 The F1 Show  
**2100-2330 Sky Sports F1**  
 F1 Classics: Europe 2012  
**2235-2340 Motors TV**  
 WRC: Rally Germany highlights

**SATURDAY AUGUST 30**

**0625-0745 Motors TV**  
 NASCAR Nationwide: Bristol highlights  
**0830-1200 BT Sport 2 LIVE**  
 MotoGP: Silverstone free practice three



WRC Germany highlights on Motors this Friday

MCKLEIN/LAT

**1200-1615 BT Sport 2 LIVE**  
 MotoGP: Silverstone qualifying  
**1330-1835 Motors TV LIVE**  
 Motors Raceday: Snetterton

**SUNDAY AUGUST 31**

**0230-0600 ESPN LIVE**  
 IndyCar Series: Fontana  
**1000-1030 British Eurosport**  
 ERC: Czech Rally highlights  
**1030-1300 ESPN**  
 IndyCar Series: Fontana highlights  
**1000-1200 Premier Sports**  
 NASCAR highlights  
**1030-1600 BT Sport 2 LIVE**  
 MotoGP: British Grand Prix  
**1530-1805 Motors TV**  
 NASCAR Nationwide: Atlanta

**MONDAY SEPTEMBER 1**

**0900-0930 British Eurosport**  
 ERC: Czech Rally highlights  
**2100-2145 Sky Sports F1**  
 F1 Classics: Britain 1994

**TUESDAY SEPTEMBER 2**

**1000-1100 BT Sport 2**  
 WRC Classic: 2004 season

**WEDNESDAY SEPTEMBER 3**

**0930-1000 British Eurosport**  
 Inside ERC

**ONLINE**

**HOT ON THE WEB THIS WEEK**

**YouTube V8 SUPERCARS GO SIDEWAYS AT EASTERN CREEK**



**SEARCH FOR:** Drift It Home – That’s How We Roll (1:34)

Top three finishers Shane van Gisbergen, Chaz Mostert and Jamie Whincup indulge in some freestyle hooning on the in-lap after Saturday’s soaking second race at Eastern Creek, much to the enjoyment of the TV commentary team.

**AUTOSPORT+**

News, analysis and opinion from F1, WRC and IndyCar

AUTOSPORT’s F1 team analyses the events of Spa and Gary Anderson argues the Mercedes drivers aren’t to blame for the Belgian GP clash. Plus, Mark Glendenning takes a look at the IndyCar kits that will arrive in 2015, and David Evans investigates Hyundai’s WRC rise.

**GET AUTOSPORT ON THE MOVE**

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**Revved up over what’s on the box**

It’s been a little while since we’ve delved into the world of the BBC’s lead Formula 1 pundit Eddie Jordan, treading his fine line between genius and gobbledegook, but the post-Belgian Grand Prix fallout following the collision between the Mercedes drivers was an absolute masterclass.

Fresh from interviewing the drivers on the podium, and admonishing the crowd for booing Nico Rosberg, Jordan produced this amazing monologue: “The team have to look at themselves, it’s wrong. What happened here was so easy to avoid by a clear instruction: don’t pass each other, don’t cause any problem until the race settles down. It’s a boardroom decision, don’t blame the drivers.”

Fine so far, but then David Coulthard points out that he’s “taking the racer out of the racer...”

“This is not a sport for racing drivers,” rants Jordan nonsensically. “It’s for everyone [but not racing drivers, apparently]. It’s the team who employ



THOMPSON/GETTY

EJ and DC finally agree on something

these people; you can’t let people just go and do what they want to do. They may like it, and it may be fine [anchor Suzi Perry starts chuckling], but the team has suffered here.”

DC attempts to defend the drivers, but is shouted down by Jordan: “Forget the drivers for a moment.”

Perry interjects: “We can’t!”

EJ: “Of course we can! Why defend them when they’re completely out on a limb? They are absolutely rudderless. The team is not exercising normal control here.”

Perry points out he was “waxing lyrical” earlier about Mercedes letting its drivers race. Now he’d changed his tune. He wasn’t having that, despite it being true...

EJ: “David and I had a discussion. We talked about instructions and other things, we even brought his wife into it... let’s leave that aside [DC shoots a *Magnum PI*-style quizzical look to camera], let’s think about the team first. They’ve lost a race win; they lost a one-two.”

Pundits are there to express opinions, and while you might not agree with him – or think he’s utterly insane – Jordan is pure box office. And he came up with this gem near the end: “If I was the boss, I’d be going mental in there.”

DC: “You’re mental anyway!”

EJ: “That’s the most sensible thing you’ve said all day. I cannot possibly criticise that comment.”

**Revved Up**



# Dave Loudoun

“I got up to sixth – where I needed to be – but I wasn’t very comfortable”

■ Dunlop Rover Turbo Cup ■ Silverstone ■ October 8 1995 ■ Rover 220 Turbo ■ Narrow title win



Loudoun retained his Rover Turbo title in the Silverstone finale

I SUPPOSE AFTER SO MANY years and so many races – almost fortnightly warfare for goodness knows how long – there are bound to be lots of races that almost qualify for the race of my life.

The one that I’ve chosen, though, was the finale of the 1995 Dunlop Rover Turbo Cup at Silverstone. It was a fraught season and that final round was high-pressure.

I think there were about four of us who could mathematically win the title but realistically it was between Alastair Lyall and me. I’d got a bit of a lead over him at the mid-season point but he’d been catching me up and was a bit quicker in the second half of the season.

Basically, I needed to finish sixth if Alastair won the race, with all the computations that came with that. I got the feeling that, because I’d won three of the past four Rover championships, people wanted Alastair to win it. It felt like I didn’t have too many friends that day.

Qualifying came and it was a

miserable and greasy day. We were all waiting in the assembly area at Brooklands when Colin Blower had his massive accident in the TVR Tuscan. It didn’t look very clever and we didn’t know if he’d be OK so that added to the pressure.

It was most likely that the quickest times would come at the end of the session when the track had dried up a bit. It’s always a

gamble with tyres – having the right ones on at the right time. Anyway, Alastair stuck it on pole and I was down in seventh. Not ideal and I was bit worried, especially as some of the quick guys were behind me.

Come the race, the first three or four laps were chaotic, but my sole object was to survive them. It was hectic, mirrors flying everywhere – the usual one-make madness!

The race settled down and I got myself up to sixth, but everyone else was seventh. I could see Alastair up front but I had to focus on not catching the guy in front, who could’ve had me off, and not letting anyone behind get too close. It was pretty stressful with 20 or more cars behind me. I was where I needed to be but not very comfortable.

With about four laps left I noticed my rear bumper flapping about on one side, which made me think I might get black-flagged. It fell off after a while so fortunately that problem went away.

I hung on and took fifth place, with Alastair winning the race. It wasn’t pretty but it was enough to win the title. I got a Rover 220 Turbo road car, a nice cheque and a big trophy, which I’ve still got.

I had a lot of fun over the years. Twenty years and two stone ago I was pretty quick and I’m lucky to have raced so many cars for so long! *Dave Loudoun was talking to Henry Hope-Frost*

## PROFILE



### VETERAN RACER DAVE

Loudoun started in karting in the 1970s and progressed to saloons, with the Renault 5Ts series in ’78. He won titles in the competitive Ford Fiesta, Metro Turbo, Rover (216 and 220 Turbo) series, as well as dabbling in World Sportscars, British GT and the BTCC. The BRDC member, now 61, helps BTCC racer Chris Stockton and refuses to admit he’s retired.

# NEXT WEEK

# THE RISE OF F1 SPEEDS

Plus: IndyCar finale; street racing in the UK



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